



Date: 3rd March 2026

Pages: 1 + Attachments

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

BY HAND & EMAIL

Dear Sir/Madam,

**SECTION 16 APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)**

PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES) IN "VILLAGE TYPE DEVELOPMENT" ZONE ON APPROVED NAM SANG WAI OUTLINE ZONING PLAN NO. S/YL-NSW/10 AT LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

Town Planning Application No. A/YL-NSW/348 - Submission of Further Information (9)

Please find attached the copy of the Consolidated Planning Statement.

Should you have any queries with this submission, please feel free to contact Mr. Jeffrey Kwok and Mr. Kin Leung at [REDACTED] or the undersigned at [REDACTED].

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

A handwritten signature in blue ink, appearing to read 'Mr. Greg Lam'.

Greg Lam



**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP. 131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

- (i) **Construction of “New Territories Exempted House(s)”;**
興建「新界豁免管制屋宇」;
- (ii) **Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and**
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) **Renewal of permission for temporary use or development in rural areas or Regulated Areas**
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

“Current land owner” means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill “NA” for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.tpb.gov.hk/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)
Main Start Limited, Universal Faith Development Limited, Right Top Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)
DeSPACE (International) Limited

3. Application Site 申請地點	
(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part), and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 1605 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 3625.5 sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有) 133 sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/10
(e) Land use zone(s) involved 涉及的土地用途地帶	Village Type Development
(f) Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- is the sole "current land owner"^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。
- is one of the "current land owners"^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。
- is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。

- The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –

- has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- has notified “current land owner(s)”#
已通知 名「現行土地擁有人」#。

Details of the “current land owner(s)”# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼/處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- sent request for consent to the “current land owner(s)” on _____ (DD/MM/YYYY)#&
於 _____ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- published notices in local newspapers on _____ (DD/MM/YYYY)&
於 _____ (日/月/年)在指定報章就申請刊登一次通知&
- posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於 _____ (日/月/年)在申請地點/申請處所或附近的顯明位置貼出關於該申請的通知&
- sent notice to relevant owners’ corporation(s)/owners’ committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於 _____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分		sq.m 平方米 <input type="checkbox"/> About 約
	Non-domestic part 非住用部分.....		sq.m 平方米 <input type="checkbox"/> About 約
	Total 總計		sq.m 平方米 <input type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

<p>(a) Operation involved 涉及工程</p>	<p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約</p> <p>(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍)</p>
<p>(b) Intended use/development 有意進行的用途/發展</p>	

(iii) For Type (iii) application 供第(iii)類申請

<p>(a) Nature and scale 性質及規模</p>	<p><input type="checkbox"/> Public utility installation 公用事業設施裝置</p> <p><input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置</p> <p>Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度</p> <table border="1" data-bbox="544 1312 1493 1805"> <thead> <tr> <th data-bbox="544 1312 836 1435">Name/type of installation 裝置名稱/種類</th> <th data-bbox="842 1312 999 1435">Number of provision 數量</th> <th data-bbox="1005 1312 1493 1435">Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸(米)(長x闊x高)</th> </tr> </thead> <tbody> <tr> <td data-bbox="544 1444 836 1559"></td> <td data-bbox="842 1444 999 1559"></td> <td data-bbox="1005 1444 1493 1559"></td> </tr> <tr> <td data-bbox="544 1563 836 1680"></td> <td data-bbox="842 1563 999 1680"></td> <td data-bbox="1005 1563 1493 1680"></td> </tr> <tr> <td data-bbox="544 1684 836 1800"></td> <td data-bbox="842 1684 999 1800"></td> <td data-bbox="1005 1684 1493 1800"></td> </tr> </tbody> </table> <p>(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)</p>	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸(米)(長x闊x高)									
Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸(米)(長x闊x高)											

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- Plot ratio restriction 地積比率限制 From 由 to 至
- Gross floor area restriction 總樓面面積限制 From 由sq. m 平方米 to 至sq. m 平方米
- Site coverage restriction 上蓋面積限制 From 由% to 至
- Building height restriction 建築物高度限制
From 由m 米 to 至 m 米
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- Non-building area restriction 非建築用地限制 From 由m to 至
- Others (please specify) 其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development
擬議用途/發展

Proposed Social Welfare Facility (Residential Care Home for Persons with Disabilities)

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積 3625.5 sq.m 平方米	<input checked="" type="checkbox"/> About 約
Proposed plot ratio 擬議地積比率 2.3	<input checked="" type="checkbox"/> About 約
Proposed site coverage 擬議上蓋面積 70 %	<input checked="" type="checkbox"/> About 約
Proposed no. of blocks 擬議座數 1	
Proposed no. of storeys of each block 每座建築物的擬議層數 3 storeys 層	
	<input type="checkbox"/> include 包括..... storeys of basements 層地庫	
	<input checked="" type="checkbox"/> exclude 不包括... 1 ... storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	Not exceeding 21 mPD 米(主水平基準上) 13.9 m 米	<input type="checkbox"/> About 約 <input checked="" type="checkbox"/> About 約

Domestic part 住用部分

GFA 總樓面面積 sq. m 平方米 About 約

number of Units 單位數目

average unit size 單位平均面積sq. m 平方米 About 約

estimated number of residents 估計住客數目

Non-domestic part 非住用部分 GFA 總樓面面積

eating place 食肆 sq. m 平方米 About 約

hotel 酒店 sq. m 平方米 About 約

(please specify the number of rooms
請註明房間數目)

office 辦公室 sq. m 平方米 About 約

shop and services 商店及服務行業 sq. m 平方米 About 約

Government, institution or community facilities (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

政府、機構或社區設施

Social Welfare Facility (Residential Care Home for Persons with Disabilities)

About 3625.5 sq.m

other(s) 其他 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

Open space 休憩用地 (please specify land area(s) 請註明地面面積)

private open space 私人休憩用地 223 sq. m 平方米 Not less than 不少於

public open space 公眾休憩用地 sq. m 平方米 Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
1	LG/F	Carpark/ Light Bus Lay-by/ E&M/ BOH
.....	G/F	Dormitory/ Rehab Zone/ Nursing Station/ Communal Area/ Light Bus Lay-by/ E&M/ BOH/ TX Room/ Staff Facilities/ Entrance Lobby
.....	1/F	Dormitory/ Multi-Purpose Area/ Dining Area/ Nursing Station/ Communal Area/ E&M/ BOH/ TX Room/ Staff Facilities
.....	2/F	Communal Area/ Multi-Purpose Area/ Dormitory/ Nursing Station/ E&M/ BOH/ Staff Facilities
.....	R/F	Planter/ Skylight/ Lawn

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

Emergency Vehicular Access

.....

.....

.....

.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2030
.....
.....
.....
.....
.....

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

<p>Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？</p>	<p>Yes 是 No 否</p>	<p><input type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))</p> <p>.....</p> <p><input checked="" type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)</p> <p><input type="checkbox"/></p>
<p>Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？</p>	<p>Yes 是 No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <p>Private Car Parking Spaces 私家車車位 11 (including 1 disabled carparking space) _____</p> <p>Motorcycle Parking Spaces 電單車車位 _____</p> <p>Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____</p> <p>Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____</p> <p>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____</p> <p>Others (Please Specify) 其他 (請列明) _____</p> <p>_____</p> <p>_____</p>
<p>Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？</p>	<p>Yes 是 No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <p>Taxi Spaces 的士車位 _____</p> <p>Coach Spaces 旅遊巴車位 _____</p> <p>Light Goods Vehicle Spaces 輕型貨車車位 _____ 1</p> <p>Medium Goods Vehicle Spaces 中型貨車車位 _____</p> <p>Heavy Goods Vehicle Spaces 重型貨車車位 _____</p> <p>Others (Please Specify) 其他 (請列明) _____</p> <p>Light Bus Lay-by _____ 1</p> <p>_____</p> <p>_____</p>

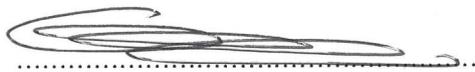
9. Impacts of Development Proposal 擬議發展計劃的影響																															
<p>If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。</p>																															
<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是 <input type="checkbox"/> Please provide details 請提供詳情 No 否 <input checked="" type="checkbox"/></p>																														
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是 <input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約</p> <p>No 否 <input checked="" type="checkbox"/></p>																														
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p>..... </p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>Please refer to the attached supplementary planning statement. </p> <p>..... </p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													
On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													
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Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													
Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													
Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署



Applicant 申請人 / Authorised Agent 獲授權代理人

Gregory K.C.Lam

Director

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s)
專業資格

- Member 會員 / Fellow of 資深會員
- HKIP 香港規劃師學會 / HKIA 香港建築師學會 /
 HKIS 香港測量師學會 / HKIE 香港工程師學會 /
 HKILA 香港園境師學會 / HKIUD 香港城市設計學會
- RPP 註冊專業規劃師 (Membership No. 267)
Others 其他



on behalf of
代表

DeSPACE (International) Limited

Company 公司 / Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

..... (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

- The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
(a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。
- The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。
- An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Lots 3669 SA RP (Part), 3669 SB RP (Part), 3670 RP (Part), and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long		
Site area 地盤面積	1605	sq. m 平方米	<input checked="" type="checkbox"/> About 約
	(includes Government land of 包括政府土地	133	sq. m 平方米 <input checked="" type="checkbox"/> About 約)
Plan 圖則	Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/10		
Zoning 地帶	Village Type Development		
Applied use/ development 申請用途/發展	Social Welfare Facility (Residential Care Home for Persons with Disabilities)		
(i) Gross floor area and/or plot ratio 總樓面面積及/或 地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	3625.5 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	2.3 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用	1	
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	13.9	m 米 <input checked="" type="checkbox"/> (Not more than 不多於)
		21	mPD 米(主水平基準上) <input checked="" type="checkbox"/> (Not more than 不多於)
		3 1	Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input checked="" type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input checked="" type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積		70 % <input checked="" type="checkbox"/> About 約	
(v) No. of units 單位數目			
(vi) Open space 休憩用地	Private 私人	223	sq.m 平方米 <input checked="" type="checkbox"/> Not less than 不少於
	Public 公眾		sq.m 平方米 <input type="checkbox"/> Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____	11 11 (Including 1 disabled carparking space)
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位/停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Light Bus Lay-by _____ _____	2 1 1

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	<u>Chinese</u> 中文	<u>English</u> 英文
<u>Plans and Drawings 圖則及繪圖</u>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖/布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖/園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>

<u>Reports 報告書</u>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及/或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>

Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。



CONSOLIDATED PLANNING STATEMENT

FEB 2026

Section 16 Town Planning Application

Proposed Social Welfare Facility (Residential Care Home for Persons with Disabilities) in “Village Type Development” Zone on Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/10 at Lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part) in D.D.104, Nam Sang Wai, Yuen Long, New Territories

Applicant

Main Start Limited, Universal Faith Development Limited & Right Top Limited

Planning Consultant

DeSPACE (International) Limited

Environmental Consultant

BeeXergy Consulting Limited

Traffic Consultant

CKM Asia Limited

Architect

**Vessel International Limited
Syn Plus Design Limited**

EXECUTIVE SUMMARY

The Applicant, the registered land owner of Lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part) in D.D.104, Nam Sang Wai, Yuen Long, now seeks a town planning permission from the Town Planning Board for a proposed Social Welfare Facility (Residential Care Home for Persons with Disabilities) (RCHD) at the aforementioned site and the adjoining government land.

