

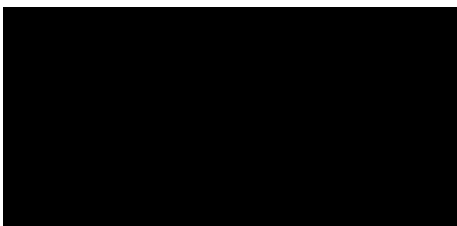


APPENDIX 1

REVISED TRAFFIC IMPACT ASSESSMENT REPORT

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

TIA Report
August 2026



Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

TIA Report
August 2026

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Content	Page
1 INTRODUCTION	1
1.1 General	1
1.2 Study Objectives	1
1.3 Report Structure.....	2
2 DESCRIPTIONS OF THE PROPOSED DEVELOPMENT.....	3
2.1 Site Location and Study Area	3
2.2 Development Parameters.....	3
2.3 Parking and Loading/Unloading Facilities.....	3
2.4 Vehicular and Pedestrian Access Arrangements.....	5
3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS.....	6
3.1 Existing Road Network	6
3.2 Existing Public Transport Services	6
3.3 Traffic Surveys	8
3.4 Existing Vehicle Traffic Conditions	8
3.5 Existing Pedestrian Flows	10
3.6 Public Transport Surveys	12
4 ESTIMATION OF DEVELOPMENT FLOWS.....	14
4.1 Peak Hour Visitor Flows	14
4.2 Peak Hour Vehicular Flows	15
5 TRAFFIC IMPACT ASSESSMENT	16
5.1 Design Year	16
5.2 Methodology	16
5.3 Future Year Reference Traffic Flows.....	17
5.4 Future Year Design Peak Hour Traffic Flows	20
5.5 Future Year Junction Capacity Assessments	20
5.6 Future Year Link Capacity Assessments	21
5.7 Proposed Improvement Scheme	22
6 PEDESTRIAN ASSESSMENT	25
6.1 Estimated Pedestrian Flows by the Project Site	25
6.2 Forecast 2034 Peak Hour Pedestrian Flows	25
6.3 Public Transport Capacity	26
7 Summary and Conclusion.....	28
7.1 Summary	28
7.2 Conclusion	29

List of Table	Page
Table 2-1 Summary of Project Site Parameters	3
Table 2-2 Provision of Parking and L/UL Facilities	4
Table 3-1 Bus Services in the Vicinity of Project Site	6
Table 3-2 Summary of Comprehensive Surveys	8
Table 3-3 Passenger Car Unit Conversion Factors	8
Table 3-4 2025 Peak Hour Junction Capacity Assessment	9
Table 3-5 2025 Peak Hour Road Link Capacity Assessment	10
Table 3-6 Existing Level of Services (LOS) of Pedestrian Footways	11
Table 3-7 Capacity Assessment on Signalized Crossing	11
Table 3-8 2025 Weekday Peak Hour Public Transport Trips and Occupancies	12
Table 4-1 Observed Peakiest Hourly Visitor Flows for RCHE Site	14
Table 4-2 Estimated Peak Hour Visitor Flows for the Project Site	14
Table 4-3 Observed Peakiest Hourly Vehicle Flows for RCHE Site	15
Table 4-4 Estimated Peak Hour Vehicle Flows for the Project Site	15
Table 5-1 2021-Based TPEDM for Yuen Long District	17
Table 5-2 Hong Kong Population Projection in 2031 and 2034	17
Table 5-3 Planned / Committed Developments in the Site Vicinity	18
Table 5-4 2034 Peak Hour Junction Capacity Assessment	20
Table 5-5 2034 Peak Hour Road Link Capacity Assessment	21
Table 5-6 Traffic Improvement Works by Other Projects	22
Table 5-7 2034 Peak Hour Junction Capacity Assessment (with Improvement Works)	23
Table 5-8 2034 Peak Hour Road Link Capacity Assessment (with Improvement Works)	23
Table 6-1 2034 Level of Services (LOS) of Pedestrian Footways	25
Table 6-2 Capacity Assessment on Signalized Crossing	26
Table 6-3 Additional Bus Demand by the Project Site	26
Table 6-4 Peak Hour Bus Demand and Spare Capacities at Nearby Bus-stops	27

List of Figures

Figure 2-1	Site Location
Figure 2-2	Parking and Loading / Unloading Facilities at Ground Floor
Figure 2-3	Proposed Vehicular and Pedestrian Access at Ground Floor
Figure 2-4	Major Vehicular Ingress and Egress Routes
Figure 3-1	Existing Public Transport Services
Figure 3-2	Locations of Types Traffic Surveys (Sheet 1 of 2)
Figure 3-3	Locations of Types Traffic Surveys (Sheet 2 of 2)
Figure 3-4	2025 Observed Peak Hour Traffic Flows
Figure 3-5	2025 Observed Peak Hour Pedestrian Flows
Figure 5-1	Locations of List of Planned / Committed Developments
Figure 5-2	2034 Reference Peak Hour Traffic Flows
Figure 5-3	Development Peak Hour Traffic Flows
Figure 5-4	2034 Design Peak Hour Traffic Flows
Figure 5-5	Proposed Widening at Fui Sha Wai South Road
Figure 6-1	2034 Peak Hour Pedestrian Flows (with Project Flows)

Appendices

- Appendix A Parking Provision of Other RCHE / Residential Development
- Appendix B Swept Path Analysis
- Appendix C 2025 Junction Calculation Sheets
- Appendix D 2034 Junction Calculation Sheets
- Appendix E Proposed Traffic Improvement Works

1 INTRODUCTION

1.1 General

- 1.1.1 The Project Site is situated at Lot Nos. 2188 and 398 RP in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, which falls within the “Comprehensive Development Area” (CDA) and “Green Belt” (GB) on the Approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/14.
- 1.1.2 To facilitate the development of the proposed residential development and social welfare facility (Residential Care Home for the Elderly), amendment is required to the OZP by rezoning the areas from CDA / GB to “Residential (Group A)4” (“R(A)4”).
- 1.1.3 In support of the planning application, Ozzo Technology (HK) Limited is commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Project Site on the road network in the vicinity of the Project Site.

1.2 Study Objectives

- 1.2.1 The main objectives of this TIA Study are as follows:
- To review the existing traffic situation of the surrounding road network;
 - To estimate the potential traffic generations/attractions to be induced by the Project Site;
 - To assess the future traffic situation of the surrounding road network;
 - To appraise the potential traffic impact of the Project Site on the surrounding road network and to recommend improvement proposals, if required; and
 - To advise on the internal transport arrangements.

1.3 Report Structure

1.3.1 Following this introductory chapter, this report is arranged as follow:

- Chapter 2 describes the Project Site;
- Chapter 3 summarizes the existing traffic conditions in the vicinity of the Project Site;
- Chapter 4 describes the methodology for estimating the amount of visitor flows and vehicular traffic to be induced by the Project Site;
- Chapter 5 details the traffic forecast and the results of traffic impact assessment;
- Chapter 6 presents the pedestrian impact assessment and public transport assessment;
- A summary of the findings and conclusion of this TIA study are given in Chapter 7.

2 DESCRIPTIONS OF THE PROPOSED DEVELOPMENT

2.1 Site Location and Study Area

- 2.1.1 **Figure 2-1** shows the location of the Project Site, situated adjacent to Tai Tao Tsuen, bounded by Fui Sha Wai South Road in the east and Castle Peak Road - Hung Shui Kiu in the north.

2.2 Development Parameters

- 2.2.1 The Project Site is a 13 storey composite development for RCHE and residential development. **Table 2-1** summarizes the development parameters of the Project Site.

Table 2-1 Summary of Project Site Parameters

Parameters	Residential	RCHE
Total GFA	10,489m ²	
No. of Units	72	-
No. of Beds	-	450 beds

2.3 Parking and Loading/Unloading Facilities

- 2.3.1 The Project Site is an RCHE cum residential development, with no specific parking and loading / unloading requirements in accordance with Hong Kong Planning Standard and Guidelines (HKPSG). Thus, **for RCHE**, provision of parking and loading / unloading facilities will be designed based on users' requirements to meet operational needs. **For residential portion, provision of parking and loading / unloading facilities is stipulated with HKPSG requirement.** **Table 2-2** summarizes the internal transport facilities to be provided in the Project Site.

Table 2-2 Provision of Parking and L/UL Facilities

Parking and L/UL Facilities		Requirements		Proposed Provision	Size	Headroom
		Criteria	Required			
Residential Development (72 units) based on HKPSG requirements:						
Parking	Private Car	60 units with average unit size $\leq 40\text{m}^2$ Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1=0.5 ⁽¹⁾ ; R2 = 0.75 ⁽²⁾ ; R3 =1.1 ⁽³⁾	4-7	7 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
		12 units with $40\text{m}^2 \leq$ average unit size $< 70\text{m}^2$ Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1=1.2 ⁽¹⁾ ; R2 = 0.75 ⁽²⁾ ; R3 =1.1 ⁽³⁾	2-3			
	Visitor Car Parking	5 spaces per block should be provided for private residential developments with more than 75 units per block.	0	0	5m x 2.5m	>2.4m
	Motorcycle	1 motorcycle parking space per 100-150 flats	1	1	2.4m x 1m	>2.4m
L/UL Bay	M/HGV	Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats	1	1	11m x 3.5m	>4.7m
RCHE (450 Beds) based on users' requirements:						
Parking	Private Car	Users' requirement	5	5 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
	Light Bus		2	2	8m x 3.0m	>3.3m
	Motorcycle		1	1	2.4m x 1m	>2.4m
L/UL Bay	Private Car		1	1	5m x 2.5m	>2.4m
	LGV		2	2 (1 shared use with M/HGV)	7m x 3.5m	>3.6m
Overall						
Parking	Visitor Private Car	For Visitor Parking	2	2	5m x 2.5m	>2.4m
Total						
Parking	Private Car	Residential Development: according to HKPSG	6-10	7 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
		RCHE: according to Users' requirement	5	5 (including 1 Accessible)		
	Visitor Private Car	For Visitor Parking	2	2	5m x 2.5m	>2.4m
	Light Bus	RCHE: according to Users' requirement	2	2	8m x 3.0m	>3.3m
	Motorcycle	Residential Development: according to HKPSG	1	1	2.4m x 1m	>2.4m
		RCHE: according to Users' requirement	1	1		
L/UL	Private Car	RCHE: according to Users' requirement	1	1	5m x 2.5m	>2.4m

Bay	LGV	RCHE: according to Users' requirement	2	2 (1 shared use with M/HGV)	7m x 3.5m	>3.6m
	M/HGV	Residential Development: according to HKPSG	1	1	11m x 3.5m	>4.7m

Note: (1) Demand Adjustment Ratio (R1) = 0.5 for $40m^2 \leq \text{Flat size}$, 1.2 for $40m^2 < \text{Flat size} \leq 70m^2$

(2) Accessibility Adjustment Ratio (R2) = 0.75 within a 500m-radius rail station

(3) Development Intensity Adjustment Ratio (R3) = 1.1 for $1.00 < \text{Domestic Plot Ratio} \leq 2.00$

- 2.3.2 The residential development units are intended for residents of ages 60 or above, while some of the flats aims to serve 1 person only. Thus, the parking demand for the Project Site would be smaller than the general private housing development. In actual operation, the willingness and the travel needs for the elderly is relatively low, thus fewer trips would be generated. Whilst users are encouraged to use public transport or by rehab bus to enter / leave the site, as such, the parking provision is deemed reasonable.
- 2.3.3 The site is small with irregular geometry, and the carpark layout has already been optimized to achieve the maximum practicable utilization.
- 2.3.4 To evaluate the parking demand for Proposed Development, references have been made for various RCHE / residential development in terms of parking provision, with a summary of parking provision presented in **Appendix A**. Assessment results indicate that the parking provision for the Project Site is generally in order, comparing with other RCHE / residential developments, thus is considered sufficient to cater for the parking demand of the Project Site.
- 2.3.5 The parking spaces and loading / unloading bays for goods vehicles and light bus will be located on the Ground Floor as shown in **Figure 2-2**. The associated swept path analysis are presented in **Appendix B**.

2.4 Vehicular and Pedestrian Access Arrangements

- 2.4.1 The vehicular cum pedestrian access for the Project Site is located at Fui Sha Wai South Road. The major vehicular ingress and egress routes for the Project Site are illustrated in **Figure 2-4**. On the other hand, to enhance the pedestrian connectivity while to allow separation of pedestrians for the RCHE portion, 2 pedestrian entrances and 1 RCHE entrance are proposed within the Project Site, while pedestrians shall enter and leave the site via Fui Sha Wai South Road via the vehicular access. **Figure 2-3** shows the locations of the proposed accesses for the Project Site.

3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

- 3.1.1 As shown in **Figure 2-1**, the Project Site is bounded by Fui Sha Wai South Road in the east and Castle Peak Road - Hung Shui Kiu in the north.
- 3.1.2 Castle Peak Road – Hung Shui Kiu has a dual-2 lane configuration, classified as a Rural Trunk Road which connects Castle Peak Road – Ping Shan in the east and Castle Peak Road – Lam Tei in the west. This Rural Trunk Road section forms part of the Castle Peak Road network connecting Yuen Long and Tuen Mun area.
- 3.1.3 Hung Tin Road is a dual-2 lane District Distributor, acting as a north-south district distributor serving the western side of Tin Shui Wai, connecting Tin Ying Road in the north and Yuen Long Highway and New Territories Circular Road in the south.
- 3.1.4 Fui Sha Wai South Road is a single track access road with 1-lane-2-way operation serving local traffic and connects to Tai To Tsuen Road in the south. Current observation indicates that the access road is serving minimal traffic.

3.2 Existing Public Transport Services

- 3.2.1 The Project Site is well served by public transport services including franchised bus services, GMB services and LRT services. **Figure 3-1** shows the existing public transport provisions in the vicinity of the Project Site with details of the existing public transport services described in **Table 3-1**.

Table 3-1 Bus Services in the Vicinity of Project Site

Route	Routing			Frequency (minutes)
Franchised Bus Services				
KMB 63X	Hung Shui Kiu (Hung Fuk Estate)	-	Jordan (West Kowloon Station)	Daily services every 12-30 mins
KMB 64X	Hung Shui Kiu (Hung Yuen Road)	-	Hong Kong Science Park	Mon to Fri (except PH) departures at 07:15
KMB 68A	Long Ping Estate	-	Tsing Yi Station	Daily services every 10-30 mins
KMB 68X	Mong Kok (Park Avenue)	-	Hung Shui Kiu (Hung Fuk Estate)	Daily services every 9-25 mins
KMB 258A	Hung Shui Kiu (Hung Fuk Estate)	-	Lam Tin Station	Mon to Fri (except PH) departures at 07:10, 07:25
KMB 258P	Hung Shui Kiu (Hung Fuk Estate)	-	Lam Tin Station	Mon to Fri (except PH) services from 06:50 to 10:00 and 15:50 to 20:00 every 12-30 mins; Sat (except PH) services from 07:00 to 09:40 and 16:00 to 20:00 every 20-30 mins;
KMB 261P	Tuen Mun (Siu Hong Court)	-	Sheung Shui (Tin Ping)	Mon to Fri (except PH) departures at 06:40, 07:00, 07:20,16:40; Sat (except PH) departures at 07:20;
KMB 268B*	Special Departure from Hung Fuk Estate Hung Yuen Road	-	Hung Hom (Hung Luen Road)	Mon to Fri (except PH) departures at 07:25
KMB 268X	Jordan (West Kowloon Station)	-	Hung Shui Kiu (Hung Fuk Estate)	Daily services every 6-35 mins

Route	Routing		Frequency (minutes)
KMB 269D	Tin Fu	- Lek Yuen	Daily services every 6-25 mins
KMB 276P	Sheung Shui	- Tin Shui Wai Station	Daily services every 5-25 mins
KMB 960A	Central	- Hung Shui Kiu (Hung Fuk Estate)	Mon to Fri (except PH) departures at 18:30
KMB 960P	Hung Shui Kiu (Hung Yuen Road)	- Causeway Bay (Victoria Park)	Mon to Fri services from 06:45-10:00 every 10-35 mins and departures at 17:15 17:30 17:45 18:00 18:20; Sat services from 07:15-10:00 every 20-35 mins; Holidays service from 10:00-13:00 every 30 mins;
KMB 960X	Hung Shui Kiu (Hung Yuen Road)	- Quarry Bay (King's Road)	Mon to Fri (except PH) departures at 06:45, 06:54, 07:02, 07:09, 07:17, 07:25, 07:33, 07:42, 07:50, 17:30, 17:45, 18:05, 18:15, 18:27, 18:39, 18:51, 19:03, 19:15, 19:30;
LWB A34	Hung Shui Kiu (Hung Yuen Road)	- Airport (Ground Transportation Centre)	Daily services every 15-45 mins
NLB B2	Yuen Long Station	- Shenzhen Bay Port	Daily services every 20-30 mins
MTR Bus K75A	Tin Shui Wai Station	- Hung Shui Kiu (Circular)	Daily services every 30 mins
MTR Bus K75P	Tin Shui	- Hung Shui Kiu (Circular)	Daily services every 10-15 mins
MTR Bus K75S	Tin Shui Wai Station	- Hung Fuk Estate (Circular)	Mon to Fri (except PH) services from 07:00-09:00 and 17:30-20:00 every 12-15 mins;
GMB Services			
GMB 32	Yuen Long Station (North) Public Transport Interchange	- Tan Kwai Tsuen	Daily services every 10-15 mins
GMB 621	Hung Shui Kiu (Hung Yuen Road)	- Tin Shui Wai North (Wetland Park Road) (via Tin Shui Wai Hospital) (Circular)	Daily services every 20-30 mins
LRT Services			
LRT 610	Tuen Mun Ferry Pier	- Yuen Long	Daily services every 7-17 mins
LRT 614	Tuen Mun Ferry Pier	- Yuen Long	Daily services every 13-23 mins
LRT 615	Tuen Mun Ferry Pier	- Yuen Long	Daily services every 13-25 mins
LRT 751	Tin Yat	- Yau Oi	Daily services every 7-17 mins

Note: * Special services

Information updated based on “hkemobility” from Transport Department as of date 03 September 2025.

3.3 Traffic Surveys

- 3.3.1 Traffic surveys including vehicular count survey and pedestrian count survey were conducted on 18 February 2025 (Tuesday) between 07:00 to 10:00 and 16:00 to 19:00, together with trip generation survey for a reference RCHE site conducted on 20 February 2025 (Thursday) between 07:00 and 19:00. A summary of the types of surveys being undertaken and the survey locations are shown in **Figure 3-2** and **Figure 3-3**. The details are summarized in **Table 3-2**.

Table 3-2 Summary of Comprehensive Surveys

Survey Type	Location	Figure	Survey Date	Data Collected
Vehicular Count Surveys	J1 to J5	Figure 3-2	2025-02-18 (Tuesday)	Manual Classified count in 15 min intervals
	L1 to L6	Figure 3-2	2025-02-18 (Tuesday)	Manual Classified count in 15 min intervals
Pedestrian Count Surveys	P1 to P7	Figure 3-3	2025-02-18 (Tuesday)	Pedestrian flows in 5-min intervals
Public Transport Utilization Surveys	Bus/GMB Stop A to C	Figure 3-3	2025-02-18 (Tuesday)	-Nos. of buses -Passenger boarding and alighting
Trip Generations Survey	Hong Shui Garden of Aged Company Limited, Tuen Mun	-	2025-02-20 (Thursday)	-Visitor flows -Nos. of In and Out vehicles

3.4 Existing Vehicle Traffic Conditions

- 3.4.1 All vehicle flows recorded during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Table 2.3.1.1 of Volume 2 of Transport Planning and Design Manual (TPDM) and shown in **Table 3-3**.

Table 3-3 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor ⁽¹⁾	
	Traffic Signal	Priority junction/ Roundabout
Car / Taxi	1.00	1.00
Public Light Bus / Minibus	1.50	1.50
Light Goods Vehicle	1.50	1.50
Medium/ Heavy Goods Vehicle	1.75	2.80
Bus / Coach	2.00	2.80

Notes: (1) Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2024

- 3.4.2 By applying the above PCU factors, vehicular traffic flows in PCUs are calculated and the AM and PM peak hour is identified to occur at 07:30-08:30 and 16:45-17:45 for AM peak and PM peak respectively. **Figure 3-4** presents the 2025 observed Weekday AM and PM peak hour traffic flows on the road network in the vicinity of the Project Site.
- 3.4.3 Based on the existing traffic flows, the peak hour performance of the key junctions in the vicinity of the Project Site is assessed. The assessment results are indicated in **Table 3-4** and detailed junction calculation sheets are given in **Appendix C**.

Table 3-4 2025 Peak Hour Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2025 Weekday	
				AM Peak	PM Peak
J1	Hung Tin Road / Hung Chi Road	Signalized	RC	74.6%	89.7%
J2	Hung Tin Road / Hung Shui Kiu Tin Sam Road	Priority	DFC	0.48	0.39
J3	Castle Peak Road (Hung Shui Kiu) / Hung Tin Road	Signalized	RC	66.7%	100%+
J4	Castle Peak Road (Ping Shan) / Access Road	Priority	DFC	0.09	0.05
J5	Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road	Priority	DFC	0.01	0.01

Notes: (1) Refer to Figure 3-2 for junction locations

(2) RC = Reserve Capacity for signal-controlled junction; DFC = Design Flow to Capacity for priority junction

- 3.4.4 The results reveal that all the key junctions within the Study Area operate satisfactorily during the peak hours.

- 3.4.5 Based on the existing traffic flows, the peak hour performances of the key road links in the vicinity of the Project Site are also assessed and the results are indicated in **Table 3-5**.

Table 3-5 2025 Peak Hour Road Link Capacity Assessment

No.	Location ⁽¹⁾	Direction	Design ⁽²⁾ Capacity (veh/hr)	Weekday AM Peak		Weekday PM Peak	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Hung Tin Road (At grade)	NB	1700	589	0.35	491	0.29
		SB	1700	495	0.29	396	0.23
L2	Castle Peak Road (Hung Shui Kiu)	EB	2600	760	0.29	611	0.24
		WB	3000	846	0.28	618	0.21
L3	Castle Peak Road (Ping Shan)	EB	3000	522	0.17	473	0.16
		WB	2600	667	0.26	580	0.22
L4	Fui Sha Wai South Road	Two-way	100	24	0.24	16	0.16
L5	Hung Tin Road (Slip road of Yuen Long Highway)	NB	1500	1480	0.99	805	0.54
L6	Hung Tin Road (Slip road of Yuen Long Highway)	SB	1500	835	0.56	1079	0.72

Notes: (1) Refer to Figure 3-2 for road link locations
(2) TPDM Vol 2 Table 2.4.1.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

- 3.4.6 Assessment results indicate that all the key road links in the vicinity of the Project Site operate satisfactorily during the peak hours, except for Hung Ting Road Northbound (Slip Road of Yuen Long Highway) (L5) which is currently operating approaching capacity.

3.5 Existing Pedestrian Flows

- 3.5.1 **Figure 3-5** shows the observed peak hour pedestrian flows along the main pedestrian routes on a normal weekday (07:10-08:10 and 17:20-18:20 for the AM and PM peak hour respectively).
- 3.5.2 The level of services of the above key pedestrian links are assessed based on the peak 15-min pedestrian flows being observed at the respective locations during the whole survey period and the results are presented in **Table 3-6** and **Table 3-7**.

Table 3-6 Existing Level of Services (LOS) of Pedestrian Footways

Location ⁽¹⁾	Effective Footway Width ⁽²⁾	2025 Weekday		
		Peak 15-Min Flow	Peak Min Flows/Metre	Level of Service ⁽³⁾
P1	3.5	51	1.0	A
P2	3.5	39	0.7	A
P3	2.6	67	1.8	A
P4	1.7	37	1.4	A

Notes: (1) Refer to Figure 3-3 for pedestrian link locations

(2) Effective width = Actual width minus 0.5m shy zone

(3) LOS of footpath refers to Highway Capacity Manual 2000 Exhibit 18-3.

Table 3-7 Capacity Assessment on Signalized Crossing

Location ⁽¹⁾	W Crossing Width	PG (sec)	CT (sec)	GTP	PC ⁽²⁾ (ped/hr)	Demand (ped/hr)	Demand / Capacity Ratio
P5 (2025 AM)	4.0	31	130	0.238	1812	216	0.12
P5 (2025 PM)	4.0	31	130	0.238	1812	147	0.08
P6 (2025 AM)	4.0	27	130	0.208	1578	248	0.16
P6 (2025 PM)	4.0	29	130	0.223	1695	165	0.10
P7 (2025 AM)	4.0	78	130	0.600	4560	123	0.03
P7 (2025 PM)	4.0	78	130	0.600	4560	116	0.03

Notes: (1) Refer to Figure 3-3 for pedestrian link locations

(2) Capacity of pedestrian crossing in accordance with Chapter 3.2.5, Volume 4, TPDM

Where PG = Pedestrian Green + Flashing Green

CT = Cycle Time

GTP = Green time proportion (i.e. PG/CT)

PC = Pedestrian crossing capacity = $K (1900) \times GTP \times W$

3.5.3 The results show that LOS A are achieved at all the key pedestrian links in the vicinity of the Project Site, while the assessed pedestrian crossings are operating within capacity.

3.6 Public Transport Surveys

3.6.1 It is noted that visitors access the site are mainly by bus services at the three nearby bus stops along Castle Peak Road – Hung Shui Kiu. Hence, bus and GMB surveys were undertaken to record the number of bus and GMB trips and occupancy rate at the three nearby bus/GMB stops (with locations shown in **Figure 3-3**). The peak hour bus trips and patronage results are shown in **Table 3-8**.

Table 3-8 2025 Weekday Peak Hour Public Transport Trips and Occupancies

Location ⁽¹⁾		Bus / GMB	Nos. of Trips	Passenger per hour					
				Total Carrying Capacity	Total Arrivals ⁽²⁾	Alighting at stop	Boarding at stop	Total Departures ⁽³⁾	Spare Capacity
Weekday AM Peak Hour (07:00 – 08:00)									
A	Castle Peak Road, Uptown (Westbound)	Bus	35	4,916	301	29	55	327	4,589
		GMB	5	83	56	0	0	56	27
B	Castle Peak Road, Tai Tao Tsuen (Westbound)	Bus	18	2,528	263	12	0	251	2,277
		GMB	0	0	0	0	0	0	0
C	Castle Peak Road, Tai Tao Tsuen (Eastbound)	Bus	26	3,536	627	0	104	731	2,805
		GMB	0	0	0	0	0	0	0
Overall Bus			79	10,980	1191	41	159	1,309	9,671
Overall GMB			5	83	56	0	0	56	27
Overall					1,247	41	159	1,365	9,698
Weekday PM Peak Hour (16:30 – 17:30)									
A	Castle Peak Road, Uptown (Westbound)	Bus	20	2,772	530	68	7	469	2,303
		GMB	5	86	77	1	0	76	10
B	Castle Peak Road, Tai Tao Tsuen (Westbound)	Bus	24	3,346	670	14	1	657	2,689
		GMB	0	0	0	0	0	0	0
C	Castle Peak Road, Tai Tao Tsuen (Eastbound)	Bus	21	2,908	450	4	27	473	2,435
		GMB	1	16	11	2	1	10	6
Overall Bus			65	9,026	1650	86	35	1,599	7,427
Overall GMB			6	102	88	3	1	86	16
Overall					1,738	89	36	1,685	7,443

*Notes: (1) Refer to Figure 3-3 for Bus/GMB locations
(2) Total passengers of arriving and departing buses/GMB*

3.6.2 Surveys results indicate a spare public transport capacity of 9,698 passengers and 7,443 passengers for AM and PM peaks respectively.

4 ESTIMATION OF DEVELOPMENT FLOWS

4.1 Peak Hour Visitor Flows

- 4.1.1 The residential development units are intended for residents with ages 60 or above, with some of the flats will serve 1 person only. For conservative assessment purpose, the average domestic household size of 2.7 people (reference made to C&SD website) is adopted for this TIA, thus the anticipated residents for the Project Site would be 195 residents. For conservative, it is assumed that 50% residents (i.e. 97 people) will enter / leave the Project Site during peak hours.
- 4.1.2 On the other hand, to evaluate the future pedestrian flows for the RCHE development, a trip generation survey on a reference RCHE site was conducted as mentioned in Section 3. **Table 4-1** summarized the peakiest hour visitor flows for the reference RCHE site.

Table 4-1 Observed Peakiest Hourly Visitor Flows for RCHE Site

Site	Observed Peak Hour Visitor Trips (visitors/hr)			
	Weekday AM		Weekday PM	
	In	Out	In	Out
	19	14	31	30
Hong Shui Garden of Aged Company Limited, Tuen Mun RCHE (117 beds)	Observed Peak Hour Visitor Trip Rates (visitors / hr / Beds) ⁽¹⁾			
	Weekday AM		Weekday PM	
	In	Out	In	Out
	0.162	0.120	0.265	0.256

Notes: (1) Total 117 beds at Hong Shui Garden of Aged Company Limited, Tuen Mun

- 4.1.3 Based on the assumption stated in Section 4.1.1 and the observed trip rates presented in **Table 4-1**, the peak hour visitor flows for different types of facilities for the Project Site are calculated and summarized in **Table 4-2**.

Table 4-2 Estimated Peak Hour Visitor Flows for the Project Site

Development Type	Parameter for Project Site	Weekday AM Peak Hour Trip (Visitors)		Weekday PM Peak Hour Trip (Visitors)	
		In	Out	In	Out
Residential	72 Flats	98	98	98	98
RCHE	450 Beds	73	54	119	115
Total		171	152	217	213

4.2 Peak Hour Vehicular Flows

- 4.2.1 As mentioned in Section 3, a vehicular trip generation survey for the RCHE development was also undertaken. **Table 4-3** summarized the peakiest hour vehicular flows for the reference RCHE site.

Table 4-3 Observed Peakiest Hourly Vehicle Flows for RCHE Site

Site	Observed Peak Hour Vehicular Trips (pcu/hr)			
	Weekday AM		Weekday PM	
	In	Out	In	Out
	2	1	4	5
Hong Shui Garden of Aged Company Limited, Tuen Mun RCHE (117 beds)	Observed Peak Hour Vehicular Trip Rates			
	Weekday AM		Weekday PM	
	In	Out	In	Out
	0.017	0.009	0.034	0.043

- 4.2.2 For conservative assessment purpose, trip rate for private housing development is also adopted to evaluate the vehicular trips for residential development flats. With reference to the survey findings of the RCHE site, as well as trip rate for private housing development as stated in TPDM Volume 1 Chapter 3, the estimated peak hour vehicular flows for the Project Site are summarized in **Table 4-4**. It is worth noted that in actual operation, the willingness and the travel needs for the elderly is relatively low, thus fewer trips would be generated in actual operation.

Table 4-4 Estimated Peak Hour Vehicle Flows for the Project Site

Development Type	Vehicular Trips for Project Site			
	AM Peak Hour Trip (pcu's)		PM Peak Hour Trip (pcu's)	
	In	Out	In	Out
Residential ⁽¹⁾	3	5	3	2
RCHE	8	4	15	19
Sub-Total	11	9	18	21
2-way Total	20		39	

Notes: (1) Peak Hour trip rates for Private Housing, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.

- 4.2.3 It is estimated that the Project Site would generate 20 pcu's (11 in and 9 out) and 39 pcu's (18 in and 21 out) in the weekday AM and PM peak hour respectively.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Design Year

- 5.1.1 Based on the latest programme, the anticipated completion year for the Project Site is 2031. Thus, the ultimate “Design Year” for this TIA study is set as 2034, i.e. 3 years after the completion of the whole Project Site.

5.2 Methodology

- 5.2.1 In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:
- The forecast population and employment from the 2021-based Territorial Population and Employment Data Matrix (TPEDM) planning data published by Planning Department;
 - Committed and planned developments in the Study Area.
- 5.2.2 The following steps are undertaken to derive the 2034 Peak Hour Reference Flows (i.e. without the Project Site) and Design Flows (i.e. with the Project Site).
- 2034 Background Flows = 2025 Flows x annual growth factors
- 2034 Reference Flows = 2034 Background Flows + additional traffic by
planned and committed developments
- 2034 Design Flows = 2034 Reference Flows + development traffic
- 5.2.3 The traffic impact to be induced by the Project Site is assessed by comparing the Peak Hour Reference Traffic Flows against the Design Traffic Flows for both Design Years.

5.3 Future Year Reference Traffic Flows

- 5.3.1 Reference is made to the 2021-based Territorial Population and Employment Data Matrix (TPEDM) planning data published by Planning Department. **Table 5-1** presents the population and employment data in Yuen Long District for 2021, 2026 and 2031.

Table 5-1 2021-Based TPEDM for Yuen Long District

Category	2021	2025 ⁽¹⁾	2026	2031	% Growth p.a.
					2025 - 2031
Population	668,100	681,620	685,000	760,600	1.84%
Employment	152,850	221,370	238,500	258,200	2.60%
Total	820,950	902,990	923,500	1,018,800	2.03%

Source: 2021-based TPEDM published by Planning Department.

Note (1): 2025 population and employment places are calculated by interpolation between 2021 – 2026

- 5.3.2 It is anticipated that the population and employment places in Yuen Long District would be increased by 1.84% and 2.60% p.a. respectively, with an overall annual growth rate of 2.03% between 2025 and 2031.
- 5.3.3 For the traffic growth of year between Year 2031 to 2034, reference is made to the estimation from “Hong Kong Population Projection 2022-2046” published by Census and Statistics Department (C&SC). **Table 5-2** presents the projected population data in 2031 and 2034.

Table 5-2 Hong Kong Population Projection in 2031 and 2034

Category	2031	2034	% Growth p.a.
			2031 - 2034
Projected Population	7,820,200	7,945,100	+0.5%

Source: “Hong Kong Population Projection 2022-2046”

- 5.3.4 As shown in the above table, the predicted growth of population from 2031 to 2034 is approximately +0.5% per annum. Taking into account the above factors, it is proposed to adopt an average growth rate of 2.03% per annum from 2025 to 2031, and +0.5% per annum from 2031 to 2034 to forecast the 2034 background traffic flows.

Planned and Committed Developments

5.3.5 Based on the published information from Town Planning Board, planned/committed developments in the site vicinity are summarized in **Table 5-3**. The locations of the developments are shown in **Figure 5-1**.

Table 5-3 Planned / Committed Developments in the Site Vicinity

Ref No.	Location	Land Use	Trip Generations (pcu/hr)			
			AM Peak		PM Peak	
			In	Out	In	Out
1	Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir [A/YL-TYST/1201] ⁽¹⁾	Phase 1 SSF (1,970 flats with average flat size 50m ²) ⁽²⁾	84	123	79	59
		Phase 2 and 3 PRH (5,280 flats with average flat size 40m ²) ⁽²⁾	172	228	159	125
		Retail (5,912 m ² GFA) ⁽¹⁾	15	14	22	19
		Welfare (15,856 m ² GFA) ⁽¹⁾	39	27	19	25
		Kindergarten (15 classroom) ⁽¹⁾	25	25	14	14
		Primary School (30 classroom) ⁽¹⁾	42	41	19	19
		Office (1,098 m ² GFA) ⁽¹⁾	3	2	2	2
2	Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir [A/YL-TYST/1155] ⁽³⁾	Proposed Service Reservoirs and Public Utility Installation with Associated Excavation and Filling of Land	3	3	3	3
3	Various Lots in D.D. 124 and 125 and Adjoining Government Land in Yuen Long, and Various Lots in D.D. 130 and Adjoining Government Land in Tuen Mun, New Territories [A/HSK/452] Site 8, 9 ⁽⁴⁾	Site 8 Public Housing (2,188 flats with average flat size 50m ²)	61	106	77	53
		Site 9 Public Housing (2,633 flats with average flat size 50m ²)	73	127	92	64
4	Lots 361 S.A (Part), 362 (Part) and 422 (Part) in D.D. 127 and Adjoining Government Land, Kiu Tau Wai, Yuen Long, New Territories [A/HSK/474] ⁽⁵⁾	Residential (1,850 flats with average flat size < 60m ²)	79	133	69	53
		Retail (21,166.75 m ² GFA)	52	49	76	66
5	Lot 2273 & Ext. in D.D. 125, Ha Tsuen, Yuen Long, New Territories [Y/HSK/1] ⁽⁶⁾	Elderly centre additional new places (49 places) and other facilities (359 places)	25	21	12	13
6	Hung Shui Kiu and Ha Tsuen Planning Areas 8 (Part) and 10 (Various Lots in D.D. 124 and Adjoining Government Land, Hung Shui Kiu) [A/HSK/253] ⁽⁷⁾	Site 1 SSF (300 flats with average flat size 51m ²)	13	19	12	9
		Site 2 SSF (1400 flats with average flat size 51m ²)	61	91	57	42
		Site 2 PRH (900 flats with average flat size 51m ²)	32	45	30	23
7	Yuen Long South Development ⁽⁸⁾	First Phase Industrial Development (218,400 m ² GFA)	303	202	229	295
		Second Phase Industrial Development (278,500 m ² GFA)	386	258	292	376

Ref No.	Location	Land Use	Trip Generations (pcu/hr)			
			AM Peak		PM Peak	
			In	Out	In	Out
8	Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long [Y/YL-TYST/10] ⁽⁹⁾	Residential (2,634 flats with average flat size 50m ²)	112	189	97	75
		Retail (5,585 m ² GFA)	14	13	20	17
		Kindergarten (9 classroom)	28	22	7	24
		Covered Transport Lay-by	40	40	40	40
9	Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long, New Territories [Y/YL-TYST/8] ⁽¹⁰⁾	Residential (1,381 flats with average flat size 50m ²)	59	100	52	40
10	Lots 1829 S.A ss.2 (part), 1829 S.A ss.3 (part) and 1829 S.A RP (part) in D.D. 121 and Adjoining Government Land, Yuen Long [A/YL-TYST/1146] ⁽¹¹⁾	Proposed Service Reservoirs with Associated Excavation and Filling of Land	0	0	0	0
11	Lot 1768 in D.D. 122 and Adjoining Government Land, Long Bin, Yuen Long [A/YL-TYST/1285] ⁽¹²⁾	Phase 1 SSF (3,080 flats, with average unit size 50m ²)	131	192	124	91
		Phase 2 PRH (8,860 flats with average unit size 30m ²)	200	214	178	157
		Phase 2 Primary School	30	7	5	5
		Phase 1 and Phase 2 commercial	22	21	32	28
		Social Welfare Facilities	21	21	21	21
12	Lots 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories [Y/YL-PS/6] ⁽¹³⁾	Residential (1,536 flats with average flat size 42.6m ²)	66	111	57	44
		Retail (1,535 m ² GFA)	4	4	6	5
		RCHE (222 beds)	9	9	6	4

Note (1): Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1201

(2) Peak Hour trip rates for Subsidized Housing, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.

(3) Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1155

(4) Source: TIA Report of the Approved TPB Application No. of A/HSK/452

(5) Source: TIA Report of the Approved TPB Application No. of A/HSK/474

(6) Source: TIA Report of the Approved TPB Application No. of Y/HSK/1

(7) Source: TIA Report of the Approved TPB Application No. of A/HSK/253

(8) Source: Peak Hour trip rates for Industrial, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 2.

(9) Source: TIA Report of the TPB Application No. of Y/YL-TYST/10 updated by 21st February, 2024

(10) Source: TIA Report of the TPB Application No. of Y/YL-TYST/8 updated by 9th September, 2024

(11) Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1146

(12) Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1285

(13) Source: TIA Report of the Approved TPB Application No. of Y/YL-PS/6

Information updated as of date 3 September 2025.

5.3.6 The additional development traffic in **Table 5-3** is then assigned onto the nearby road network with reference to the existing traffic distribution pattern in the Study Area. The resulting peak hour Reference Peak Hour Flows (i.e. without Project Site) are shown in **Figure 5-2**.

5.4 Future Year Design Peak Hour Traffic Flows

5.4.1 By adding the development flows in **Figure 5-3** to the 2034 Reference Peak Hour Flows (i.e. without Project Site) in **Figure 5-2**, the 2034 Design Peak Hour Flows (i.e. with Project Site) are derived and shown in **Figure 5-4**.

5.5 Future Year Junction Capacity Assessments

5.5.1 Based on the Reference Flows (i.e. without Project Site) and Design Flows (i.e. with Project Site) for the Design Year, junction capacity assessment is undertaken and the results shown in **Table 5-4** with detailed calculation sheets provided in **Appendix D**.

Table 5-4 2034 Peak Hour Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2034 Reference Scenario		2034 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Hung Tin Road / Hung Chi Road	Signalized	RC	18.9%	42.6%	18.7%	42.3%
J2	Hung Tin Road / Hung Shui Kiu Tin Sam Road	Priority	DFC	0.63	0.48	0.63	0.49
J3	Castle Peak Road (Hung Shui Kiu) / Hung Tin Road	Signalized	RC	24.6%	55.6%	23.8%	53.1%
J4	Castle Peak Road (Ping Shan) / Access Road	Priority	DFC	0.14	0.07	0.16	0.09
J5 ⁽³⁾	Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road	Junction removed as a part of Yuen Long South Development Road Improvement Works					

Notes: (1) Refer to Figure 3-2 for junction locations

(2) RC = Reserve Capacity for signal-controlled junction; DFC = Design Flow to Capacity for priority junction

(3) With the improvement works carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development in place, sections of the unnamed road of J5 will be permanently closed and demolished, and J5 will be no longer existed in the future. Detailed drawings can refer to Appendix E.

- 5.5.2 It is indicated in **Table 5-4** that all the key junctions in the vicinity of the Project Site would be operating within capacity during the peak hours for both the Reference (without Project Site) and Design (with Project Site) scenarios.

5.6 Future Year Link Capacity Assessments

- 5.6.1 Based on the Reference Flows (i.e. without Project Site) and Design Flows (i.e. with Project Site), link capacity assessments for Design Years 2034 are carried out and the results are presented in **Table 5-5**.
- 5.6.2 The results in the table indicate that all the key road links in the Study Area operate satisfactorily during the peak hours in the Reference scenario (i.e. without Project Site) and Design scenario (i.e. with Project Site).

Table 5-5 2034 Peak Hour Road Link Capacity Assessment

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2034 Reference Scenario (AM Peak)		2034 Reference Scenario (PM Peak)		2034 Design Scenario (AM Peak)		2034 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Hung Tin Road (At grade)	NB	1700	784	0.46	661	0.39	787	0.46	667	0.39
		SB	1700	707	0.42	540	0.32	710	0.42	545	0.32
L2	Castle Peak Road (Hung Shui Kiu)	EB	2600	1260	0.48	1029	0.40	1260	0.48	1029	0.40
		WB	3000	1374	0.46	1051	0.35	1376	0.46	1054	0.35
L3	Castle Peak Road (Ping Shan)	EB	3000	988	0.33	852	0.28	991	0.33	859	0.29
		WB	2600	1139	0.44	1003	0.39	1142	0.44	1009	0.39
L4	Fui Sha Wai South Road	Two -way	100	27	0.27	19	0.19	35	0.35	36	0.36
L5	Hung Tin Road (Slip road of Yuen Long Highway)	NB	1500	999	0.67	1063	0.71	999	0.67	1063	0.71
L6	Hung Tin Road (Slip road of Yuen Long Highway)	SB	1500	970	0.65	1214	0.81	970	0.65	1214	0.81

Notes: (1) Refer to Figure 3-2 for road link locations
(2) TPDM Vol 2 Table 2.4.1.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

5.7 Proposed Improvement Scheme

Planned Improvement Scheme by Others

- 5.7.1 Planned traffic improvement works covering key junctions and road links within the Study Area were identified under the project of Yuen Long South Development and Yuen Long Highway widening works. Details of the improvement works are listed in **Table 5-6**, while drawings of improvement works are presented in **Appendix E**.

Table 5-6 Traffic Improvement Works by Other Projects

Location	Project	The Responsible Party	Anticipated Completion Year
Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road (J5)	PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development	CEDD	2031
Hung Tin Road (Slip road of Yuen Long Highway SB) (L6)	PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development	CEDD	2031
Hung Tin Road (Slip road of Yuen Long Highway NB) (L5)	PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	Highways Department	2033

- 5.7.2 With the improvement works carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development in place, sections of the unnamed road of J5 will be permanently closed and demolished, and J5 will be no longer existed in the future. In the meanwhile, the L6 will be re-aligned with the number of lanes unchanged.
- 5.7.3 Under the works carried out by Highways Department under Project PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen), L5 will be further widened into two carriageways, the link capacity will be further enhanced.

Proposed Improvement Scheme by Applicant

- 5.7.4 To enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is currently a single-lane access road serving 2-way traffic) is proposed to allow better road circulation of the public road section connecting to the site. The proposed widening section is anticipated to be a standard single-2 carriageway for Fui Sha Wai South Road section between our proposed development access and the existing EVA connecting to Castle Peak Road – Hung Shui Kiu. Details of the proposed local widening works is presented in **Figure 5-5**.

5.7.5 With the planned improvements and the proposed local widening at Fui Sha Wai Wai South Road in place, performances for the affected junctions and road links are assessed. The assessment results are shown in **Table 5-7** and **Table 5-8**.

Table 5-7 2034 Peak Hour Junction Capacity Assessment (with Improvement Works)

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2034 Reference Scenario		2034 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Hung Tin Road / Hung Chi Road	Signalized	RC	18.9%	42.6%	18.7%	42.3%
J2	Hung Tin Road / Hung Shui Kiu Tin Sam Road	Priority	DFC	0.63	0.48	0.63	0.49
J3	Castle Peak Road (Hung Shui Kiu) / Hung Tin Road	Signalized	RC	24.6%	55.6%	23.8%	53.1%
J4	Castle Peak Road (Ping Shan) / Access Road	Priority	DFC	0.14	0.07	0.16	0.09
J5 ⁽³⁾	Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road	Junction removed as a part of Yuen Long South Development Road Improvement Works					

Notes: (1) Refer to Figure 3-2 for junction locations

(2) RC = Reserve Capacity for signal-controlled junction; DFC = Design Flow to Capacity for priority junction

(3) With the improvement works carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development in place, sections of the unnamed road of J5 will be permanently closed and demolished, and J5 will be no longer existed in the future. Detailed drawings can refer to Appendix E.

Table 5-8 2034 Peak Hour Road Link Capacity Assessment (with Improvement Works)

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2034 Reference Scenario (AM Peak)		2034 Reference Scenario (PM Peak)		2034 Design Scenario (AM Peak)		2034 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Hung Tin Road (At grade)	NB	1700	784	0.46	661	0.39	787	0.46	667	0.39
		SB	1700	707	0.42	540	0.32	710	0.42	545	0.32
L2	Castle Peak Road (Hung Shui Kiu)	EB	2600	1260	0.48	1029	0.40	1260	0.48	1029	0.40
		WB	3000	1374	0.46	1051	0.35	1376	0.46	1054	0.35
L3	Castle Peak Road (Ping Shan)	EB	3000	988	0.33	852	0.28	991	0.33	859	0.29

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2034 Reference Scenario (AM Peak)		2034 Reference Scenario (PM Peak)		2034 Design Scenario (AM Peak)		2034 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
		WB	2600	1139	0.44	1003	0.39	1142	0.44	1009	0.39
L4	Fui Sha Wai South Road	EB	400	19	0.05	14	0.04	24	0.06	25	0.06
L4	Fui Sha Wai South Road	WB	400	8	0.02	5	0.01	11	0.03	11	0.03
L5 ⁽⁴⁾	Hung Tin Road (Slip road of Yuen Long Highway)	NB	3000	999	0.33	1063	0.35	999	0.33	1063	0.35
L6 ⁽⁵⁾	Hung Tin Road (Slip road of Yuen Long Highway)	SB	1500	970	0.65	1214	0.81	970	0.65	1214	0.81

Notes: (1) Refer to Figure 3-2 for road link locations

(2) TPDM Vol 2 Table 2.4.1.1

(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

(4) Improvement works will be carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development

(5) Improvement works will be carried out by HyD under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

5.7.6 With the planned traffic improvement works and the local widening of Fui Sha Wai South Road in place, junction and road link performances will all operate within capacity, even with the Project Site in place.

6 PEDESTRIAN ASSESSMENT

6.1 Estimated Pedestrian Flows by the Project Site

- 6.1.1 According to **Table 4-2**, the pedestrian flow generated to/from the Project Site will be 323 ped/hr and 430 ped/hr for AM and PM peaks respectively.

6.2 Forecast 2034 Peak Hour Pedestrian Flows

- 6.2.1 Similar to the vehicular traffic impact assessment, year 2034 is adopted as the design year for pedestrian assessment. To derive the background pedestrian flows for design year 2034, an annual growth factor of 2.03% for year between 2025 to 2031, and 0.5% for year between 2031 to 2034 was applied to the existing pedestrian flows to derive the 2034 peak hour background pedestrian flows.
- 6.2.2 The additional pedestrian flows by the Project Site are then assigned onto the main pedestrian routes and the resulting 2034 Peak Hour Pedestrian Flows with the Project Site are shown in **Figure 6-1**.
- 6.2.3 The level of service assessments for the key pedestrian links and crossings are undertaken and the results are presented in **Table 6-1** and **Table 6-2**.

Table 6-1 2034 Level of Services (LOS) of Pedestrian Footways

Location ⁽¹⁾	Effective Footway Width ⁽²⁾	2034 Reference Scenario			2034 Design Scenario		
		Peak 15-Min Flow	Peak Min Flows/Metre	Level of Service	Peak 15-Min Flow	Peak Min Flows/Metre	Level of Service
P1	3.5	58	1.1	A	149	2.9	A
P2	1.5	45	2.0	A	132	5.9	A
P3	2.6	77	2.0	A	86	2.2	A
P4	1.7	42	1.6	A	47	1.8	A

Notes: (1) Refer to Figure 3-3 for pedestrian link locations

(2) Effective width = Actual width minus 0.5m shy zone

Table 6-2 Capacity Assessment on Signalized Crossing

Location ⁽¹⁾	W Crossing Width	PG (sec)	CT (sec)	GTP	PC ⁽²⁾ (ped/hr)	Demand (ped/hr)	Demand / Capacity Ratio
P5 (2034 AM)	4.0	31	130	0.238	1812	466	0.257
P5 (2034 PM)	4.0	31	130	0.238	1812	460	0.254
P6 (2034 AM)	4.0	27	130	0.208	1578	503	0.319
P6 (2034 PM)	4.0	27	130	0.208	1695	481	0.284
P7 (2034 AM)	4.0	78	130	0.600	4560	360	0.079
P7 (2034 PM)	4.0	78	130	0.600	4560	425	0.093

Notes: (1) Refer to Figure 3-3 for pedestrian link locations

(2) Capacity of pedestrian crossing in accordance with Chapter 3.2.5, Volume 4, TPDM

Where PG = Pedestrian Green + Flashing Green

CT = Cycle Time

GTP = Green time proportion (i.e. PG/CT)

PC = Pedestrian crossing capacity = $K (1900) \times GTP \times W$

- 6.2.4 The results show that LOS A can be achieved at all the key pedestrian links in the vicinity of the Project Site while the crossings are operating within capacity even with the Project Site in place.

6.3 Public Transport Capacity

- 6.3.1 With reference to Census 2021 (Table C204), percentage split of visitors in Yuen Long District using road based public transport services (i.e. bus and minibus) is 32.7%. For conservative, assume 35% of visitors for the Project Site will travel via road based public transport services.
- 6.3.2 The anticipated additional demand for the bus services at the nearby bus stops along Castle Peak Road – Hung Shui Kiu for the Project Site are summarized in **Table 6-3**.

Table 6-3 Additional Bus Demand by the Project Site

Bus Demand	Weekday AM		Weekday PM	
	In	Out	In	Out
Project Site ⁽¹⁾	60	54	76	75

Notes: (1) Trips derived by 35% x the estimated visitor number (refer to Table 4-2)

- 6.3.3 It is estimated that the Project Site would induce around 114 additional bus passengers (60 in and 54 out) and 151 additional bus passengers (76 in and 75 out) in the weekday AM and PM peak hour respectively.
- 6.3.4 To assess the adequacy of public transport services in the vicinity of the site, comparison between the spare capacity of existing bus services and the public transport demand of the Project Site are presented in **Table 6-4**. Similar to vehicular and pedestrian traffic, the 2034 bus occupancies are derived by applying the following factors to the 2025 observed peak hour bus patronage as indicated in **Table 3-8**.
- An average growth rate of +2.03% per annum from 2025 to 2031.
 - An average growth rate of +0.5% per annum from 2031 to 2034.

Table 6-4 Peak Hour Bus Demand and Spare Capacities at Nearby Bus-stops

	No. of Bus Trips	Total Capacity (Pax/hr)	Direction	2034 Occupancy (Pax/hr)	Spare Capacity (Pax/hr) ⁽⁵⁾	Demand for Public ⁽²⁾ (Pax/hr)	Demand for Project Site ⁽³⁾ (Pax/hr)
Weekday AM Peak	84	11,063	Arrivals	1,489 ⁽¹⁾	9,574	Alight 47	Alight 60
			Departures	1,382 ⁽⁴⁾	9,681	Boarding 183	Boarding 54
Weekday PM Peak	71	9,128	Arrivals	2,067 ⁽¹⁾	7,061	Alight 102	Alight 76
			Departures	1,889 ⁽⁴⁾	7,239	Boarding 42	Boarding 75

Notes: (1) 2034 Occupancy on arrival = 2025 Occupancy (table 3-8) x (1+2.03%)⁶ x (1+0.5%)³ + the Project Site IN

(2) 2034 Public Demand = 2025 total Alighting / Boarding (Table 3-8) x (1+2.03%)⁶ x (1+0.5%)³

(3) Refer to Table 6-4

(4) 2034 Occupancy on departure = 2034 Occupancy on arrival – 2034 Public alighting – Project Site IN

(5) Spare Capacity = Total Capacity - Occupancy

- 6.3.5 As presented in **Table 6.4**, bus demand for the Project Site is not significant, while there would be sufficient spare capacities by franchised bus services to cope with the additional demand for bus services by the Project Site.

7 Summary and Conclusion

7.1 Summary

- 7.1.1 The Project Site is situated at Lot Nos. 2188 and 398 RP in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, which falls within the “Comprehensive Development Area” (CDA) and “Green Belt” (GB) on the Approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/14. To facilitate the development of the proposed residential development and social welfare facility (Residential Care Home for the Elderly), amendment is required to the OZP by rezoning the areas from CDA / GB to “Residential (Group A)4” (“R(A)4”).
- 7.1.2 Ozzo Technology (HK) Limited is commissioned to undertake this Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Project Site on the nearby road and pedestrian networks.
- 7.1.3 The Project Site is a 13 storey RCHE cum residential development with total GFA of 10,489 m², which included 450 beds for RCHE and 72 units for residential development. The vehicular cum pedestrian access for the Project Site is located at Fui Sha Wai South Road. Vehicles would access the site via Fui Sha Wai South Road which connects to Castle Peak Road – Hung Shui Kiu, while pedestrians shall enter and leave the site via Fui Sha Wai South Road via the vehicular access.
- 7.1.4 The Project Site is an RCHE cum residential development, with no specific parking and loading / unloading requirements in accordance with Hong Kong Planning Standard and Guidelines (HKPSG). Thus, for RCHE, provision of parking and loading / unloading facilities will be designed based on users’ requirements to meet operational needs. For residential portion, provision of parking and loading / unloading facilities is stipulated with HKPSG requirement.
- 7.1.5 Capacity assessments are undertaken to reveal the 2025 AM and PM peak hour traffic conditions in the vicinity of the Project Site. The assessment results indicate that all the key junctions and road links perform satisfactorily during the AM and PM peak hours on a normal weekday.
- 7.1.6 The anticipated completion year of the Project Site is 2031. The assessment year for the TIA study is therefore set as 2034 (3 years after the anticipated completion).

- 7.1.7 Planned traffic improvement works were identified for L5 and L6 in accordance with the future Yuen Long South Development and Yuen Long Highway Widening Works. In addition, to enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is a single-lane access road serving 2-way traffic) is proposed to allow better road circulation of the public road section connecting to the site. The proposed widening section is anticipated to be a standard single-2 carriageway for Fui Sha Wai South Road section between our proposed development access and the existing EVA connecting to Castle Peak Road – Hung Shui Kiu. **The applicant will be responsible for the implementation of proposed widening works, while it will be handed over to HyD for future maintenance and management after satisfactory acceptance by HyD.**
- 7.1.8 Assessment results indicate that all the key junctions and road links would perform satisfactorily during the peak hours in the Design Year for both the Reference (i.e. without Redevelopment) and Design (i.e. with Project Site) scenarios.
- 7.1.9 Pedestrian impact assessments are also undertaken to assess the performance of the public footpaths along the major pedestrian desire lines in the vicinity of the Project Site. Assessment results indicate that all major pedestrian routes would perform satisfactorily with sufficient spare capacity during the peak hours, even with the Project Site in place.
- 7.1.10 Assessment results on public transport demand also indicate that there would be of sufficient public transport spare capacities to cope with the additional public transport demand from the Project Site.

7.2 Conclusion

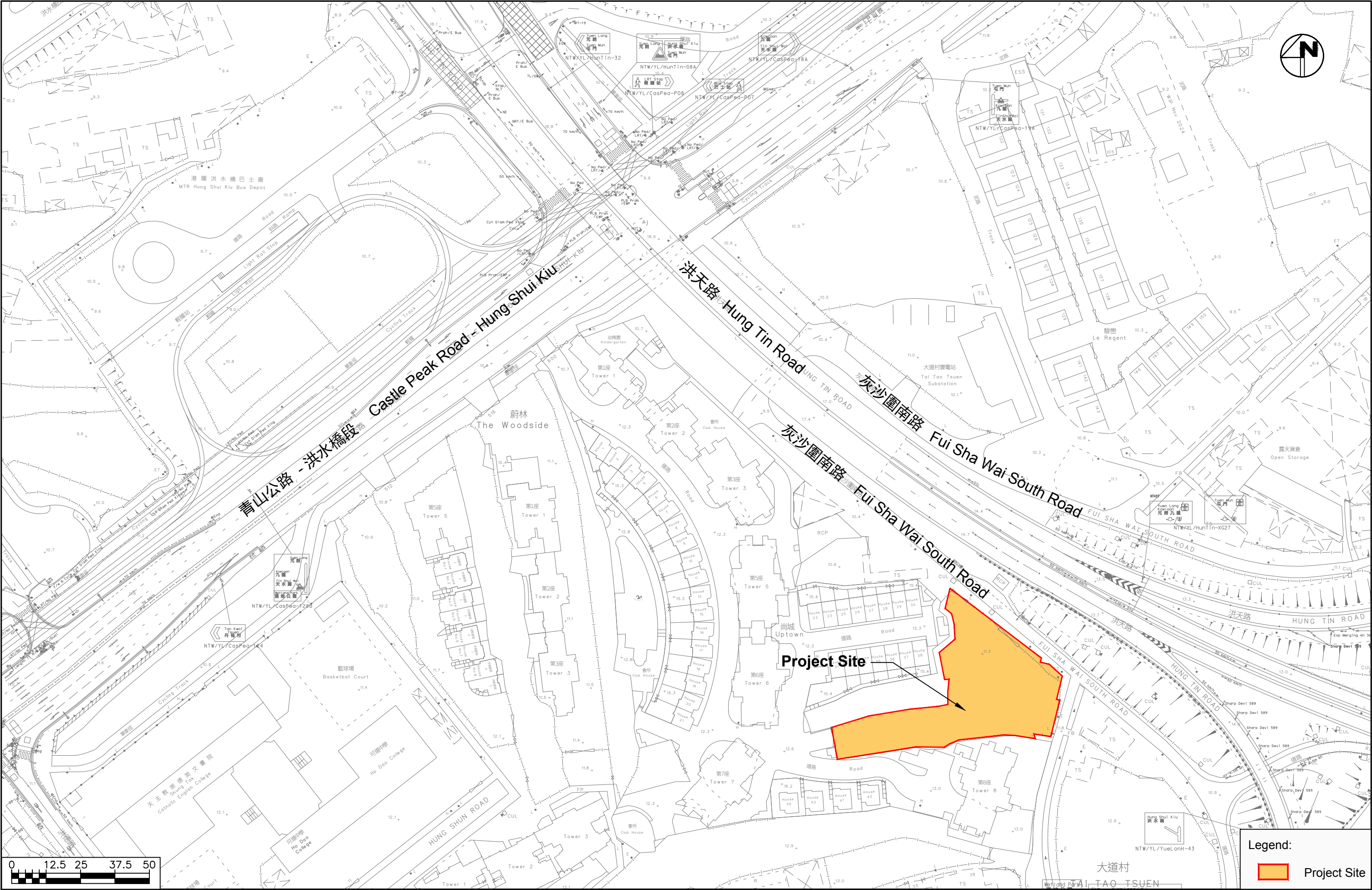
- 7.2.1 The impact assessment results indicate that the Project Site would not create adverse impact on the surrounding road and pedestrian network as well as public transport services.

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories Traffic Impact Assessment Report



Figures

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Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Site Location

Date	Scale
11/10/2025	1:1250

Legend:	
	Project Site
Project No. 83136	Rev. B
Dwg No. Figure 2-1	

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Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Parking and Loading/Unloading Facilities at Ground Floor

Date 24/08/2026 Scale 1:300



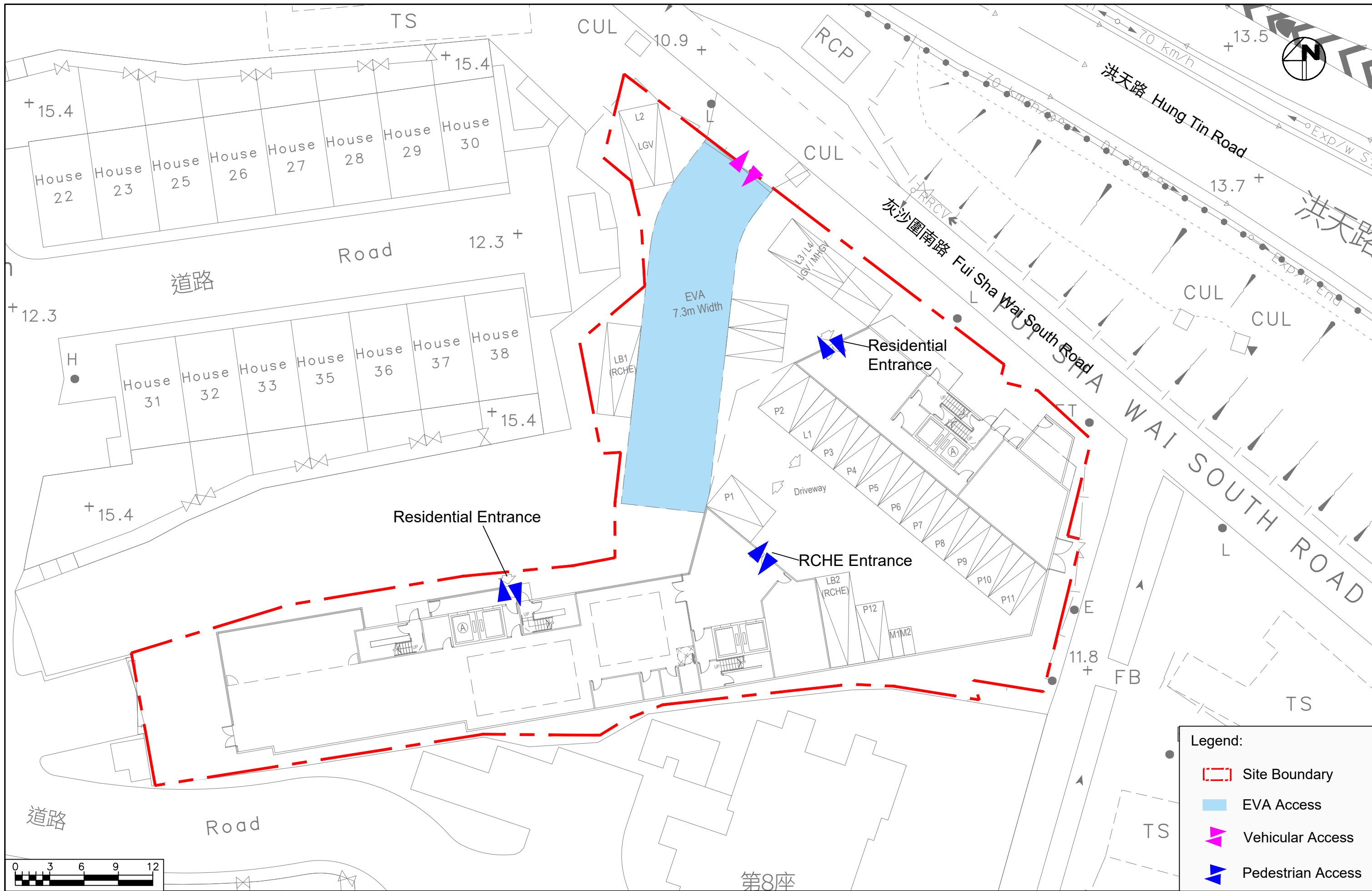
Project No. 83136

Dwg No. Figure 2-2

Rev.

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Legend:

- Site Boundary
- EVA Access
- Vehicular Access
- Pedestrian Access

Major Vehicular Ingress and Egress Routes

Legend:

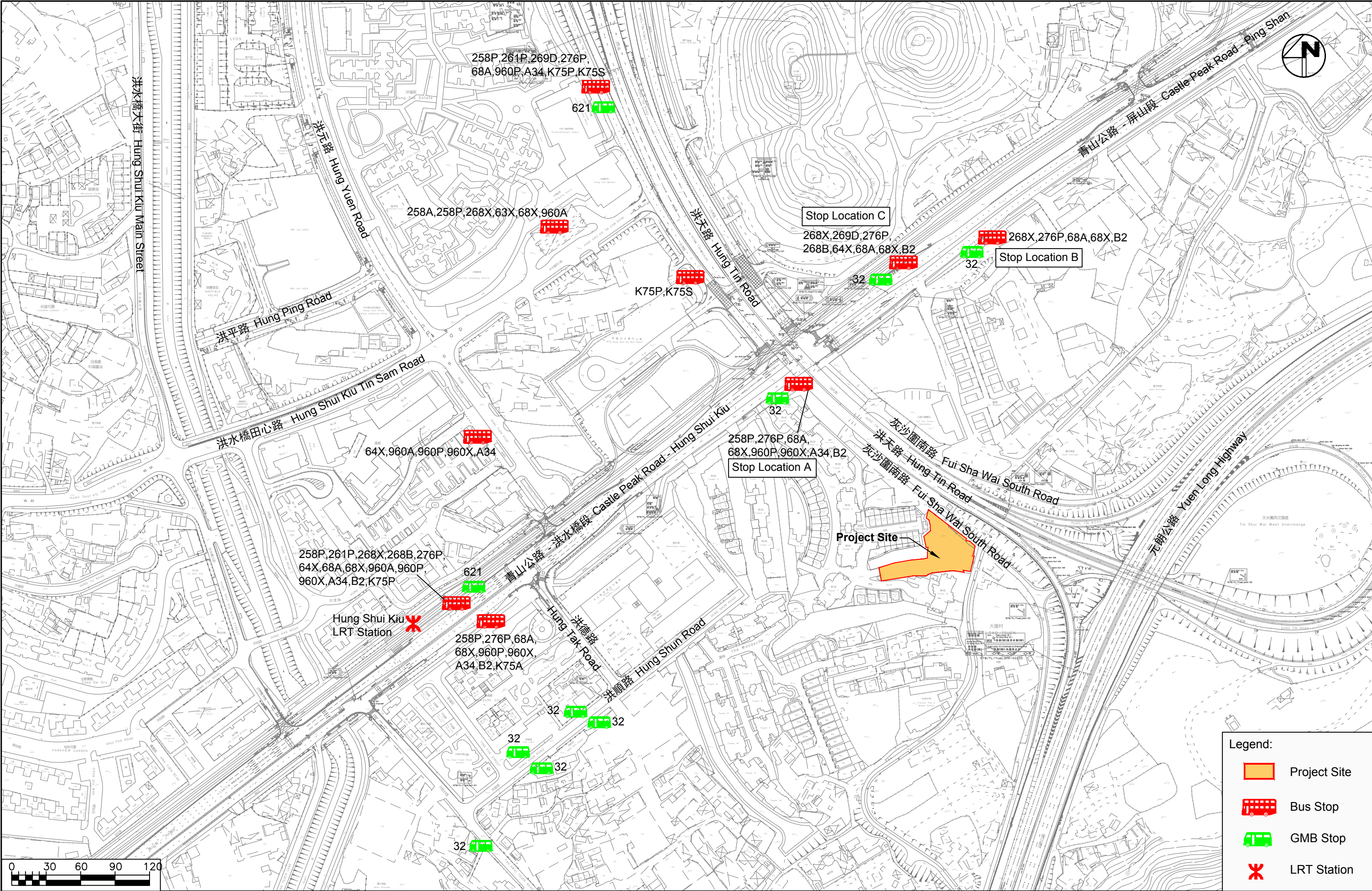
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-  Ingress Routing
-  Egress Routing



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Dwg No.	Figure 2-4
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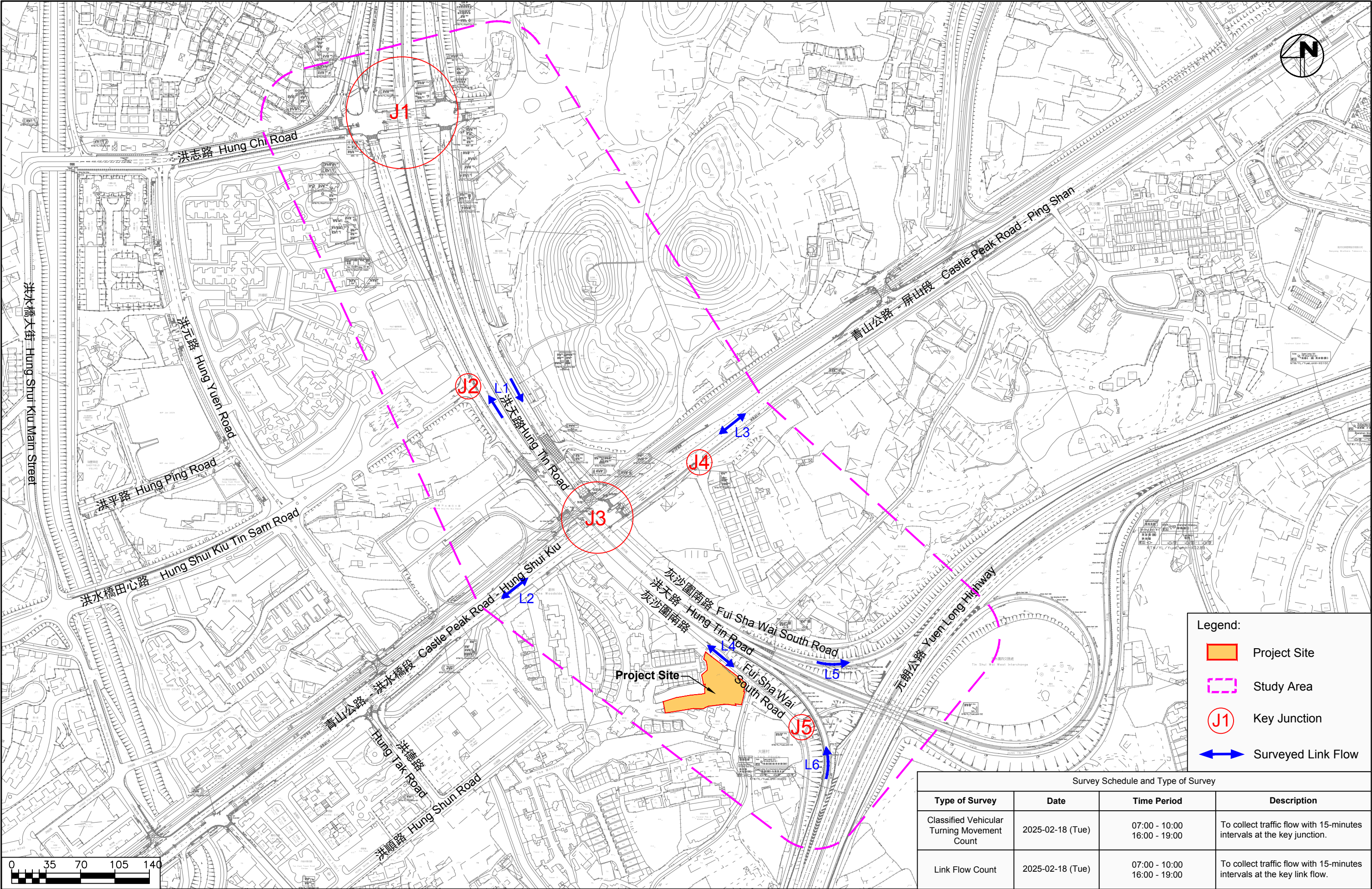
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Existing Public Transport Services

Date	Scale
11/10/2025	1:3000

Project No. 83136		Rev.
Dwg No. Figure 3-1		B

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Legend:

- Project Site
- Study Area
- Key Junction
- Surveyed Link Flow

Survey Schedule and Type of Survey			
Type of Survey	Date	Time Period	Description
Classified Vehicular Turning Movement Count	2025-02-18 (Tue)	07:00 - 10:00 16:00 - 19:00	To collect traffic flow with 15-minutes intervals at the key junction.
Link Flow Count	2025-02-18 (Tue)	07:00 - 10:00 16:00 - 19:00	To collect traffic flow with 15-minutes intervals at the key link flow.

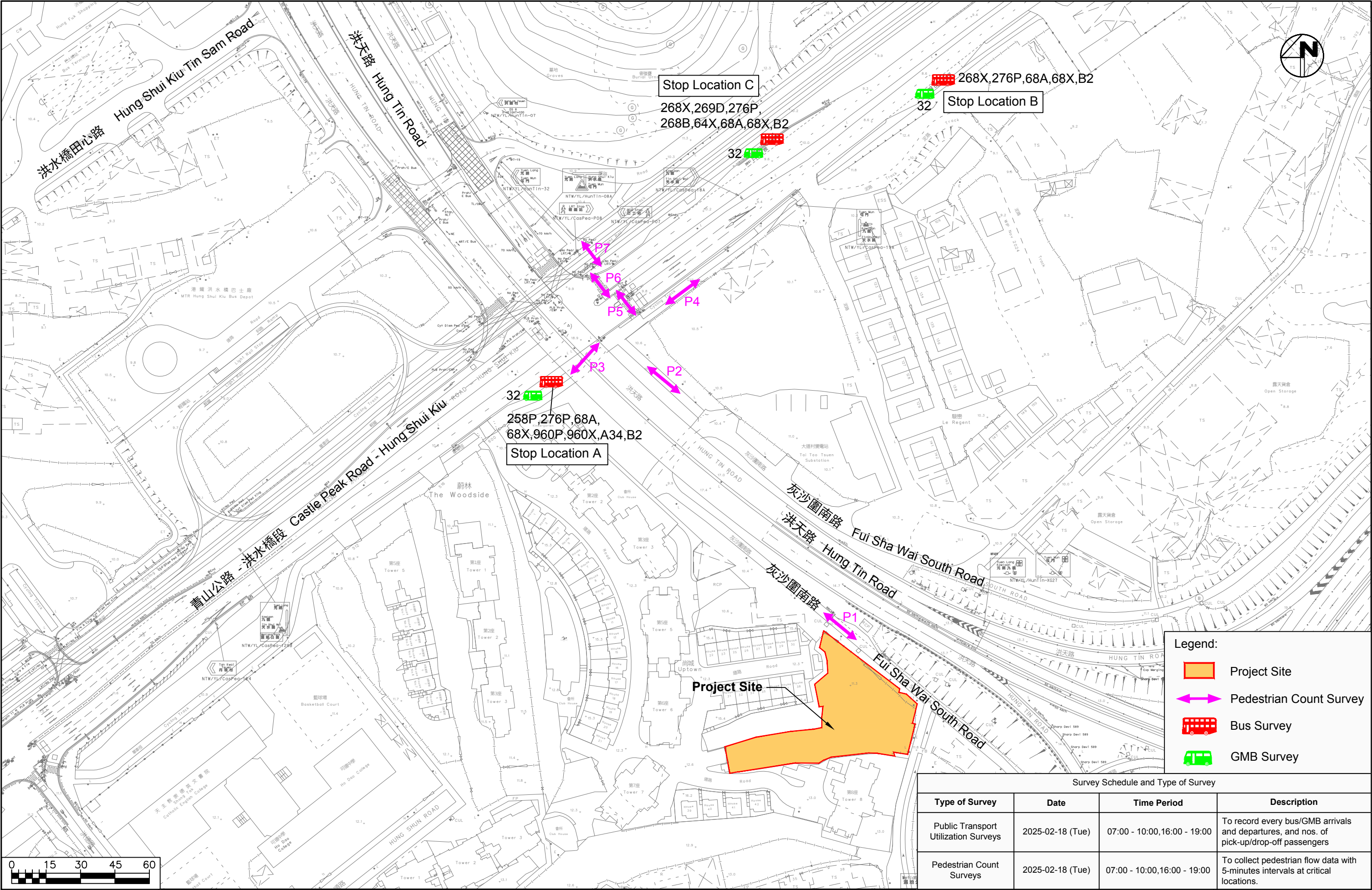
Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Locations of Types Traffic Surveys (Sheet 1 of 2)

Date	Scale
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Project No. 83136	Rev. B
Dwg No. Figure 3-2	

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- Legend:
- Project Site
 - Pedestrian Count Survey
 - Bus Survey
 - GMB Survey

Survey Schedule and Type of Survey			
Type of Survey	Date	Time Period	Description
Public Transport Utilization Surveys	2025-02-18 (Tue)	07:00 - 10:00, 16:00 - 19:00	To record every bus/GMB arrivals and departures, and nos. of pick-up/drop-off passengers
Pedestrian Count Surveys	2025-02-18 (Tue)	07:00 - 10:00, 16:00 - 19:00	To collect pedestrian flow data with 5-minutes intervals at critical locations.