According to the Approved Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/10, the proposed Site is zoned as “Village Type Development”. The proposed Social Welfare Facility (RCHD) is a Column 2 use which requires planning permission from the Town Planning Board. There is no development restriction on height, plot ratio and site coverage on the proposed RCHD.

In view of the growing demand for RCHDs and the prevailing policy, the Applicant intends to respond to the pressing community need by providing 170-220 nos. of beds in the proposed 3-storey RCHD in Yuen Long.

With reference to the “Incentive Scheme to Encourage Provision of Residential Care Homes for Persons with Disabilities in New Private Developments” (LAO Practice Note No. 10/2023), the Applicant will request the Social Welfare Department for supporting the proposed RCHD under the Incentive Scheme which encourages private developers to self-finance to build quality RCHD premises on their own land, and design to comply with the statutory and licensing requirements of the participation in the Incentive Scheme.

In addition to planning merits to timely meet the soaring demand for RCHD by providing a quality RCHD premises, the proposed development adopts an “Ambient Environment Design” focused on creating a homelike setting that enhances residents’ physical, emotional, and social well-being. Key features include:

- **Biophilic Design** with the adjacent wetland through the use of planters, lawns, skylights, balconies and vertical greening;
- **“Community Living Valley”**, a ground-level walking trail offering outdoor activity space near the wetland;
- **“Well-being Garden”** at R/F, featuring planters to support horticultural activities and operate under a clubhouse model;
- **“Interactive Connection Zone”** at R/F, featuring “Active Recreation Area”, “Bird Observatory”, “BBQ Spots”, and “Viewing Deck”.

The proposed development is fully justified in terms of prevailing policy objectives for Persons with Disabilities, environmental, landscape, sewerage, visual and traffic aspects with the support of technical assessments. Given the aforementioned justifications, the Applicant respectfully requests the Town Planning Board to approve the subject application.

行政摘要

(以英文版本為準)

申請人為元朗壘圍錦壘路東丈量約份第 104 約地段第 3669 號 A 分段之餘段（部分）、第 3669 號 B 分段之餘段（部分）及第 3670 號餘段（部分）的註冊土地擁有人，現尋求城市規劃委員會的批准，擬議於上述地點連同毗連政府土地作社會福利設施（殘疾人士院舍）。

根據南生圍分區計劃大綱核准圖編號 S/YL-NSW/10，申請地點劃作「鄉村式發展」地帶。擬議的社會福利設施（殘疾人士院舍）為第二欄用途，需要獲得城市規劃委員會的規劃許可。擬議殘疾人士院舍的高度、地積比率及上蓋面積均無發展限制。

鑑於對殘疾人士院舍的需求日益增加及現行的政策方針，申請人擬議的三層高殘疾人士院舍能提供 170-220 個床位以滿足元朗社區的迫切需求。

有關地政總署發出的「鼓勵在新私人發展物業內興建殘疾人士院舍計劃」（地政處作業備考編號 10/2023），申請人將向社會福利署爭取政策支持，在私人土地建設以自負盈虧方式發展高質素的安老院舍，而所有設計將符合獎勵計劃的法例及牌照要求。

除了具備切合規劃原意並能及時應對對殘疾人士院舍（RCHD）日益殷切需求的優勢，是項發展項目亦引入「環境感知設計」理念，致力營造一個具家庭感的生活環境，以提升院友在身體、情緒及社交方面的健康水平。主要設計特色包括：

- 利用花槽、草坪、天窗、露台和垂直綠化實現與鄰近濕地的**生物共融設計**；
- 地面設有「**社區生活綠谷**」步行徑，提供鄰近濕地的戶外活動空間；
- 頂層設有「**健康花園**」，配備花槽供長者進行園藝活動，並採用會所營運模式；
- 頂層設有「**互動連繫區**」，設施包括活動康樂區、觀鳥台及燒烤區，促進跨代互動；

是項發展在殘疾人士政策方向、環境、園境、排污、視覺及交通各方面均有充分理據，並獲相關技術評估支持。基於上述理據，申請人謹此懇請城市規劃委員會批准本申請。

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SECTION ONE | INTRODUCTION

1.1 Project Background

DeSPACE (International) Limited acts on behalf of the Applicant, namely, Main Start Limited, Universal Faith Development Limited, and Right Top Limited (hereafter “the **Applicant**”), to submit a Section 16 Planning Application to the Town Planning Board (“**TPB**”).

Taking into account the acute demand for Residential Care Home for the (RCHD) in Hong Kong and in light of the development potential of Northern Metropolis, the Applicant intends to develop social welfare facilities including an RCHD at Lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part), and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long (hereinafter referred to as “**the Site**”). The Site falls within “Village Type Development” (“**V**”) zone under the Approved Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/10 (“**the OZP**”). According to the Notes of the OZP, “Social Welfare Facility” falls into Column 2 use which require planning permission from the TPB with or without conditions.

The Government, modelling on the prevailing “Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments” (Incentive Scheme for RCHEs), has launched the “Incentive Scheme to Encourage Provision of Residential Care Homes for Persons with Disabilities in New Private Developments” (Incentive Scheme for RCHDs) in December 2023. Through raising the GFA of RCHDs that can be exempted in each development project and exempting such GFA from the calculation of the maximum GFA of the relevant projects, it looks to encourage the provision of RCHDs in new private developments and help improve the waitlisting situation of subsidised RCHD places in the long run. The Applicant will request the Social Welfare Department (“**SWD**”) for supporting the proposed RCHD subject to compliance with all relevant statutory and licensing requirements and not implying any financial implication, both capital and recurrent by the Government. Please refer to the Proposed Development Scheme in **Appendix 1** for details.

Particularly, other than to respond to the pressing social need of residential care services for the disabled, the proposed development as a whole possesses design merits to bring about a quality RCHD to the community. Details will be discussed in Section 4 of this Planning Statement.

SECTION TWO | SITE CONTEXT AND HISTORY

2.1 Site Context and Surrounding Land uses

The Site with a site area of about 1,605 sq.m, including about 133 sq.m of government land (**Figure 2 – Master Layout Plan**) is fenced-off and hard-paved. The Site is currently accessible via a local access from Kam Pok Road East. It is situated at the fringe of “V” zone under the OZP and falls outside of the village environ (VE) of Pok Wai. The Site also falls outside of “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area” (“OU(CDWRA)”) zone.

The surrounding areas have the following characteristics:

- i. predominately low-rise residential dwellings/developments, ponds and brownfield uses;
- ii. along the southeast boundary of the Site is an existing noise barrier;
- iii. to its immediate north are ponds, vacant land and residential dwelling under construction within the “Village Type Development” zone;
- iv. to the immediate northeast of the site is a pond situated within the “OU(CDWRA)” zone;
- v. to the further northeast are the open storage clusters;
- vi. to its south and southeast across Kam Pok Road East are open storage yards and ponds within the same “Village Type Development” zone;
- vii. to the southeast is a planned vehicle park (with a valid planning permission under application No. A/YL-NSW/318);
- viii. to the northwest is a planned low-rise residential development (with a valid planning permission under application No. A/YL-NSW/314); and
- ix. public transport servicing between the Site and Yuen Long town centre via Kam Pok Road is available;

2.2 Land Administration

2.2.1 Land status

With reference to preliminary land status check, Lots 3669 S.A RP, 3669 S.B RP, 3670 RP in D.D.104 comprise Old Scheduled Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. The Applicant is well-noted that in the event of approval by the TPB and implementation of the project, it is required to apply to the Lands Department for a land exchange to facilitate the proposed development and inclusion of the portion of Government Land, if any.

2.2.2 Application at the Adjoining Site

In parallel, there is one other application for a Residential Care Home for the Elderly (RCHE) at Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), and 3673 RP (Part) being submitted by the same applicant. While the two proposed developments under the two separated planning applications are self-contained, the subsequent land exchange could be completed individually without being processed in a bundle to ensure timely implementation of the two proposed developments.

Of a particular note, facilities including the light bus lay-by, light good vehicle (LGV) loading/unloading bay and transformer room are provided separately in the two proposed developments. Yet, to achieve a more efficient use of land resources, the Emergency Vehicular Access (EVA) will be shared by the two sites. This arrangement shall be incorporated into the land exchange application in due course.

SECTION THREE | PLANNING CONTEXT

3.1 Statutory Planning Context

The Site is currently zoned as “V” under the OZP and the Applicant proposes to develop the Site into an RCHD. Such use is subsumed under the “Social Welfare Facility” use in town planning terms. In accordance with the Notes of the OZP regarding “V” zone, “Social Welfare Facility” falls into Column 2 use that may be permitted with or without conditions on application to the TPB.

The planning intention of this zone is to reflect existing recognized villages and areas of land considered suitable for village expansion. It also intends to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. More importantly, other commercial, community and recreational uses may be permitted on application to the TPB.

According to the Notes of the OZP, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater. The maximum BH of 3 storeys (8.23m) is not applicable to ‘Social Welfare Facility’ use.

The Site falls within the Wetland Buffer Area (“WBA”), the development guidelines and criteria set out in the “Town Planning Board Guidelines for Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance” (“TPB PG-NO. 12C”) should be taken into account during planning, construction and operation phases of the proposed development. The intention of the WBA is to protect the ecological integrity of the fish ponds and wetland within the Wetland Conservation Area (WCA) and

prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds. With reference to Appendix A of TPB PG-NO. 12C, the proposed development which is a 3-storey free-standing social welfare facility is exempted from the requirement of ecological impact assessment (EcolA) as part of the submission to the TPB.

3.2 Non-Statutory Planning Context

3.2.1 Surging Demand for RCHD in Hong Kong

It is an undoubted fact that Hong Kong has been encountering soaring demand for RCHD supply. As there are basically three types of disabilities, namely Physical and Sensory Disabilities, Learning and Developmental Disabilities and Mental Illnesses¹, the demand for RCHDs is complicated and hard to predict in terms of how long one has to wait in turn for RCHD homes. Furthermore, people with disabilities may come from multiple age groups. RCHDs cater to those aged 6 onwards, under the Residential Care Homes (Persons with Disabilities) Ordinance (Cap. 613). For RCHDs that have to take care of two major groups of residents within the same premises, i.e. one group aged 6-15 and another 16 and above, there are other special considerations and physical segregation within the RCHD itself. Thus, the age spectrum for services for disabled persons is wide, apart from the fact that the service natures are more complicated and staff recruitment has been an uphill battle.

According to Census and Statistics Department (“C&SD”), Persons with Disabilities (PWDs) constituted 7.1% (about 534,200 people) of the total population in Hong Kong by the end of 2020, and it shows an approximate 50% increase from 2013 based on the original definition adopted in the same year. The urgent demand for residential care service (“RCS”) for the PWDs is also fully reflected by the long waiting time of relevant services. As at 31 March 2025, there are a total of 10,364 applicants being waitlisted for RCS under the Central Referral System for Rehabilitation Services (“CRSRehab”)².

The recent Policy Addresses (PAs) have highlighted the ongoing issues and solutions in support of rehabilitation services. In the 2022 PA, the Chief Executive set the target to provide an additional 3,700 places of day rehabilitation, residential care and respite service by the end of 2027. In the 2023 PA, the Chief Executive announced the allocation of additional resources to increase the number of nursing staff who serve in about 200 RCHDs in 2024, stressing the needs of PWDs.

¹ Source: Hong Kong University SEN Support
<https://www.cedars.hku.hk/cope/sen-support/sen-types>

² Source: SWD Statistics
https://www.swd.gov.hk/en/pubsvic/rehab/rehab_info/rehab_ah_sps/rehabsp/

Regarding RCS places for PWDs, there are a total of 17,420 subsidized places, including 1,266 places purchased under the Bought Place Scheme (“BPS”) for Private RCHDs³. However, as at March 2025, 10,364 cases are still waitlisted for various types of subsidized RCHDs and the waiting time for particular types of residential rehabilitation services for PWDs range up to 152 months⁴. A huge deficit in demand is observed. The long waiting time drives those who have urgent needs to live in an RCHD to opt for private ones, either for the long term or as a transitional measure before their chances for subvented ones come.

3.2.2 Government's Prevailing Policies to Increase Supply of RCHD Places through Private Sector and Living Space of RCHE Residents

Leveraging Market Forces to Increase the Supply of RCHDs

The acute demand for RCHD has long been an issue the Government trying to address. With a view to address the waitlisting situation of subsidised RCHD places in the long run, an Incentive Scheme to Encourage Provision of Residential Care Homes for Persons with Disabilities in New Private Developments (“Incentive Scheme for RCHDs”), modelling on the Incentive Scheme for RCHEs has been introduced in 2023 under LAO Practice Note No. 10/2023 to incentivise private developers to provide RCHDs in new private developments to increase the supply of RCHDs.

Regarding the Incentive Schemes for RCHDs under LAO Practice Notes No.10/2023, the concessions to be granted by the LandsD during land transactions are as follows:

- One or more eligible RCHD premises are exempted from payment of land premium in respect of land transactions for new private developments;
- The maximum total GFA shall not exceed 12,000 sq.m or 10% of the total GFA permissible under lease, whichever is greater; and
- When calculating the total GFA of the entire project, the total GFA of the eligible RCHD premises in the private development project will be exempted and will not be counted in the original total permissible GFA of the entire project, allowing the developers to use the original permissible GFA for other purposes.

Purchasing Additional Places under the Enhanced Bought Place Scheme (EBPS)

SWD launched the pilot Bought Place Scheme (“BPS”) in October 2010 to encourage private RCHDs to upgrade their service standards, to increase the supply of subsidized RCS and to help the market develop more service options for PWDs. The pilot BPS has become a regular service since October 2014. As at December 2024, regarding RCS places for PWDs, there are a total of 17,420 subsidized places, including 1,266 places purchased under the Bought Place Scheme (“BPS”) for Private RCHDs⁵.

³ Source: SWD Statistics

https://www.swd.gov.hk/en/pubsvic/rehab/rehab_info/rehab_ah_sps/rehabspss/

⁴ Source: SWD Statistics

[https://www.swd.gov.hk/storage/asset/section/341/en/Annex%20%20\(EN\)%2020241231.pdf](https://www.swd.gov.hk/storage/asset/section/341/en/Annex%20%20(EN)%2020241231.pdf)

⁵ Source: SWD Statistics

[https://www.swd.gov.hk/storage/asset/section/341/en/Annex%20%20\(EN\)%2020241231.pdf](https://www.swd.gov.hk/storage/asset/section/341/en/Annex%20%20(EN)%2020241231.pdf)

Requirement for Minimum Area per Resident for RCHD

The residential care services for persons with disabilities in Hong Kong in general have long been criticized for their low living standards as compared to the major cities internationally, especially with regards to the amount of living space. The Residential Care Homes Legislation (Miscellaneous Amendments) Ordinance 2023 (“**The Ordinance**”), which was gazetted on 16 June 2024, introduces an increase in minimum area per resident from the current 6.5 sq.m to 9.5 sq.m for high care level residential care homes (RCHs) and 8 sq.m for medium care level and low care level RCHs. As such, the proposed development is purpose-built, while fully complying with area requirements, with the ultimate aim of developing a quality RCHD with responsive design merits.

3.3 Planning History

The Site is subject to a previous planning application under Section 16 of the Town Planning Ordinance (application No. A/YL-NSW/312) for a Temporary Open Storage of Construction Materials and Machinery with ancillary Site Office for a Period of 1 Year. It was rejected by the Committee on 22 December 2023.

The Site was also subject to a planning enforcement action (No. E/YLNSW/283) against an unauthorized development (UD) involving storage use. An enforcement notice was issued on 13 January 2023 requiring discontinuation of the UD. The UD was discontinued on 27 February 2024 and a satisfactory notice was issued on 14 June 2024.

3.4 Similar Planning Application(s)

As shown in **Table 3.1**, those approved planning cases for RCHE and non-NTEH uses in “V” zone are mainly in compliance with a prevailing policy to achieve various good planning and policy objectives. Those cases are also considered to be related to social welfare facilities or educational uses.

Table 3.1 – Selected Successful Planning Applications for the Non-NTEHs use in “V” Zone		
Case No.	Applied Use	Planning Justifications
<i>Residential Care Home for Persons with Disabilities (RCHD)</i>		
A/YL-HT/975 (22/04/2016)	Proposed Social Welfare Facility (Rehabilitation Home for Persons with Mental Disabilities) in D.D. 124, Shek Po Tsuen, Ha Tsuen, Yuen Long	<ul style="list-style-type: none">• While the development is not entirely in line with the planning intention of the “V” zone, it could provide RCHE services to persons with disabilities and may <u>warrant sympathetic consideration</u>.• Adverse environmental, traffic, drainage, hygiene and landscape impacts from the RCHD on the surrounding areas were not envisaged.• No. of storeys: 3
A/KTN/30 (11/11/2016)	Social Welfare Facility (Residential Care Home for Persons with Disabilities) in D.D. 95 and Adjoining Government Land, Ho Sheung Heung, Sheung	<ul style="list-style-type: none">• While the development was not entirely in line with the planning intention of the “Village Type Development” (“V”) zone and there was insufficient land within the “V” zone to meet the Small House demand in Ho Sheung Heung, the applied development could provide <u>residential care home services to person with disabilities</u>

	Shui	<ul style="list-style-type: none"> The residential nature of RCHD was <u>not incompatible</u> with the surrounding developments which were mainly village houses No. of storeys: 4
A/NE-KTS/446 (03/02/2017)	Social Welfare Facility (Residential Care Home for Persons with Disabilities) in D.D. 94, Hang Tau Village, Sheung Shui	<ul style="list-style-type: none"> While the development was not entirely in line with the planning intention of the "Village Type Development" ("V") zone and there was insufficient land within the "V" zone to meet the Small House demand in Hang Tau Village, the applied development could <u>provide residential care home services to person with disabilities</u>. The residential nature of the RCHD within the subject New Territories Exempted Houses was <u>not incompatible with the surrounding developments</u> which were mainly village houses. No. of storeys: 3
A/YL-TT/391 (03/02/2017)	Proposed Social Welfare Facility (Residential Home for Persons with Disabilities) in D.D. 118, Nam Hang Tsuen, Yuen Long	<ul style="list-style-type: none"> Although the RCHD was not entirely in line with the planning intention of the "Village Type Development" zone, it could provide residential care home services to person with disabilities and might <u>warrant sympathetic consideration</u>. The subject RCHD, involving conversion of 5 existing 3-storey New Territories Exempted Houses, was considered <u>not incompatible with the surrounding areas</u> which were mainly village houses. No. of storeys: 3
A/KTN/32 (27/10/2017)	Social Welfare Facility (Residential Care Home for Persons with Disabilities) in in D.D. 95 and Adjoining Government Land, No. H75 and No. H76, Ho Sheung Heung, Sheung Shui	<ul style="list-style-type: none"> Although the applied use was not entirely in line with the planning intention of the "Village Type Development" zone, it could provide residential care home services to person with disabilities, The applied development is considered <u>not incompatible</u> with the surrounding developments and would not cause significant adverse traffic, environmental, drainage, sewerage, fire safety and landscape impacts on the surrounding areas No. of storeys: 3
A/TM/511 (26/01/2018)	Social Welfare Facility (Residential Home for People with Disabilities) in D.D. 132, Tsz Tin Tsuen, Tuen Mun.	<ul style="list-style-type: none"> The structure on the Lot 108 S.B ss.1 in D.D. 132 is a Small House which is covered by the Building Licence No. BL1481 for non-industrial use. Use for Residential Home for People with Disabilities does not contravene the permitted use under the Building Licence. The applied development is considered <u>not incompatible</u> with the existing uses in the surrounding areas and the planned use in the "V" zone No. of storeys: 3