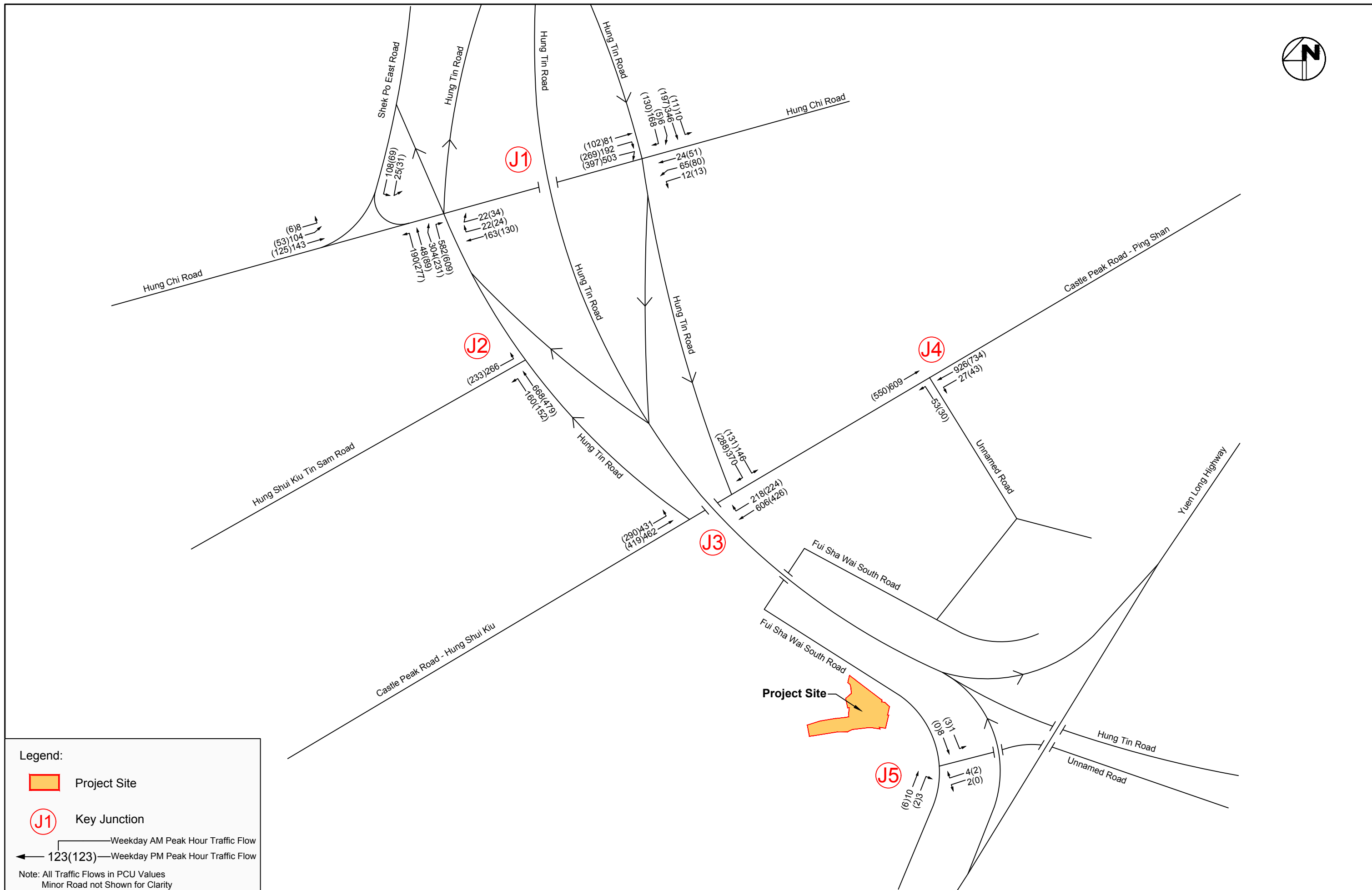
Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Locations of Types Traffic Surveys (Sheet 2 of 2)

Date	Scale
11/10/2025	1:1500

Project No. 83136		Rev.
Dwg No. Figure 3-3		B

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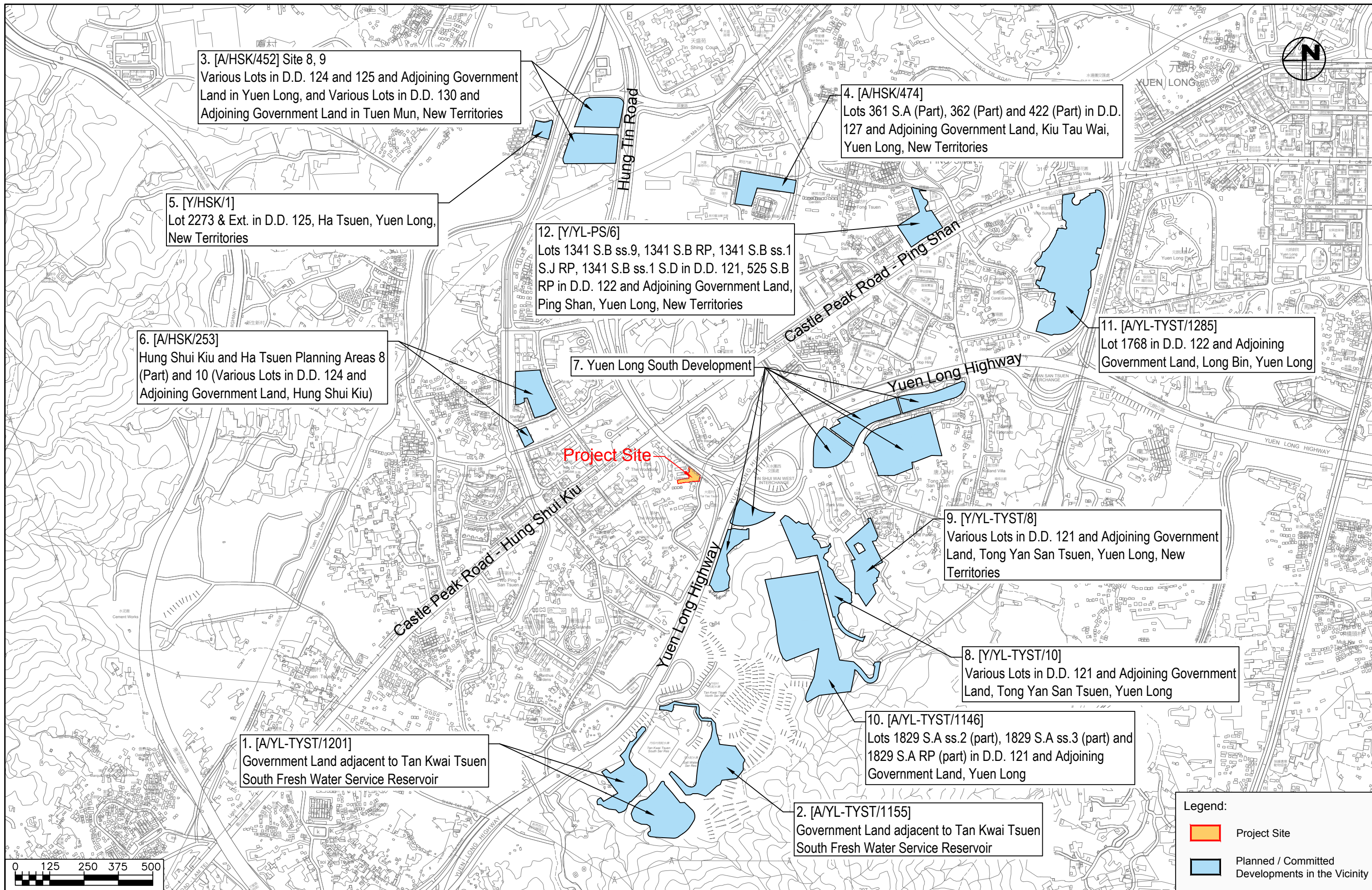


Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

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Project No.	83136	B
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Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Locations of List of Planned / Committed Developments

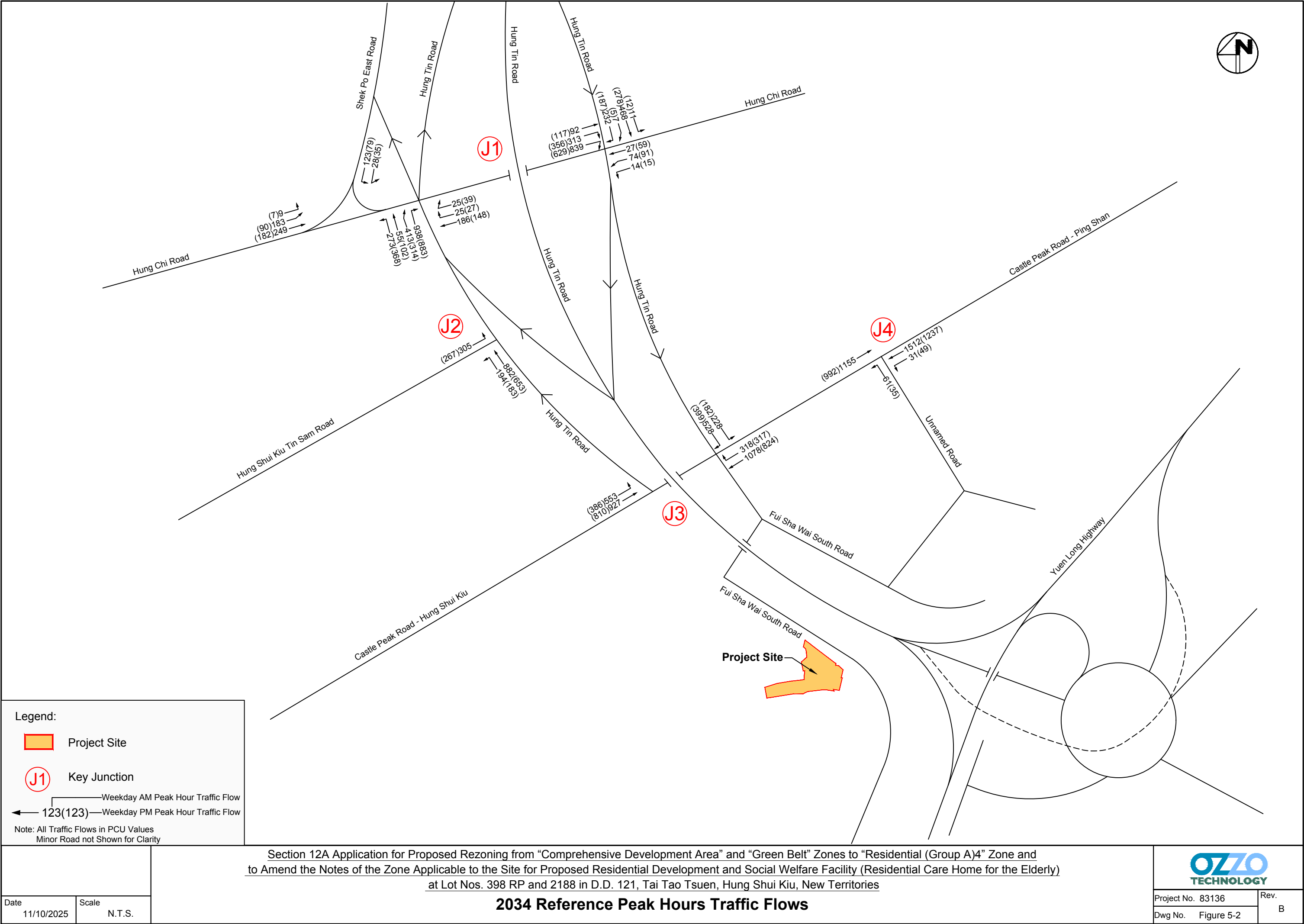
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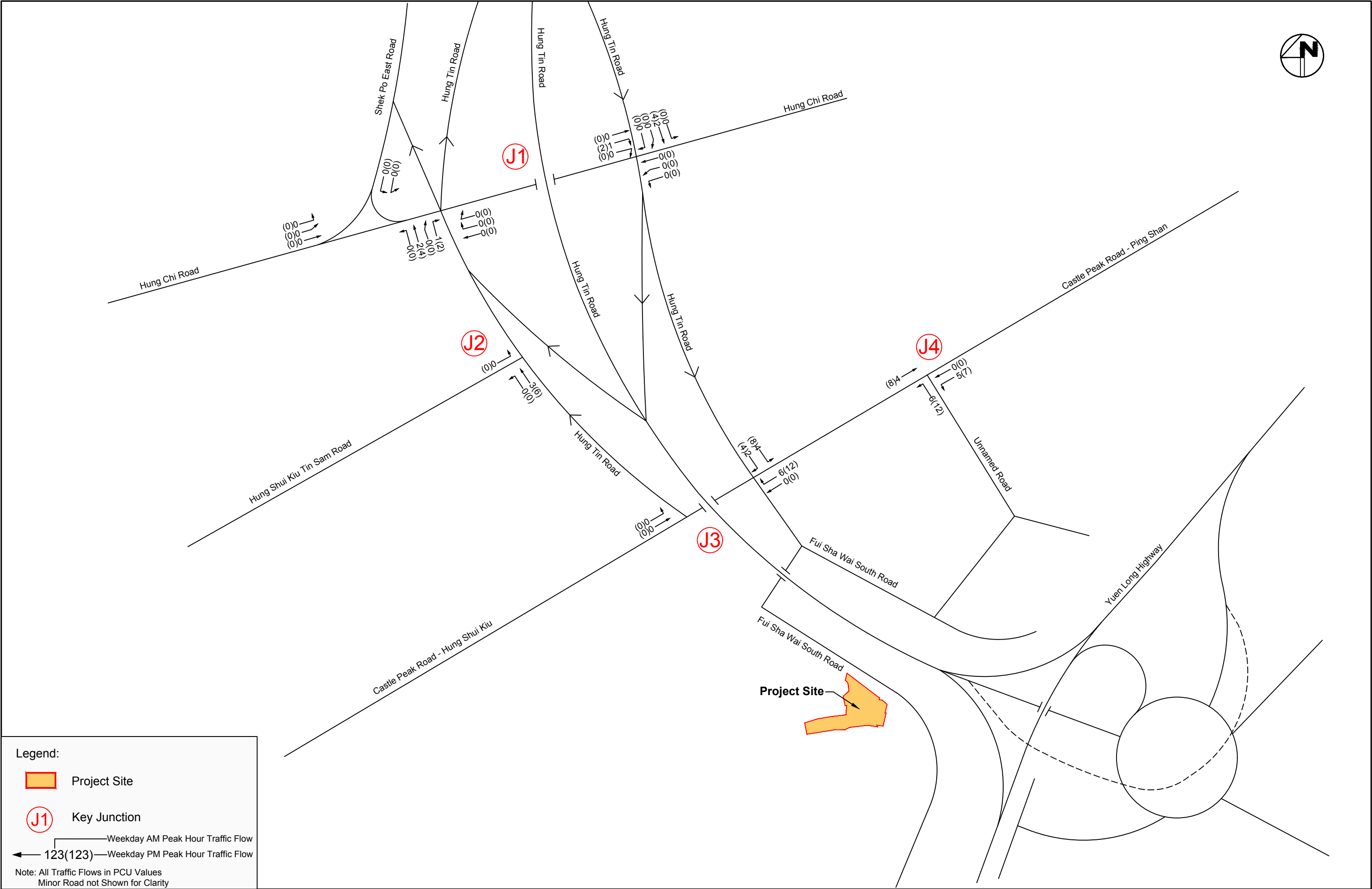
Project No. 83136
Dwg No. Figure 5-1

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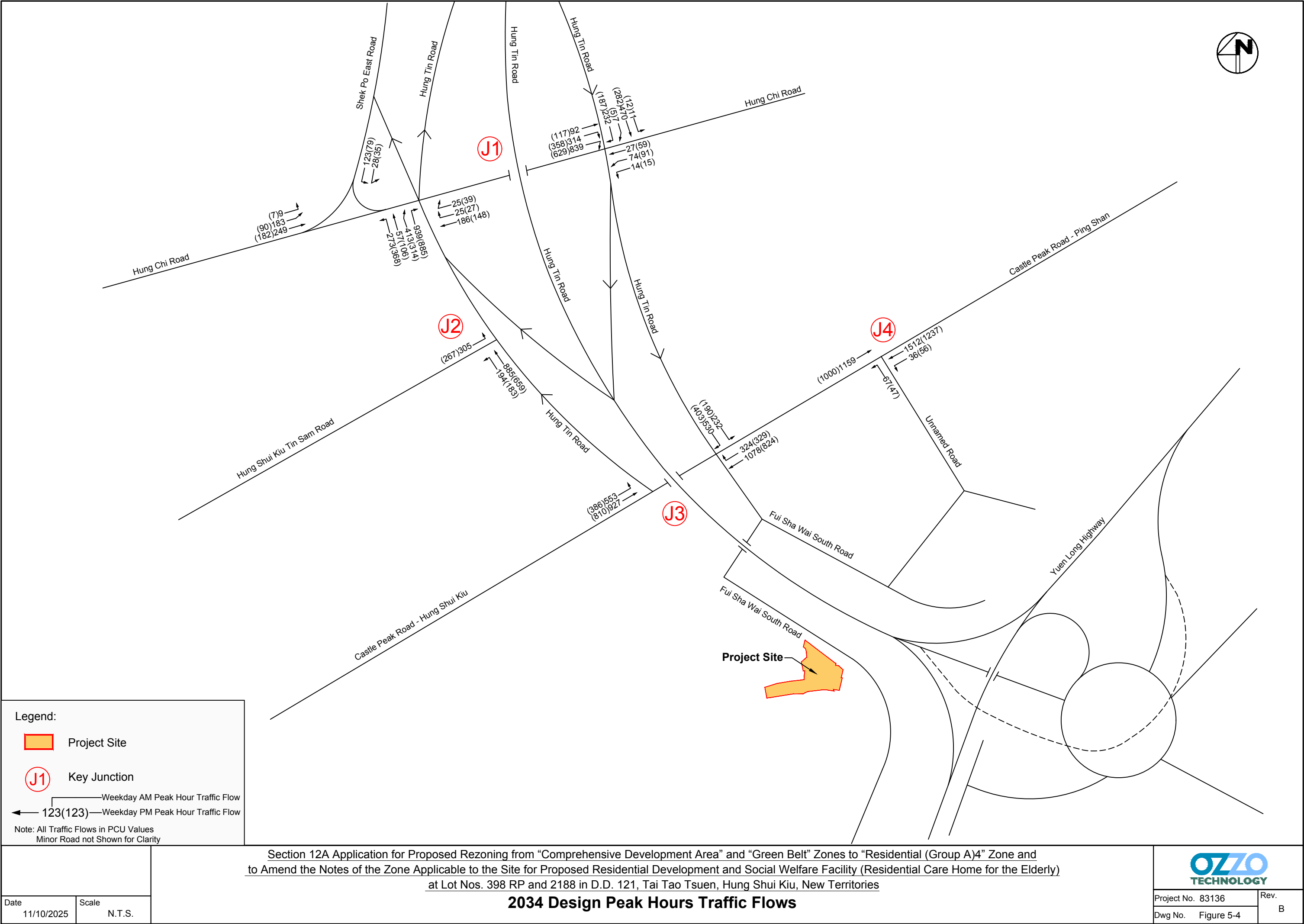
Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

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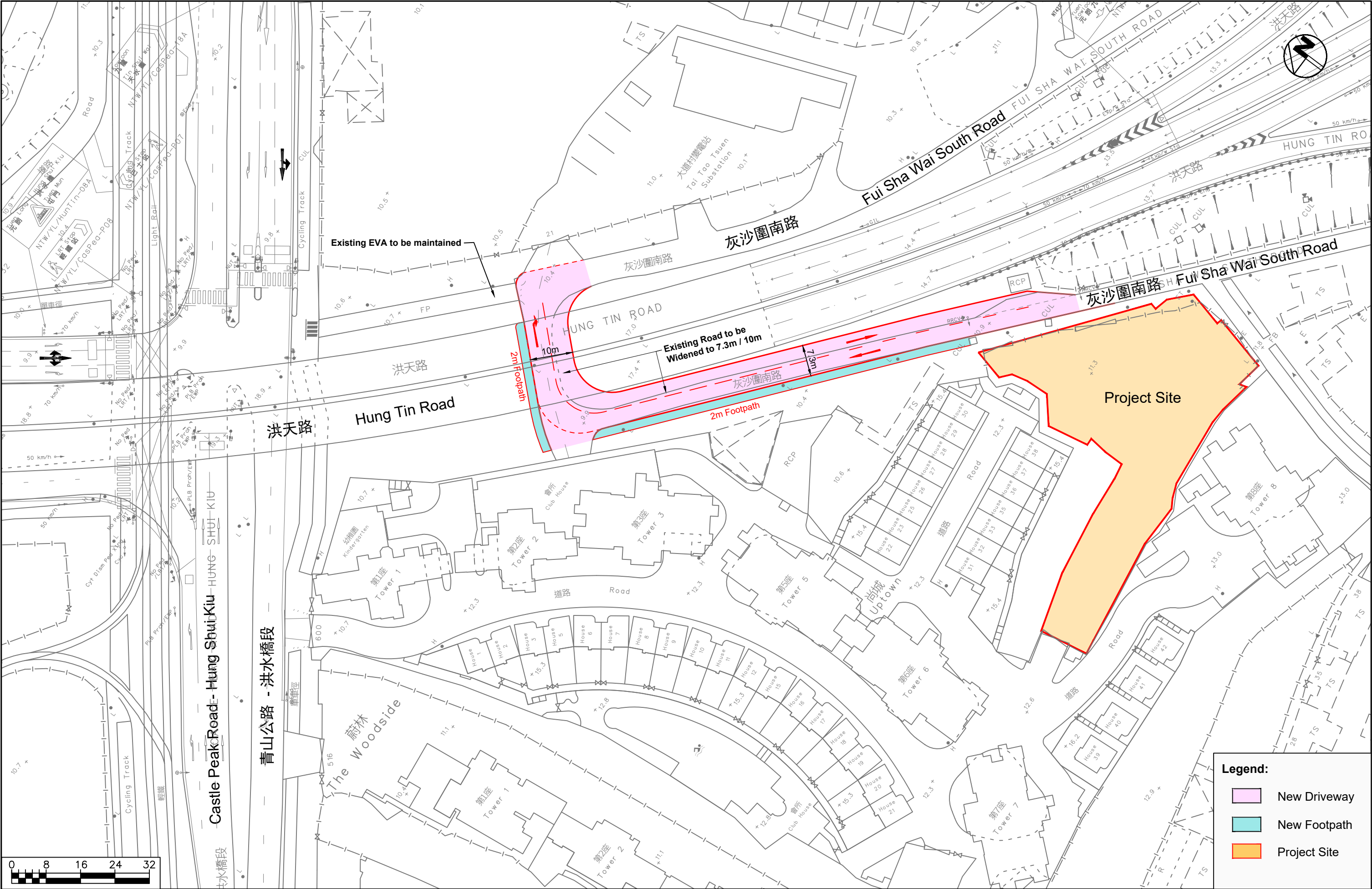
Development Peak Hours Traffic Flows

Project No. 83136	Rev. B
Dwg No. Figure 5-3	

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Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Proposed Widening at Fui Sha Wai South Road

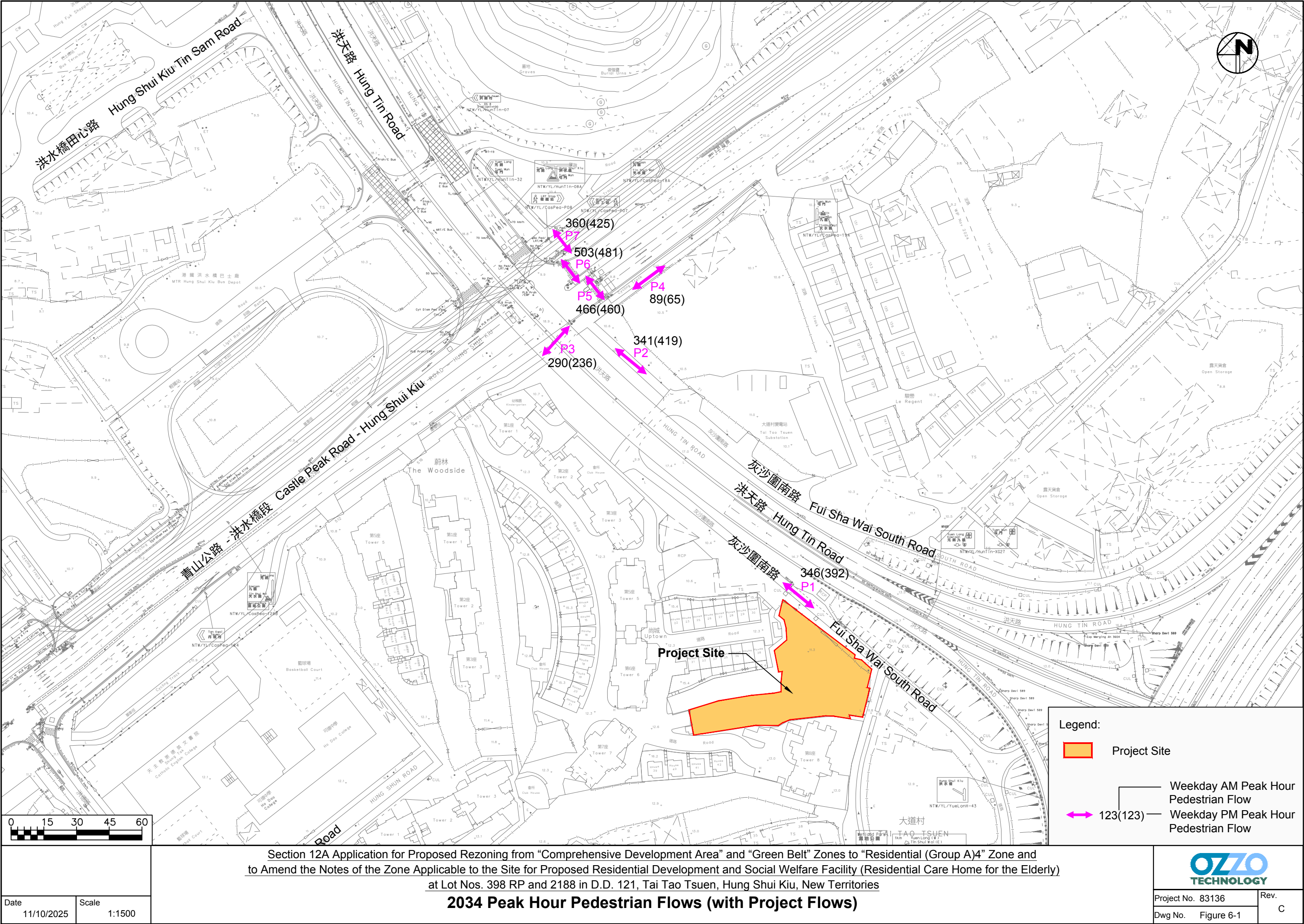
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- Legend:**
- New Driveway
 - New Footpath
 - Project Site



Project No. 83136	Rev. C
Dwg No. Figure 5-5	

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Appendix A

Parking Provision of Other RCHE / Residential Development

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Appendix A

Parking Provision of Other RCHE / Residential Development

Reference Site	Location	Use	Parking and L/UL Provision		Total Provision	Ratio (Total Provision / Flat + Beds)
"Blissful Place 豐頤居 ⁽¹⁾	8 Lee Kung Street, Hung Hom, Kowloon	Elderly Housing (312 flats)	Residential /Visitor Parking Spaces	7	7	0.022
Cheerful Court 彩頤居 ⁽²⁾	55 Choi Ha Road, Ngau Tau Kok, Kowloon	• Elderly Housing (333 flats) • Residential Care Home for the Elderly (55 beds)	Private car Parking Spaces	48	48	0.124
Jollu Place 樂頤居 ⁽³⁾	2 Pui Shing Lane, Tseung Kwan O, New Territories	• Elderly Housing (243 flats) • Residential Care Home for the Elderly (38 beds)	Private car Parking Spaces	14	19	0.068
			Motocycle Parking Spaces	5		
The Tanner Hill 雋悅 ⁽⁴⁾	8 Tanner Road, North Point, Hong Kong	• Elderly Housing (588 flats) • Residential Care Home for the Elderly (117 beds)	Residential Parking Spaces	6	15	0.021
			Visitor Parking Spaces	9		
Ventria Residence 曦雲居 ⁽⁵⁾	17A and 17B Ventris Road, Happy Valley, Hong Kong	• Senior Hostel (68 flats) • Residential Care Home for the Elderly (100 flats) • Church Facilities (2,385 m ²)	Private car Parking Spaces	57	63	0.375
			Coach Lay-Bys	2		
			Taxi/PV Lay-Bys	3		
			L/UL Bay	1		
Proposed Development	Lot Nos 2188 and 398 RP in D.D. 121, Tai Tao Tsuen Hung Shui Kiu	• Senior Housing (72 flats) • Residential Care Home for the Elderly (450 beds)	Private car Parking Spaces	14	22	0.042
			Light Bus Parking Spaces	2		
			Motocycle Parking Spaces	2		

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Reference Site	Location	Use	Parking and L/UL Provision		Total Provision	Ratio (Total Provision / Flat + Beds)
			Private car Parking L/UL	1		
			LGV L/UL	2		
			MHGV L/UL	1		

Note: Source: (1) Information is extracted from Blissful Place: <https://blissfulplace.hkhs.com/>

(2) Information is extracted from Cheerful Court: <https://sen.hkhs.com/tc/projects/cheerful-court?id=about-project>

(3) Information is extracted from Jolly Place: <https://sen.hkhs.com/tc/projects/jolly-place?id=about-project>

(4) Information is extracted from The Tanner Hill: https://www.thetannerhill.hkhs.com/en/info/tanner_hill/factsheet/index.html

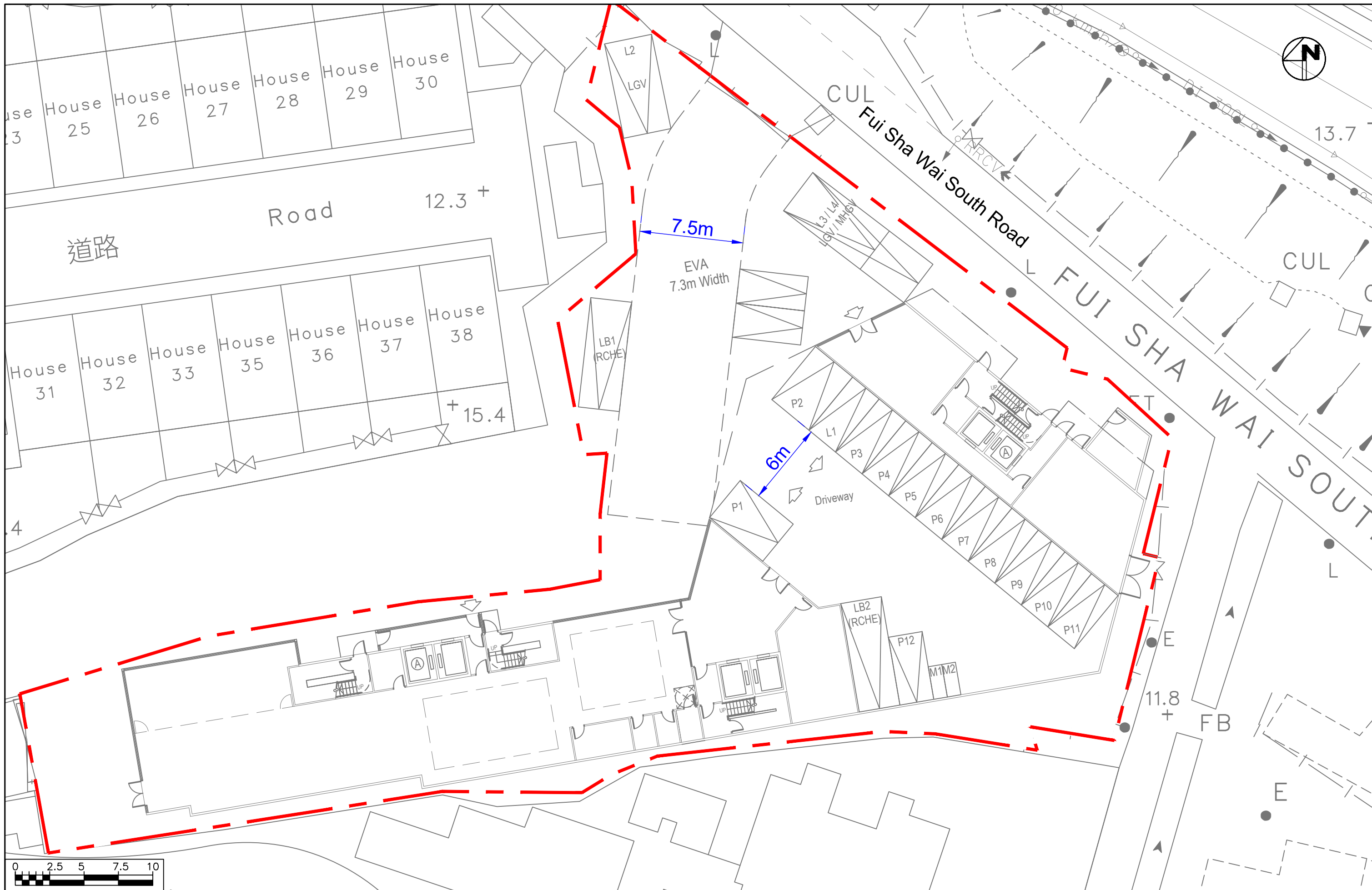
(5) Information is extracted from gist of approved planning application A/H7/165

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories Traffic Impact Assessment Report



Appendix B

Swept Path Analysis



Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Ground Floor Layout

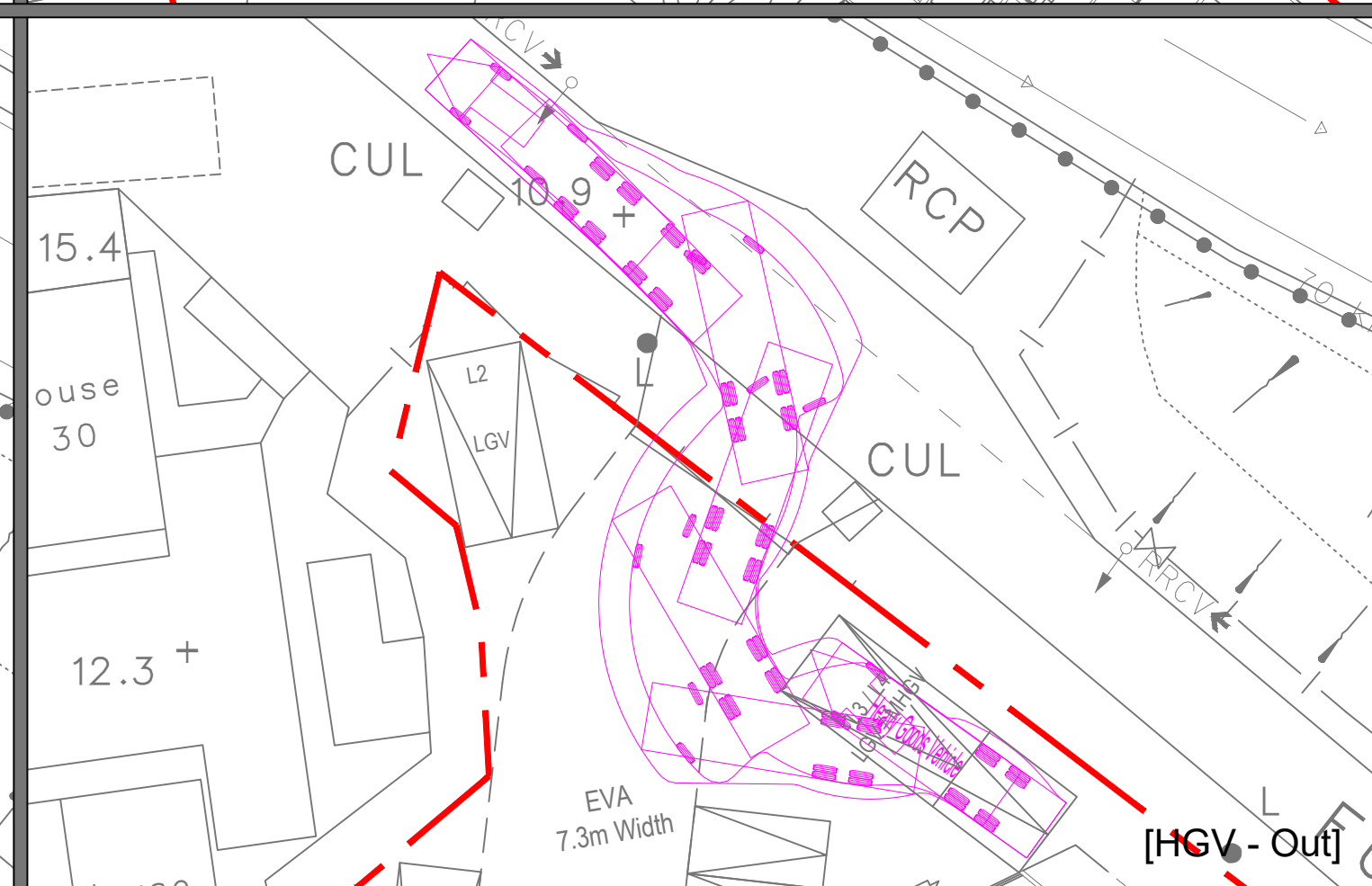
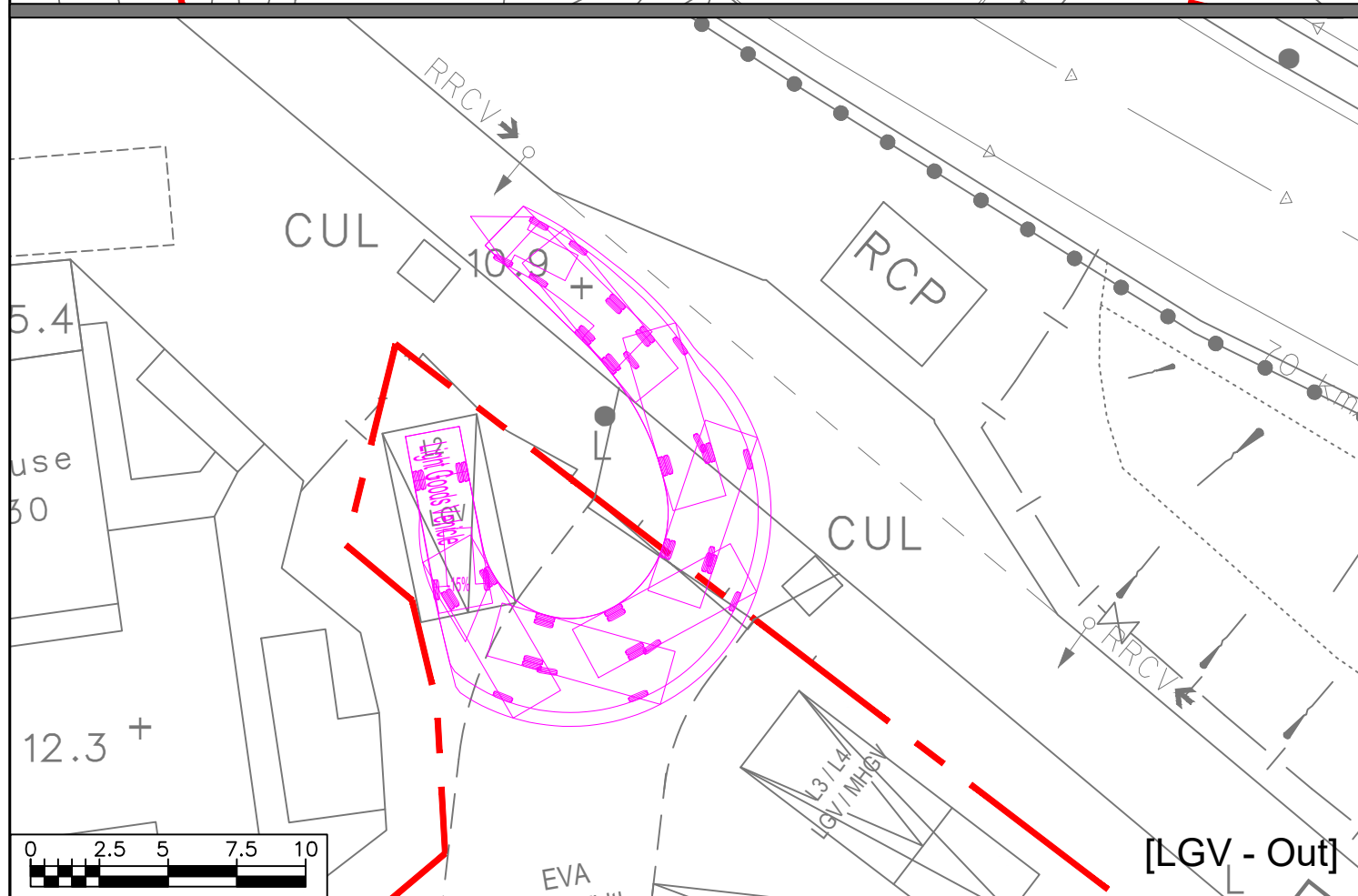
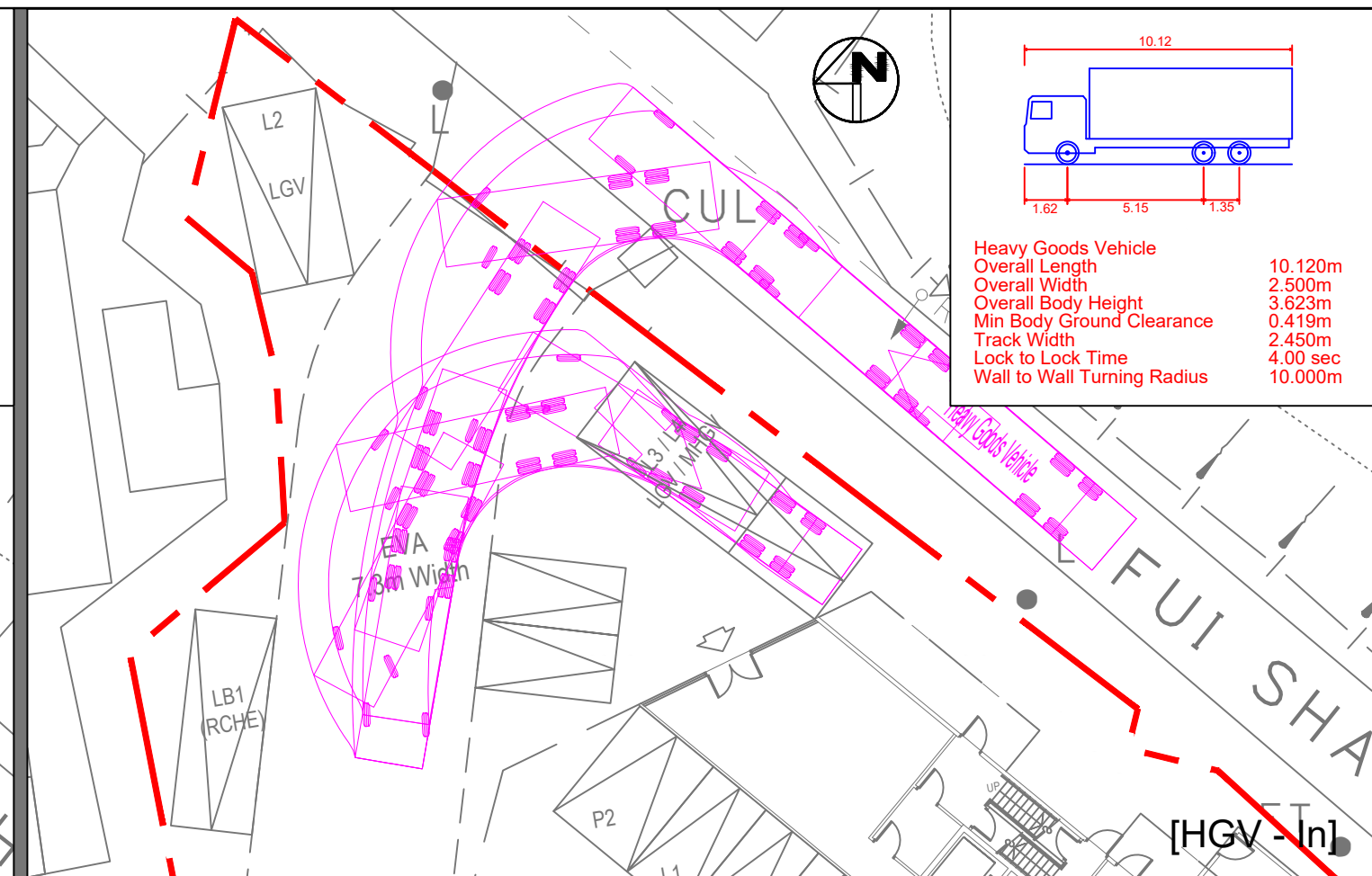
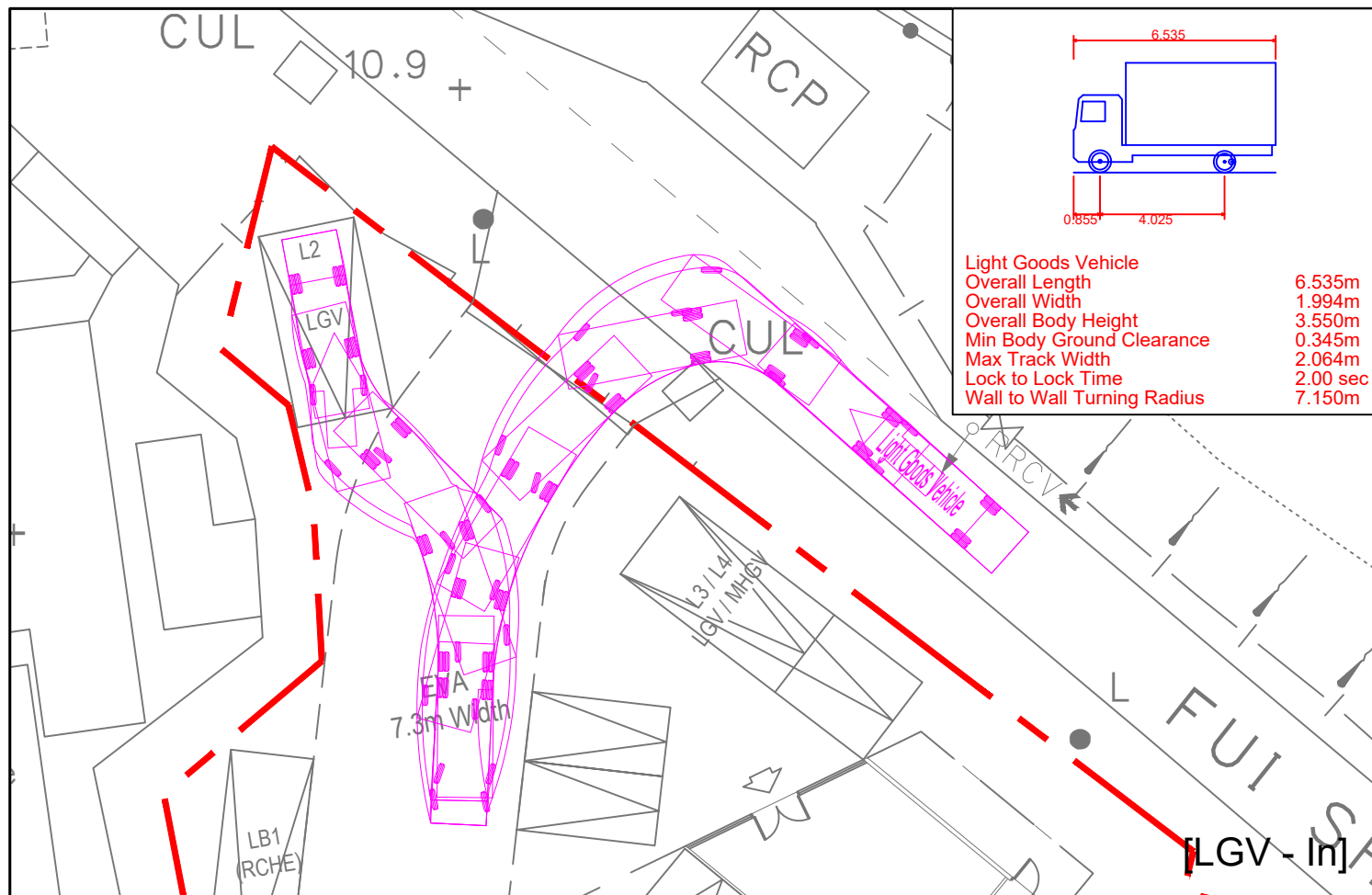