<p>A/KTN/73 (05/02/2021)</p>	<p>Social Welfare Facility (Residential Care Home for Disabled and Ex-mental Illness Persons) in “Village Type Development” Zone in Various Lots in D.D. 95, Sheung Shui</p>	<ul style="list-style-type: none"> • Although the applied use was not entirely in line with the planning intention of the “Village Type Development” (“V”) zone, there was <u>sufficient land within the “V” zone to meet the outstanding Small House applications</u> of Ho Sheung Heung and the applied use could provide residential care home services to person with disabilities. • The applied use was <u>not incompatible with the surrounding developments</u>. • No. of storeys: 3
<i>Residential Care Homes for the Elderly (RCHE)</i>		
<p>A/SK-PK/195 (30/03/2012)</p>	<p>Residential Care Home for the Elderly in “Village Type Development” zone, G/F and 2/F, No. 5F to 5G Pak Kong Au, Po Lo Che, Sai Kung (Lots No. 1387 and 1388 in D.D. 222)</p>	<ul style="list-style-type: none"> • The RCHE under application <u>would not affect the supply of land for Small House development within the “V” zone</u>. • The proposed conversion of the two NTEHs for RCHE was considered <u>not incompatible with the surrounding rural land uses</u>. • Given the <u>small scale and nature</u> of the proposal, it was also unlikely to generate adverse traffic, environmental, drainage, visual and infrastructural impacts on the locality. <p>No. of storeys: 3</p>
<p>A/YL-PH/715 (05/06/2015)</p>	<p>Social Welfare Facility (Residential Care Home for the Elderly) in Various Lots, D.D. 111 and adjoining Government Land, Wang Toi Shan Shan Tsuen, Pat Heung, Yuen Long</p>	<ul style="list-style-type: none"> • The applied development could nevertheless <u>provide residential care home services to the elderly in the local community</u>. • <u>Not incompatible with the surrounding developments</u> which included mainly village houses. <p>No. of storeys: 3</p>
<p>A/FSS/270 (06/09/2019) & A/FSS/276 (06/11/2020)</p>	<p>Proposed House and Social Welfare Facility (Residential Care Home for the Elderly) and Minor Relaxation of Building Height Restriction in Various Lots in D.D. 51, Fanling</p>	<ul style="list-style-type: none"> • The proposed RCHE were in low-rise and low-density character which were <u>not incompatible with the adjacent residential use</u>. • Based on the HKPSG, there was <u>a deficit of about 530 RCHE subsidized beds</u> in the Fanling/Sheung Shui area. • The proposed RCHE could <u>help address the shortfall for elderly facilities and meet the demand of ageing population in the community</u>. • The site fell within “V” zone but not covered by village ‘environ’ of any recognized village. <p>No. of storeys: 3</p>
<p>A/YL/263 (05/02/2021)</p>	<p>Proposed Social Welfare Facility (Residential Care Home for the Elderly) in “Village Type Development” Zone and an area shown as ‘Road’ in Various Lots in D.D. 120, Yuen Long</p>	<ul style="list-style-type: none"> • There was <u>sufficient land in the concerned “V” zone</u> to meet the Small House demand. • The proposed development could nevertheless <u>help address the shortfall in elderly facilities and meet the demand of ageing population in the community</u>. • <u>The Director of Social Welfare also supported</u> the application from social welfare perspective. • The proposed development was <u>not incompatible with the surrounding area</u>. <p>No. of storeys: 6</p>

<p>A/FSS/279 (29/10/2021)</p>	<p>Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Flat and Minor Relaxation of Building Height (BH) Restriction in D.D. 52, Tin Ping Road, Sheung Shui</p>	<ul style="list-style-type: none"> • While the application site was neither covered by 'VE' of any recognised village nor the VEA, and Small House application within the subject "V" zone would not be considered under the current Small House Policy, there was <u>still scope to utilise the land for other developments</u>. • The proposed RCHE could <u>help address the shortfall for elderly facilities and meet the demand of ageing population in the community</u> as there is a general deficit of residential care services for elderly in the Fanling/Sheung Shui area. • The proposed development would not cause significant visual impact on the surrounding environment. <p>No. of storeys: 4</p>
<p>A/SK-TMT/74 (01/04/2022)</p>	<p>Proposed Social Welfare Facility (Residential Care Home for the Elderly) in D.D. 257, Tsam Chuk Wan, Sai Kung</p>	<ul style="list-style-type: none"> • Despite that the bulk of the 6-storey building for the proposed RCHE was relatively large in a rural context, it was considered <u>not entirely incompatible with the landscape character of the surrounding area</u>. • It is estimated that there are <u>deficits of 30 and 1,448 RCHE subsidised beds</u> for the planned population in the Tai Mong Tsai and Tsam Chuk Wan areas within the OZP and the Sai Kung District respectively according to the requirements under the HKPSG. • The proposed RCHE will provide about 110 beds which could <u>help address the shortfall for elderly facilities and meet the demand of ageing population in the community</u>. • <u>DSW has no objection</u> to the proposed development from social welfare perspective. • No. of storeys: 6
<p>A/FSS/288 (23/12/2022)</p>	<p>Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Flat with Minor Relaxation of Building Height Restriction in Lots 834 and 838 RP in D.D. 52, Tin Ping Road, Sheung Shui</p>	<ul style="list-style-type: none"> • As advised by DLO/N, there is <u>no Small House application approved or currently being processed</u> in the Site or within the subject "V" zone. As such, approval of the current application would <u>not affect Small House development in the area</u>. • The proposed development with low to medium-rise (four to seven storeys) and medium-density (total PR of 2.38) character is considered <u>not incompatible with the adjacent existing residential and GIC uses</u> across Tin Pin Road. • No. of storeys: 7
<p>A/ST/1008 (05/05/2023)</p>	<p>Proposed Public Vehicle Park (excluding container vehicle) cum Social Welfare Facility (Residential Care Home for Elderly) Development, and proposed minor relaxation of Building Height Restriction</p>	<ul style="list-style-type: none"> • Based on the latest estimation by PlanD, about 0.68ha (equivalent to 27 Small House sites) of land is available within the subject "V" zone excluding the subject site. <u>The land available is sufficient to meet the outstanding Small House applications</u>. • DSW has indicated that in view of the ageing population and ongoing demand for residential care services for the elderly, she has <u>no in-principle objection</u> to the proposed RCHE development from the service perspective. • The proposed PVP cum RCHE development is considered <u>not incompatible</u> with the urban residential setting in the surroundings. • No. of storeys: 7

A/TW/538 (28/03/2025)	Proposed Social Welfare Facility (Residential Care Home for the Elderly)	<ul style="list-style-type: none"> • The proposed RCHE could serve to provide the elderly with <u>residential care needs in the district</u> with more choices in the market • The proposed development is considered <u>not incompatible</u> with the surroundings when viewed from a wider context in Tsuen Wan • <u>DSW has no objection</u> to the proposed development from social welfare perspective. • No of storeys: 8
Day Care Centre for Elderly, Early Education and Training Centre		
A/YL-PS/465 (19/06/2015)	Proposed Religious Institution (Church) and Social Welfare Facility (Day Care Centre for Elderly, Early Education and Training Centre, and Parents Resource Centre) in D.D. 124, Ping Shan	<ul style="list-style-type: none"> • The applicant had applied for the Special Scheme on Privately Owned Sites for Welfare Uses and the Director of Social Welfare supported the provision of the social welfare facilities at the site in principle. • <u>DSW supports the application</u> for the provision of the proposed day care centre for the elderly, early education and training centre and parents resource centre on the site in principle from the welfare point of view. • No. of storeys: 5
School (Kindergarten)		
A/YL-MP/245 (22/01/2016)	Proposed School (Kindergarten) in Various Lots in D.D. 104, Yuen Long	<ul style="list-style-type: none"> • The proposed kindergarten would help to <u>serve the need of the local community</u>. • It was considered <u>not incompatible with the surrounding land uses</u> which comprised village houses, vehicle parks and repair workshop. • No. of storey: 1
Seminary		
A/HSK/15 (17/08/2018)	Proposed Religious Institution (Redevelopment of Seminary) in Various lot in D.D. 121, 130 Hung Uk, Yuen Long	<ul style="list-style-type: none"> • Although the planning intention of the "Village Type Development" ("V") zone was for development of Small Houses by indigenous villagers, most of the site was owned by the applicant and had long been used for a seminary. • The applicant had no intention to develop the site into New Territories Exempted Houses (NTEHs) and the owner of the remaining portion of the site had given consent to the applicant to use that portion of the site for the proposed use. • <u>The land available in the "V" zone can accommodate the outstanding Small House application of 76 houses and the 10-Year Small House demand of Kiu Tai Wai and Hung Uk Tsuen.</u> • No. of storey: 3

To summarize, key planning considerations on non-NTEH uses in “V” zone are observed as follows:

Key Planning Considerations	Proposed RCHD	
i. Land use compatibility	The proposed RCHD is residential in nature which is not incompatible with the adjacent residential use.	Satisfied ✓
ii. Development intensity	The proposed 3-storey high building with a BHR of 21 mPD is compatible with the surrounding development in the vicinity.	Satisfied ✓
iii. V zone demand and supply	While the proposed RCHD was not entirely in line with the planning intention of “V” zone, it could provide residential care home services to PWDs. The Applicant has no intention to develop the site into NTEHs.	Satisfied ✓
iv. No in-principle objection from SWD	The Applicant will request SWD for supporting the proposed RCHD under the Incentive Scheme which encourages private developers to self-finance to build quality RCHD premises on their own land, and design to comply with the statutory and licensing requirements of the participation in the Incentive Scheme.	To be Satisfied

SECTION FOUR | PROPOSED DEVELOPMENT

4.1 Development Objectives

The service needs of individuals with disabilities have long represented a significant concern within society. As the demand for residential care services continues to grow, a proactive response to this pressing issue is imperative. This proposal outlines the intention to convert currently available spade-ready land in the Yuen Long district into a Residential Care Home for Persons with Disabilities (RCHD), aligning with commitments articulated in recent Policy Addresses. In view of that, the Applicant is applying for a town planning permission for the proposed RCHD on the Site to timely meet the need of the increasing disabled population in “V” zones and residential zones in the vicinity.

In 2023, the Government announced the launch of the Incentive Scheme to Encourage Provision of Residential Care Homes for Persons with Disabilities in New Private Developments (“the Incentive Scheme”) to encourage the quality provision of RCHD in Hong Kong. It offers concessions to eligible RCHD premises such as the exemption of land premium payment in respect of land transaction, in hopes of leveraging market forces to develop more quality RCHDs. To further strengthen the support for persons with disabilities as advocated by the Government, the Applicant is then encouraged to participate in the said scheme for the provision of RCHD spaces in their own proposed private development.

The applicant is well noted that the policy support of SWD has to be sought under the Incentive Scheme during the land exchange application.

4.2 Development Proposal

The key development parameters of the development scheme are summarized in **Table 4.1** below:

Table 4.1 – Major Development Parameters of the Proposal	
Major Development Parameters	Proposed Scheme
Site Area (about)	1,605 sq.m (including 133 sq.m of Government land)
Plot Ratio (PR) (about)	2.3
Site Coverage (about)	70%
Total Gross Floor Area (GFA) (about)	3,625.5 sq.m
Building Height (about)	Not Exceeding 21 mPD (or 13.9m for absolute building height) (NB: Mean Street Level is +7.1mPD)
No. of Storeys	3 (excluding 1 basement)
Total No. of beds	172 beds (or within a range from 170 to 220 ^[1])
Green Coverage	Not less than 20%
Communal Open Space	Not less than 223 sq.m
Provision of facilities:	
Private car parking spaces	11 (including 1 disabled car parking space (3.5m x 5m))
Light Goods Vehicle (LGV) loading & unloading bay	1 (3.5m x 7m)
Light bus lay-by	1 (3m x 9m)
Proposed Floor use (floor-to-floor height)	B/F: Carpark/ E&M/ BOH (3.5m) G/F: Dormitory/ Multi-Purpose Area/ Rehab Zone/ Lobby/ Nursing Station/ Communal Area/ E&M/ Light Bus Lay-by/ EVA/ BOH/ TX Room/ Staff Facilities/ Entrance Lobby (4.5m) 1/F: Dormitory/ Multi-Purpose Area/ Rehab Zone/ Dining Area/ Nursing Station/ Communal Area/ E&M/ BOH/ TX Room/ Staff Facilities (4.1m) 2/F: Dormitory/ Nursing Station/ E&M/ BOH/ Staff Facilities (4.1m) R/F: Planter/ Skylight/ Lawn
Operator	One

^[1] A range is adopted for the total number of beds to allow more design flexibility.

The current site area is proposed at about 1,605 sq.m, including about 133 sq.m of government land situated between the private lot boundary and the existing noise barrier (see **Figure 2**). The included government land is proposed for landscaping and vehicular circulation only. Portions of Lots 3669 S.A RP, 3669 S.B RP, and 3670 RP are excluded from the site boundary to avoid falling within OU(CDWRA) zone. PlanD is invited to review and advise on the zoning boundary alignment with reference to the coordinates marked in **Figure 2**.

The Site includes one block of 3-storey RCHD comprising 170-220 bed spaces. A one-storey basement will be provided for carpark, BOH, and E&M. Please refer to the development scheme and section drawings in **Appendix 1** for details of the development proposal.

Pursuant to the Incentive Scheme (i.e. LAO PN 10/2023), one or more eligible RCHD premises being exempted from payment of land premium are subject to a cap of no more than 12,000 sq.m in total GFA. The proposed development will comply with all requirements as may be imposed by SWD and all applicable ordinances, by-laws or regulations.

It is noted that all the facilities accessible for PWDs will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHD is to be situated, as pursuant to the requirements as set out in para 5.3 of Code of Practice for Residential Care Homes (Persons with Disabilities) (updated in June 2024) ("CoPs"). Ancillary facilities of the Site to which the residents normally do not have access including staff facilities, office, laundry and storage are designed to be situated at a height more than 24m above the ground in the proposed development (see **Appendix 1**).

PlanD is invited to note that there is a separate planning application by the same applicant at the adjoining site for an RCHE. The Applicant is well-noted that the planning permission if granted would be scheme-based, thus the site boundary and parameters of the two proposed developments are required to be taken forward accordingly at the land exchange stage. A shared Emergency Vehicular Access (EVA) serving both sites is proposed to avoid duplication of essential facilities. Individual run-in/outs for the two proposed developments will be provided (see **Figure 2**).

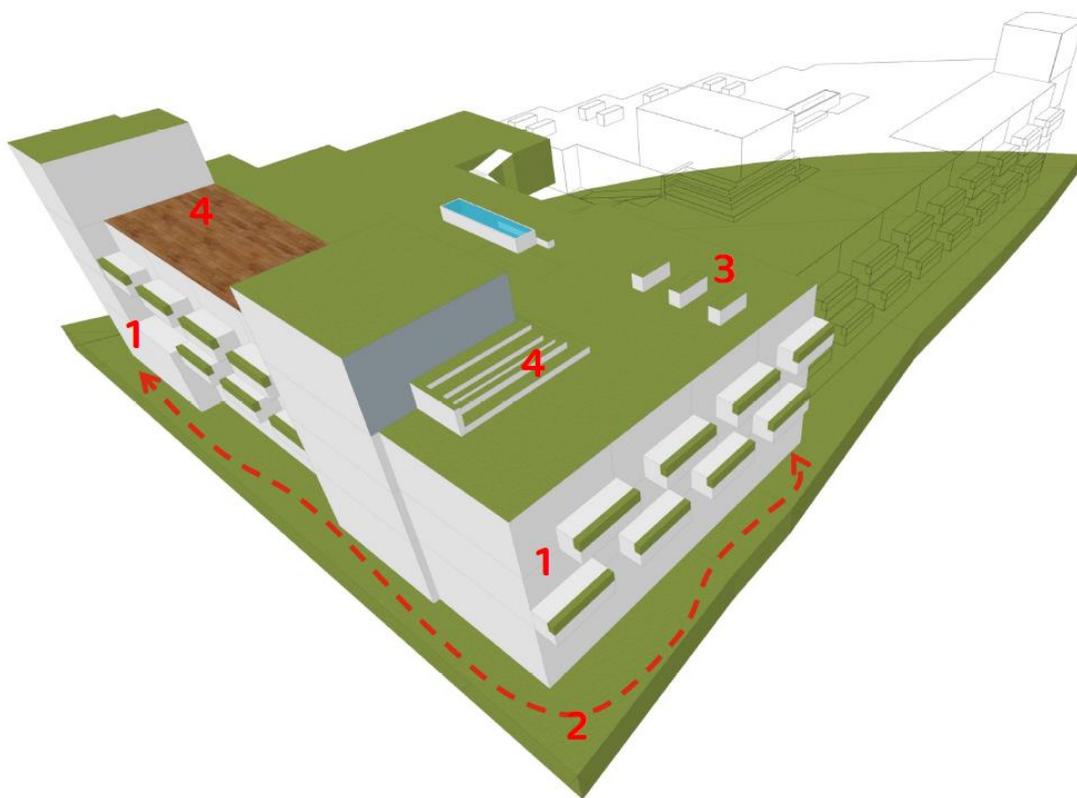
Portion of the existing noise barriers and related street furniture (planter) will be demolished for the proposed site access. Please refer to **Appendix 6** for the Modification Plans of Noise Barrier and Street Furniture. Any modification or deletion works proposed due to the application, if approved, are to be carried out by the applicant at its own cost. Regarding the relevant management and maintenance party of the concerned planter area, preliminary agreement from HyD and LCSD has been obtained regarding the proposal of planter amendment. Please refer to **Appendix 7** for Email correspondence with HyD and LCSD.

4.3 Design Merits

“Ambient Environment Design”

The Applicant is committed to enhancing the living environment for PWDs by implementing an innovative approach to ambient environment design. This overarching strategy focuses on creating a homelike atmosphere rather than an institutional one, facilitating individual transformations that positively impact behaviour, well-being, social abilities, and care outcomes. Such an environment is particularly beneficial for PWDs, as it fosters less institutional care routines. The anticipated outcomes include an enhancement in the quality of life, and increased interaction among residents and staff. Non-institutional environments characterized by a homelike ambiance are associated with improved intellectual and emotional well-being, enhanced social interaction, and improved functionality.

To achieve these objectives, the following action items are proposed:



1. Biophilic Design

The proposed development incorporates a biophilic design that integrates the adjacent wetland as an extension of the RCHD environment. Most dormitory rooms are oriented to face northwest, allowing residents to enjoy views of the existing fish ponds. This orientation optimizes natural lighting and facilitates east-west cross-ventilation, leading to reduced energy consumption.

Moreover, the proposed development will seamlessly blend with its natural surroundings through greenery throughout along the building with planters on balconies and the roof and vertical greening at the courtyard, creating a peaceful and restorative environment for residents. In detail, the biophilic design is comprised of edge planters, lawns, skylight, balconies and vertical greening. The functions are as follows:

- a. Planters - Shrubs and ornamental plantings are proposed in the middle and along the whole edge of R/F. This could further soften the building edge and enhance the streetscape amenity to the benefit of the general public.
- b. Lawns are erected at R/F to further enhance greening elements. Visual amenity of the proposed development is expected to be enhanced.
- c. Skylight is erected at R/F to penetrate natural sunlight to every corner of the communal space underneath. Natural light improves visibility, reducing fall risks, and fosters a connection with nature.
- d. Balconies - Each floor of the proposed RCHD will incorporate multiple balconies, with about one balcony allocated for every 6-8 beds. Positioned adjacent to the wetland, most of these balconies serve as vital extensions of indoor living spaces, providing residents with regular access to natural ventilation, daylight, and views of the surrounding environment. The balconies, which would act as a nice space for stretching out with natural ventilations will be so designed with additional measures like higher physical barriers to enhance the safety concern.
- e. Vertical Greening is designed at the courtyard from G/F to R/F to enhance the visual amenities for the residents as well as the landscape quality of the local environment.



2. Community Living Valley

A barrier-free leisure walking trail, namely Community Living Valley is proposed along the northwestern boundary of the RCHD and connects with the indoor communal area at G/F. Community Living Valley has been thoughtfully designed with appropriate flooring materials and footpath dimensions to ensure full accessibility for wheelchair users. The pathway itself will feature a continuous loop, offering clear cues to minimize cognitive load. This layout allows residents to enjoy the natural environment with ease and without frustration, and encourages residents to leave their rooms for exercise, such as morning walks, allowing them to meet and reconnect with familiar faces, enhancing social well-being.

The connection between indoor and outdoor spaces ensures that the trail can be adapted in response to unpredictable weather, enabling residents to maintain their daily exercise regardless of conditions. Simple obstacle courses will be designed along junctions of the trail for residents to stay active and let off steam. Examples include Balance Beams and Weaving Polls, which could enhance agility and coordination. A “finish line” will also be created where participants can celebrate completing the course, fostering a sense of achievement.