Project No. 83136

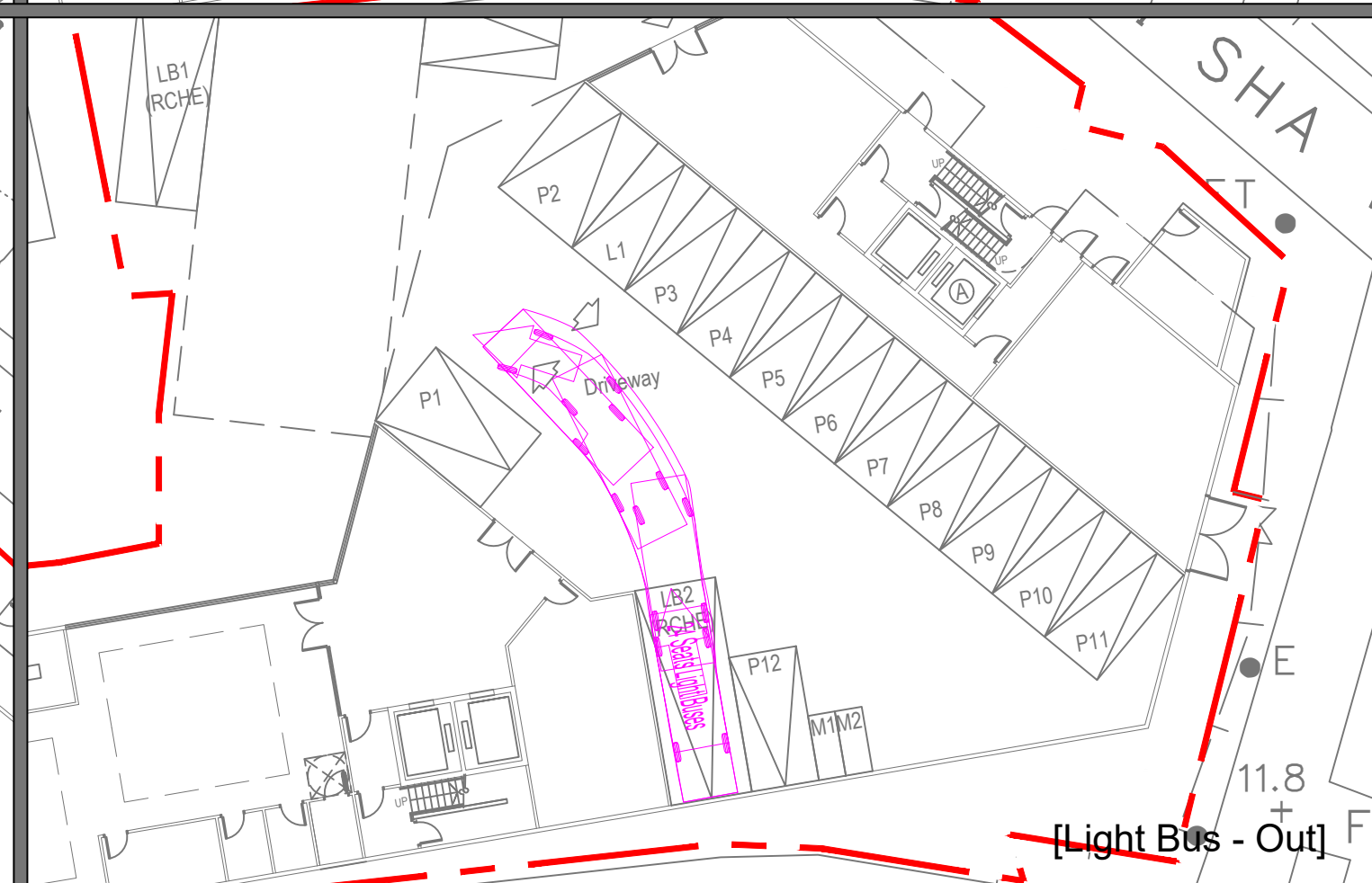
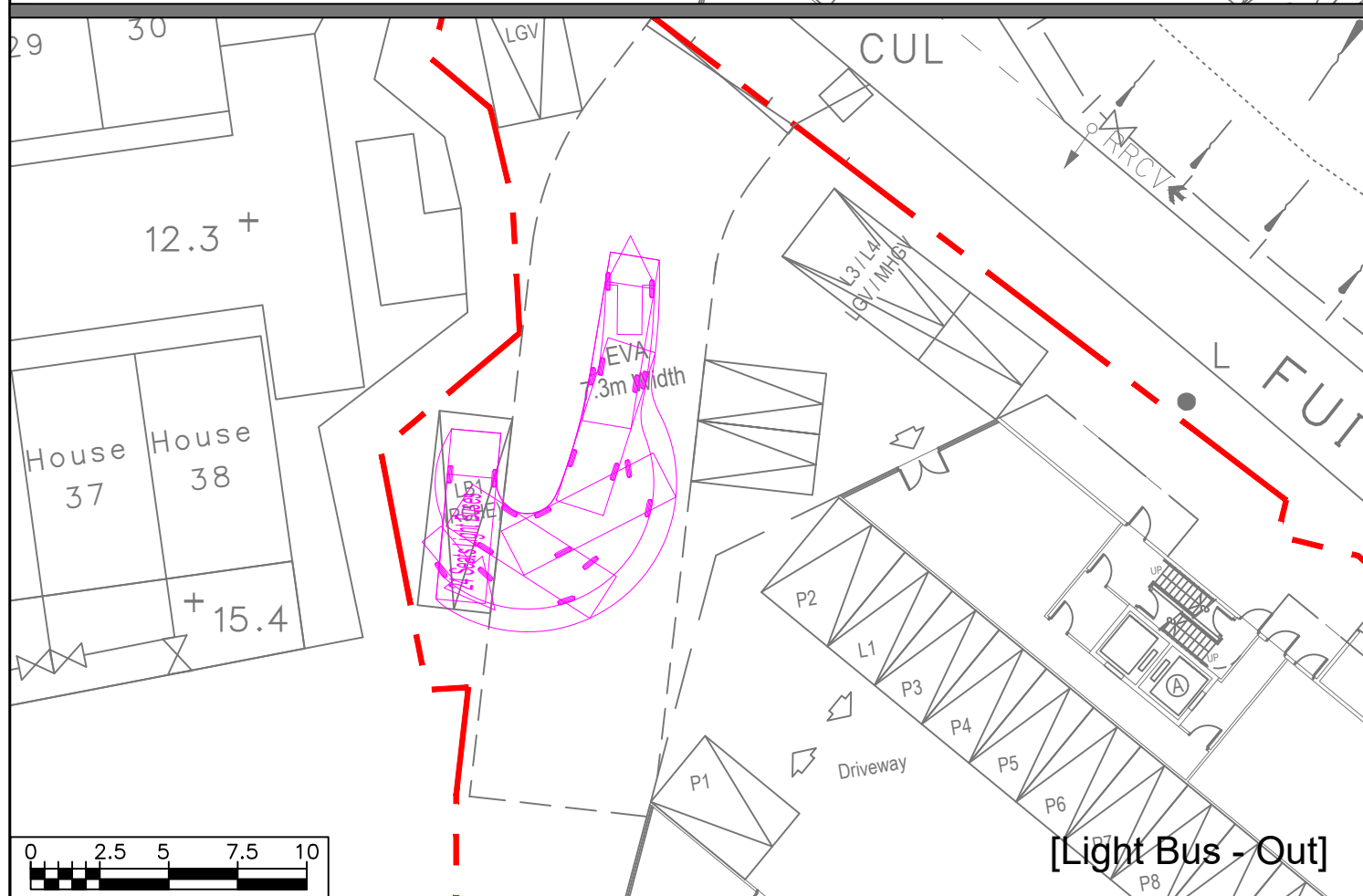
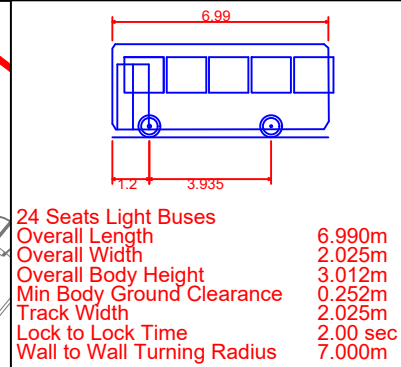
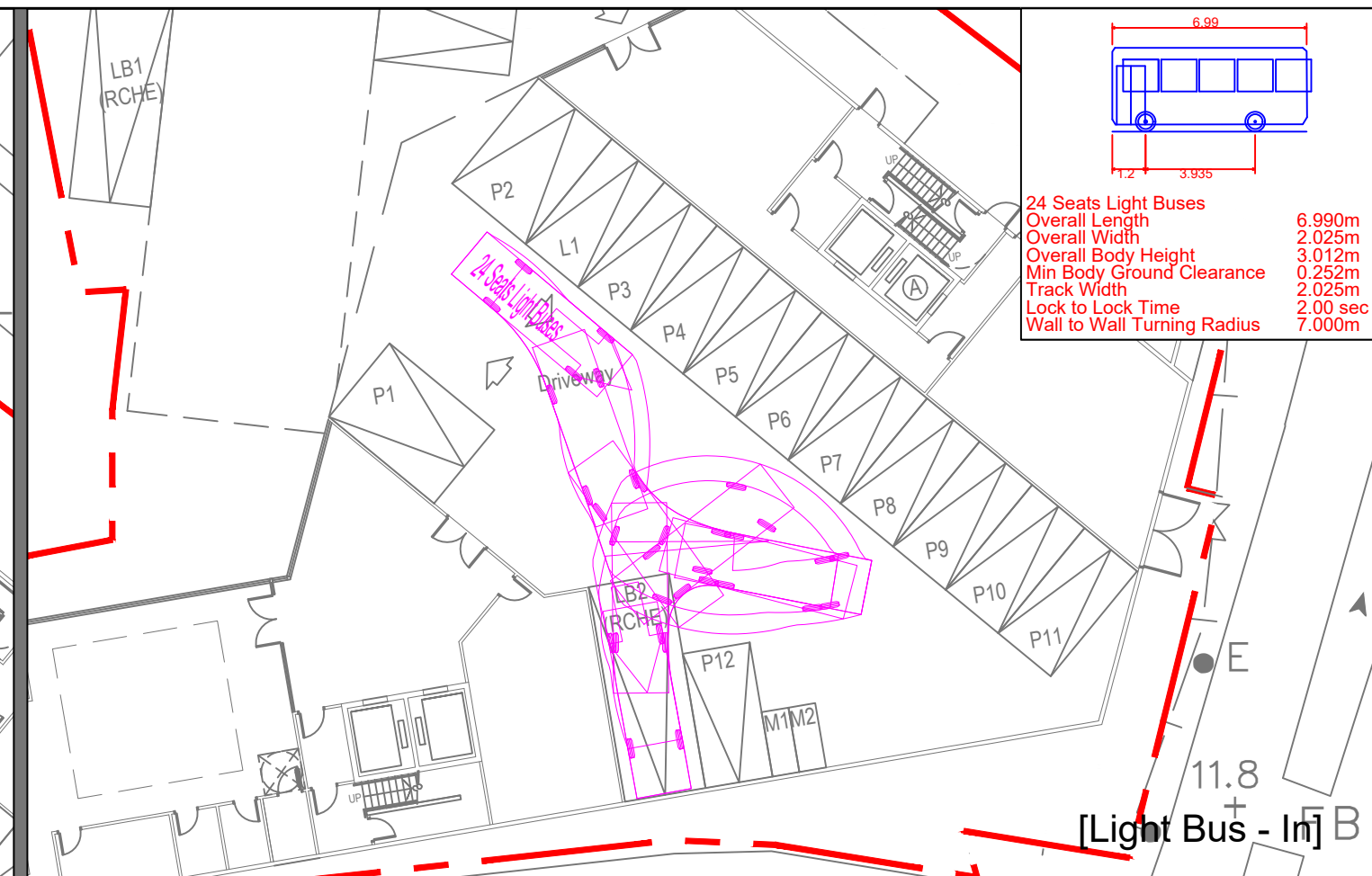
Dwg No. GF-0817-Layout

Rev.

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X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\DWG\83136_0817-SP.dwg 2026/08/24 19:32:26



Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

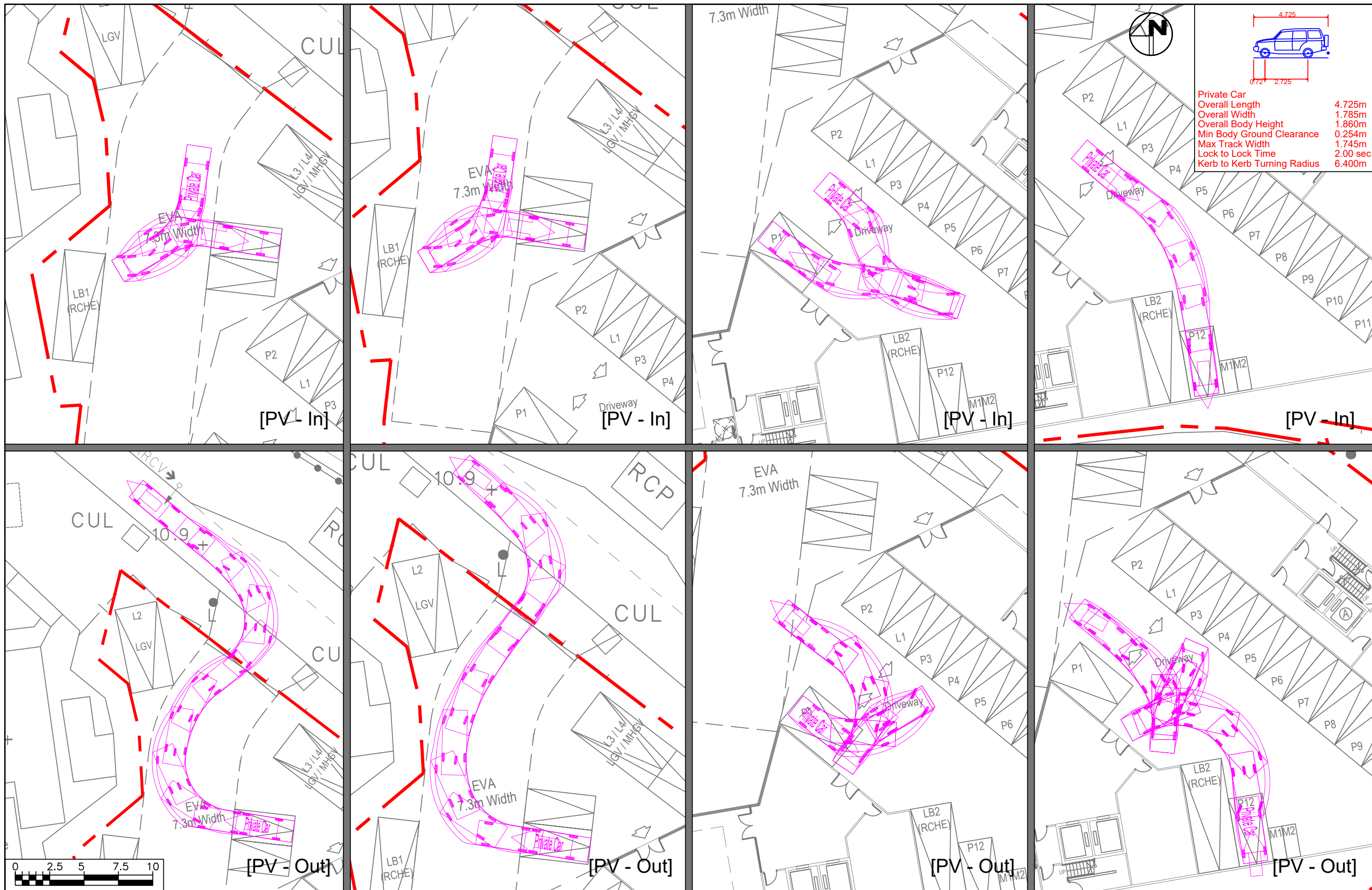
Swept Path Assessment on Ground Floor



Project No. 83136	Rev.
Dwg No. GF-0817-SP2	-

Date	Scale
24/08/2026	1:250

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Drawg\83136_0817-SP.dwg 2026/08/24 19:32:44



Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

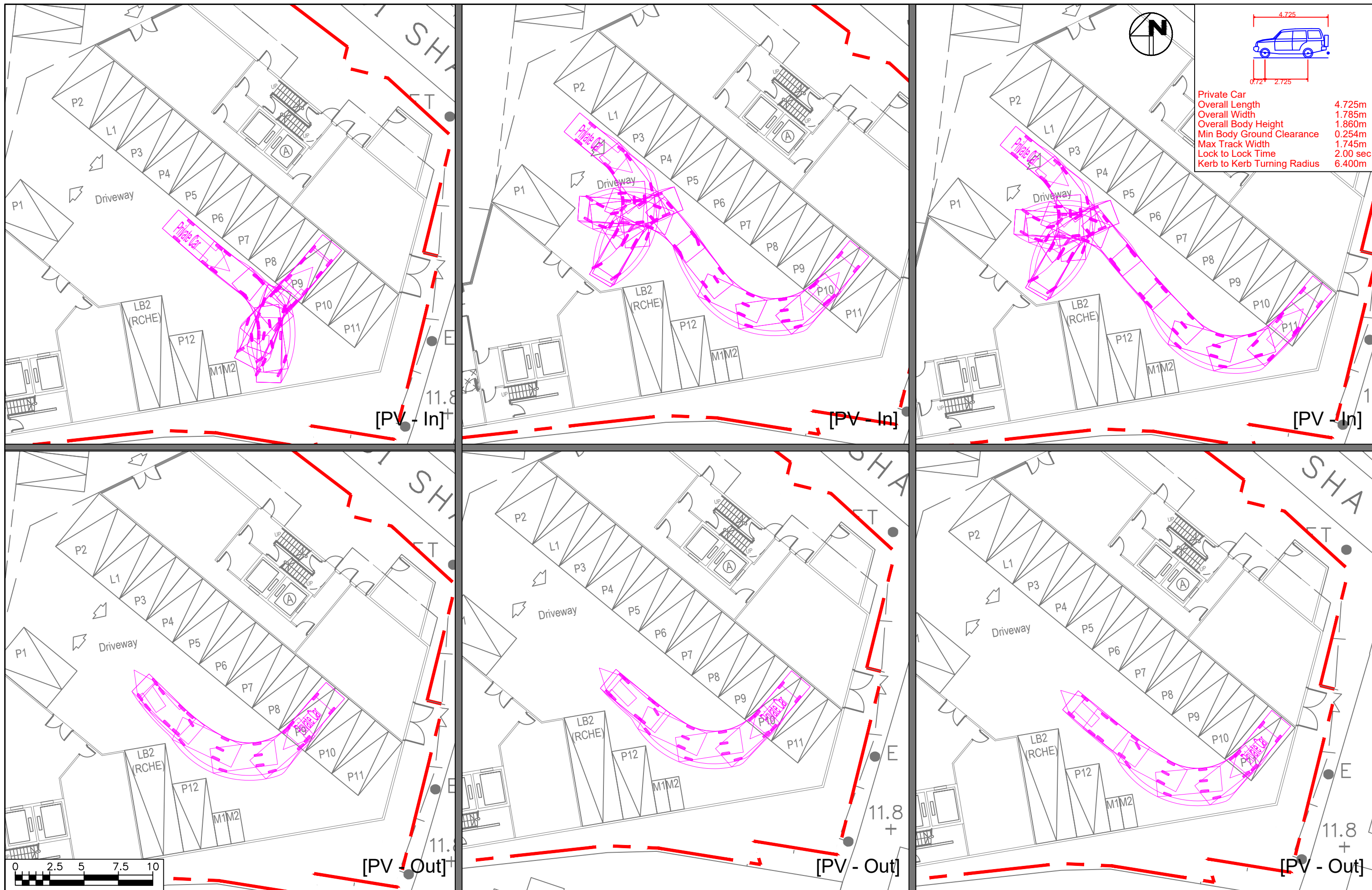
Swept Path Assessment on Ground Floor

Date 24/08/2026
Scale 1:250



Project No. 83136
Dwg No. GF-0817-SP3
Rev. -

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Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Swept Path Assessment on Ground Floor

Date 24/08/2026
Scale 1:250



Project No. 83136
Dwg No. GF-0817-SP4

Rev.
-

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories Traffic Impact Assessment Report



Appendix C

2025 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

J1: Hung Tin Road / Hung Chi Road

2025 Observed AM Peak Hour Traffic Flows

2025 AM

PROJECT NO.

83136

Prepared By:

INITIALS

DATE

LL

九月-25

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

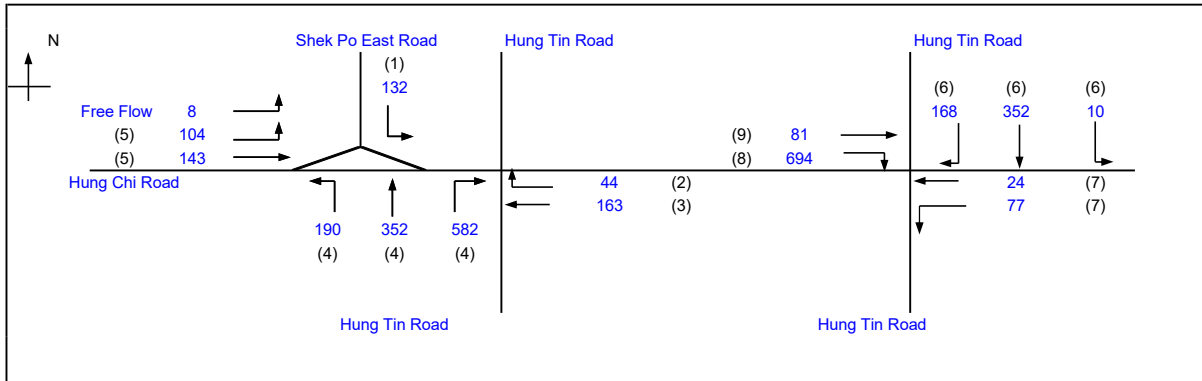
DP

九月-25

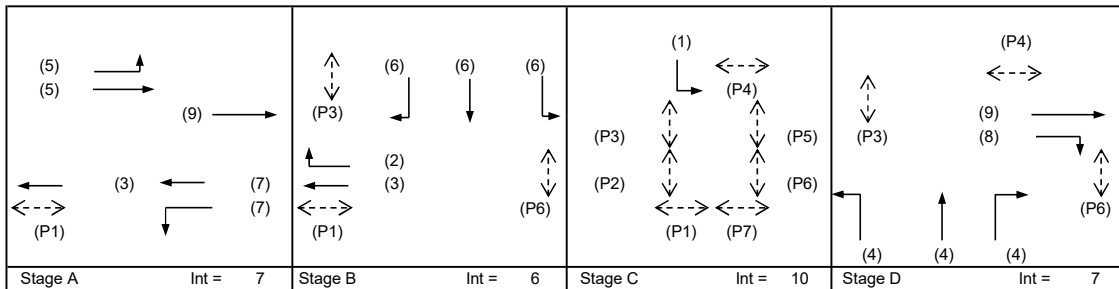
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.404	
Loss time	L =	26 sec	
Total Flow		=	3113 pcu
Co	= (1.5*L+5)/(1-Y)	=	73.8 sec
Cm	= L/(1-Y)	=	43.6 sec
Yult	=	=	0.705
R.C.ult	= (Yult-Y)/Y*100%	=	74.6 %
Cp	= 0.9*L/(0.9-Y)	=	47.2 sec
Ymax	= 1-L/C	=	0.783
R.C.(P)	= (0.9/Xmax-1)*100%	=	15.6 %
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	74.6 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,C	10.8	5	9		62	10
P2	A	6.3	5	5		21	6
P3	A,B,D	10	5	8		96	9
P4	A,B	10.8	5	9		65	10
P5	A	7.2	5	6		21	6
P6	A,B,D	7.5	5	6		99	6
P7	A	11.3	5	9		14	13

Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	104	0		104	1.00	1777			1777	0.058	0.058	26	14	9	0.169	24	92
SA	A	3.3	5	2				4170		143		143	0.00	4170			4170	0.034			8	9	0.099	12	52
SA	A,B	3.4	3	1				2095		163		163	0.00	2095			2095	0.078			18	40	0.050	0	49
SA	A	3.4	7	1			N	1955		24		24	0.00	1955			1955	0.012			3	9	0.035	12	63
LT	A	4.0	7	1	16		N	2015	77			77	1.00	1842			1842	0.042			10	9	0.121	12	63
RT	B	3.4	2	2	20			4190			44	44	1.00	3898			3898	0.011			3	25	0.012	12	63
LT,SA	B	3.3	6	1	15		N	1945	10	163		173	0.05	1934			1934	0.089	0.089		21	25	0.093	3	34
SA	B	3.5	6	1				2105		188		188	0.00	2105			2105	0.089			21	25	0.093	24	40
RT	B	3.4	6	1	20			2095			168	168	1.00	1949			1949	0.086			20	25	0.089	24	40
LT	C	4.8	1	1	40		N	2095	132			132	1.00	2019			2019	0.065	0.065		15	18	0.094	18	46
LT,SA	D	3.4	4	1	15			2095	190	190		380	0.50	1995			1995	0.190	0.191		44	42	0.118	48	31
SA,RT	D	3.5	4	1	15			2105		162	217	379	0.57	1991			1991	0.191			44	42	0.118	42	31
RT	D	3.5	4	1	15			2105			365	365	1.00	1914			1914	0.191			44	42	0.118	6	16
SA	A,D	3.2	9	1				2075		81		81	0.00	2075			2075	0.039			9	57	0.018	48	31
RT	D	3.5	8	2	19			4210			694	694	1.00	3902			3902	0.178			41	42	0.110	42	31

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO.

83136

Prepared By:

INITIALS

DATE

J1: Hung Tin Road / Hung Chi Road

2025 PM

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

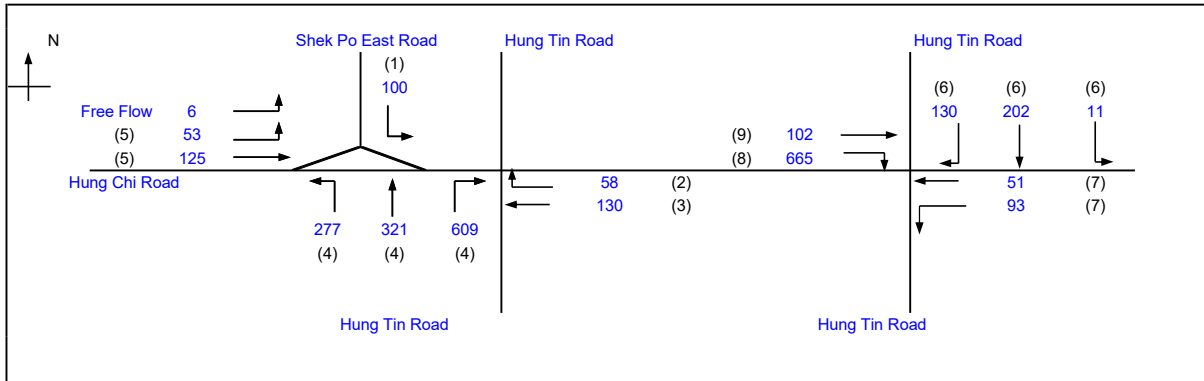
九月-25

2025 Observed PM Peak Hour Traffic Flows

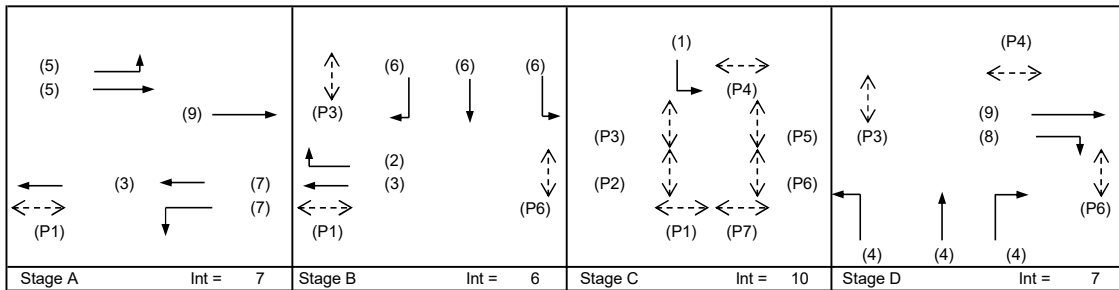
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.372	
Loss time	L =	26 sec	
Total Flow		= 2924 pcu	
Co	= (1.5*L+5)/(1-Y)	= 70.0 sec	
Cm	= L/(1-Y)	= 41.4 sec	
Yult	=	0.705	
R.C.ult	= (Yult-Y)/Y*100%	= 89.7 %	
Cp	= 0.9*L/(0.9-Y)	= 44.3 sec	
Ymax	= 1-L/C	= 0.783	
R.C.(P)	= (0.9/Xmax-1)*100%	= 34.4 %	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	= 89.7 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,C	10.8	5	9		62	10
P2	A	6.3	5	5		21	6
P3	A,B,D	10	5	8		96	9
P4	A,B	10.8	5	9		65	10
P5	A	7.2	5	6		21	6
P6	A,B,D	7.5	5	6		99	6
P7	A	11.3	5	9		14	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left	Straight	Right														
LT,SA	A	3.4	5	1	15		N	1955	53	0		53	0.99	1778			1778	0.030		26	8	9	0.086	6	56
SA	A	3.3	5	2				4170		125		125	0.00	4170			4170	0.030			8	9	0.086	9	51
SA	A,B	3.4	3	1				2095		130		130	0.00	2095			2095	0.062			16	40	0.040	6	53
SA	A	3.4	7	1			N	1955		51		51	0.00	1955			1955	0.026			7	9	0.076	18	72
LT	A	4.0	7	1	16		N	2015	93			93	1.00	1842			1842	0.050	0.050		13	9	0.145	18	72
RT	B	3.4	2	2	20			4190			58	58	1.00	3898			3898	0.015			4	25	0.015	18	72
LT,SA	B	3.3	6	1	15		N	1945	11	91		102	0.11	1925			1925	0.053			13	25	0.055	3	35
SA	B	3.5	6	1				2105		111		111	0.00	2105			2105	0.053			13	25	0.055	12	37
RT	B	3.4	6	1	20			2095			130	130	1.00	1949			1949	0.067	0.067		17	25	0.069	12	37
LT	C	4.8	1	1	40		N	2095	100			100	1.00	2019			2019	0.049	0.049		12	18	0.071	12	44
LT,SA	D	3.4	4	1	15			2095	277	126		402	0.69	1960			1960	0.205	0.206		52	42	0.127	48	32
SA,RT	D	3.5	4	1	15			2105		195	216	411	0.53	2000			2000	0.205			52	42	0.127	48	32
RT	D	3.5	4	1	15			2105			393	393	1.00	1914			1914	0.206			52	42	0.127	6	16
SA	A,D	3.2	9	1				2075			102	102	0.00	2075			2075	0.049			12	57	0.022	48	32
RT	D	3.5	8	2	19			4210			665	665	1.00	3902			3902	0.170			43	42	0.106	48	32

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2025 AM	PROJECT NO.:	83136	PREPARED BY:	LL Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road			FILENAME :		CHECKED BY:	DP Sep-25
2025 Observed Weekday AM Peak Hour Traffic Flows			J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_.xls		REVIEWED BY:	SC Sep-25
			NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 7.30 (metres) W cr = 0 (metres) q a-b = 160 (pcu/hr) q a-c = 668 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 4.0 (metres) Vl b-a = (metres) Vr b-a = 90 (metres) Vr b-c = 90 (metres) q b-a = 0 (pcu/hr) q b-c = 266 (pcu/hr) GEOMETRIC FACTORS : D = 0.58164 E = 1.00657 F = 0.58595 Y = 0.74832 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 249 Q b-c = 549 Q c-b = 304 TOTAL FLOW = 1095 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.4849 DFC c-b = 0.0000 CRITICAL DFC = 0.48						

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO. 83136

Prepared By:

LL

九月-25

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2025 AM

FILENAME :

Checked By:

DP

九月-25

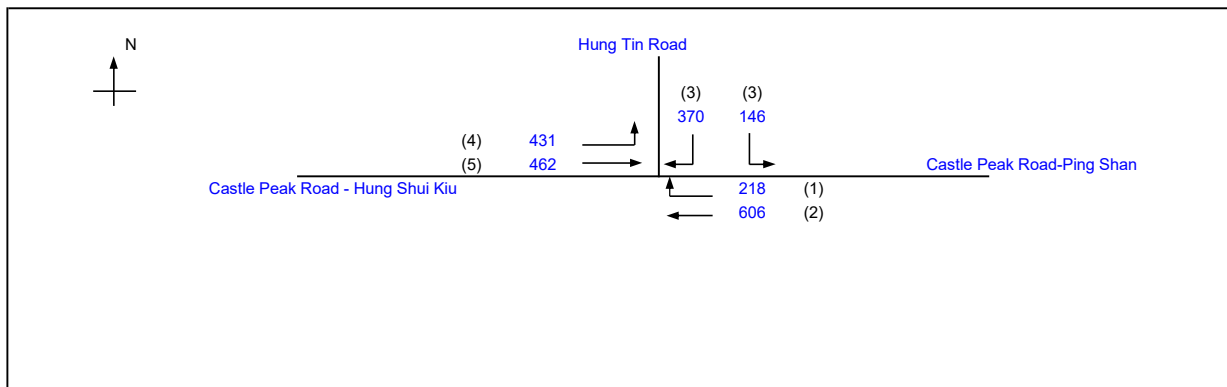
2025 Observed AM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