3. Well-being Garden

The proposed Well-being Garden will be located in the Southwest corner at R/F. Wellbeing Garden will operate under the clubhouse model, where residents can grow crops on their own and enjoy an all-round horticultural experience to see, study, touch and smell the plants, and take on responsibility to engage in its daily operations, including cleaning, watering, etc. By participating in Wellbeing Garden's upkeep, residents gain valuable skills, pride in their contributions, and a stronger connection to their community.

To ensure inclusivity, the Well-being Garden will feature three raised planters specifically designed to accommodate residents with diverse mobility needs, including those using wheelchairs. Beyond its therapeutic function, the Well-being Garden will enhance the visual quality of the rooftop, offering a tranquil environment for reflection and meaningful engagement with nature, thereby making a positive and measurable contribution to the overall physical and mental well-being of residents.

Necessary as required under Building Ordinances and additional measures as appropriate including the provision of non-slip tiles, handrails and higher physical barriers for the entire rooftop will be adopted; these would be further design in the detailed design stage and circulated for departmental comments during general building plan (GBP) submission.



4. Interactive Connection Zone

Holding a genuine mission to provide quality services for the future RCHD residents, the proposed development possesses a design merit of providing an intergenerational activity area on the top section of R/F, pointing towards the North. The multi-dimensional (with active and passive recreational activities) open space will use the remaining space of the flat roof. Interactive Connection Zone offers significant benefits, as shared open spaces encourage family gatherings, promoting social interaction and reducing feelings of isolation among residents. This could even bring generations together by building a community with synergy where residents could share life experiences, bringing about vitality and innovation. The proposed functions are as follows:

- a. Bird Observatory - The Site is situated adjacent to a wetland restoration area of high ecological value, offering significant opportunities for nature-based engagement. To enhance residents' interaction with the surrounding environment, telescopes will be installed along the northwest side of the rooftop for birdwatching activities. The entire rooftop zone will be designed to be fully accessible, ensuring inclusivity for residents with limited mobility.
- b. Active recreation area – Leveraging the spacious and well-ventilated rooftop environment, group sporting activities such as table tennis and badminton could be hosted to encourage active lifestyles and foster social interaction between residents. Furthermore, residents will be encouraged to invite family members to participate during visits, thereby strengthening familial bonds and enhancing intergenerational engagement.
- c. BBQ spot - BBQ areas with playground will be transformed for family gatherings to encourage more frequent visitations. The communal setting fosters a sense of belonging and encourages residents to engage with their loved ones, enriching quality of life.
- d. Viewing Deck - A stepped seating viewing deck will be constructed at the Northwestern corner of R/F, providing a semi-social space for passive recreation and small group conversations. Residents will also be presented with an unobstructed view of the natural scenery featured below, adding to one's sense of tranquillity and relaxation.



4.4 Compliance with Licensing Requirements

The proposed development shall be managed and operated as privately-operated RCHDs under the Residential Care Homes (Persons with Disabilities) Ordinance, Cap. 613 and its subsidiary legislation and to the satisfaction of SWD. The applicant/operator will ensure that the design and construction as well as facilities of the proposed RCHD shall comply with all relevant licensing and statutory requirements including but not limited to (i) Residential Care Homes (Persons with Disabilities) Ordinance (Cap. 613) [Ordinance]; (ii) Residential Care Homes (Persons with Disabilities) Regulation (Cap.613A); and (iii) Code of Practice for Residential Care Homes (Persons with Disabilities). In consideration of the RCHD licence application, the applicant/operator will submit a copy of the occupation permit/certificate on completion of building works to the Licensing Office of Residential Care Homes for Persons with Disabilities of the Social Welfare Department. Developers will be allowed to either lease or sell the completed RCHD premises or operate the required RCHD by themselves. The Applicant is committed to commencing the operation within the specified Building Covenant period. The applicant/operator will ensure that the use of the subject location/premises for the operation of an RCHD complies with relevant planning and land lease conditions.

The proposed RCHD shall incur no financial implication, both capital and recurrent, on the Government. It is noted that there is no guarantee and commitment that residential care places of any RCHD, including the proposed RCHD, would be purchased by SWD under Bought Place Scheme.

It is noted that all the facilities provided for persons with disabilities will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHD is to be situated, as pursuant to the requirements as set out in para 5.3 of Code of Practice for Residential Care Homes (Persons with Disabilities) June 2024 (Revised Edition) (“CoP”). (Appendix 1 refers.)

Proposed facilities and services are provided with respect to the “Best Practices in Design and Operation of Residential Care Home for Persons with Disabilities” developed by the SWD. It is understood that the

design details of the proposed RCHD are still subject to refinement at the General Building Plan (“**GBP**”) stage. Should a planning application be submitted and a town planning approval is obtained, the Applicant would review the details with the RCHD licensing requirements and update the relevant technical assessments and ancillary facilities required.

With reference to the Schedule of Accommodation (“**SoA**”) for a 200-place RCHD and the bed spacing requirement on the provision of functional areas of the proposed RCHD, various function areas will be well provided in the proposed RCHD. As shown in **Appendix 1**, the proposed development scheme can provide more than the required provision in the SoA, especially for the rehabilitation area for the enjoyment of the future residents.

4.5 Operation Model

As per the Incentive Scheme (LandsD’s Practice Note Issue No. 10/2023), the Applicant intends to apply and LandsD may grant the concessions, given the support of the Social Welfare Department (SWD), to exempt one or more eligible RCHD premises from payment of land premium in relevant land transaction application.

Regarding the targeted services of the proposed RCHD, it is intended to offer comprehensive care for both physically and mentally handicapped individuals, with a flexible range of services to address their diverse needs. The facility of the proposed RCHD will be operated in accordance with the standards of high-level nursing care services, and its design has been developed with this objective in mind to ensure optimal service delivery.

Regarding the clientele, the proposed RCHD is intended to serve both physically and mentally handicapped individuals. We have conducted a public consultation during the statutory form planning procedure and notified nearby residents to gather their feedback, and are pleased to confirm that we have received their support for the proposed RCHD.

SECTION FIVE | PLANNING AND TECHNICAL JUSTIFICATIONS

5.1 Long pressing demand for RCHD places in the private sector

A consistent rise in the number of PWDs in Hong Kong was observed by the Equal Opportunity Commission and the current and planned RCHD beds are insufficient to meet the rising demand. PWDs constitute 7.1% of the population, totalling 543,200 individuals, with over half being over 60⁶. The average waiting time for various residential rehabilitation services for PWDs varies significantly, ranging from 1 month to 152 months, with individuals with severe intellectual disabilities having to wait up to 171 months, equivalent to 3 years⁷. In terms of local demand, various types of Residential Services for PWDs have waiting times of more than 10 years. Normal Supported Hostel for Men has the longest waiting time, with the latest application date dating back to April 2011, more than 14 years ago in Yuen Long/ Tuen Mun region. Despite recent initiatives by the Government to expand rehabilitation services for PWDs, the waiting list remains extensive due to a slow turnover rate of PWD residents compared to that in RCHEs. The tables below bring us some basic information about the demand and supply for residential places for various types of disabled persons.

Persons with Disability – Existing Provision (as at 31 December 2024 and 31 March 2025 respectively)⁸

Types of Services	Existing Provision	Waiting List
Long Stay Care Home	1,987	1,491
Halfway House	1,594	688
Hostel for Moderately Mentally Handicapped Persons	2,926	2,886
Hostel for Severely Mentally Handicapped Persons	4,523	2,149
Care-and-Attention Home for Severely Disabled Persons	1,332	198
Hostel for Severely Physically Handicapped Persons	790	227
Care-and-Attention Home for the Aged Blind	828	40
Supported Hostel	866	2,438
Small Group Home for Mildly Mentally Handicapped Children / Integrated Small Group Home	128	115
Bought Place Scheme for Private Residential Care Homes for Persons with Disabilities	1,266	1,328
TOTAL	17,420	11,560

⁶ Source: LegCo Statistical Highlights

https://app7.legco.gov.hk/rpdb/en/uploads/2024/ISSH/ISSH03_2024_20240314_en.pdf

⁷ Source: LegCo Statistical Highlights

https://app7.legco.gov.hk/rpdb/en/uploads/2024/ISSH/ISSH03_2024_20240314_en.pdf

⁸ Source: SWD Statistics

https://www.swd.gov.hk/en/pubsvc/rehab/rehab_info/rehab_ah_sps/rehabspss/

Among the 340 RCHDs that are currently operating, 82% is operated by the Government whereas 18% is operated by the private sector. As of December 2024, the Bought Place Scheme (BPS) contributes 1,266 private sector beds, equating to about 8% of total places. New policy incentives proposed in the 2023-24 Budget aim to encourage greater private sector involvement in supplying RCHD beds. The private market can play a more important role in the supply of RCHD bed spaces via the BPS. However, when compared to the number of EBPS places for the elderly, statistics for PWDs come up abhorrently short. The elderly scheme enjoys about 10,600 places, compared to PWD's 1,266. One of the reasons is that most quality RCHDs are run by NGOs, while those run by private operators leave much to be desired, so much so that they often fail to meet the minimum standard the Government holds in buying places from them. Given the pressing demand for RCHD over the territory, the proposed development could significantly address the service shortage and reduce waiting times.

The proposed privately-operated RCHD aims to provide a high level of care for PWDs currently on waiting lists. It will offer approximately 220 beds with a full range of amenities to meet the diverse needs of PWDs.

5.2 Prevailing Policy Support for Care Services for Persons with Disabilities

Apart from providing subsidised residential care services, the Government launched the Incentive Scheme with a view to leveraging market forces to develop quality RCHD premises in order to meet the community's diverse demand for residential care service places for persons with disabilities. The Incentive Scheme allows concession to exempt eligible RCHD premises from payment of land premium for land transactions relating to lease modifications, land exchanges or private treaty grants, on the condition that the developer should comply with certain lease conditions and obtain the support from SWD.

The Applicant is committed to building and providing a quality RCHD to the satisfaction of SWD under the Incentive Scheme. The Site is suitable for the development of private RCHD premises in terms of its suitable location and good transport accessibility. SWD is invited to note the commitment of the Applicant in the provision of quality RCHD services as follows: -

- i. The proposed development will comply with all relevant statutory and licensing requirements and will not entail/imply any financial implication, both capital and recurrent by the Government.
- ii. The Applicant is determined to develop a quality RCHD premises under the "Incentive Scheme" which allows exemption from payment of premium under different types of land transactions, on the condition that the developers are willing to accept incorporation of certain lease conditions.
- iii. The Applicant is committed to lining up with experienced RCHD operators to adopt high service quality standard.
- iv. The proposed development is a purpose-built RCHD premises in a standalone site.
- v. Upon town planning approval and lease modification execution, the Applicant has strong financial

ability to pay for the cost of constructing the RCHD premises and to timely increase the supply of quality RCHD places.

The Applicant is committed to working closely with SWD to vigorously ensure full compliance of the “Incentive Scheme” in meeting relevant performance standards in terms of both quality and quantity.

5.3 Provision of Quality RCHDs in the District

Concerning the distribution of disabled persons in Yuen Long district, there are only 14 private Residential Care Homes for Persons with Disabilities (RCHDs), collectively offering a total of 645 bedspaces. Also worth mentioning is the fact that Yuen Long’s private RCHDs serve not only residents from its area but also that across North-West New Territories. There are no private RCHDs in Tin Shui Wai, and those in need flock towards Yuen Long’s sites as a result. Notably, none of Yuen Long’s RCHDs are situated within the town center; instead, they are dispersed across rural villages. These homes face significant challenges, as they are housed in dilapidated conditions, operated on a small scale, and are embedded within existing village houses. Large-scale renovations are deemed unfeasible, further complicating the situation.

Of the 14 RCHDs in Yuen Long, only one has chosen to participate in the Bought Place Scheme⁹. Furthermore, none of the RCHDs have joined the “Service Quality Group” (“SQG”) Scheme. The SQG Scheme, set up on a two-year basis, covers different types of RCHDs in Hong Kong, and aims to enhance service standards across care facilities, with its members paying regular visits to RCHDs to make observations and suggestions on their facilities and service provision. This lack of participation in quality improvement initiatives raises concerns about the overall standards of care and support provided to residents.

Moreover, the majority of the RCHDs—13 out of 14—remain situated within village houses that have not undergone renovations for an extended period. This stagnation has left the conditions for RCHDs across Yuen Long in a severely dire state, falling well below standard, with no elevator and escalator provision. Despite the urgent need for improved living conditions and care quality, many residents feel compelled to enroll in these homes due to the lack of alternatives. The urgency to find immediate housing often outweighs the concerns about the quality of care, leading to a cycle of acceptance of substandard living situations.

This landscape highlights the pressing need for investment in the renovation and modernization of existing RCHDs in Yuen Long. Additionally, there is a critical requirement for the establishment of new facilities that adhere to higher standards of care and safety. Without addressing these issues, the vulnerable populations residing in these homes will continue to face inadequate living conditions and care, impacting their overall

⁹ Source: SWD Statistics

<https://www.swd.gov.hk/en/pubsvc/district/yuenlong/infobook/>

quality of life.

The proposed RCHD is a purpose-built standalone premises with standard provision of necessary facilities and significant design merits (e.g. concept of biophilic design, sufficient landscaping and various social spaces). A better service and hardware quality could be provided to the benefit of the local community.

5.4 Better Utilization of Land & Improving Degraded Environment with Gainful Uses

Despite that the Site currently falls within an area zoned “V” with the planning intention primarily for designation of both existing recognised villages and areas of land considered suitable for village expansion, the Site is not covered by ‘VE’ of any recognised village. Under the current Small House Policy, applications for Small House development may be considered in areas within VEs or in areas zoned “V” that surround or overlap with VE. Since the Site is not within and does not surround or overlap with the VE of any recognized village (including Pok Wai), in the absence of any Village Expansion Areas (VEA), any application for Small House development in that area will generally not be considered under the current policy. The Site is currently left vacant and vegetated because the Applicant has no intention to release it for Small House development. Instead, to be in line with the Government policies to lift the supply of RCHD places, and to ensure the scarce land resource is better utilized, the Applicant intends to provide a much-needed community facility in a timely manner for the benefit of all parties concerned including the persons of disabilities, their family members in the local community and associated workers.

Besides, the existing living environment surrounding the Site is degraded. Predominantly rural residential in nature, there are intermixing of brownfield operations including open storage yards, warehouses and rural industrial uses. The Site was once used for an open storage yard of large-scale construction materials and machinery which may cause indirect disturbance impact to the cluster of wetlands to the west and north of the Site, e.g. water pollution, noise, human activities, etc. Since the discontinuation of the unauthorised development in February 2024, the degraded site has been left vacant with overgrown vegetations. In this connection, the proposed development with sufficient landscaping will not bring about negative off-site disturbance impact but will improve the existing environment from undesirable uses, upgrade the degraded site, and create a sustainable and liveable neighbourhood. The proposed development which is situated near the residential dwellings will also act as important social welfare facility to serve the future community. Overall, the proposed development will improve the existing degraded living environment of the local community

6. Technical Justifications

6.1 No adverse traffic impacts

Since the proposed RCHD is tentatively scheduled for the completion in 2030, a Traffic Impact Assessment (“TIA”) for the design year 2033 has been carried out to assess the possible traffic impacts to the local road networks. Pedestrian assessment is also assessed in the TIA. It shows the concerned sections of access would all operate with ample reserve during AM and PM peak hours in both 2033 reference design year. Please refer to **Appendix 3** for the TIA.

There is no specific requirement in HKPSG for RCHD use. Still, since the proposed RCHD is located away from Yuen Long Town Centre, the applicant intends to provide more parking spaces to encourage more frequent visits of bona fide guests so as not to let the elderly feel isolated by the community.

References can be made to the similar approved planning applications below. The proposed 11 nos. of parking spaces are more than enough for visitors and staff and would not cause any traffic impact in the vicinity of Kam Pok Road East.

Case No.	No. of parking spaces	No. of beds
A/YL/276	4 (including 1 disabled)	197
A/YL/263	8 (including 1 disabled)	320-380
A/YL/302	2 (including 1 disabled)	241
A/YL-PS/702	16 (including 3 disabled)	about 400
A/TW/538	30 (including 2 disabled)	268

Besides, there is one vehicular run-in/ out point. It is located at the south of the development site. It mainly serves the vehicles directly to and from Kam Pok Road East. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease. Swept path analysis has been carried out and shown in the TIA. The applicant will ensure the run-in/out at Kam Pok Road East is constructed in accordance with the latest version of HyD Standard Drawings no. H1113 and H1114, or H5133, H5134 and H5135, whichever set is appropriate to match with the existing adjacent pavement.

The Site is having good accessibility. It is well served by public transport including franchised buses and green mini-buses running along Castle Peak Road – Tam Mei to and from Yuen Long and other areas. Traffic trips of the proposed development would induce insignificant impact on the surrounding road networks.

All in all, the induced traffic, public transport and pedestrian are minimal and not excessive. Hence, no adverse traffic impact to the surrounding road network is anticipated and that the proposed development is considered as acceptable from traffic perspective. No vehicle shall be reversing outside the Site or queuing along the abutting Kam Pok Road East to affect the local traffic conditions.

6.2 No Adverse Visual Impacts

The Applicant intends to develop one block of 3-storey (plus 1 basement floor for car park and ancillary utilities) tall RCHD development at the Site. With view of the surroundings with the overall visual context of primarily rural in nature, with ponds/dried ponds, residential dwellings, some open storage yards and a vehicle park in the locality, the proposed development is considered to be compatible and mild without leading to adverse visual impact on visual penetration of an open sky view, light penetration into the surrounding environment and visual openness. The proposed RCHD can largely blend into the local setting without influencing the overall visual unity and harmony. In fact, the identified public viewers in the vicinity are likely to be the surrounding local villagers, pedestrian and car drivers on Kam Pok Road East. Considering the overall building height restriction of a height of 8.23m within the subject "V" zone under the OZP, the proposed building height of three storeys is considered compatible with the surrounding context. Please refer to **Appendix 8** for the photomontages of the proposal in its surrounding context from different vantage points.

The biophilic design of the proposed development comprises edge treatment with planters on balconies from 2/F to 3/F and edge planters on R/F. With the landscaping opportunities being maximised, hard edges are softened and thus the building mass seamlessly blends in with the surrounding. The building echoes harmoniously with visual backdrop of the low-density and low-rise (2-3 storeys) buildings and village housing which enhance urban-rural integration.

Hence, there is no significant adverse visual impact arising from the proposed development. Instead of creating adverse visual impact, the proposed development will enhance the visual quality and add visual interests. The selection of materials and colour of the building can be further explored in the detail design stage to ensure the buildings can be perfectly blended in with the natural landscape. The applicant will also keep exploring the opportunities for further improvement in terms of visibility at the detailed design stage, such as innovative design of building form, quality outdoor spaces, sufficient landscape treatment, and outdoor greenery and furniture.

6.3 No Adverse Environmental Impacts

The proposed RCHD will not be subject to any unacceptable or significant adverse environmental impact from air quality and noise aspects. Key environmental issues are summarized as follows:

6.3.1 No Adverse Air Quality Impact

Fugitive dust emission is the major source of air pollution during the construction phase of the proposed development. Through proper implementation of dust control measures as required under the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations, construction dust and gaseous emissions can be controlled at source to acceptable levels. Therefore, air quality impact during construction phase is not anticipated to be adverse. Please refer to **Appendix 4** for the Environmental Assessment.

The Site is bounded by Kam Pok Road East and is subject to the air quality impact associated with the vehicular emission from existing open roads. In order to comply with the buffer distance requirements as stipulated in the HKPSG, the air-sensitive uses at the proposed development have been positioned away from Kam Pok Road East. No air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zones. The potential operation phase air quality impact due to vehicular emission from the surrounding roads and industrial chimney emission have been evaluated. Since the HKPSG buffer distance requirements could be complied, no adverse operation phase air quality impact on the proposed development is expected. Please refer to **Appendix 4** for the Environmental Assessment.

6.3.2 No Adverse Noise Impact

During the construction stage, noise mitigation measures such as good site management practices, use of quieter construction methods and equipment, and use of movable noise barriers and noise enclosures, will be adopted if necessary and no adverse noise impact to the surrounding area is anticipated.

During the operation stage, air conditioning will be provided for the proposed development and not relied on openable window for ventilation, no adverse fixed noise impact and road traffic impact to the Proposed Scheme is expected. To ensure the fixed plant noise generated by the proposed development would not cause excessive impact to neighbouring noise sensitive uses, potential fixed noise sources within the Proposed Scheme shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary.