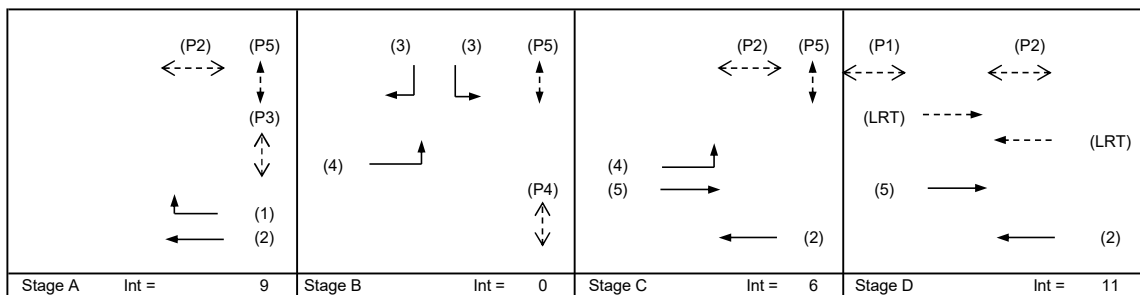
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130 sec	
Sum(y)	Y =	0.336	
Loss time	L =	49 sec	
Total Flow	=	2234 pcu	
Co	= $(1.5*L+5)/(1-Y)$	118.3 sec	
Cm	= $L/(1-Y)$	73.8 sec	
Yult	=	0.533	
R.C.ult	= $(Yult-Y)/Y*100\%$	58.3 %	
Cp	= $0.9*L/(0.9-Y)$	78.2 sec	
Ymax	= $1-L/C$	0.623	
R.C.(P)	= $(0.9/Xmax-1)*100\%$	43.3 %	
R.C.(C)	= $(0.9*Ymax-Y)/Y*100\%$	66.7 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	86	9
P3	A	9.6	5	8	3	18	9
P4	B	12.3	8	10	1	26	7
P5	A,B,C	10.0	5	8	9	77	8

Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	Movement			Total FLo pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
SA RT	A,C,D A	3.65	2	2	75		N	4100		606	218	606	0.00	4100			4100	0.148	0.106	24	36	88	0.082	21	7
		3.40	1	1				2095				218	1.00	2054			2054	0.106			26	22	0.237	36	53
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	146 0		185	146	1.00	1787			1787	0.082			20	29	0.138	24	41
		3.50	3	1	2105			185				1.00	1965	1965			0.094	23			29	0.159	30	42	
		3.50	3	1	2105			185				1.00	1965	1965			0.094	23			29	0.159	30	42	
LT SA	B,C C,D	3.85	4	1	22		N	2000	431	462		431	1.00	1872			1872	0.230	0.230		55	59	0.191	48	25
		3.70	5	2	4250			462				0.00	4250	4250			0.109	26			56	0.095	27	22	
LRT	D																		25						

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO. 83136

Prepared By:

LL

九月-25

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2025 PM

FILENAME :

Checked By:

DP

九月-25

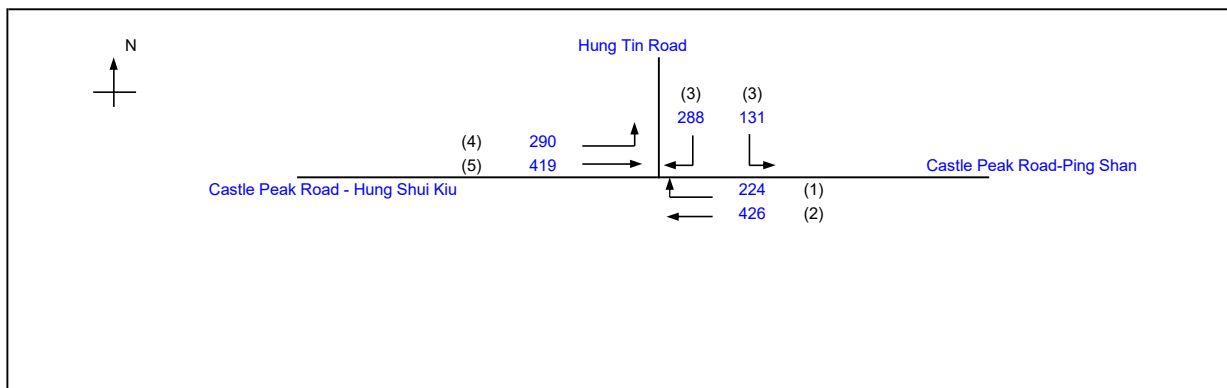
2025 Observed PM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

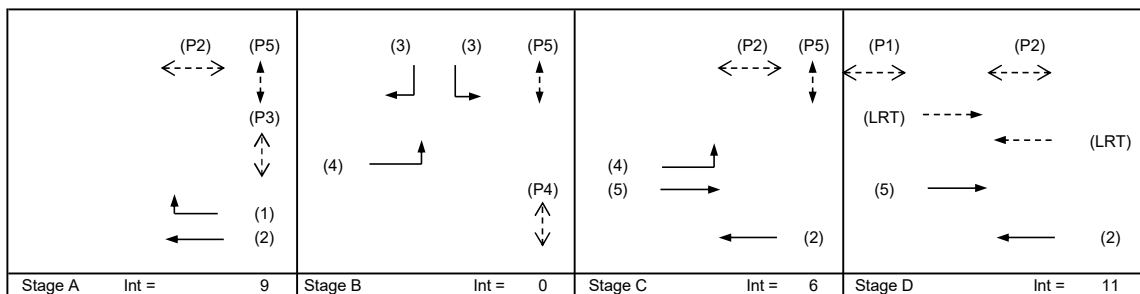
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130 sec	
Sum(y)	Y =	0.264	
Loss time	L =	49 sec	
Total Flow	=	1777 pcu	
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	106.6 sec	
Cm	= $L / (1 - Y)$	66.5 sec	
Yult	=	0.533	
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	101.9 %	
Cp	= $0.9 \cdot L / (0.9 - Y)$	69.3 sec	
Ymax	= $1 - L / C$	0.623	
R.C.(P)	= $(0.9 / Xmax - 1) \cdot 100\%$	52.7 %	
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$	112.7 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	88	9
P3	A	9.6	5	8	3	20	9
P4	B	12.3	8	10	1	24	7
P5	A,B,C	10.0	5	8	9	77	8

Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	Movement			Total FLo pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
SA RT	A,C,D A	3.65	2	2	75		N	4100		426	224	426	0.00	4100			4100	0.104	0.109	24	32	90	0.057	12	6
		3.40	1	1				2095				224	2054	2054			0.109	33			24	0.222	36	50	
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	131 0		144 144	131	1.00	1787			1787	0.073			23	27	0.133	18	42
		3.50	3	1	2105			144				1965	1965	0.073			23	27			0.133	24	42		
		3.50	3	1	2105			144				1965	1965	0.073			23	27			0.133	24	42		
LT SA	B,C C,D	3.85	4	1	22		N	2000	290	419	290	1.00	1872			1872	0.155	0.155			48	57	0.133	30	23
		3.70	5	2	4250			419			4250	4250	0.098			30	56				0.086	24	21		
LRT	D																		25						

NOTE : O - OPPOSING TRAFFIC

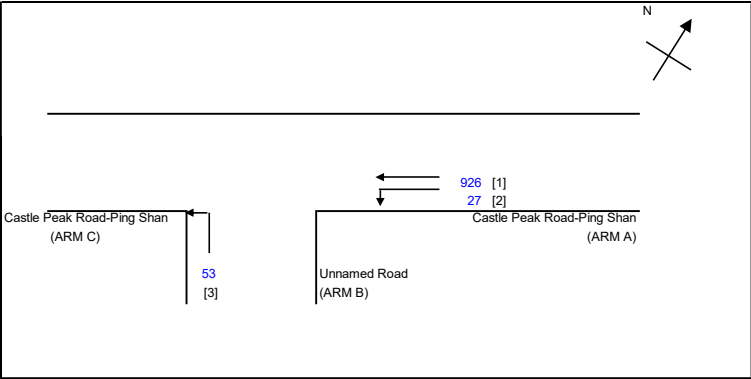
N - NEAR SIDE LANE

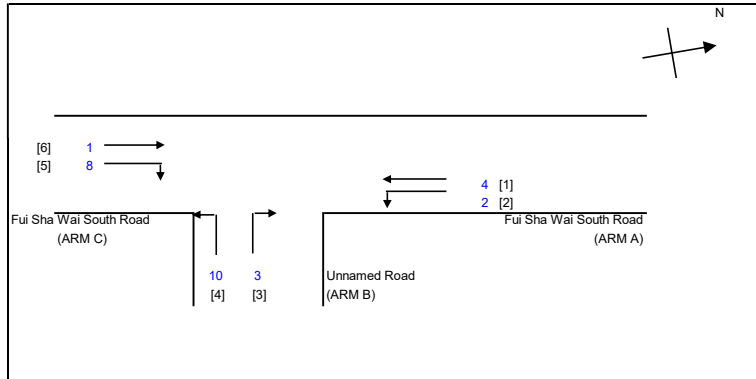
SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2025 AM	PROJECT NO.:	83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road			FILENAME :		CHECKED BY:	DP	Sep-25
2025 Observed Weekday AM Peak Hour Traffic Flows			J4_Castle Peak Road(Ping Shan)_Access Road_P.xls		REVIEWED BY:	SC	Sep-25
			NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 8.52 (metres) W cr = 0 (metres) q a-b = 27 (pcu/hr) q a-c = 926 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 6.5 (metres) Vl b-a = 0 (metres) Vr b-a = 68 (metres) Vr b-c = 68 (metres) q b-a = 0 (pcu/hr) q b-c = 53 (pcu/hr) GEOMETRIC FACTORS : D = 0.5698 E = 1.2091 F = 0.58595 Y = 0.70606 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 220 Q b-c = 610 Q c-b = 293 TOTAL FLOW = 1006 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0872 DFC c-b = 0.0000 CRITICAL DFC = 0.09							

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2025 AM	PROJECT NO.:	83136	PREPARED BY:	LL Sep-25
J5: Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road			FILENAME :		CHECKED BY:	DP Sep-25
2025 Observed Weekday AM Peak Hour Traffic Flows			J5_Fui Sha Wai South Road_Tai To Tsuen Road_Unnamed Road_P.xls		REVIEWED BY:	SC Sep-25
 NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 3.93 (metres) W cr = 0 (metres) q a-b = 2 (pcu/hr) q a-c = 4 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 1.87 (metres) Vr c-b = 21 (metres) q c-a = 1 (pcu/hr) q c-b = 7.6 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.8 (metres) W b-c = 3.8 (metres) Vl b-a = 57 (metres) Vr b-a = 64 (metres) Vr b-c = 64 (metres) q b-a = 3 (pcu/hr) q b-c = 10 (pcu/hr) GEOMETRIC FACTORS : D = 0.91313 E = 0.9671 F = 0.75849 Y = 0.86459 F for (Qb-ac) = 0.7619 THE CAPACITY OF MOVEMENT : Q b-a = 568 Q b-c = 719 Q c-b = 564 Q b-c (O) = 718.1 TOTAL FLOW = 27 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0053 DFC b-c = 0.0134 DFC c-b = 0.0135 CRITICAL DFC = 0.01						

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories Traffic Impact Assessment Report



Appendix D

2034 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO.

83136

Prepared By:

INITIALS

DATE

J1: Hung Tin Road / Hung Chi Road

2034 Ref AM

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

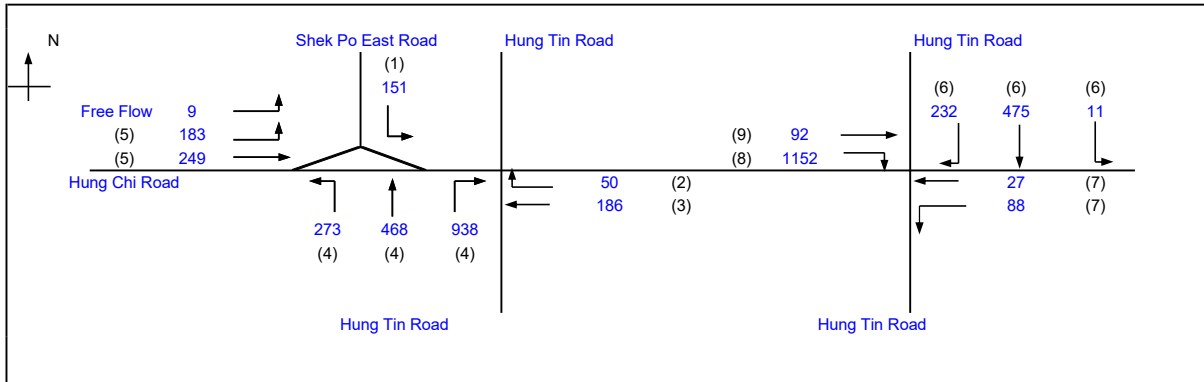
九月-25

2034 Reference AM Peak Hour Traffic Flows

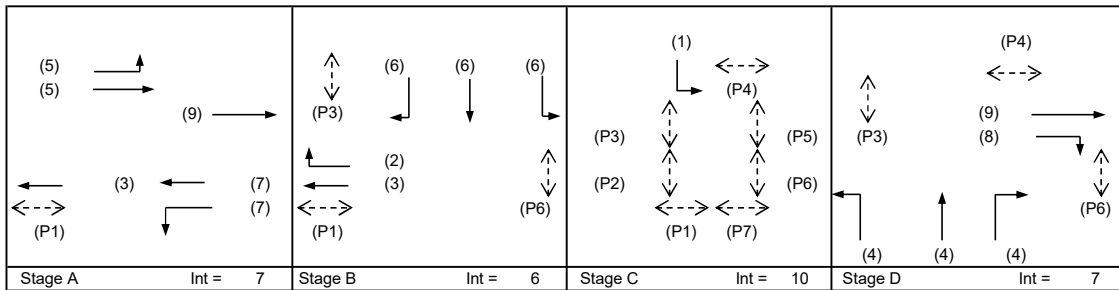
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.593	
Loss time	L =	26 sec	
Total Flow	=	4575 pcu	
Co = (1.5*L+5)/(1-Y)	=	108.1 sec	
Cm = L/(1-Y)	=	63.9 sec	
Yult =	=	0.705	
R.C.ult = (Yult-Y)/Y*100%	=	18.9 %	
Cp = 0.9*L/(0.9-Y)	=	76.2 sec	
Ymax = 1-L/C	=	0.783	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	18.9 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,C	10.8	5	9		57	10
P2	A	6.3	5	5		15	6
P3	A,B,D	10	5	8		89	9
P4	A,B	10.8	5	9		64	10
P5	A	7.2	5	6		15	6
P6	A,B,D	7.5	5	6		92	6
P7	A	11.3	5	9		8	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	183	0		183	1.00	1777			1777	0.103	0.103	26	16	16	0.164	30	66
SA	A	3.3	5	2				4170		249		249	0.00	4170			4170	0.060			9	16	0.095	21	45
SA	A,B	3.4	3	1				2095		186		186	0.00	2095			2095	0.089			14	41	0.056	0	42
SA	A	3.4	7	1			N	1955		27		27	0.00	1955			1955	0.014			2	16	0.022	12	46
LT	A	4.0	7	1	16		N	2015	88			88	1.00	1842			1842	0.048			8	16	0.076	12	46
RT	B	3.4	2	2	20			4190			50	50	1.00	3898			3898	0.013			2	19	0.018	12	46
LT,SA	B	3.4	6	1	15		N	1955	11	222		233	0.05	1946			1946	0.120	0.120		19	19	0.164	3	39
SA	B	3.5	6	1				2105		253		253	0.00	2105			2105	0.120			19	19	0.164	42	60
RT	B	3.4	6	1	20			2095			232	232	1.00	1949			1949	0.119			19	19	0.163	42	59
LT	C	4.8	1	1	40		N	2095	151			151	1.00	2019			2019	0.075	0.075		12	12	0.164	30	73
LT,SA	D	3.4	4	1	15			2095	273	298		571	0.48	1999			1999	0.285			45	47	0.159	66	34
SA,RT	D	3.5	4	1	15			2105		170	391	561	0.70	1968			1968	0.285			45	47	0.158	66	34
RT	D	3.5	4	1	15			2105			547	547	1.00	1914			1914	0.286			45	47	0.159	6	10
SA	A,D	3.2	9	1				2075		92		92	0.00	2075			2075	0.044			7	69	0.017	66	34
RT	D	3.5	8	2	19			4210			1152	1152	1.00	3902			3902	0.295	0.295		47	47	0.164	66	34

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO.

83136

Prepared By:

LL

九月-25

J1: Hung Tin Road / Hung Chi Road

2034 Ref PM

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

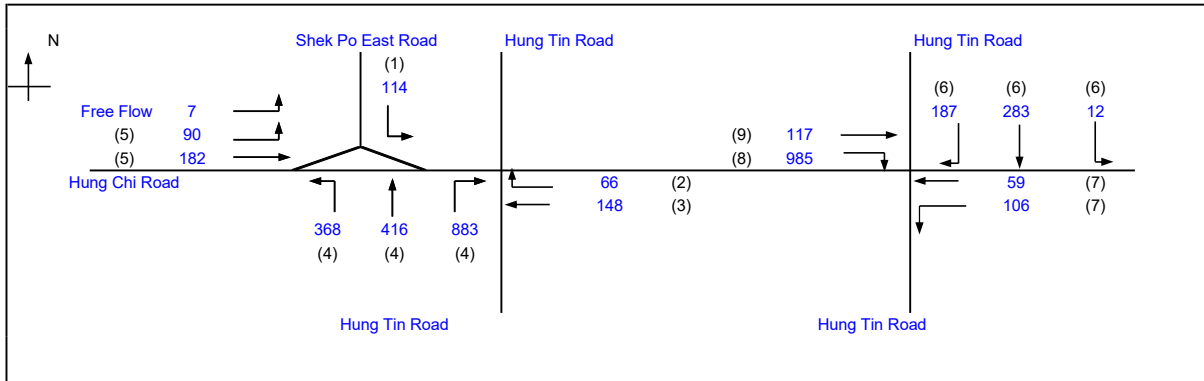
九月-25

2034 Reference PM Peak Hour Traffic Flows

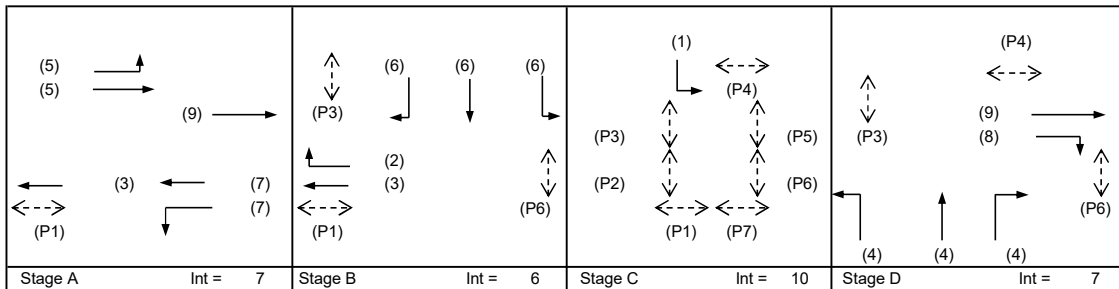
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.494	
Loss time	L =	26 sec	
Total Flow		=	4016 pcu
Co	= (1.5*L+5)/(1-Y)	=	87.0 sec
Cm	= L/(1-Y)	=	51.4 sec
Yult	=	=	0.705
R.C.ult	= (Yult-Y)/Y*100%	=	42.6 %
Cp	= 0.9*L/(0.9-Y)	=	57.7 sec
Ymax	= 1-L/C	=	0.783
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	42.6 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,C	10.8	5	9		50	10
P2	A	6.3	5	5		14	6
P3	A,B,D	10	5	8		94	9
P4	A,B	10.8	5	9		70	10
P5	A	7.2	5	6		14	6
P6	A,B,D	7.5	5	6		97	6
P7	A	11.3	5	9		7	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
LT,SA	A	3.4	5	1	15		N	1955	90	0		90	1.00	1777			1777	0.051		26	10	11	0.120	12	59
SA	A	3.3	5	2				4170		182		182	0.00	4170			4170	0.044			8	11	0.104	15	51
SA	A,B	3.4	3	1				2095		148		148	0.00	2095			2095	0.071			13	35	0.052	6	50
SA	A	3.4	7	1			N	1955		59		59	0.00	1955			1955	0.030			6	11	0.072	18	64
LT	A	4.0	7	1	16		N	2015	106			106	1.00	1842			1842	0.058	0.058		11	11	0.137	18	64
RT	B	3.4	2	2	20			4190			66	66	1.00	3898			3898	0.017			3	18	0.024	18	64
LT,SA	B	3.3	6	1	15		N	1945	12	129		141	0.09	1929			1929	0.073			14	18	0.104	3	40
SA	B	3.5	6	1				2105		154		154	0.00	2105			2105	0.073			14	18	0.104	18	47
RT	B	3.4	6	1	20			2095			187	187	1.00	1949			1949	0.096	0.096		18	18	0.137	24	47
LT	C	4.8	1	1	40		N	2095	114			114	1.00	2019			2019	0.056	0.056		11	11	0.137	18	63
LT,SA	D	3.4	4	1	15			2095	368	190		558	0.66	1965			1965	0.284			54	54	0.137	60	26
SA,RT	D	3.5	4	1	15			2105		226	339	564	0.60	1986			1986	0.284	0.284		54	54	0.137	54	26
RT	D	3.5	4	1	15			2105			544	544	1.00	1914			1914	0.284			54	54	0.137	6	10
SA	A,D	3.2	9	1				2075		117		117	0.00	2075			2075	0.056			11	71	0.021	60	26
RT	D	3.5	8	2	19			4210			985	985	1.00	3902			3902	0.252			48	54	0.121	54	26

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO.

83136

Prepared By:

INITIALS

DATE

LL

九月-25

J1: Hung Tin Road / Hung Chi Road

2034 Des AM

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

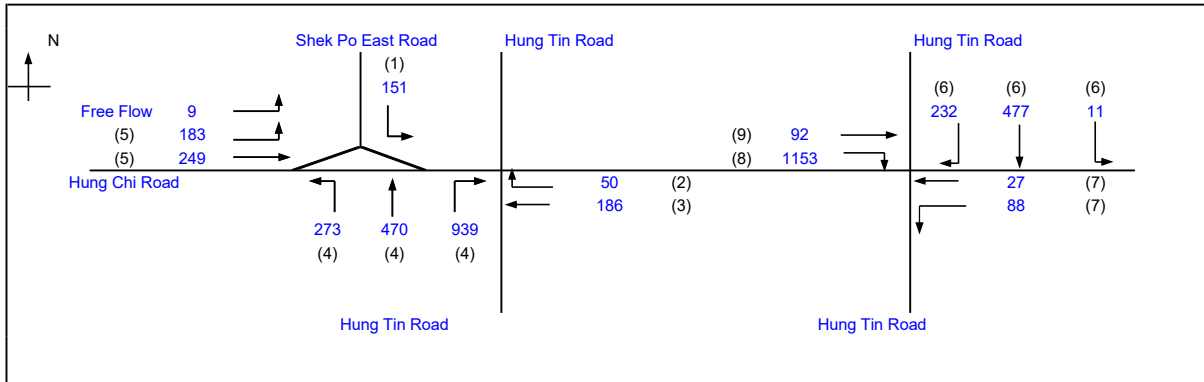
九月-25

2034 Design AM Peak Hour Traffic Flows

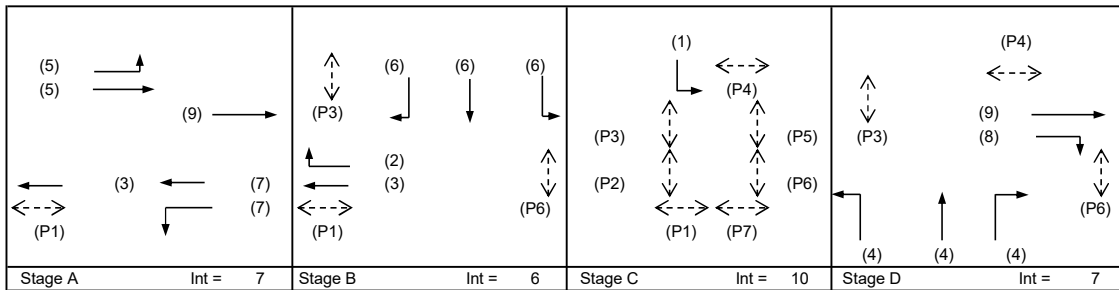
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.594	
Loss time	L =	26 sec	
Total Flow		4581 pcu	
Co = (1.5*L+5)/(1-Y)		108.4 sec	
Cm = L/(1-Y)		64.0 sec	
Yult =		0.705	
R.C.ult = (Yult-Y)/Y*100%		18.7 %	
Cp = 0.9*L/(0.9-Y)		76.5 sec	
Ymax = 1-L/C		0.783	
R.C.(C) = (0.9*Ymax-Y)/Y*100%		18.7 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,C	10.8	5	9		57	10
P2	A	6.3	5	5		15	6
P3	A,B,D	10	5	8		89	9
P4	A,B	10.8	5	9		64	10
P5	A	7.2	5	6		15	6
P6	A,B,D	7.5	5	6		92	6
P7	A	11.3	5	9		8	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	183	0		183	1.00	1777			1777	0.103	0.103	26	16	16	0.164	30	66
SA	A	3.3	5	2				4170		249		249	0.00	4170			4170	0.060			9	16	0.095	21	45
SA	A,B	3.4	3	1				2095		186		186	0.00	2095			2095	0.089			14	41	0.056	0	42
SA	A	3.4	7	1			N	1955		27		27	0.00	1955			1955	0.014			2	16	0.022	12	46
LT	A	4.0	7	1	16		N	2015	88			88	1.00	1842			1842	0.048			8	16	0.076	12	46
RT	B	3.4	2	2	20			4190			50	50	1.00	3898			3898	0.013			2	19	0.017	12	46
LT,SA	B	3.3	6	1	15		N	1945	11	223		234	0.05	1936			1936	0.121	0.121		19	19	0.164	3	39
SA	B	3.5	6	1				2105		254		254	0.00	2105			2105	0.121			19	19	0.164	42	60
RT	B	3.4	6	1	20			2095			232	232	1.00	1949			1949	0.119			19	19	0.162	42	59
LT	C	4.8	1	1	40		N	2095	151			151	1.00	2019			2019	0.075	0.075		12	12	0.164	30	73
LT,SA	D	3.4	4	1	15			2095	273	299		572	0.48	1999			1999	0.286			45	47	0.159	66	34
SA,RT	D	3.5	4	1	15			2105		171	391	562	0.70	1968			1968	0.286			45	47	0.159	66	34
RT	D	3.5	4	1	15			2105			548	548	1.00	1914			1914	0.286			45	47	0.159	6	10
SA	A,D	3.2	9	1				2075		92		92	0.00	2075			2075	0.044			7	69	0.017	66	34
RT	D	3.5	8	2	19			4210			1153	1153	1.00	3902			3902	0.295	0.295		47	47	0.164	66	34

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO. 83136

Prepared By: LL

INITIALS

DATE

J1: Hung Tin Road / Hung Chi Road

2034 Des PM

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By: DP

DP

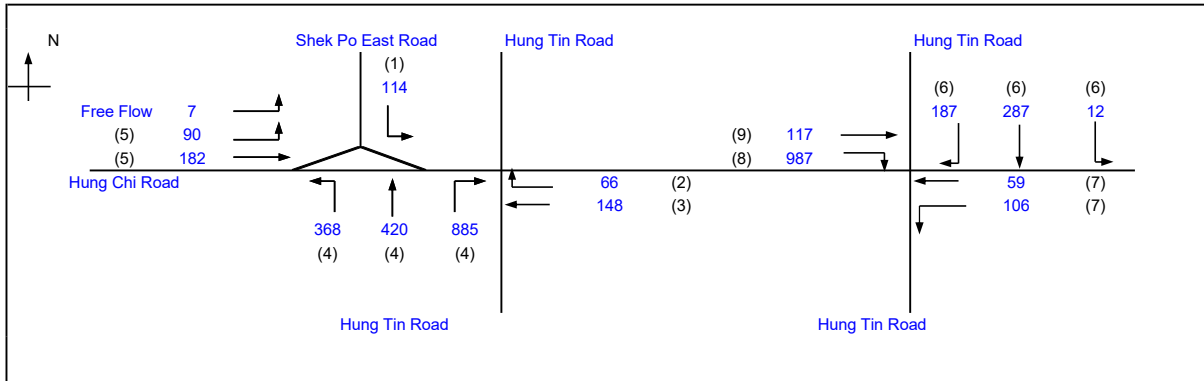
九月-25

2034 Design PM Peak Hour Traffic Flows

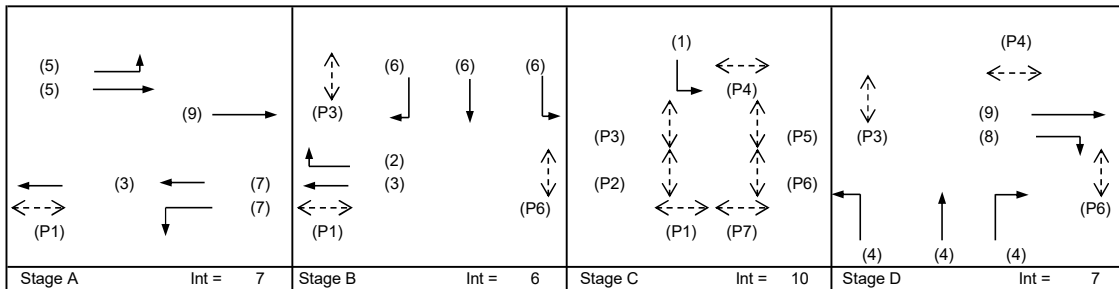
Reviewed By: SC

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.495	
Loss time	L =	26 sec	
Total Flow		4028 pcu	
Co = (1.5*L+5)/(1-Y)		87.2 sec	
Cm = L/(1-Y)		51.5 sec	
Yult =		0.705	
R.C.ult = (Yult-Y)/Y*100%		42.3 %	
Cp = 0.9*L/(0.9-Y)		57.8 sec	
Ymax = 1-L/C		0.783	
R.C.(C) = (0.9*Ymax-Y)/Y*100%		42.3 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	A,B,C	10.8	5	9		50	10
P2	A	6.3	5	5		14	6
P3	A,B,D	10	5	8		94	9
P4	A,B	10.8	5	9		70	10
P5	A	7.2	5	6		14	6
P6	A,B,D	7.5	5	6		97	6
P7	A	11.3	5	9		7	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement			Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	90	0		90	1.00	1777			1777	0.051		26	10	11	0.121	12	60
SA	A	3.3	5	2				4170		182		182	0.00	4170			4170	0.044			8	11	0.104	15	51
SA	A,B	3.4	3	1				2095		148		148	0.00	2095			2095	0.071			13	35	0.052	6	51
SA	A	3.4	7	1			N	1955		59		59	0.00	1955			1955	0.030			6	11	0.072	18	64
LT	A	4.0	7	1	16		N	2015	106			106	1.00	1842			1842	0.058	0.058		11	11	0.137	18	64
RT	B	3.4	2	2	20			4190			66	66	1.00	3898			3898	0.017			3	18	0.024	18	64
LT,SA	B	3.3	6	1	15		N	1945	12	131		143	0.08	1929			1929	0.074			14	18	0.106	3	40
SA	B	3.5	6	1				2105		156		156	0.00	2105			2105	0.074			14	18	0.106	24	47
RT	B	3.4	6	1	20			2095			187	187	1.00	1949			1949	0.096	0.096		18	18	0.137	24	47
LT	C	4.8	1	1	40		N	2095	114			114	1.00	2019			2019	0.056	0.056		11	11	0.137	18	63
LT,SA	D	3.4	4	1	15			2095	368	192		560	0.66	1966			1966	0.285			54	54	0.137	60	26
SA,RT	D	3.5	4	1	15			2105		228	339	567	0.60	1986			1986	0.285	0.285		54	54	0.137	54	26
RT	D	3.5	4	1	15			2105			546	546	1.00	1914			1914	0.285			54	54	0.137	6	10
SA	A,D	3.2	9	1				2075		117		117	0.00	2075			2075	0.056			11	71	0.021	60	26
RT	D	3.5	8	2	19			4210			987	987	1.00	3902			3902	0.253			48	54	0.122	54	26

NOTE : O - OPPOSING TRAFFIC

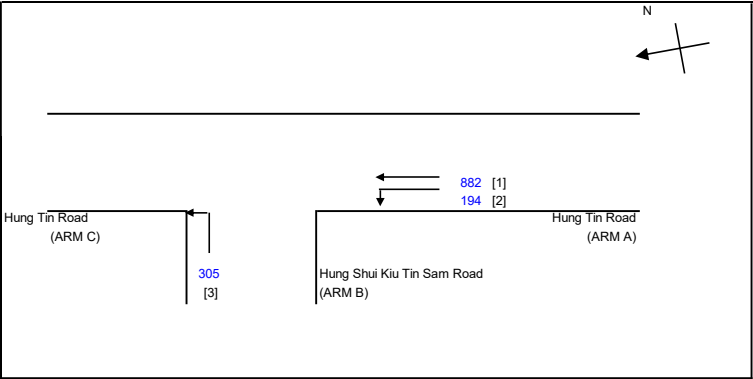
N - NEAR SIDE LANE

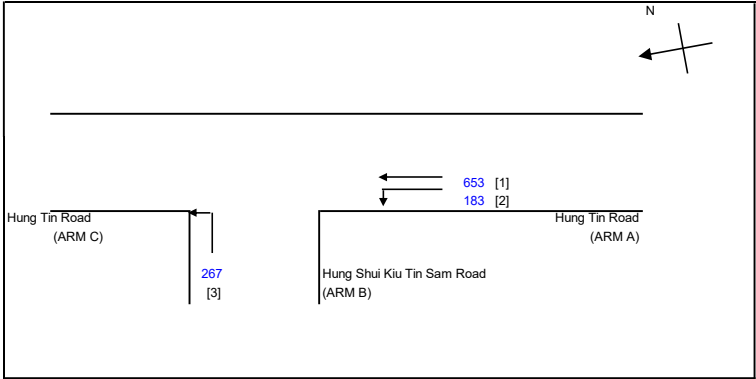
SG - STEADY GREEN

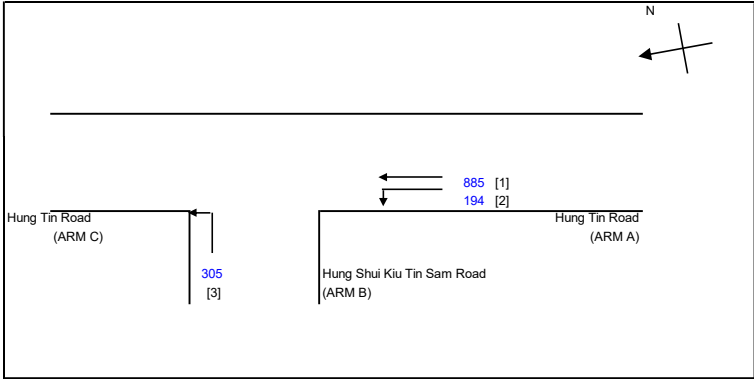
FG - FLASHING GREEN

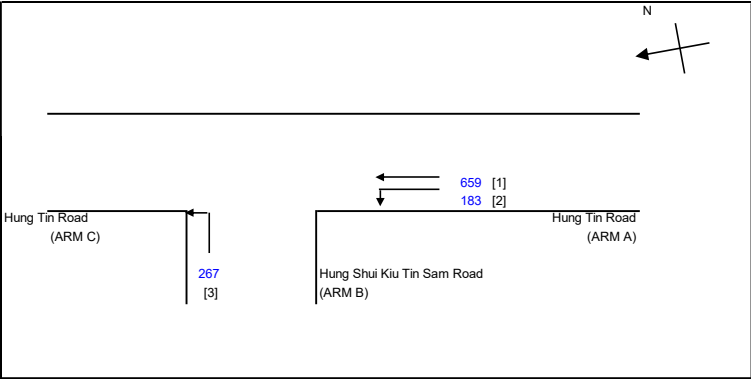
PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2034 Ref AM	PROJECT NO.:	83136	PREPARED BY:	LL Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road			FILENAME :		CHECKED BY:	DP Sep-25
2034 Reference Weekday AM Peak Hour Traffic Flows			J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-25
			NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 7.30 (metres) W cr = 0 (metres) q a-b = 194 (pcu/hr) q a-c = 882 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 4.0 (metres) Vl b-a = (metres) Vr b-a = 90 (metres) Vr b-c = 90 (metres) q b-a = 0 (pcu/hr) q b-c = 305 (pcu/hr) GEOMETRIC FACTORS : D = 0.58164 E = 1.00657 F = 0.58595 Y = 0.74832 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 213 Q b-c = 487 Q c-b = 265 TOTAL FLOW = 1381 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.6263 DFC c-b = 0.0000 CRITICAL DFC = 0.63						

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2034 Ref PM	PROJECT NO.:	83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road			FILENAME :		CHECKED BY:	DP	Sep-25
2034 Reference Weekday PM Peak Hour Traffic Flows			J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls		REVIEWED BY:	SC	Sep-25
			NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 7.30 (metres) W cr = 0 (metres) q a-b = 183 (pcu/hr) q a-c = 653 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 4.0 (metres) Vl b-a = (metres) Vr b-a = 90 (metres) Vr b-c = 90 (metres) q b-a = 0 (pcu/hr) q b-c = 267 (pcu/hr) GEOMETRIC FACTORS : D = 0.58164 E = 1.00657 F = 0.58595 Y = 0.74832 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 250 Q b-c = 551 Q c-b = 303 TOTAL FLOW = 1103 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.4846 DFC c-b = 0.0000 CRITICAL DFC = 0.48							

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2034 Des AM	PROJECT NO.: 83136		PREPARED BY:	LL Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road			FILENAME :		CHECKED BY:	DP Sep-25
2034 Design Weekday AM Peak Hour Traffic Flows			J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls		REVIEWED BY:	SC Sep-25
			NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 7.30 (metres) W cr = 0 (metres) q a-b = 194 (pcu/hr) q a-c = 885 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 4.0 (metres) Vl b-a = (metres) Vr b-a = 90 (metres) Vr b-c = 90 (metres) q b-a = 0 (pcu/hr) q b-c = 305 (pcu/hr) GEOMETRIC FACTORS : D = 0.58164 E = 1.00657 F = 0.58595 Y = 0.74832 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 212 Q b-c = 486 Q c-b = 264 TOTAL FLOW = 1384 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.6276 DFC c-b = 0.0000 CRITICAL DFC = 0.63						

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2034 Des PM	PROJECT NO.:	83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road			FILENAME :		CHECKED BY:	DP	Sep-25
2034 Design Weekday PM Peak Hour Traffic Flows			J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls		REVIEWED BY:	SC	Sep-25
			NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 7.30 (metres) W cr = 0 (metres) q a-b = 183 (pcu/hr) q a-c = 659 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 4.0 (metres) Vl b-a = (metres) Vr b-a = 90 (metres) Vr b-c = 90 (metres) q b-a = 0 (pcu/hr) q b-c = 267 (pcu/hr) GEOMETRIC FACTORS : D = 0.58164 E = 1.00657 F = 0.58595 Y = 0.74832 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 249 Q b-c = 549 Q c-b = 302 TOTAL FLOW = 1109 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.4863 DFC c-b = 0.0000 CRITICAL DFC = 0.49							

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO. 83136

Prepared By:

LL

九月-25

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2034 Ref AM

FILENAME :

Checked By:

DP

九月-25

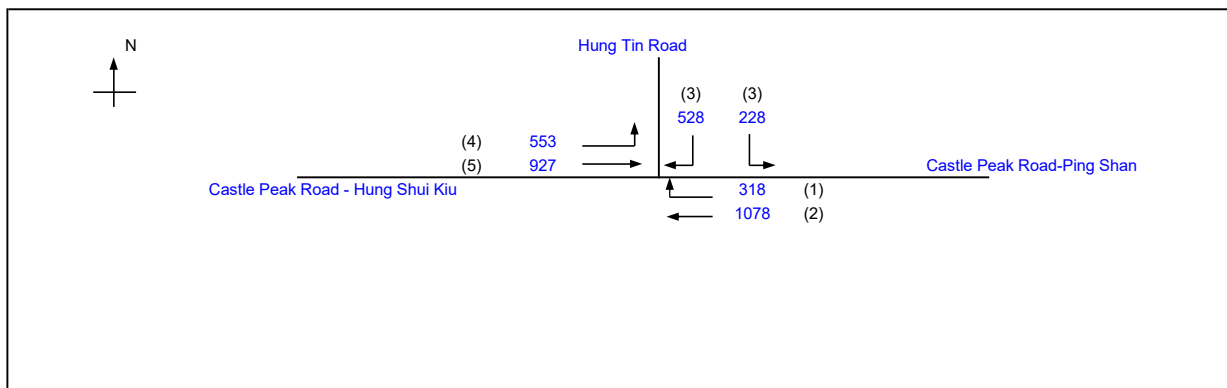
2034 Reference AM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

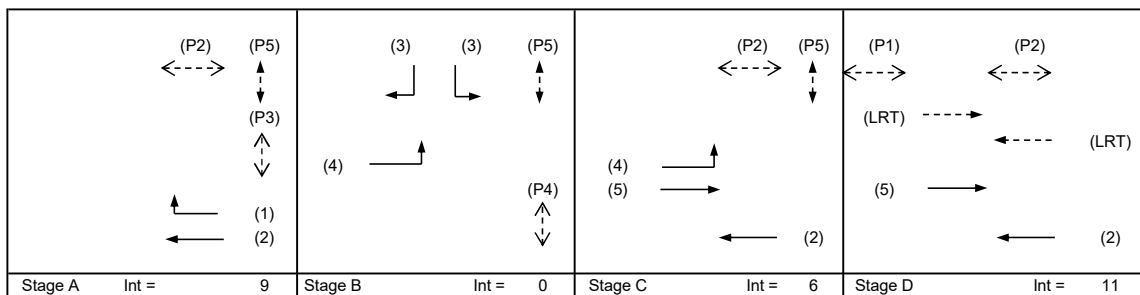
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130 sec	
Sum(y)	Y =	0.450	
Loss time	L =	49 sec	
Total Flow	=	3632 pcu	
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	= 142.8 sec	
Cm	= $L / (1 - Y)$	= 89.1 sec	
Yult	=	0.533	
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	= 18.3 %	
Cp	= $0.9 \cdot L / (0.9 - Y)$	= 98.0 sec	
Ymax	= $1 - L / C$	= 0.623	
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$	= 24.6 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	91	9
P3	A	9.6	5	8	3	24	9
P4	B	12.3	8	10	1	21	7
P5	A,B,C	10.0	5	8	9	77	8

Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
SA RT	A,C,D A	3.65	2	2	75		N	4100		1078	318	1078	0.00	4100			4100	0.263	0.155	24	47	93	0.139	33	7
		3.40	1	1				2095													2054	0.155	2054	0.155	28
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	228 0		264 264 264	228	1.00	1787			1787	0.128			23	24	0.259	36	55
		3.50	3	1	21			2105				264	1.00	1965			1965	0.134			24	24	0.272	48	56
		3.50	3	1	21			2105				264	1.00	1965			1965	0.134			24	24	0.272	48	56
LT SA	B,C C,D	3.85	4	1	22		N	2000	553			553	1.00	1872			1872	0.295	0.295		53	53	0.272	66	35
		3.70	5	2	4250							927	927	0.00			4250	4250			0.218	39	55	0.194	57
LRT	D																		25						

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO. 83136

Prepared By:

LL

九月-25

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2034 Ref PM

FILENAME :

Checked By:

DP

九月-25

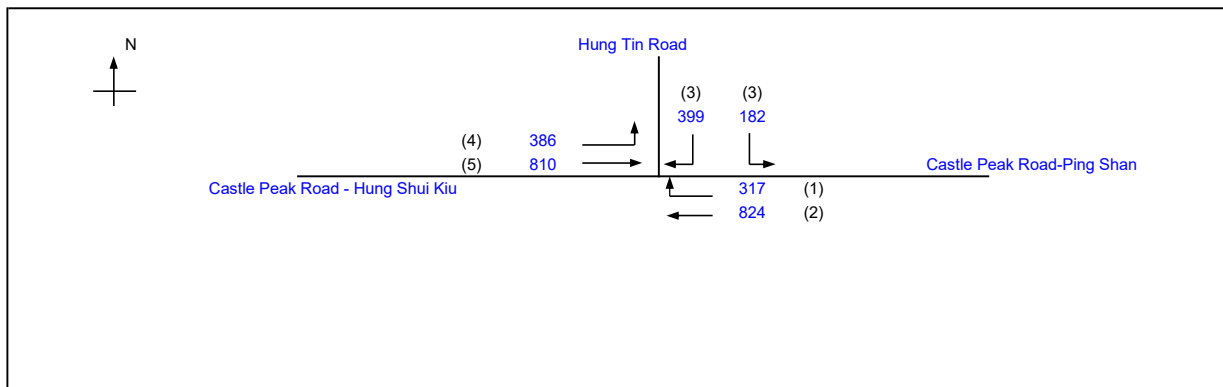
2034 Reference PM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

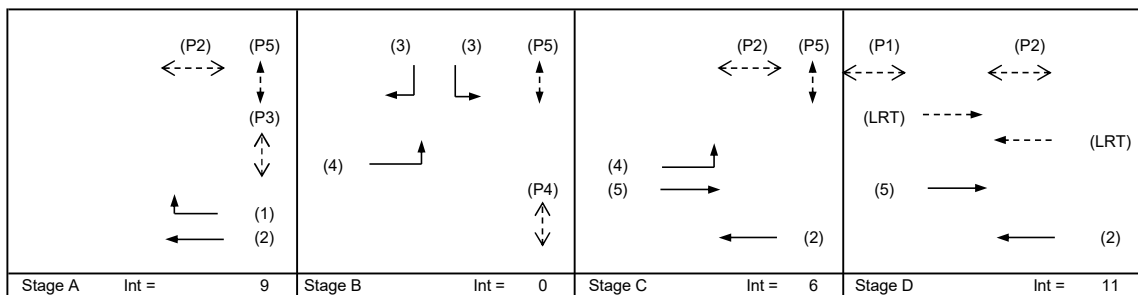
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130 sec	
Sum(y)	Y =	0.360	
Loss time	L =	49 sec	
Total Flow	=	2918 pcu	
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	122.8 sec	
Cm	= $L / (1 - Y)$	76.6 sec	
Yult	=	0.533	
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	47.7 %	
Cp	= $0.9 \cdot L / (0.9 - Y)$	81.7 sec	
Ymax	= $1 - L / C$	0.623	
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$	55.6 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	92	9
P3	A	9.6	5	8	3	31	9
P4	B	12.3	8	10	1	20	7
P5	A,B,C	10.0	5	8	9	77	8

Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	Movement			Total FLo pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h														
SA RT	A,C,D A	3.65	2	2	75		N	4100		824	317	824	0.00	4100			4100	0.201	0.154	24	45	94	0.105	24	6
		3.40	1	1				2095					317	1.00			2054	2054			0.154	35	35	0.218	48
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	182		199	182	1.00	1787			1787	0.102			23	23	0.218	30	51
		3.50	3	1	2105			0	200			1.00	1965	1965			0.102	23			23	0.218	30	51	
		3.50	3	1	2105				200			1.00	1965	1965			0.102	23			23	0.218	30	51	
LT SA	B,C C,D	3.85	4	1	22		N	2000	386	810		386	1.00	1872			1872	0.206	0.206		46	46	0.218	48	34
		3.70	5	2	4250						810	0.00	4250	4250			0.191	43			49	0.189	54	29	
LRT	D																		25						

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO. 83136

Prepared By:

LL

九月-25

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2034 Des AM

FILENAME :

Checked By:

DP

九月-25

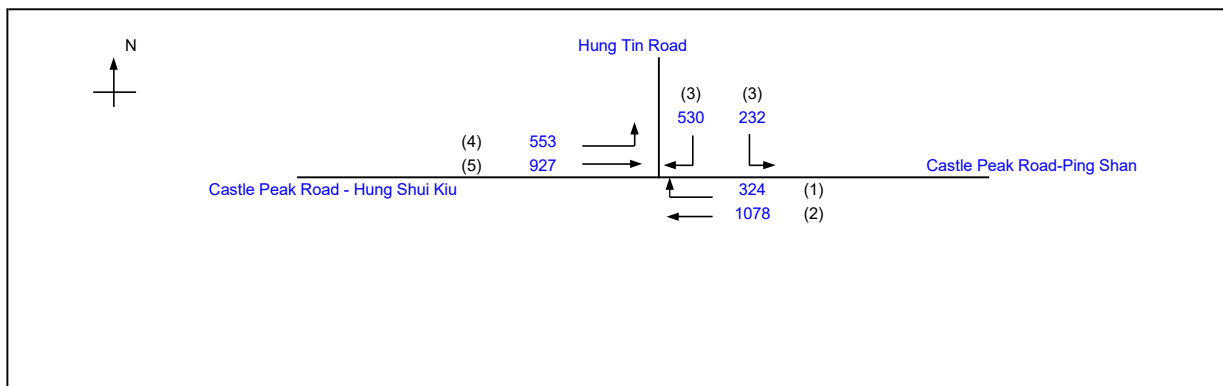
2034 Design AM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

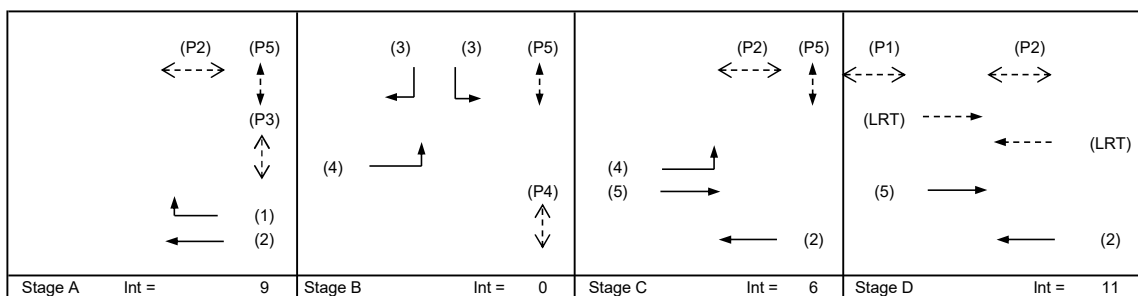
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130 sec	
Sum(y)	Y =	0.453	
Loss time	L =	49 sec	
Total Flow	=	3644 pcu	
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	143.5 sec	
Cm	= $L / (1 - Y)$	89.6 sec	
Yult	=	0.533	
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	17.5 %	
Cp	= $0.9 \cdot L / (0.9 - Y)$	98.7 sec	
Ymax	= $1 - L / C$	0.623	
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$	23.8 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	90	9
P3	A	9.6	5	8	3	24	9
P4	B	12.3	8	10	1	22	7
P5	A,B,C	10.0	5	8	9	77	8

Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)	
									Left pcu/h	Straight pcu/h	Right pcu/h															
SA RT	A,C,D A	3.65	2	2	75		N	4100		1078	324	1078	0.00	4100			4100	0.263	0.158	24	47 28	92 28	0.140	33	7	
		3.40	1	1				2095				324	1.00	2054			2054	0.158					0.158	28	0.274	54
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	232 0		265 265 265	232	1.00	1787			1787	0.130				23	25	0.253	36	53
		3.50	3	1	21			2105				265	1.00	1965			1965	0.135				24	25	0.263	42	54
		3.50	3	1	21			2105				265	1.00	1965			1965	0.135				24	25	0.263	42	54
LT SA	B,C C,D	3.85	4	1	22		N	2000	553	927		553	1.00	1872			1872	0.295	0.295		53 39	53 54	0.274	66	35	
		3.70	5	2	4250			927				0.00	4250	4250			0.218	0.218					57	0.199	57	27
LRT	D																		25							

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone

PROJECT NO. 83136

Prepared By:

LL

九月-25

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2034 Des PM

FILENAME :

Checked By:

DP

九月-25

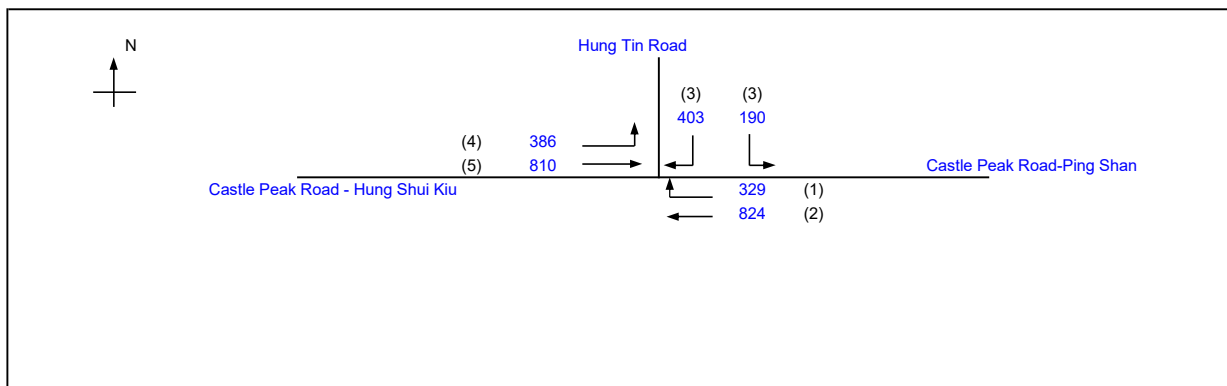
2034 Design PM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

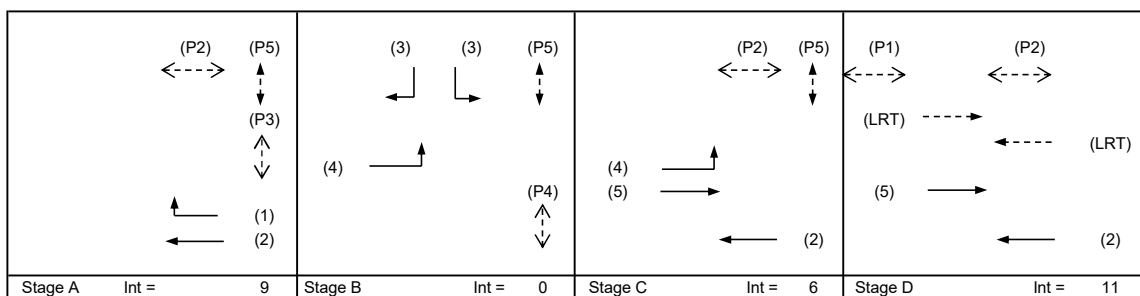
Reviewed By:

SC

九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130 sec	
Sum(y)	Y =	0.366	
Loss time	L =	49 sec	
Total Flow	=	2942 pcu	
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	123.9 sec	
Cm	= $L / (1 - Y)$	77.3 sec	
Yult	=	0.533	
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	45.4 %	
Cp	= $0.9 \cdot L / (0.9 - Y)$	82.6 sec	
Ymax	= $1 - L / C$	0.623	
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$	53.1 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	92	9
P3	A	9.6	5	8	3	31	9
P4	B	12.3	8	10	1	20	7
P5	A,B,C	10.0	5	8	9	77	8

Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	Movement			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g	g	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
									Left pcu/h	Straight pcu/h	Right pcu/h										(required) sec	(input) sec			
SA RT	A,C,D A	3.65	2	2	75		N	4100		824	329	824	0.00	4100			4100	0.201	0.160	24	44	94	0.105	24	6
		3.40	1	1				2095					2054	0.160			2054	0.222			48	41			
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	185	199	185	1.00	1787			1787	0.104				23	23	0.222	30	52
		3.50	3	1	2105			5	204		1.00	1965	0.104			23	23				0.222	36	51		
		3.50	3	1	2105				204		1.00	1965	0.104			23	23				0.222	36	51		
LT SA	B,C C,D	3.85	4	1	22		N	2000	386	810	386	1.00	1872			1872	0.206	0.206			46	46	0.222	54	35
		3.70	5	2	4250						4250	0.191	4250			0.192	54				29				
LRT	D																		25						

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUEING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2034 Ref AM	PROJECT NO.:	83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road			FILENAME :		CHECKED BY:	DP	Sep-25
2034 Reference Weekday AM Peak Hour Traffic Flows			J4_Castle Peak Road(Ping Shan)_Access Road_P.xls		REVIEWED BY:	SC	Sep-25
		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 8.52 (metres) W cr = 0 (metres) q a-b = 31 (pcu/hr) q a-c = 1512 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 6.5 (metres) Vi b-a = 0 (metres) Vr b-a = 68 (metres) Vr b-c = 68 (metres) q b-a = 0 (pcu/hr) q b-c = 61 (pcu/hr) GEOMETRIC FACTORS : D = 0.5698 E = 1.2091 F = 0.58595 Y = 0.70606 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 134 Q b-c = 427 Q c-b = 204 Q b-c (O) = 427 TOTAL FLOW = 1604 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.1429 DFC c-b = 0.0000 CRITICAL DFC = 0.14							

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2034 Ref PM	PROJECT NO.:	83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road			FILENAME :		CHECKED BY:	DP	Sep-25
2034 Reference Weekday PM Peak Hour Traffic Flows			J4_Castle Peak Road(Ping Shan)_Access Road_P.xls		REVIEWED BY:	SC	Sep-25
		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 8.52 (metres) W cr = 0 (metres) q a-b = 49 (pcu/hr) q a-c = 1237 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 6.5 (metres) Vi b-a = 0 (metres) Vr b-a = 68 (metres) Vr b-c = 68 (metres) q b-a = 0 (pcu/hr) q b-c = 35 (pcu/hr) GEOMETRIC FACTORS : D = 0.5698 E = 1.2091 F = 0.58595 Y = 0.70606 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 173 Q b-c = 510 Q c-b = 243 Q b-c (O) = 510 TOTAL FLOW = 1321 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0686 DFC c-b = 0.0000 CRITICAL DFC = 0.07							

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2034 Des AM	PROJECT NO.: 83136	PREPARED BY: LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road			FILENAME :	CHECKED BY: DP	Sep-25
2034 Design Weekday AM Peak Hour Traffic Flows			J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY: SC	Sep-25

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:		GEOMETRIC FACTORS :		THE CAPACITY OF MOVEMENT :		COMPARISON OF DESIGN FLOW TO CAPACITY:	
MAJOR ROAD (ARM A) W = 8.52 (metres) W cr = 0 (metres) q a-b = 36 (pcu/hr) q a-c = 1512 (pcu/hr)		D = 0.5698 E = 1.2091 F = 0.58595 Y = 0.70606		Q b-a = 134 Q b-c = 427 Q c-b = 203		DFC b-a = 0.0000 DFC b-c = 0.1569 DFC c-b = 0.0000	
MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr)		F for (Qb-ac) = 1		TOTAL FLOW = 1615 (PCU/HR)			
MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 6.5 (metres) Vi b-a = 0 (metres) Vr b-a = 68 (metres) Vr b-c = 68 (metres) q b-a = 0 (pcu/hr) q b-c = 67 (pcu/hr)						CRITICAL DFC = 0.16	

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the		2034 Des PM	PROJECT NO.:	83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road			FILENAME :		CHECKED BY:	DP	Sep-25
2034 Design Weekday PM Peak Hour Traffic Flows			J4_Castle Peak Road(Ping Shan)_Access Road_P.xls		REVIEWED BY:	SC	Sep-25
		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b 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 = 8.52 (metres) W cr = 0 (metres) q a-b = 56 (pcu/hr) q a-c = 1237 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 0 (metres) W b-c = 6.5 (metres) Vl b-a = 0 (metres) Vr b-a = 68 (metres) Vr b-c = 68 (metres) q b-a = 0 (pcu/hr) q b-c = 47 (pcu/hr) GEOMETRIC FACTORS : D = 0.5698 E = 1.2091 F = 0.58595 Y = 0.70606 F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 173 Q b-c = 510 Q c-b = 242 TOTAL FLOW = 1340 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0922 DFC c-b = 0.0000 CRITICAL DFC = 0.09							

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories Traffic Impact Assessment Report



Appendix E

Proposed Traffic Improvement Works

Junction Improvement Scheme under PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development - Second Phase Development

圖例:
LEGEND:

	施工區界限 LIMIT OF WORKS AREA
	行車線(每一箭嘴表示一條行車線) TRAFFIC LANE (ONE ARROW REPRESENTS ONE LANE)
	行人路/隧道/地面/高架行車道 之建議路面水平(約數) PROPOSED ROAD LEVEL OF FOOTPATH/ UNDERPASS/AT-GRADE/ELEVATED CARRIAGEWAY (APPROXIMATE)
	擬建地面行車道 PROPOSED AT-GRADE CARRIAGEWAY
	擬建高架行車道 PROPOSED ELEVATED CARRIAGEWAY
	擬建行人路 PROPOSED FOOTPATH
	擬建單車徑 PROPOSED CYCLE TRACK
	擬建單車停放處 PROPOSED CYCLE PARKING PLACE
	擬建中央分隔帶/安全島/交通島 PROPOSED CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	擬建美化市容地帶/路旁帶 PROPOSED AMENITY AREA / VERGE
	擬建高架單車徑暨行人天橋 PROPOSED ELEVATED CYCLE TRACK CUM FOOTBRIDGE
	擬建行人天橋 PROPOSED FOOTBRIDGE
	擬建隧道 PROPOSED UNDERPASS
	擬建行人隧道 PROPOSED PEDESTRIAN SUBWAY
	擬建車輛進出口通道 PROPOSED RUN-IN/RUN-OUT
	擬建行人過路處 PROPOSED PEDESTRIAN CROSSING
	擬建擋土牆 PROPOSED RETAINING WALL
	擬建斜坡 PROPOSED SLOPE
	擬建懸臂式隔音屏障 PROPOSED CANTILEVER NOISE BARRIER
	擬建直立式隔音屏障 PROPOSED VERTICAL NOISE BARRIER
	擬建全密封式隔音罩 PROPOSED FULL ENCLOSURE
	擬建樓梯 PROPOSED STAIRCASE
	擬建升降機 PROPOSED LIFT
	現有地面/高架行車道將永久封閉並改建為行人路 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	現有地面/高架行車道將永久封閉並改建為單車徑 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	現有地面/高架行車道將永久封閉並改建為單車停放處 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE
	現有地面/高架行車道將永久封閉並改建為 中央分隔帶/安全島/交通島 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	現有地面/高架行車道將永久封閉並改建為美化市容地帶/路旁帶 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	現有行人路將永久封閉並改建為地面行車道 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有行人路將永久封閉並改建為單車徑 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	現有行人路將永久封閉並改建為單車停放處 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE
	現有行人路將永久封閉並改建為 中央分隔帶/安全島/交通島 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	現有行人路將永久封閉並改建為美化市容地帶/路旁帶 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	現有通路將永久封閉並改建為地面行車道 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有通路將永久封閉並改建為行人路 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	現有通路將永久封閉並改建為單車徑 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	現有通路將永久封閉並改建為單車停放處 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE
	現有通路將永久封閉並改建為中央 分隔帶/安全島/交通島 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	現有通路將永久封閉並改建為美化市容地帶/路旁帶 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

	現有美化市容地帶/路旁帶將永久封閉並改建為地面行車道 EXISTING AMENITY AREA / VERGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有行人天橋將永久封閉並改建為地面行車道 EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有行人天橋將永久封閉並改建為行人路 EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	現有行人天橋將永久封閉並改建為美化市容地帶/路旁帶 EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	現有地面/高架行車道將永久封閉並拆卸 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED
	現有行人路將永久封閉並拆卸 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED
	現有通路將永久封閉並拆卸 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND DEMOLISHED
	現有行人天橋將永久封閉並拆卸 EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND DEMOLISHED
	現有斜坡將拆卸 EXISTING SLOPE TO BE DEMOLISHED
	現有斜坡將拆卸並改建為地面行車道 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有斜坡將拆卸並改建為行人路 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO FOOTPATH
	現有斜坡將拆卸並改建為單車徑 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CYCLE TRACK
	現有斜坡將拆卸並改建為 中央分隔帶/安全島/交通島 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	現有斜坡將拆卸並改建為美化市容地帶/路旁帶 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AMENITY AREA / VERGE
	現有地面/高架行車道將暫時封閉並重建 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有行人路將暫時封閉並重建 EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有中央分隔帶/安全島/交通島將暫時封閉並重建 EXISTING CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有車輛進出口通道將暫時封閉並重建 EXISTING RUN-IN/RUN-OUT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由工務計劃項目第7817CL號及第7827CL號(部分) 元朗南發展第一階段工程及第二階段工程第一期的道路工程 (下稱“元朗南第一期發展”)建造的地面/高架行車道將 永久封閉並改建為行人路 FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (YLS FIRST PHASE DEVELOPMENT) TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的地面/高架行車道將 永久封閉並改建為單車徑 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	將由元朗南第一期發展建造的地面/高架行車道將 永久封閉並改建為中央分隔帶 / 安全島 / 交通島 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	將由元朗南第一期發展建造的地面/高架行車道將 永久封閉並改建為行人路 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的地面/高架行車道將 永久封閉並改建為單車徑 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的單車徑將永久封閉並拆卸 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的美化市容地帶 / 路旁帶 永久封閉並拆卸 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的地面/高架行車道將暫時封閉並重建 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的行人路將暫時封閉並重建 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
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	將由元朗南第一期發展建造的中央分隔帶 / 安全島 / 交通島將 暫時封閉並重建 FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將 暫時封閉並重建 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

	將由元朗南第一期發展建造的單車徑將永久封閉並改建為行車道 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
	將由元朗南第一期發展建造的單車徑將永久封閉並改建為行人路 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的單車徑將永久封閉並 改建為美化市容地帶 / 路旁帶 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	將由元朗南第一期發展建造的單車停放處將永久封閉並 改建為行人路 FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的單車停放處將永久封閉並 改建為單車徑 FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	將由元朗南第一期發展建造的單車停放處將永久封閉並 改建為美化市容地帶 / 路旁帶 FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	將由元朗南第一期發展建造的中央分隔帶 / 安全島 / 交通島將 永久封閉並改建為行車道 FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
	將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將 永久封閉並改建為行車道 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
	將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將 永久封閉並改建為行人路 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將改建單車停放處 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE
	將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將 永久封閉並改建為中央分隔帶 / 安全島 / 交通島 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND
	將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行車道 FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
	將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行人路 FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的行人過路處將永久封閉 並改建為單車徑 FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
	將由元朗南第一期發展建造的行人過路處將永久封閉 並改建為美化市容地帶 / 路旁帶 FUTURE PEDSTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE
	將由元朗南第一期發展建造的車輛進出口通道將永久封閉並改建為行人路 FUTURE RUN-IN/RUN-OUT UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
	將由元朗南第一期發展建造的行人車道將永久封閉並拆卸 FUTURE CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的行人路將永久封閉並拆卸 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的單車徑將永久封閉並拆卸 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將 永久封閉並拆卸 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED
	將由元朗南第一期發展建造的地面/高架行車道將暫時封閉並重建 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的行人路將暫時封閉並重建 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的行人路將暫時封閉並重建 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的單車徑將暫時封閉並重建 FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的中央分隔帶 / 安全島 / 交通島將 暫時封閉並重建 FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將 暫時封閉並重建 FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

	興建中的工程計劃項目第7817CL號及 第7827CL號(部分)元朗南發展第一階段工程 及第二階段工程第一期的道路工程 (只供示意用途) PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 UNDER CONSTRUCTION (FOR INDICATIVE PURPOSE ONLY)
	將由其他工程項目建造的道路工程 (只供示意用途) FUTURE ROAD WORKS UNDER SEPARATE PROJECTS (FOR INDICATIVE PURPOSE ONLY)

註釋:
NOTES:

- 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS
OTHERWISE SPECIFIED.
- 所有水平均為約數，以米為單位，並在香港主水平基準
以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES
ABOVE HONG KONG PRINCIPAL DATUM.
- 如有需要，施工區界限內的部分現有地面/高架行車道、
行人路、單車徑、中央分隔帶/安全島/交通島和
美化市容地帶/路旁帶或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED
CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS,
CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS
AND AMENITY AREAS/VERGES WITHIN THE LIMIT OF
WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES
AS AND WHEN REQUIRED.
- 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN
THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7827CL 號 (部分)
元朗南第二期發展的的道路工程
PWP ITEM NO. 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH
DEVELOPMENT – SECOND PHASE DEVELOPMENT

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

圖則編號 PLAN NO.
60630968/GAZ/LEGEND

圖例
LEGEND

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

 土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

由工程計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段及第二階段第一期的道路工程興建中的道路L11 (只供示意用途)

ROAD L11 UNDER CONSTRUCTION BY PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (FOR INDICATIVE PURPOSE ONLY)

行人天橋高架部分的展示可參考圖則第60630968/GAZ/102號 FOR ELEVATED PORTION OF FOOTBRIDGE SEE PLAN NO. 60630968/GAZ/102

將由工務計劃項目第B820CL號元朗丹桂村公營房屋發展之工地平整及基礎設施工程興建的道路工程 (只供示意用途)

ROAD WORKS TO BE CONSTRUCTED UNDER PWP ITEM NO. B820CL SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENT NEAR TAN KWAI TSUEN, YUEN LONG (FOR INDICATIVE PURPOSE ONLY)

連接線 R - R CUT LINE R - R PLAN NO. 60630968/GAZ/101 圖則編號 60630968/GAZ/101

連接線 A - A CUT LINE A - A PLAN NO. 60630968/GAZ/103 圖則編號 60630968/GAZ/103

連接線 P - P CUT LINE P - P PLAN NO. 60630968/GAZ/104 圖則編號 60630968/GAZ/104

插圖 'A' INSET 'A'

832800 N 832600 N 818200 E 818400 E 818600 E

HUNG TIN ROAD 洪天路 YUEN LONG HIGHWAY 元朗公路

ROAD L11 道路 L11 ROAD L12 道路 L12 ROAD L20 道路 L20 ROAD L22 道路 L22

J5 L6

+14.6 +10.0 +17.4 +15.7 +17.8 +26.6 +30.0 +25.0 +10.3 +8.4 +26.6

1. 除另有指明外，所有長度均以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內的部分現有地面/高架行車道、行人路、單車徑、中央分隔帶/安全島/交通島和美化市容帶、路旁帶或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS AND AMENITY AREAS/VERGES WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
5. 圖例載於圖則第60630968/GA/Z/LEGEND號。
DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60630968/GA/Z/LEGEND.

圖別名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

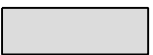
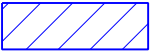
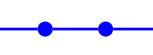
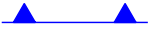
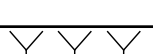
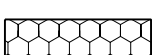
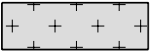
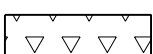
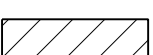

土木工程拓展署
 CIVIL ENGINEERING AND
 DEVELOPMENT DEPARTMENT

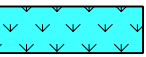
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2023/5/12
PATH P:\PROJECTS\60630968\Drawing\REPORT\A6\A6_101.dgn

Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

圖例:

LEGEND:

	施工區界限 LIMIT OF WORKS AREA
	擬建地面行車道 PROPOSED AT-GRADE CARRIAGEWAY
	擬建高架行車道 PROPOSED ELEVATED CARRIAGEWAY
	擬建行人路 PROPOSED FOOTPATH
	擬建行人隧道 PROPOSED PEDESTRIAN SUBWAY
	擬建行人隧道上的地面行車道 PROPOSED AT-GRADE CARRIAGEWAY ABOVE PEDESTRIAN SUBWAY
	擬建通道 PROPOSED ACCESS ROAD
	擬建美化市容地帶 PROPOSED AMENITY AREA
	擬建直立式隔音屏障 PROPOSED VERTICAL NOISE BARRIER
	擬建懸臂式隔音屏障 PROPOSED CANTILEVER NOISE BARRIER
	擬建擋土牆 PROPOSED RETAINING WALL
	擬建斜坡 PROPOSED SLOPE
	現有地面/高架行車道將永久封閉並改建為中央分隔帶/安全島 EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN/REFUGE ISLAND
	現有地面行車道將永久封閉並改建為路旁帶 EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO VERGE
	現有通道將永久封閉並改建為地面行車道 EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有美化市容地帶將永久封閉並改建為地面行車道 EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有中央分隔帶/安全島將永久封閉並改建為地面行車道 EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY
	現有地面行車道將暫時封閉並重建 EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有高架行車道將暫時封閉並重建 EXISTING ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
	現有中央分隔帶/安全島將暫時封閉並重建 EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED



將由工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程(下稱 "元朗南第一期發展項目")建造的行人路將永久封閉並改建為地面行車道
FUTURE FOOTPATH UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (HEREAFTER CALLED "YLS FIRST PHASE DEVELOPMENT") TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY



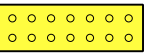
將由元朗南第一期發展項目建造的行人路將永久封閉並改建為美化市容地帶
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA



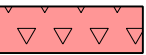
將由元朗南第一期發展項目建造的美化市容地帶將永久封閉並改建為行人路
FUTURE AMENITY AREA UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH



將由元朗南第一期發展項目建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED



將由元朗南第一期發展項目建造的行人路將暫時封閉並重建
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED



將由工務計劃項目第7827CL號(部分)元朗南第二期發展的道路工程(下稱 "元朗南第二期發展項目")建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER PWP ITEM NO. 7827 (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT (HEREAFTER CALLED "YLS SECOND PHASE DEVELOPMENT") TO BE TEMPORARILY CLOSED AND RECONSTRUCTED



將由元朗南第一期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS FIRST PHASE DEVELOPMENT TO BE REALIGNED



將由元朗南第二期發展項目建造的懸臂式隔音屏障將改移
FUTURE CANTILEVER NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED

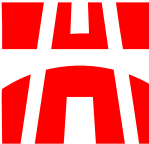


將由元朗南第二期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED

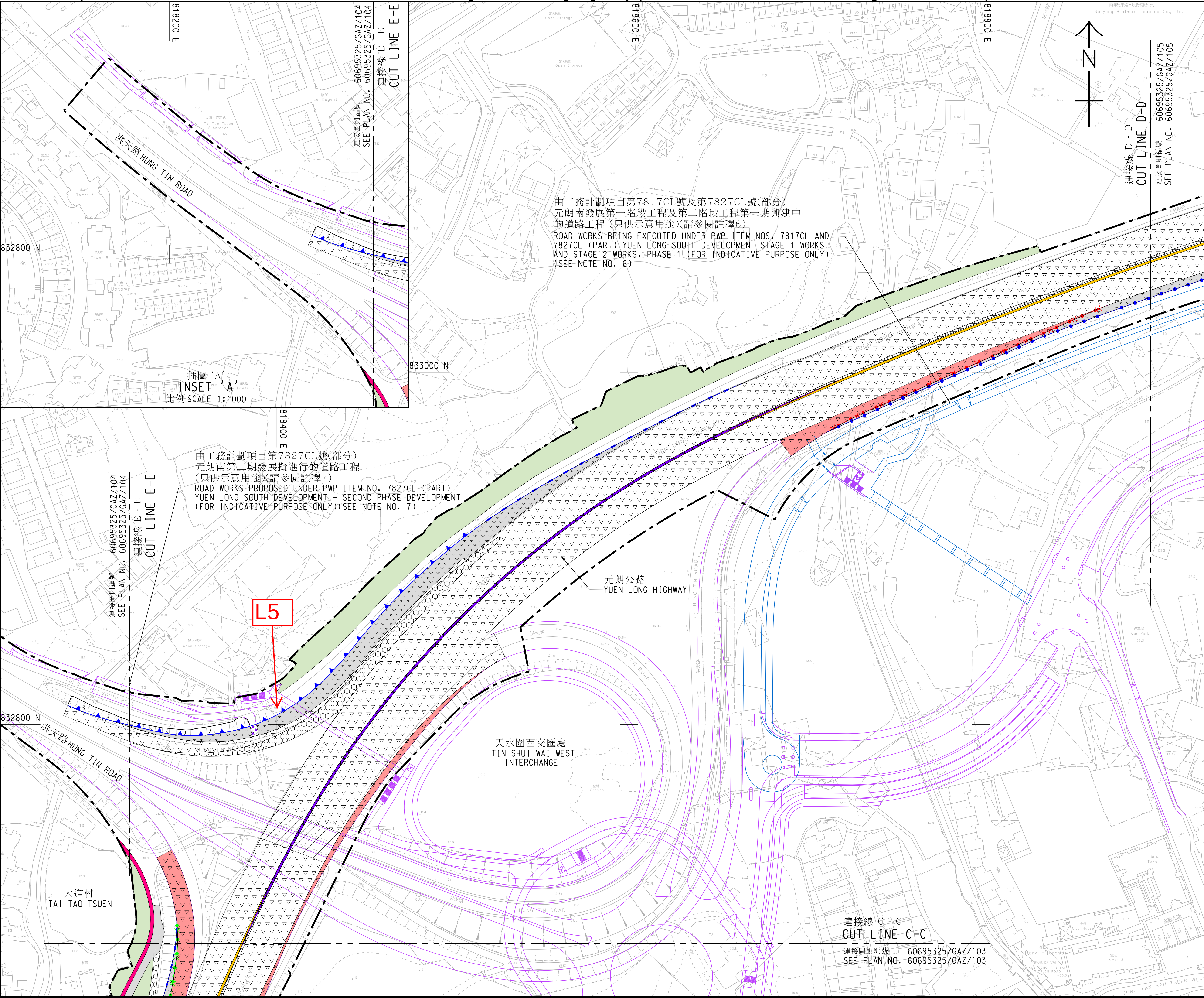
註釋:

NOTES:

- 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
- 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
- 如有需要，施工區界限內的部分現有地面行車道、高架行車道、行人路和中央分隔帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, ELEVATED CARRIAGEWAYS, FOOTPATHS AND CENTRAL MEDIANS/REFUGE ISLANDS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
- 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
- 工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明，該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路(工程、使用及補償)條例(第370章)於2022年2月8日獲授權進行。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 ARE SHOWN ON PLANS NOS. 60566218/GAZ/100 TO 60566218/GAZ/112 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 1637 PUBLISHED ON 26 MARCH 2021 AND 1 APRIL 2021. SUCH ROAD WORKS HAVE BEEN AUTHORIZED UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CAP. 370) ON 8 FEBRUARY 2022.
- 工務計劃項目第7827CL號(部分)元朗南第二期發展的道路工程見圖則第60630968/GAZ/100號至60630968/GAZ/115號所示及其附連的計劃內說明，該圖則及計劃於2023年6月2日及2023年6月9日的憲報公告編號3284提述。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

工程名稱 PROJECT TITLE 工務計劃項目第 888TH 號 元朗公路 (藍地至唐人新村段) 擴闊工程 PWP ITEM NO. 888TH WIDENING OF YUEN LONG HIGHWAY (SECTION BETWEEN LAM TEI AND TONG YAN SAN TSUEN)	
圖則名稱 PLAN TITLE 根據<<道路(工程、使用及補償)條例>> (第370章)而在憲報公布之圖則 PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)	
圖則編號 PLAN NO. 60695325/GAZ/LEGEND	圖例 LEGEND 比例 SCALE A1 1 : 1000
辦事處 OFFICE 主要工程管理處 MAJOR WORKS PROJET MANAGEMENT OFFICE	
 路政署 HIGHWAYS DEPARTMENT	

Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)



註釋:
NOTES:

- 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
- 所有水平均為約數，以米為單位，並在香港主水平基準以上
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
- 如有需要，施工區界限內的部分現有地面行道、高架行道、行人路和中央分隔帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, ELEVATED CARRIAGEWAYS, FOOTPATHS AND CENTRAL MEDIANS/REFUGE ISLANDS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
- 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
- 圖例載於圖則編號60695325/GAZ/LEGEND。
DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60695325/GAZ/LEGEND.
- 工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明，該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路(工程、使用及補償)條例(第370章)於2022年2月8日獲授權進行。
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THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

工程名稱 PROJECT TITLE
工務計劃項目第 888TH 號
元朗公路 (藍地至唐人新村段)
擴闊工程
PWP ITEM NO. 888TH
WIDENING OF YUEN LONG HIGHWAY
(SECTION BETWEEN LAM TEI AND
TONG YAN SAN TSUEN)

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

五張之第四張
SHEET 4 OF 5

圖則編號 PLAN NO.	比例 SCALE
60695325/GAZ/104	A1 1 : 1000

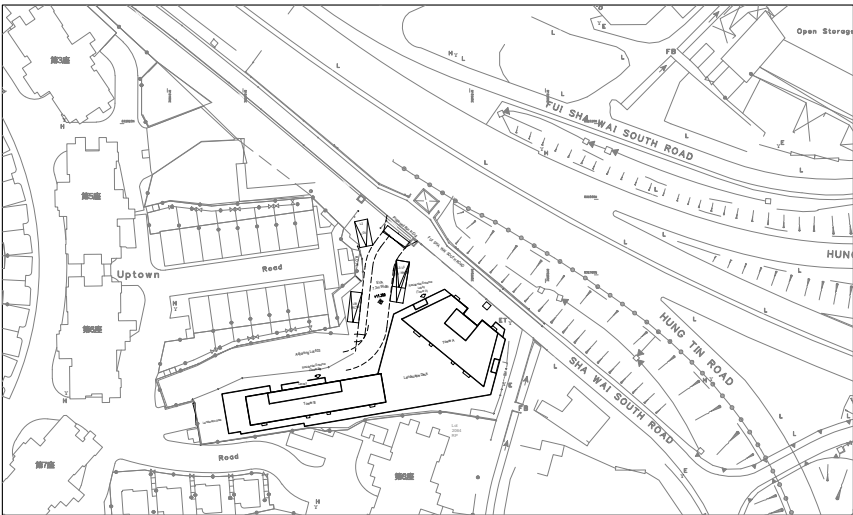
辦事處 OFFICE
主要工程管理處
MAJOR WORKS PROJECT
MANAGEMENT OFFICE

路政署
HIGHWAYS
DEPARTMENT

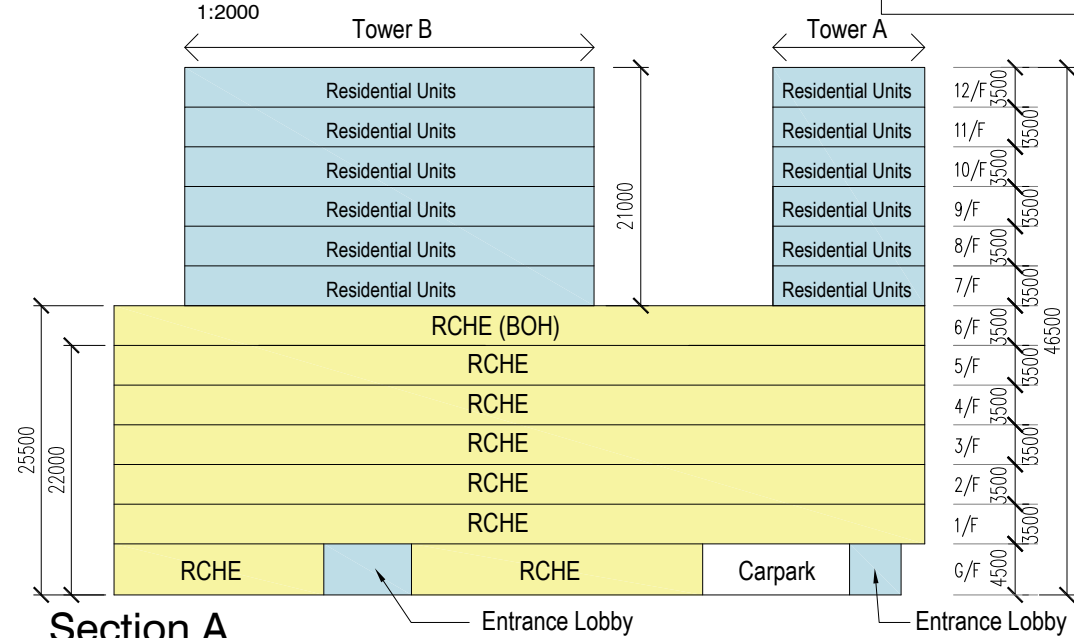


APPENDIX 2

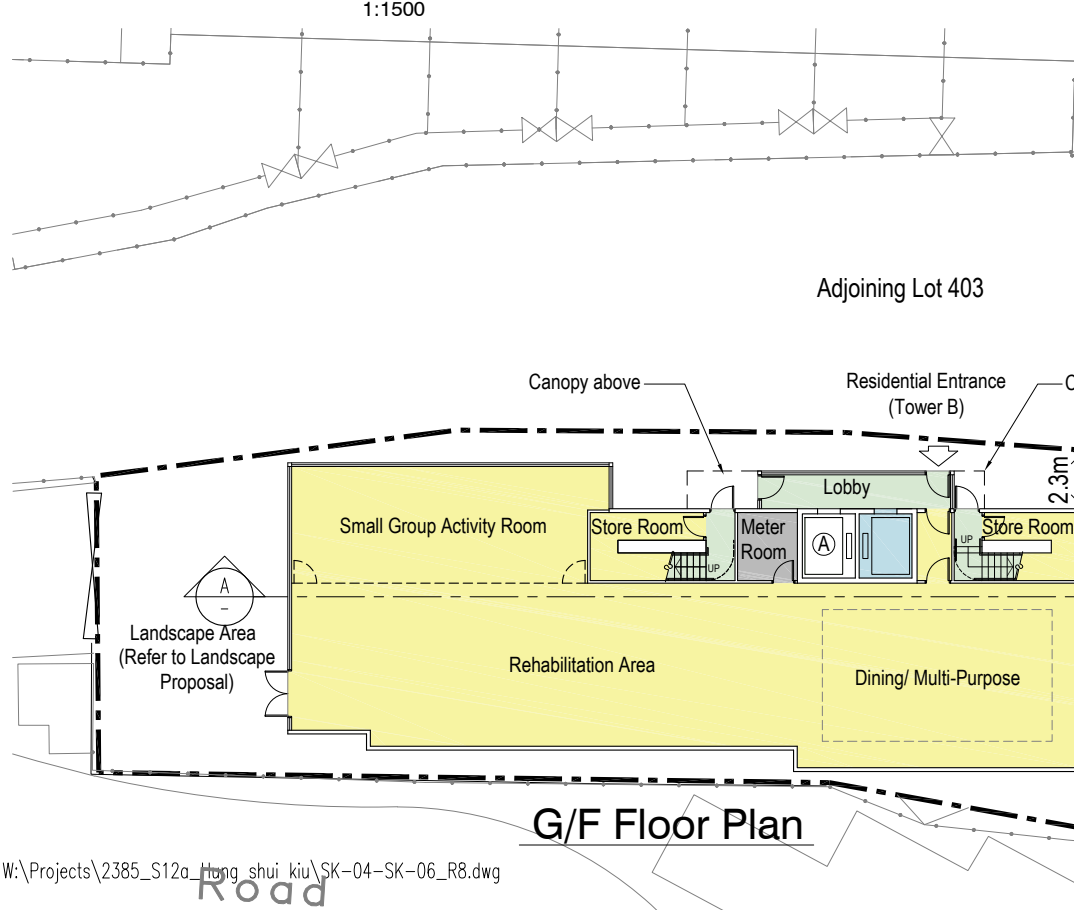
**REPLACEMENT PAGES
OF INDICATIVE
ARCHITECTURAL
DRAWINGS**



Site Plan



Section A



G/F Floor Plan

	RCHE(P)	Residential Towers				Carparking Space		
		Tower A (Units)		Tower B (Units)		Parking	Private Cars (5x2.5m)	14
G/F	-	-		-			Light Bus (8x3m)	2
1/F-5/F	90 x 5	-		-			Motocycles (2.4x1m)	2
6/F	-	-		-		Loading/ Unloading Bay	Private Car (5x2.5m)	1
7-12/F	-	Living Unit B1-B6 =6	x 6	Living Unit A1-A6 =6	x 6		LGV (7x3.5m)	2
Total Capacity	450	36		36			MHGV (11x3.5m)	1
		72				Total		22
Total Nos. of Rooms for RCHE		14 x 5 = 70						
Total Blocks for Residence		2						

PLOT RATIO & SITE COVERAGE CALCULATIONS (AREA UNDER BD)

Site Area	= 2138 S.M.
Class of Site	= A
Mean Street Level	= 11.30mPD
Height of Building Above Mean Street Level	= 46.5m
Building Height in mPD	= (11.30 + 46.5) = 57.80mPD
Permitted Domestic Site Coverage (Over 43m)	= 37%
Permitted Non-Domestic Site Coverage (Over 24m)	= 89%
Permitted Domestic Plot Ratio (Over 43m)	= 5.9
Permitted Non-Domestic Plot Ratio (Over 24m)	= 8
Proposed Domestic Site Coverage Calculation	= 569 S.M. / 2138 x 100% = 26.6% < 37%
Proposed Non-Domestic Site Coverage Calculation	= 1219 S.M. / 2138 x 100% = 57% < 89%
Proposed Total Non-Domestic GFA	= 7406 / 2138 = 3.464
Non-Domestic Plot Ratio	= 3.464 < 8
Permitted Domestic Plot Ratio (Residue Method)	= (8 - 3.464) / 8 x 5.9 = 3.345
Proposed Total Domestic GFA	= 3519 / 2138 = 1.646
Domestic Plot Ratio	= 1.646 < 3.345

GFA CALCULATION

Ground Floor (Tower A)	= 114 S.M. (Exclude Carpark & Tx / Switch Room)
Ground Floor (Tower B)	= 576 S.M.
First to Sixth Floor	= 1159 x 5 + 1035 = 6830 S.M.
Seventh Floor (Tower A & B)	= 277 + 283 = 560 S.M. (Exclude Balconies)
Eighth to Twelfth Floor (Tower A & B)	= (282 + 287) x 5 = 2845 S.M. (Exclude Balconies)
Proposed Total Non-Domestic GFA	= 576 + 6830 = 7406 S.M.
Proposed Total Domestic GFA	= 114 + 560 + 2845 = 3519 S.M.

rev.	date	description
0	09-07-2025	First Issue
1	14-07-2025	Revision 1
2	16-07-2025	Revision 2
3	21-07-2025	Revision 3
4	01-09-2025	Revision 4
5	05-09-2025	Revision 5
6	03-03-2026	Revision 6
7	29-04-2026	Revision 7
8	25-06-2026	Revision 8

project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

Ground Floor Plan

drawing no.

SK-04_rev.8

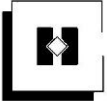
scale

1:300 @ A3

Threshold Consultants Limited
architecture & design

LEGEND

RCHE	RCHE
Residential	Residential
RCHE & Residential	RCHE & Residential
E&M Services/ Supporting Facilities	E&M Services/ Supporting Facilities
T/S	Toilet & Shower
Dis.	Accessible Toilet
(A)	Firemen Lift to all Floors



APPENDIX 3

REPLACEMENT PAGE OF LANDSCAPE PROPOSAL

5.6 Site Coverage of Greenery

- 5.6.1 The current landscape proposal aims to provide more greenery within the site boundary. The calculation of greening ratio in accordance with PNAP APP No. 152 is shown as follows and the common greenery calculation shall refer to **Common Greenery Provision in Appendix D**:

Table 6.0 Common Greenery Calculation

Required Common Greenery	
Site Area:	2,138.0m ²
Minimum Total Common Greenery:	2,138m ² x 20% = 427.60m ²
Minimum Common Greenery at Primary Zone:	2,138m ² x 10% = 213.80m ²
Provided Common Greenery	
Common Greenery Area at Primary Zone (G/F):	278.05m ² (>213.80m ²)
Common Greenery Area at Other Areas (7/F)	208.20m ²
Total Common Greenery Area:	486.25m ² (>427.60 m ²)
Total Green Coverage in Common Area	486.25/2,138.0 x 100% = 22.74%

- 5.6.2 The proposed greenery at common area is approx. **486.25m²** which exceeds the required 20% greenery requirement, i.e. **427.60m²**. Besides, all the proposed greenery are easily accessible and visible by the users and visitors and is counted as “common greenery area at Primary Zone”, i.e. **278.05m²** which also exceeds the required **213.80m²**.

5.7 Planting Framework

Planting adjacent to Car Park

- 5.7.1 Tree Planting adjacent to the car park to soften its hard appearance and create a more pleasant environment for its use. Species should be selected which are pollution and drought tolerant and which provide a good visual buffer.

Planting adjacent to Building

- 5.7.2 Tree planting adjacent to the building shall be used to create a landscape and visual buffer to the new building. This will also provide segregation between the building and public environment.

LEGEND:

- APPLICATION SITE BOUNDARY
- T12 EXISTING TREES TO BE FELLED
(WITHIN APPLICATION SITE BOUNDARY)
- +11.50 PROPOSED LEVEL



11.30

EVA
7.3m Width

Proposed Run In/Out

L2
LGV

L3 / L4
LGV / MHGV

P13
P14

Residential Entrance
Lobby
(Tower A)

P2
L1
P3
P4
P5
P6
P7
P8
P9
P10
P11

Refuse
Collection
Point

Tx / Switch Room

RCHE Entrance
Lobby

LB2
(RCHE)

General Store

P12
M1M2

M.
Toi.

F.
Toi.

Dis.

Store Room

Store Room

Meter
Room

Lobby

Store Room

Small Group Activity Room

Rehabilitation Area

T01

T02

0 5 10 15 20 25m

PROJECT :
SECTION 12A APPLICATION FOR PROPOSED REZONING
FROM "COMPREHENSIVE DEVELOPMENT AREA" AND
"GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)"
ZONE AND TO AMEND THE NOTES OF THE ZONE
APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL
DEVELOPMENT AND SOCIAL WELFARE FACILITY
(RESIDENTIAL CARE HOME FOR THE ELDERLY) AT LOT
NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN
HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :
TREE SURVEY PLAN

PROJECT No. C2225

DRAWING No. TS01

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-TS01

REV	DESCRIPTION	DATE
DESIGN BY :	TEL	
DRAWN BY :	CAD	
CHECKED BY :	TEL	
APPROVED BY :	TEL	

NOTES :
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3. ALL DIMENSIONS ARE TO BE CHECKED
AT SITE BY THE MAIN CONTRACTOR.
4. READ THIS DWG. IN CONNECTION WITH GEN.
ARCH. PLANS, STRUCT. PLANS, AND OTHER
RELATED DWGS.

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— . — APPLICATION SITE BOUNDARY



PROPOSED SHRUBS AND GROUNDCOVER

+11.50

PROPOSED LEVEL

PROPOSED PAVING

PROPOSED PAVING

KEY:

① Vehicular Access

② Parking Lots

③ Main Entrance to Building

④ Peripheral Planters

⑤ Right of Way for the adjacent Lot 403 in D.D.121

⑥ Feature Tree

⑦ Sitting Garden

⑧ Gathering Courtyard

⑨ **Yoga Place**

⑩ Fitness Equipment

⑪ Viewing Platform

⑫ Terrace Garden

Provision of Edge Planters for Ornamental Trees and Shrubs to provide Smooth Transition Between the Development and the Adjoining Environment

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)" ZONE AND ADJACENT BETHNISTERS OF THE NEONAPPLICABLE APPLIABLES TO THE PROPOSED SECTOR OF RESIDENTIAL (DEVELOPMENT) AND SOCIAL WELFARE (ELDERLY) AND RESIDENTIAL DEVELOPMENT (SENIOR HOUSING) AT LOTS 806, 809 AND 2408, 2408 ON 12, 12, 12 TADTSUEN SUE HUNG SHUI KU, NEW TERRITORIES

DRAWING TITLE :

LANDSCAPE MASTER PLAN
(OVERALL VIEW)

PROJECT No. C2225

DRAWING No. LMP01

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LMP01

Users and Visitors can enjoy the Open Ambience at Terrace Gardens

Provision of Functional Open Space including Gathering Courtyard and Sitting Gardens at G/F to cater for the Passive Recreational Need of the Users and Visitors

- **Provision of Edge Planters to soften the Hard Lines of Building Structures**

REV	DESCRIPTION	DATE
DESIGN BY :	TEL	
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CHECKED BY :	TEL	
APPROVED BY :	TEL	

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- LEGEND:
- APPLICATION SITE BOUNDARY
 - BUILDING LINE ABOVE
 - PROPOSED TREE
 - PROPOSED SHRUBS AND GROUNDCOVER
 - +11.50
 - PROPOSED LEVEL
 - PROPOSED PAVING

KEY:

- ① Vehicular Access
- ② Parking Lots
- ③ Main Entrance to Building
- ④ Peripheral Planters
- ⑤ Right of Way for the adjacent Lot 403 in D.D.121
- ⑥ Feature Tree
- ⑦ Sitting Garden
- ⑧ Gathering Courtyard

Provision of Edge Planters for Ornamental Trees and Shrubs to provide Smooth Transition Between the Development and the Adjoining Environment



Proposed Run In/Out

Fui Sha Wai South Road

Building Setback = 5m

Provision of Functional Open Space including Gathering Courtyard and Sitting Gardens... to cater for the Passive Recreational Need of the Users and Visitors

The use of fragrant plants, e.g. *Osmanthus fragrans*, *Murraya paniculata* around the RCP serves as a natural and aesthetically pleasing way to further mitigate odors and enhance the olfactory experience in the vicinity

PROJECT :
SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :
LANDSCAPE MASTER PLAN (G/F)

PROJECT No. C2225

DRAWING No. LMP02

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LMP02

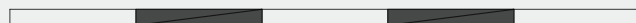
REV	DESCRIPTION	DATE
DESIGN BY :	TEL	
DRAWN BY :	CAD	
CHECKED BY :	TEL	
APPROVED BY :	TEL	

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4. READ THIS DWG. IN CONNECTION WITH GEN. ARCH. PLANS, STRUCT. PLANS, AND OTHER RELATED DWGS.

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0 5 10 15 20 25m



LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED SHRUBS AND GROUNDCOVER
- +34.85 PROPOSED LEVEL
- PROPOSED PAVING

KEY:

- ① Terrace Garden
- ② Yoga Place
- ③ Fitness Equipment
- ④ Viewing Platform
- ⑤ Edge Planters

Provision of Edge Planters to Soften the Hard Lines of the Building Structures

Provision of Functional Open Space including Yoga Place, Fitness Equipment and Sitting Garden... to cater for the Recreational Need of the Users and Visitors

0 5 10 15 20 25m



PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

LANDSCAPE MASTER PLAN (7/F)

PROJECT No. C2225

DRAWING No. LMP03

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LMP03

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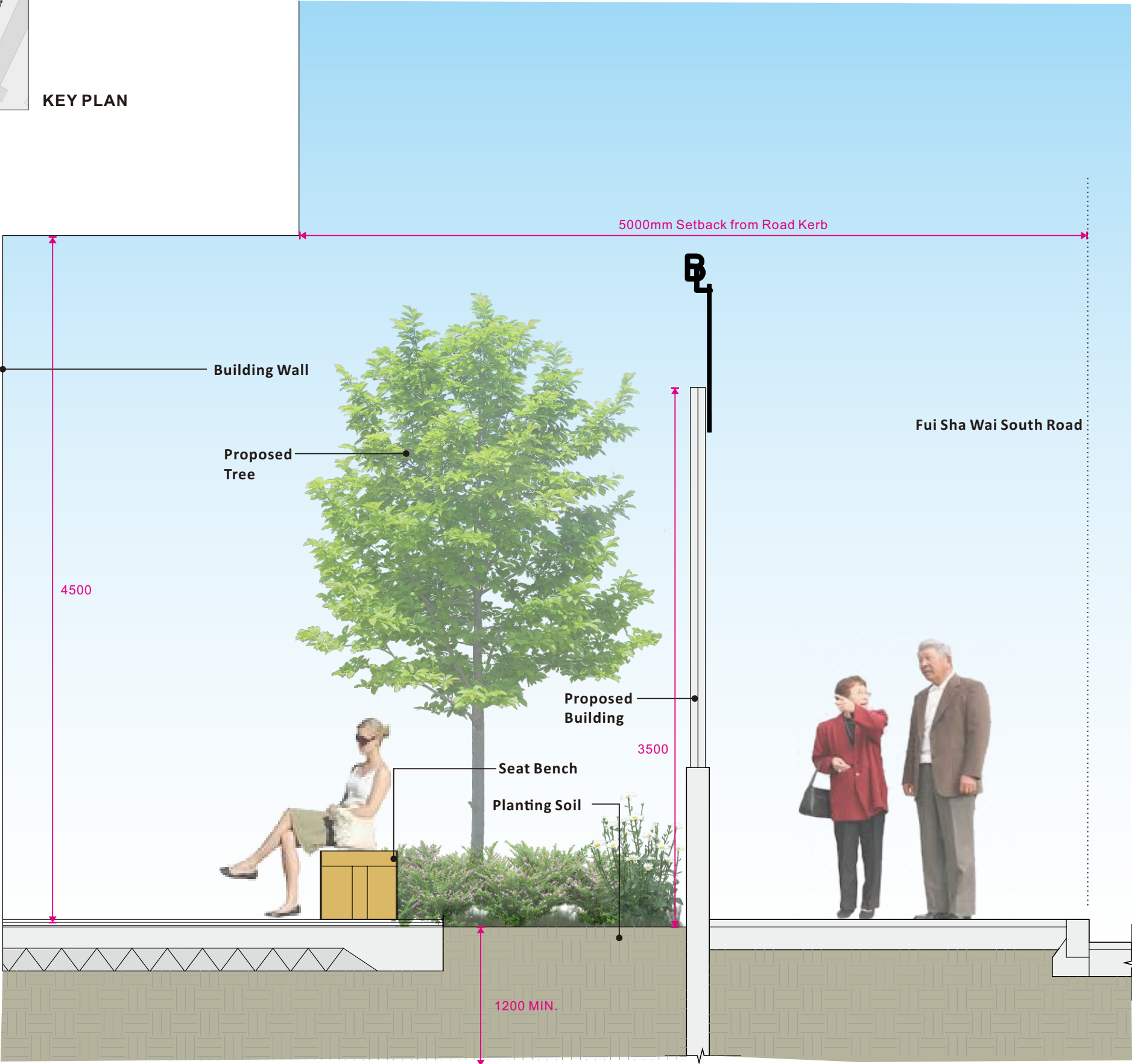
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KEY PLAN



PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

LANDSCAPE SECTION

PROJECT No. C2225

DRAWING No. LD102

SCALE : 1:30

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LD102

REV	DESCRIPTION	DATE
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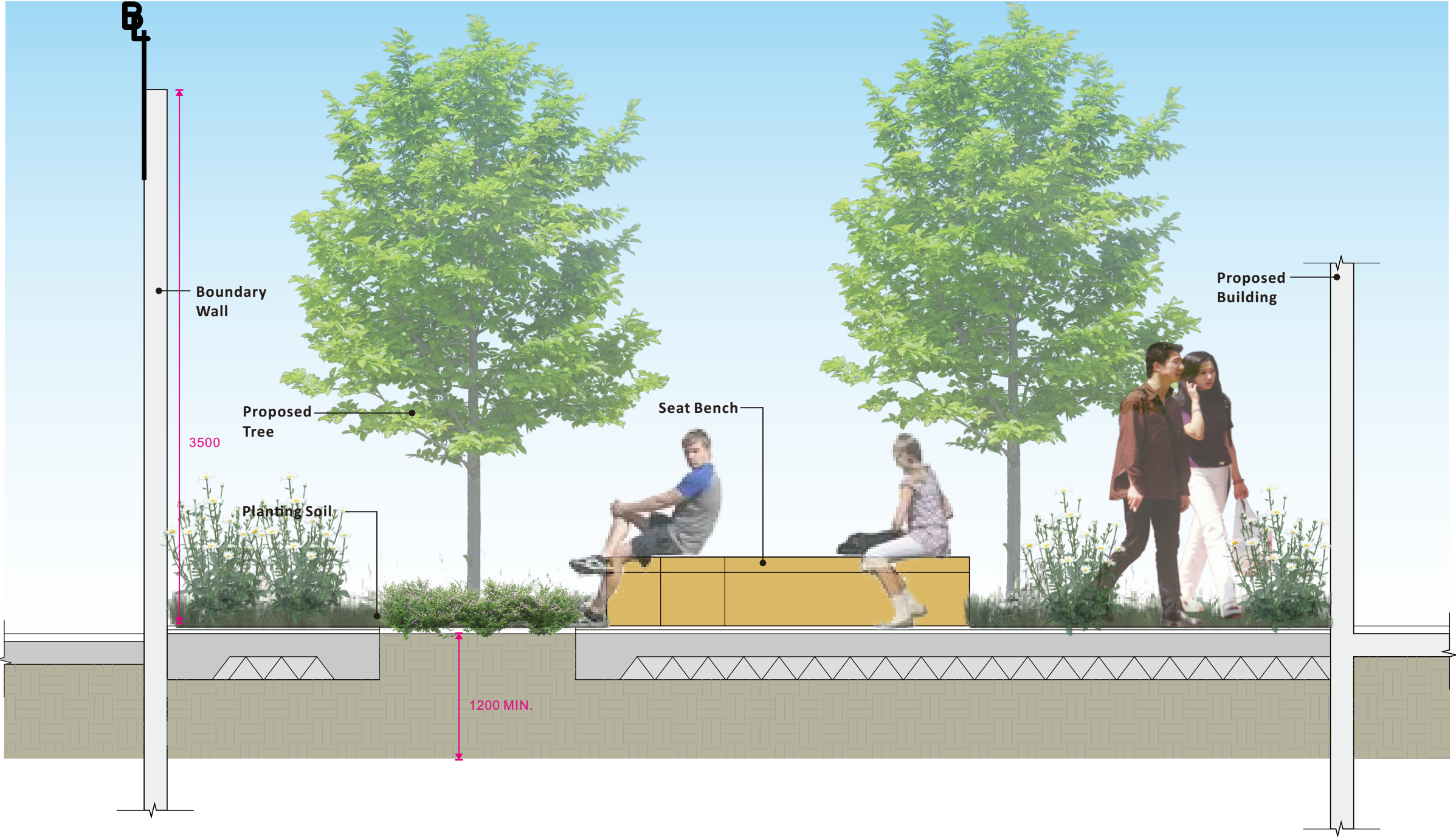
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KEY PLAN



PROJECT :
SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AND RESIDENTIAL DEVELOPMENT (SENIOR HOUSING) AT LOTS 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2225

DRAWING No. LD101

SCALE : 1:30

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LD101

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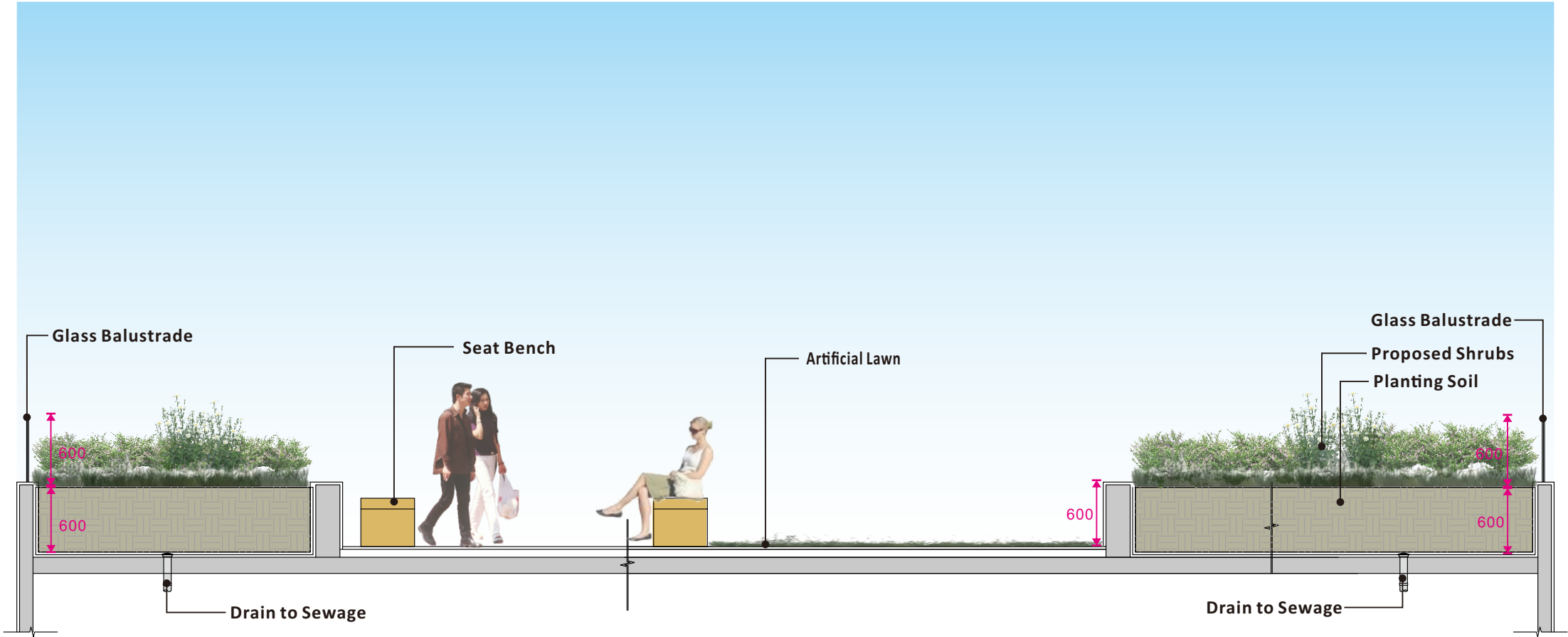
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KEY PLAN



PROJECT :
SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2225

DRAWING No. LD103

SCALE : 1:50

DATE OF ISSUE : JUL 2025

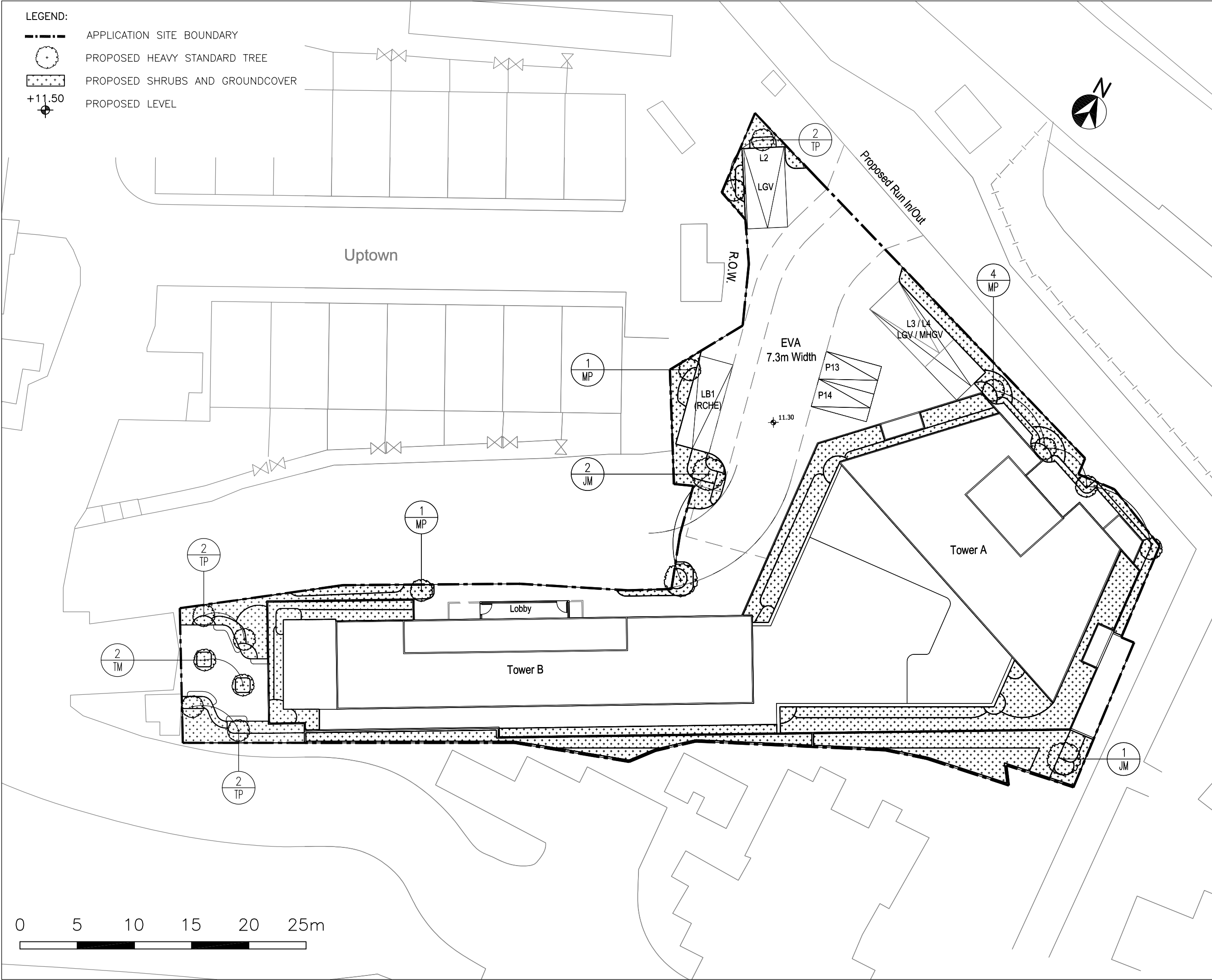
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PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

PLANTING PLAN

PROJECT No. C2225

DRAWING No. PT01

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-PT01

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LEGEND:

APPLICATION SITE BOUNDARY

UNCOVERED GREENERY IN PRIMARY ZONE

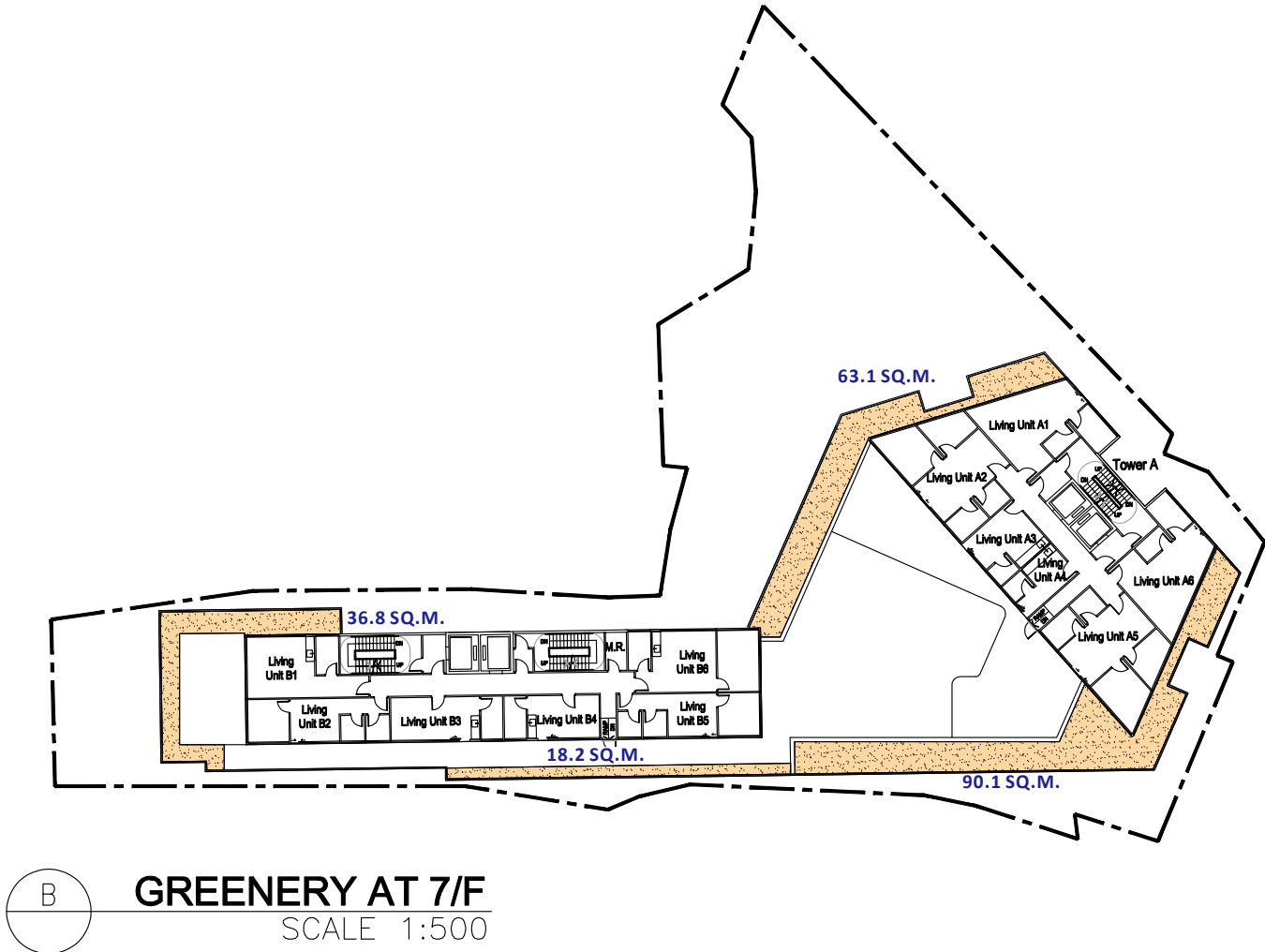
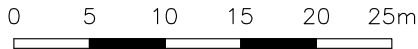
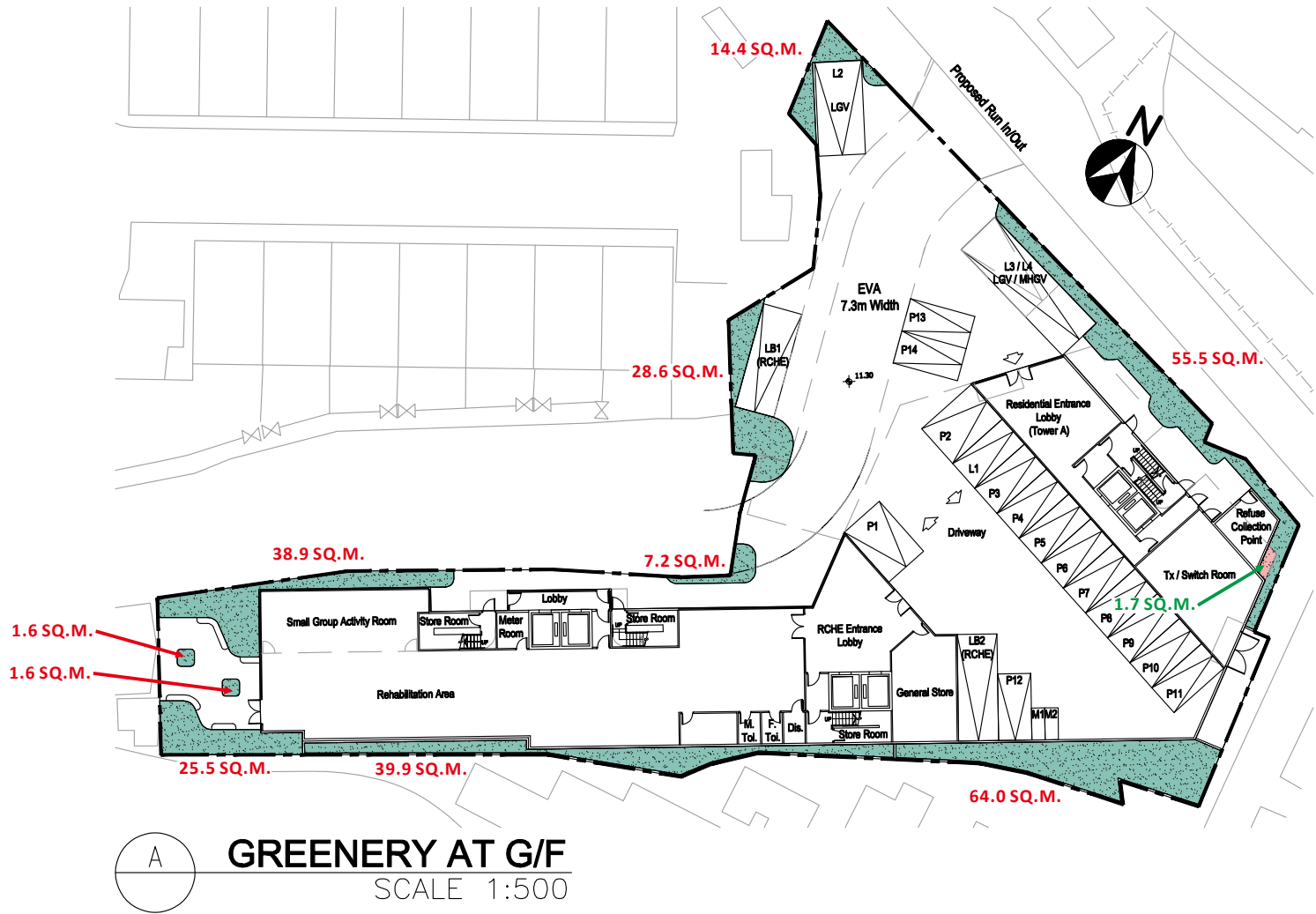
COVERED GREENERY IN PRIMARY ZONE

UNCOVERED GREENERY IN OTHER AREAS

+11.50

PROPOSED LEVEL

Required Greenery	Area	Unit
Site Area:	2,138.00	m ²
Required Area at Primary Zone:	213.80	m ²
Required Total Greenery:	427.60	m ²
Allowable Greenery Features:	128.28	m ²
Provided Greenery at Primary Zone	Area	Unit
Uncovered Planitng Area at G/F	277.20	m ²
Covered Planitng Area at G/F (With 0.5 reduction factor)	1.70	m ²
Greenery at Primary Zone	278.05	m ²
	(>213.80)	m ²
Greenery Ratio at Primary Zone	13.01%	
Provided Greenery at Other Areas	Area	Unit
Uncovered Planitng Area at 7/F	208.20	m ²
Greenery at Other Areas	208.20	m ²
Greenery Ratio at Other Areas	9.74%	
Total Greenery	486.25	m ²
	(>427.60)	m ²
Greenery Ratio	22.74%	



PROJECT :
SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :
COMMON GREENERY PROVISION

PROJECT No. C2225

DRAWING No. GC01

SCALE : 1:500

DATE OF ISSUE : JUL 2025

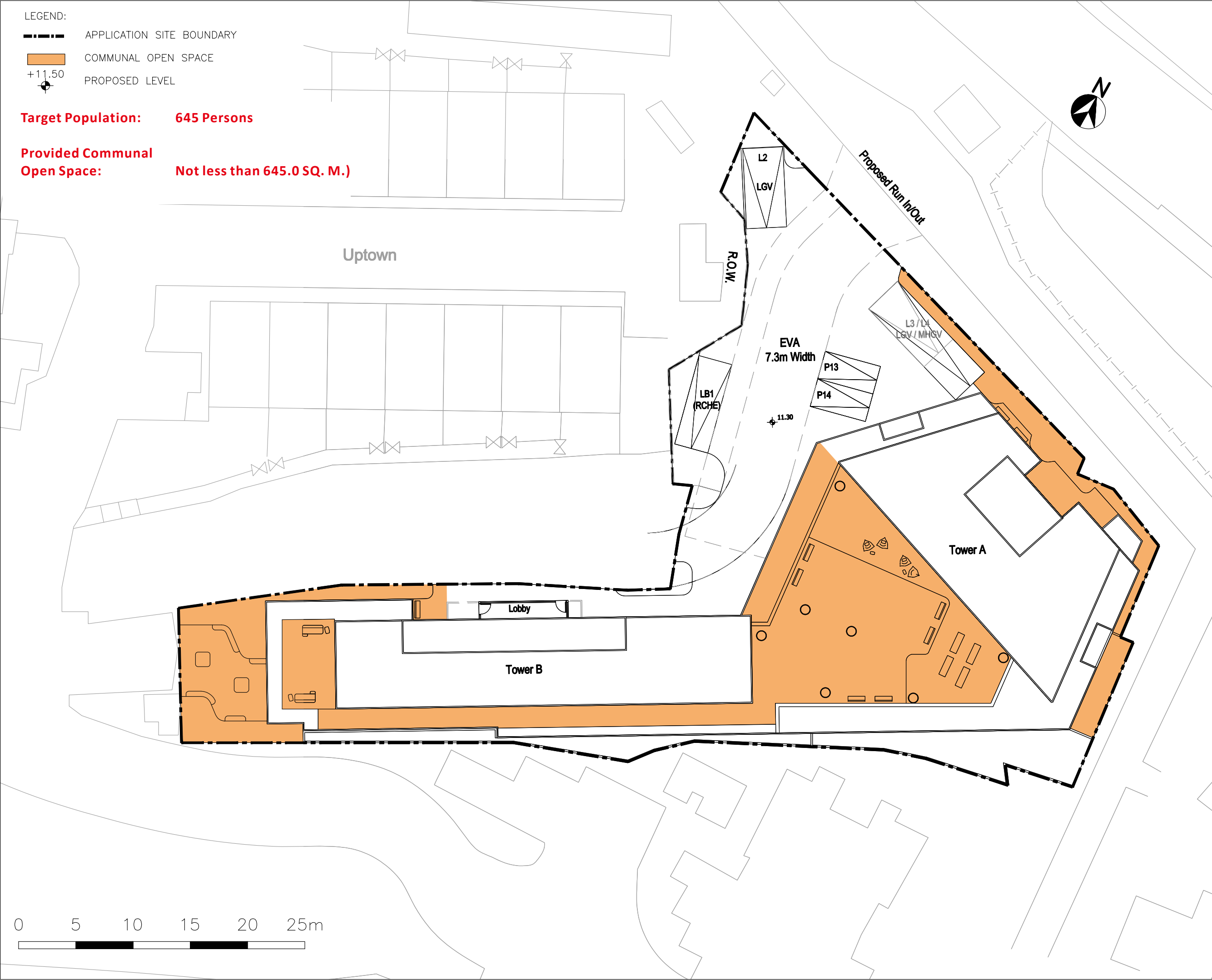
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- LEGEND:
- APPLICATION SITE BOUNDARY
 - COMMUNAL OPEN SPACE
 - PROPOSED LEVEL

Target Population: 645 Persons

Provided Communal Open Space: Not less than 645.0 SQ. M.)

PROJECT :
SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :
OPEN SPACE PROVISION

PROJECT No. C2225

DRAWING No. OS01

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-OS01

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APPENDIX 4

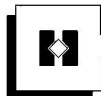
**REPLACEMENT PAGES
OF PLANNING
ASSESSMENT REPORT**



Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Development / Zoning on the OZP / Lot Nos.		Whole “CDA” zone	Uptown (Lot No. 2064RP in D.D. 121)	Lot No. 2188 in D.D. 121	Lot No. 403 in D.D. 121 (owned under a Tso/ Tong)	Residual Area (Lots Nos. 287S.B, 287S.C, 302RP, 308RP(Part), 388RP, 392RP, 408, 415(Part), 420(Part), 422RP(Part), 423(Part), 424(Part), 2064S.A and 2064S.B in D.D. 121)	Residual Government Land ⁵
Site Description		-	Triangular in shape	Trapezium in shape	Rectangular in shape	Irregular shape and scattered around	Elongated in shape, with portion being part of the road
Current Scheme	Site Area (Gross) (about) (sq.m.)	23,282 (100%)	16,292 (70%)	1,798 (7.7%)	503 (2.1%)	3,390 (14.6%)	1,299 (5.6%)
	Maximum Achievable Gross Floor Area (about) (sq.m.)	69,000 (100%)	50,290 (72.9%)	5,329 ² (7.7%)	1,490 ² (2.1%)	10,047 ² (14.6%)	1,844 ³ (2.7%)
	Implied Plot Ratio (about)	3	3.09	2.96	2.96	2.96	1.42
Remarks: ¹ Under the Building (Planning) Regulations (Cap. 123F). ² Calculate on a pro-rata basis subject to the PR restriction under the subject “CDA” zone. ³ Calculate by deduction the maximum GFA of the “CDA” zone with the maximum achievable GFA of Uptown and the development potential in other private lots. ⁴ To retain the maximum achievable GFA on the lots within the subject “CDA” zone, however, they are mostly landlocked with diversified ownerships and not about to a specified street, they are mostly fall within unclassified sites under Building (Planning) Regulations (Cap. 123F). Hence, the possibility for achieving a maximum PR of 3.0 is highly doubted. ⁵ Land parcels of residual Government land are elongated in shape with portion being part of the existing/ future road, it is considered as not feasible for any future development.							

Table 2 Details of Residual Land Parcels within the Subject “CDA” zone



5 DEVELOPMENT PROPOSAL

5.1 Indicative Development Scheme

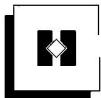
- 5.1.1 The Application Site covers an area of about 2,138 sq.m. and involves two 6-storey building blocks atop a 7-storey RCHE in the lowest G/F to 6/F.
- 5.1.2 Details of the development proposal are provided in **Table 7** and indicative architectural drawings of the Proposed Development is shown in **Appendix 1**.

Development Parameters	Proposed Scheme
Site Area (about)	2,138 sq.m.
Gross Floor Area (about)	10,489 sq.m.
- Domestic	- 3,528 sq.m.
- Non-domestic	- 6,961 sq.m.
Plot Ratio (about)	4.91
- Domestic	- 1.65
- Non-domestic	- 3.26
Site Coverage (about)	
- Domestic	- 26.6%
- Non-domestic	- 55.2%
Maximum Building Height (BH)	Not exceeding 60mPD
No. of Block	2
No. of Storeys	13
No. of Rooms for RCHE	70
No. of Beds for RCHE	450
No. of Flats under Residential Development	72
Average Flat Size (about) for Residential Development	49 sq.m.
Estimated Population	645
- Residential Development*	- 195
- RCHE	- 450
No. of Parking Spaces	
- Private Car	- 14 (7 for Residential Development (including 1 Accessible); 5 for RCHE (including 1 Accessible); 2 for Visitors)
- Light Bus	- 2 for RCHE
- Motorcycle	- 2 (1 for Residential Development; 1 for RCHE)
No. of Loading/Unloading Bay (L/UL)	
- Private Car	- 1 (for RCHE)
- LGV	- 2 (for RCHE (1 shared use with MG/V/HGV))
- MG/V/HGV	- 1 (for Residential Development)
Open Space Provision	Not less than 645 sq.m.
Tentative Completion Year	2031

Remarks:

* Assuming person per flat of 2.7.

Table 7 Key Development Parameters of the Indicative Scheme



- 5.3.4 Assessment on Fui Sha Wai South Road was conducted, with results indicate that the carriageway will operate within capacity even with the development in place. To enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is currently a single-lane access road serving 2-way traffic) is proposed. With the proposed local widening work in place, the Traffic Impact Assessment (**Appendix 3**) also confirmed that the proposed access arrangement is appropriate in traffic point of view.

Proposed Vehicular cum Pedestrian Access to the Application Site

- 5.3.5 The proposed vehicular cum pedestrian access for the Proposed Development will be located at Fu Sha Wai South Road. Physical segregation between the residential and RCHE portions will be provided via internal separate pedestrian access.
- 5.3.6 In view of a Tso/Tong land (i.e., Lot 403 in D.D. 121) is sandwiched between the existing residential development, “Uptown”, in nearby Lot 2046RP in D.D. 121 and the Application Site (refer to **Figure 4**), sufficient space for emergency vehicular assess is reserved to the concerned Tso/Tong land. This is similar to the previous approved applications as well as the approved MLP under the “CDA” zone.
- 5.3.7 Hence, 2 pedestrian entrances and 1 RCHE entrance are proposed within the Application Site, while pedestrians shall enter and leave the Site via Fui Sha Wai South Road via the vehicular access.

Proposed Widening at Fui Sha Wai South Road (Diagram 19)

- 5.3.8 To enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is currently a single-lane access road serving 2-way traffic) is proposed to allow better road circulation of the public road section connecting to the Application Site. The proposed widening section is anticipated to be a standard single-two carriageway for Fui Sha Wai South Road section between our proposed development access and the existing EVA connecting to Castle Peak Road – Hung Shui Kiu. The Applicant will be responsible for the implementation of proposed widening works, while it will be handed over to Highway Department (HyD) for future maintenance and management after satisfactory acceptance by HyD. Details of the proposed local widening works is demonstrated in Traffic Impact Assessment (**Appendix 3**).

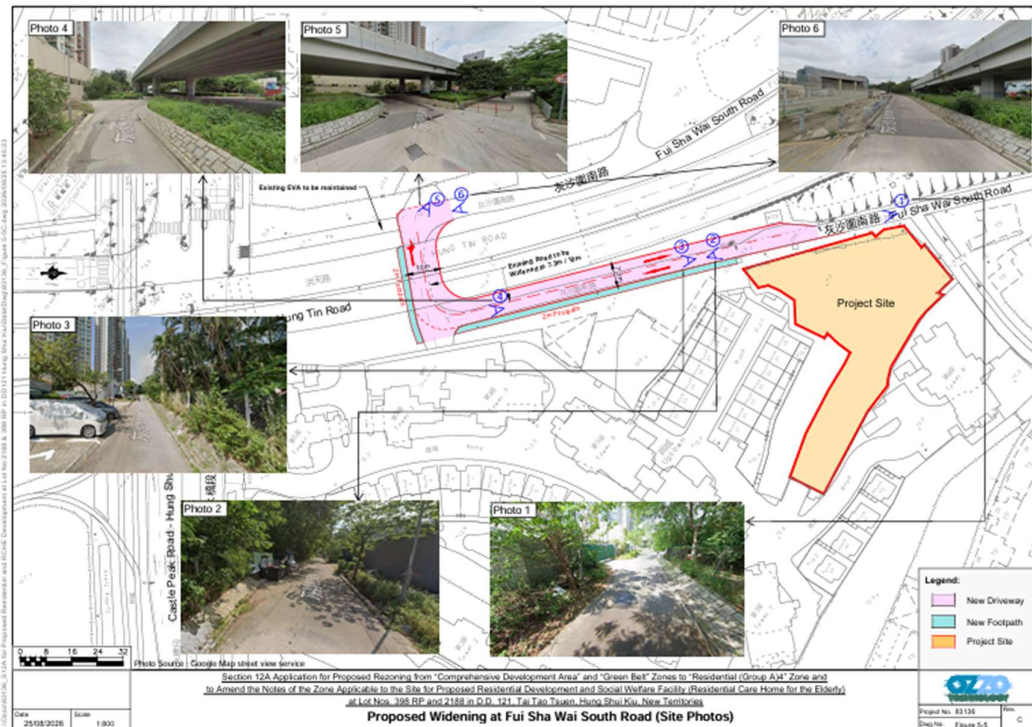
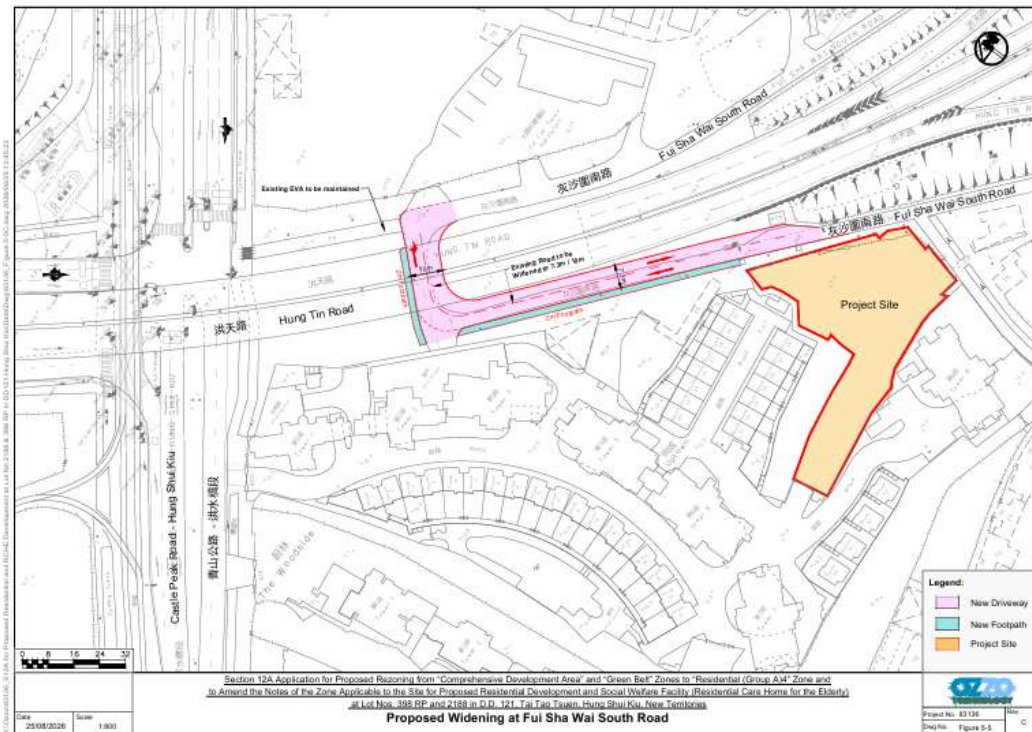
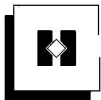
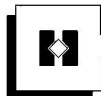


Diagram 19 Proposed Vehicular Access Leading to the Application Site During Operation Stage
(Source: Appendix 3 of Traffic Impact Assessment)



Development / Development Parameters	Previous Approved Application (No. A/YL- TYST/870) (a)	Captioned Application (b)	Difference (%) (b) - (a)
Open Space Provision (sq.m.)	About 300	Not less than 645	+345 (+115%)
Greenery Provision (about) (sq.m.)	-	About 486.25	+486.25 (+100%)

Table 9 Comparison of the Captioned Application and the Previous
Approved Application (No. A/YL-TYST/870)
(Source: Town Planning Board, HKSAR Government)

- 5.7.3 After reviewing the development context, the captioned Application shall optimize land with the integration of diverse facilities into mixed compact development, with higher development intensity incorporating with the GFA and BH of the building. Hence, additional beds and units (with + 150 beds and + 72 units) are provided for the Proposed Development under this s.12a planning application.

5.8 Design Concepts and Merits (Figure 7)

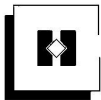
Provision of 5m-Building Setbacks

- 5.8.1 To enhance air quality in the neighbourhood, a building setback of 5m is provided from **Fui Sha Wai South Road** to the nearby residential developments (i.e., “Uptown”), which helps to provide more natural light and ventilation to the existing buildings, as well to minimize air and traffic noise impacts from the surroundings. Design of building setback would be considered in compliance with the requirements under the B(P)R (Cap. 123F) and the Sustainable Building Design Guidelines (SBD Guidelines) (PNAP APP-152) to ensure the adequate air and visual permeability.

Street-level Landscaping

- 5.8.2 With the intention of enhancing the connectivity as well as improving the street scape environment at pedestrian level, the street-level landscaping is proposed to create a landscape and visual buffer along the site boundary. It helps to facilitate a seamless transition between the Proposed Development and the adjacent natural and built environment. To maintain a visual relief and bring improvement to the pedestrian environment, proper landscaping with solid fence wall will be provided with planting beds with evergreen trees and shrubs, details of landscaping features are summarized in the Landscape Proposal in **Appendix 7**, in order. Provision of street-level landscaping will be managed and maintained by the future owners of the Proposed Development.

Building Disposition with **Separations**



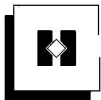
- 5.8.3 About 14.5m building separation between two residential blocks is proposed to reduce the building bulkiness of its podium for a better natural ventilation and visual permeability of the Proposed Development. The provision of building void not only can effectively improve visual openness of podium, but also to enhance air circulation at the pedestrian level and allow fresh air flow into the central courtyard. Besides, about 13.59m building separation between the proposed building block to the nearby residential developments (i.e., “Uptown”) is also provided.
- 5.8.4 In addition, the provision of building separation prioritizes urban design feature of visual openness, to ensure that the Proposed Development could be integrated harmoniously with the surrounding townscape while minimizing any sense of enclosure. Design of building separation would be considered in complying with the requirements under the B(P)R (Cap. 123F) and SBD Guidelines (PNAP APP-152).

Ensuring Compatibility to the Surrounding

- 5.8.5 Noting that the Application Site is surrounded by various land uses, intermixed with residential developments, village houses, temporary structures, schools, carparks and open storage uses as described in **Section 2.3**. The scale and design of the Proposed Developments, including but not limited to the PR and BH, are compatible to the surrounding existing and planned developments. Street-level landscaping will be provided along the Application Site to ensure compatibility to the surrounding environment, as well as to create a tranquil and pleasant environment for the future users and visitors. Appropriate landscape design and ample planting will be incorporated with the local open space provision of not less than 645 sq.m. on the landscaping area at ground floor and 7/F of the Proposed Developments to enhance the visual amenity of the area, as well as to serve both future occupants of the RCHE and residential units.
- 5.8.6 Noted that the local open space provision of about 300 sq.m. was proposed under previous approved application (No. A/YL-TYST/870). Compare to the indicative architectural drawings of the Proposed Development (**Appendix 1**) and the captioned approved application, a significant improvement scheme is identified with more open space provision shall be provided within the Site.

Creation of Age-friendly Environment

- 5.8.7 To create age-friendly environment within the Proposed Development, design elements and amenities such as elderly-friendly equipment/facilities (i.e., sitting garden, fitness equipment for the elderly) on the ground floor and landscape deck at 7/F. Thus, a more pleasing environment could be created to encourage the users and visitors of the RCHE and residential units to promote cohesion and interaction amongst, as well as live healthily and comfortably within the community.
- 5.8.8 The design of the hard landscape elements has been developed in



accordance with the Elderly-Friendly Design Guidelines of “*Design Manual Barrier Free Access 2008 (2025 Edition)*” published by the BD. This ensures that materials, finishes, and layouts are optimized for accessibility, safety, and ease of use for elderly users.

Maximise Greenery Provision throughout the entire Proposed Development

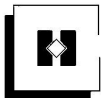
- 5.8.9 A total of 17 nos. of new trees are proposed throughout the Application Site to enhance the local biodiversity of existing environment. Compare to the existing condition, new ornamental tree and shrub plantings are proposed along the Application Site to soften the built form and maximize the greenery.
- 5.8.10 The Proposed Development seeks to provide abundance of greenery with a total of about 486.25 sq.m. and a greenery ratio of about 22.74%, in which will be over 20% greenery requirement (equivalent to about 427.6 sq.m.) set out in the SBD Guideline (PNAP APP-152). All proposed greenery would be easily accessible and visible by the users and visitors. In addition, the proposed plantings at the amenity would create a tranquil and pleasant environment for enjoyment of future residents.

Incorporation of Elderly-friendly Building Design

- 5.8.11 The design prioritises will be based upon the use of passive techniques such as natural ventilation, daylighting, and thermal mass to minimise the building's environmental impact while creating a comfortable and inviting interior. To ensure safe mobility and accessibility of the built environment, a wider canopy from barrier-free building entrance incorporating with landscaping plantations will be provided to create an age-friendly environment.
- 5.8.12 Age-friendly features such as non-slip surfaces, appropriate bench heights, and clear, unobstructed pathways have been incorporated to create an inclusive environment that promotes comfort and convenience for all users, particularly the elderly of the RCHE and residential units.
- 5.8.13 Other elderly-friendly building design will be prepared in accordance with the “*Best Practices in Design and Operation of Residential Care Homes for the Elderly*” as established by the SWD in 2023 and the “*Task Force on Promoting Elderly-friendly Building Design*” by the Government in 2024 and the ‘Elderly-Friendly Building Certificate’ under the BEAM Plus framework announced in 2025 accordingly.

Provision of Active and Passive Activities

- 5.8.14 According to the Indicative Development Scheme and Landscape Proposal shown in **Appendices 1 and 7**, not less than 645 sq.m. communal open space would be provided in serving about 645 future occupants at the Proposed Development. Landscape Areas are proposed on the ground floor and landscape deck at 7/F to provide enjoyment of the users and visitors for both future RCHE and residential units respectively. In addition, the communal open spaces are equipped with outdoor furniture,



6 TECHNICAL FEASIBILITY

6.1 Traffic Considerations

Traffic Arrangement

6.1.1 The current vehicular cum pedestrian access for the Application Site is located at Fui Sha Wai South Road. To enhance the pedestrian connectivity and allow separation of pedestrian for the RCHE portion, two pedestrian entrances and one RCHE entrance are proposed within the Application Site.

6.1.2 To enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is currently a single-lane access road serving 2-way traffic) is proposed. Further details of proposed local widening of Fui Sha Wai South Road under this Proposed Development are shown in the Traffic Impact Assessment (**Appendix 3**).

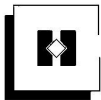
6.1.3 It is proposed to have 14 nos. of carparking spaces (including 2 accessible parking); 2 nos. of motorcycle parking spaces; 2 nos. of light bus parking spaces; 1 no. of lay-by for taxi and private cars; 1 no. of loading and unloading space for private car; and 3 no. of loading and unloading spaces (1 no. for Light Goods Vehicle (LGV); 1 no. for Medium/Heavy Goods Vehicles (M/HGV); and 1 no. for “shared-use” for coaches/buses and M/HGV). The internal transport facilities will be provided at G/F of the Proposed Development.

6.1.4 In addition to the vehicular access, future residents and visitors may also take advantage of the availability of public transport system namely franchised bus, GMB and LRT services, which are in close proximity to the Application Site, to/from the Proposed Development and to travel across the territory.

6.1.5 Swept path analysis has been conducted and indicates no unsatisfactory result.

Vehicular Flow Generation

6.1.6 Junction and link capacity assessments have been conducted to take into account of the traffic impacts 3 years after completion of the Proposed Development (i.e., year 2034). All concerned road links and key junctions will be operated within capacity, and performed satisfactorily during AM and PM peak hours on a normal weekday, to accommodate the expected traffic growth and additional traffic generated by the Proposed Development. Also, some planned traffic improvement works by the Civil Engineering and Development Department (CEDD) and the Highways Department (HyD) are identified within the assessment area in accordance with the future Yuen Long South Development and Yuen Long Highway Widening Works respectively. With the adequate junction and link capacity, no adverse traffic impact on the existing road network is



- 6.5.4 The proposed trees are mostly native species that are available in local nurseries at heavy standard size. The selection of plant combination enriches the colour complexity and visual gradation of the Proposed Development. Tree planting is proposed in the planting strips along the Site boundary, to create a landscape and visual buffer to the new building, as well as to provide segregation between the Application Site and the surrounding environment. Additionally, soft landscape works, including shrubs planting and groundcover, will also be planted at G/F and landscape deck at the 7/F for enjoyment of the residents.

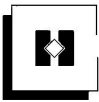
Landscape Proposal

- 6.5.5 The Landscape Master Plan indicates that all available areas within the Site have been utilized for tree planting, in respond to site conditions, building form and function.
- 6.5.6 Not less than 645 sq.m. open space is provided within the Proposed Development. The Proposed Development will also provide about 486.25 sq.m. greenery area and a greenery ratio of about 22.74%, in accordance with the requirement of PNAP APP-152 for provision of a minimum 20% greenery area. All proposed greenery would be easily accessible and visible by the users and visitors.
- 6.5.7 Recreational facilities are proposed at the ground floor and 7/F podium garden to cater to the recreational needs of the occupants of the RCHE and residential units respectively. The communal open spaces are equipped with outdoor furniture, such as seating and fitness equipment, to enhance comfort and promote social interaction among users. In addition, the viewing deck at 7/F will help to foster interaction among future residents while offering a scenic vantage point.
- 6.5.8 To create an inclusive environment for elderly users, elderly-friendly design consideration has been developed in accordance with the Elderly-Friendly Design Guidelines of “Design Manual Barrier Free Access 2008 (2025 Edition)” published by the BD.

6.6 Visual Consideration

Visual Appraisal

- 6.6.1 As demonstrated in the Visual Appraisal in **Appendix 8**, the Proposed Development is designed to be compatible with the surrounding low-to-high-rise residential developments in the neighbourhood. To ensure compatibility and enhance the visual quality of the area, the indicative architectural drawing as shown in **Appendix 1** will incorporate thoughtful design features, including strategically planned building layouts to maximize visual permeability, optimised building disposition and massing, as well as the integrated landscape design that enhances visual quality of Yuen Long District. These elements aim to create a cohesive and visually pleasing environment that complements the existing urban fabric.
- 6.6.2 Hence, the Visual Appraisal has confirmed that the Proposed



Shui Kiu is a planned high-rise development within “R(A)2” and “R(A)4” zones on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 and the BHR is expected to be 140mPD. The proposed BH of not exceeding 60mPD is compatible with the surrounding context.

7.11.3 In terms of PR, although the PR restriction of the nearby low-rise residential developments/village houses including the Woodside, the Woodsville, and Le Regent, etc. are ranging from 1 to 1.26, it is noted that these development falls within area zoned as “R(B)” or “V”, hence lower development density is expected. In a wider context, to the further northwest across the Castle Peak Road – Hung Shui Kiu is a planned high-rise development within “R(A)4” zone on the Approved Hung Shui Kiu and Ha Tsuen OZP, the PR restriction is expected to be 5. Hence, the proposed PR of 4.91 is considered not incompatible with the surrounding residential developments. It is also considered not incompatible with the maximum plot ratio as set for Residential Zone 2 under the Hong Kong Planning Standards and Guidelines.

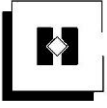
7.11.4 In view of the above, the Proposed Development has proven to be compatible with the surrounding land use and development density.

7.12 Technical Feasibility Demonstrated and No Insurmountable Impacts are Anticipated

7.12.1 Technical assessments on traffic, environment, sewerage, drainage and landscape, visual aspects are prepared or undergoing. The preliminary results show that the construction and operation of the Proposed Development is technically feasibility, and will not have adverse impacts.

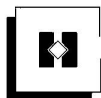
7.12.2 Apart from that, the Proposed Development also included the following merits from design perspective which intends to enhance the facilities and living environment of the area: -

- Provision of 5m-building setbacks from Fui Sha Wai South Road to the nearby residential developments (i.e., “Uptown”) is provided to provide more natural light and ventilation to the existing buildings, as well to minimize air and traffic noise impacts from the surroundings;
- Street-level landscaping is proposed to create a landscape and visual buffer along the site boundary;
- About 14.5m building separation between two towers is proposed to reduce the building bulkiness of its podium for a better natural ventilation and visual permeability of the Proposed Development;
- About 13.59m building separation between the proposed building block to the nearby residential developments (i.e., “Uptown”) is also provided to prioritize urban design feature of visual openness;



APPENDIX 5

VISUAL APPRAISAL



4.2.19 The overall visual input analysis brought by the Proposed Development is summarised in **Table 3** below.

VP	Visual Sensitivity	Appraisal Components				Conclusion
		Visual Composition	Visual Obstruction and Visual Change	Effect on Public Viewers	Effect on Visual Element/Resources	
1	Low	Negligible	Negligible	Negligible	Negligible	Negligible
2	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
3	Moderate	Negligible	Negligible	Negligible	Negligible	Negligible
4	Low	Slightly adverse	Slightly adverse	Slightly adverse	Slightly adverse	Slightly adverse
5	Moderate	Negligible	Negligible	Negligible	Negligible	Negligible
6	Low	Negligible	Negligible	Negligible	Negligible	Negligible

Table 3 Summary of Visual Impact Analysis

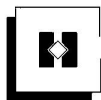
4.3 Sensitive Design Measures (Figure 1)

Provision of 5m-Building Setbacks

4.3.1 To enhance air quality in the neighbourhood, a building setback of 5m is provided from **Fui Sha Wai South Road** to the nearby residential developments (i.e. “Uptown”) abutting Fui Sha Wai Road South, which helps to provide more natural light and ventilation to the existing buildings, as well to minimize air and traffic noise impacts from the surroundings. Design of building setback would be considered in compliance with the requirements under the Building (Planning) Regulations (B(P)R) (Cap. 123F) and the Sustainable Building Design Guidelines (SBD Guidelines) (PNAP APP-152) to ensure the adequate air and visual permeability.

Street-level Landscaping Design

4.3.2 With the intention of enhancing the connectivity as well as improving the streetscape environment at pedestrian level, the street-level landscaping is proposed to create a landscape and visual buffer along the site boundary. It helps to facilitate a seamless transition between the Proposed Development and the adjacent natural and built environment. To maintain a visual relief and bring improvement to the pedestrian environment, proper landscaping with solid fence wall will be provided with planting beds with evergreen trees and shrubs, details of landscaping features are summarised in the Landscape Proposal. Provision of street-level landscaping will be managed and maintained by the future owners of the Proposed Development.



Building Disposition with Separations

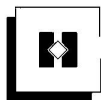
- 4.3.3 About 14.5m building separation between two towers is proposed to reduce the building bulkiness of its podium for a better natural ventilation and visual permeability of the Proposed Development. The provision of building void not only can effectively improve visual openness of podium, but also to enhance air circulation at the pedestrian level and allow fresh air flow into the central courtyard. Besides, about 13.59m building separation between the proposed building block to the nearby residential developments (i.e., “Uptown”) is also provided.
- 4.3.4 In addition, the provision of building separation prioritizes urban design feature of visual openness, to ensure that the Proposed Development could be integrated harmoniously with the surrounding townscape while minimizing any sense of enclosure. Design of building separation would be considered in complying with the requirements under the B(P)R (Cap. 123F) and SBD Guidelines (PNAP APP-152).

Ensuring Compatibility to the Surrounding

- 4.3.5 Noting that the Application Site is surrounded by various land uses, intermixed with residential developments, village houses, temporary structures, schools, car parks and open storage uses as described in **Section 2.3** in the supporting planning statement. The scale and design of the Proposed Developments, including but not limited to the PR and BH, are compatible to the surrounding existing and planned developments. Street-level landscaping will be provided along the Application Site to ensure compatibility to the surrounding environment, as well as to create a tranquil and pleasant environment for the future users and visitors. Appropriate landscape design and ample planting will be incorporated with the local open space provision of not less than 645 sq.m. on the landscaping area at ground floor and 7/F of the Proposed Developments to enhance the visual amenity of the area, as well as to serve both future occupants of the RCHE and residential units.
- 4.3.6 Noted that the local open space provision of about 300 sq.m. was proposed under previous approved application (No. A/YL-TYST/870). Compare to the indicative architectural drawings of the Proposed Development (**Appendix 1**) and the captioned approved application, a significant improvement scheme is identified with more open space provision shall be provided within the Site.

Creation of Age-friendly Environment

- 4.3.7 To create age-friendly environment within the Proposed Development, design elements and amenities such as elderly-friendly equipment/facilities (i.e., sitting garden, fitness equipment for the elderly) on the ground floor and landscape deck at 7/F. Thus, a more pleasing environment could be created to encourage the users and visitors of the RCHE and residential units to promote cohesion and interaction amongst, as well as live healthily and comfortably within the community.



- 4.3.8 The design of the hard landscape elements has been developed in accordance with the Elderly-Friendly Design Guidelines of “*Design Manual Barrier Free Access 2008 (2025 Edition)*” published by the Building Department (BD). This ensures that materials, finishes, and layouts are optimized for accessibility, safety, and ease of use for elderly users.

Maximise Greenery Provision throughout the entire Proposed Development

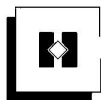
- 4.3.9 A total of 17 nos. of new trees is proposed throughout the Application Site to enhance the local biodiversity of existing environment. Compared to the existing condition, new ornamental tree and shrub plantings are also proposed along the Application Site to soften the built form and maximize the greenery.
- 4.3.10 The Proposed Development seeks to provide abundance of greenery with a total of about 486.25 sq.m. and a greenery ratio of about 22.74%, in which will be over 20% greenery requirement (equivalent to about 427.6 sq.m.) set out in the SBD Guideline (PNAP APP-152). All proposed greenery would be easily accessible and visible by the users and visitors. In addition, the proposed plantings at the amenity would create a tranquil and pleasant environment for enjoyment of future residents.

Incorporation of Elderly-friendly Building Design

- 4.3.11 The design prioritises will be based upon the use of passive techniques such as natural ventilation, daylighting, and thermal mass to minimise the building's environmental impact while creating a comfortable and inviting interior. To ensure safe mobility and accessibility of the built environment, a wider canopy from barrier-free building entrance incorporating with landscaping plantations will be provided to create an age-friendly environment.
- 4.3.12 Age-friendly features such as non-slip surfaces, appropriate bench heights, and clear, unobstructed pathways have been incorporated to create an inclusive environment that promotes comfort and convenience for all users, particularly the elderly of the RCHE and residential units.
- 4.3.13 Other elderly-friendly building design will be prepared in accordance with the “*Best Practices in Design and Operation of Residential Care Homes for the Elderly*” as established by the Social Welfare Department (SWD) in 2023 and the “*Task Force on Promoting Elderly-friendly Building Design*” by the Government in 2024 accordingly.

Provision of Active and Passive Activities

- 4.3.14 According to the Indicative Development Scheme and Landscape Proposal shown in **Appendices 1 and 7**, not less than 645 sq.m. communal open space would be provided in serving about 645 future occupants at the Proposed Development. Landscape Areas are proposed on the ground floor and landscape deck at 7/F to provide enjoyment of the users and visitors for both future RCHE and residential units respectively. In addition, the communal open spaces are equipped with



outdoor furniture, such as seating and fitness equipment, to enhance comfort and encourage social interactions among occupants. As suggested in the “*Study on Active Design for Healthier Lifestyle – Feasibility Study*” and the “*Study on Reimagining Public Spaces in Hong Kong – Feasibility Study*” commissioned by the Planning Department (PlanD) that were completed in 2023, the creation of active shared spaces for elderly could ensure both needs and foster a sense of community among different users.

- 4.3.15 Other elderly-friendly building design will be prepared in accordance with the “*Best Practices in Design and Operation of Residential Care Homes for the Elderly*” as established by the SWD in 2023 and the “*Task Force on Promoting Elderly-friendly Building Design*” by the Government in 2024 and the ‘Elderly-Friendly Building Certificate’ under the BEAM Plus framework announced in 2025 accordingly.

Promotion of Integrated and Interactive Neighbourhood

- 4.3.16 The Proposed Development features a design element that facilitates integrations and interactions among the future users and visitors of the RCHE and residential units through the landscape areas on the ground floor and landscape deck at 7/F. The inclusion of shared open spaces incorporated with landscaping are provided, including a sitting garden and a gathering courtyard on the ground floor. While other recreation facilities, such as yoga area, terrace garden, fitness equipment zones, with a viewing platform are proposed at 7/F. It offers a variety of recreational and relaxation options, so as to encourage social interaction and alleviate feelings of isolation among occupants. Such improvement would not affect to the character of the nearby residential development (i.e., “*Uptown*”) within the “CDA” zone, indeed, would enhance the overall neighbourhood to be integrated and interactive among with the Proposed Development.

- 4.3.17 The landscape deck at 7/F provides a viewing platform space for the future residents to enjoy the view of Kung Um Shan (of about 297m) to the southeast in order to promote the elderly’s well-being. The open-sided void areas also allow cross view corridor to mountain backdrop to enhance visual permeability and the visual linkage of the building and surrounding environment. To maximize the greening opportunities within the Application Site, a diverse selection of plants would be incorporated with the outdoor furniture and recreational facilities to create attractive green spaces.

Maximise Provision of Open Space

- 4.3.18 To promote a high-quality living environment, the Proposed Development shall maximise of open space provision to enhance well-being and social interaction among the future users and visitors. A variety of landscape open spaces are proposed at the ground floor and landscape deck at 7/F, such as a sitting garden, a gathering courtyard, fitness equipment zones and a viewing platform, to cater to the mobility