According to the LC Paper No. CB(1)775/10-11(01) (see **Appendix 9**), the improvement and extension of Kam Pok Road including the ancillary noise barriers is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). There is no Environmental Permit (EP) issued in nearby developments that requires the erection of the concerned noise barriers. The alteration of the noise barrier is therefore not subject to any violation to EP nor long-term adverse environmental impacts.

In summary, no adverse noise impact is expected and no additional noise mitigation measure is required. Please refer to **Appendix 4** for the Environmental Assessment.

6.3.3 No Adverse Sewerage Impact

According to the Sewerage Impact Assessment conducted (**Appendix 5** refers), it is found that the existing sewerage system serving the area has sufficient capacity to cater for the sewage generation from the proposed development and the surrounding catchment areas. A new terminal manhole will be built to collect the sewage generated from the proposed development and connect to the existing sewer. Adverse sewerage impacts are not anticipated, and thus, no upgrading or improvement works are required.

6.3.4 No Adverse Drainage Impact

Given that the site is next to existing fishponds at its west, the proposed development is unlikely to overstrain the capacity of the existing or planned drainage system along Kam Pok Road East. The stormwater runoff from the site and the surrounding catchment can be sufficiently catered and discharged to multiple outfalls. The Applicant will be liable for the implementation and maintenance of the proposed drainage at his/her cost. In view of the change in the surface characteristics being minimal with no significant change in the flow characteristics after development, adverse drainage impact is expected to be negligible.

6.3.5 No Adverse Ecological Impact

As stated in paragraph 3.1, the Site is located within the WBA, where the development guidelines and criteria outlined in TPB PG-No.12C shall be duly observed throughout the planning, construction, and operation stages of the proposed development. The proposed 3-storey free-standing social welfare facility is exempted from the requirement of submitting an EcolA to the TPB. The ecological integrity and functional value of the nearby fish ponds will be preserved. Given the proposed development's low height profile, it will not obstruct the flight paths of migratory birds. Accordingly, no adverse ecological impacts on the surrounding wetlands habitats are anticipated as a result of the proposed development.

6.4 No adverse Landscape Impact

The Site is currently hard-paved and largely vacant. There are no significant landscape resources observed within the Site. No tree is identified within the Site. It is confirmed that no Old and Valuable Trees (“OVT”) and protected species can be identified as per the ETWB TCW No. 29/2004 – Registration of Old and Valuable Trees with Guidelines for their Preservation and the Forests and Countryside Ordinance. There is no tree preservation clause held under the lease of the Site.

Holding the intention to better integrate the proposed development with the surrounding, the Applicant proposes soft landscape measures at open spaces on R/F. Please refer to the development scheme and open space provision at **Appendix 1**.

On R/F, Wellbeing Garden and Interactive Connection Zone are purposefully designed to provide the elderly with raised planters located at the eastern and western ends. They can grow crops on their own and enjoy an all-round horticultural experience to see, study, touch and smell the plants. Moreover, shrubs and

ornamental plantings are proposed along the whole edge of this floor plate. This could further soften the building edge and enhance the streetscape amenity to the benefit of the general public. There are also open lawns at the centre of the Interactive Connection Zone for active recreation such as jogging and morning walk. The flooring materials and footpath dimensions are carefully designed to allow wheelchair users.

All in all, ornamental plantings, flowering shrubs, foliage plants and open lawns are to be planted where practicable. Visual amenity of the proposed development is expected to be enhanced. Landscaping provided along the site boundary could further form soft edges which could blend in well with the surrounding environment.

The greenery ratio achieved at the proposed development will be over 20% greenery requirement set out in PNAP APP-152 – Sustainable Building Design Guidelines. The proposed development will not alter the landscape character of the area but will enhance the current degraded environment by the provision of additional landscaping opportunities. Significant adverse impact on landscape resources arising from the applied use is not anticipated.

Future users and employees of the proposed RCHD will enjoy the open space with an area of 223 sq.m (**Appendix 1**). With the estimated number of 178 residents and 45 staff per shift, the required area of open space provision is 223 sq.m. Hence, the provision of the communal open space in the proposed development could meet the requirement under HKPSG (i.e. 1 sq.m per person). All planting will be maintained with due care by the management office of the proposed RCHE.

6.5 No adverse electricity safety impacts

There are 400kV extra high voltage overhead lines running across the Site (see **Figure 2**), which is within the preferred working corridor of the concerned overhead lines as stipulated in Chapter 7 - Utility Services of the HKPSG. Minimum safety clearance of 5.5m and minimum vertical clearance of 7.6m are maintained at any time during and after construction. Necessary safety precautions will be carried out for any works near the concerned overhead lines to ensure no adverse electricity safety impact.

SECTION SIX | CONCLUSION

This section 16 planning application is submitted to seek support from Town Planning Board for the proposed development of a Social Welfare Facility (Residential Care Home for Persons with Disabilities) of 3 Storeys (plus 1 basement floor for car park and ancillary utilities) in “Village Type Development” zone at owner Lots 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long.

This Planning Statement has demonstrated that the proposed development of RCHD would help meet the growing residential care service demand of the disabled population in Yuen Long as well as other districts in echo with the prevailing government policy support for elderly care services. It could also help to shorten the waiting time for quality RCHD places. The proposed development is fully justified on the following grounds: -

- A design merit of biophilic design with planters, lawns, skylight, balconies and vertical greening to enhance the overall well-being of residents by integrating natural surroundings and fostering a sense of community and connection to nature;
- The unique design merits of “Wellbeing Garden”, “Active Recreation Area” and “Community Living Valley” further enhance the service quality;
- Not incompatible in terms of land use nature, development scale and intensity; and
- No adverse environmental, landscape, sewerage, visual and traffic impacts.

To conclude, the proposed development is fully justified in terms of planning, visual and traffic considerations and various planning and design merits. In view of the above, members of the TPB are respectfully requested to favourably consider the present application in support of the additional social welfare facility in the form of RCHD by the Applicant in Hong Kong.

NOTES:

LEGEND:

- THE SITE
- WETLAND BUFFER AREA
- WETLAND CONSERVATION AREA
- VILLAGE ENVIRON

REV	DATE	DESCRIPTION	BY	CHKD
9.5.2025	9.5.2025	CONCEPT DESIGN	KC	PC

Do not scale from drawings. All dimensions must be checked and verified on site before any works are undertaken. Any discrepancies must be reported in writing to Architect.

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

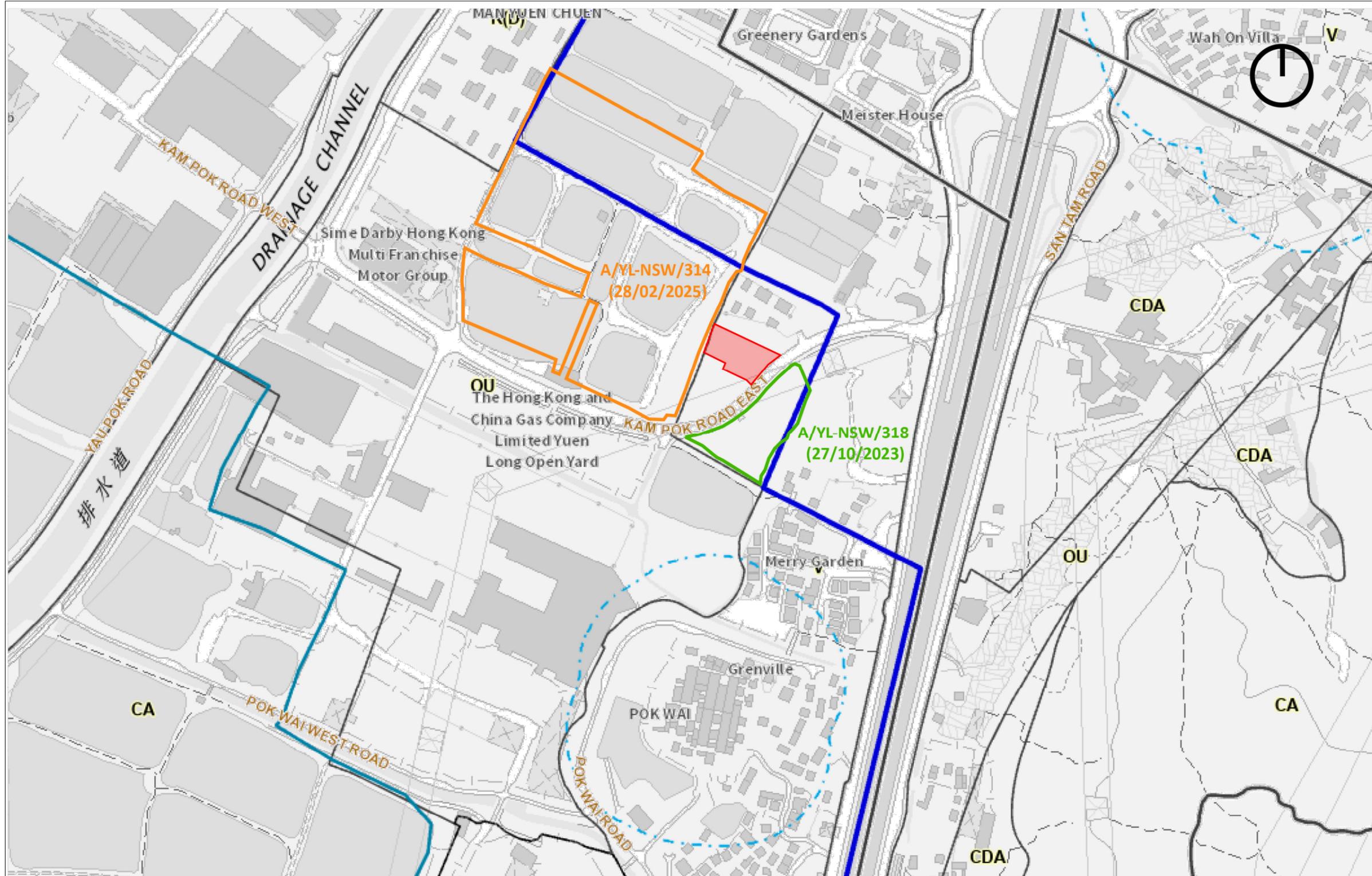
DRAWING : LOCATION PLAN

SCALE : NTS Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

FIGURE 1 MAY 2025



NOTES:

LEGEND:

- THE SITE
- EVA
- GOVERNMENT LAND
- OVERHEAD LINES
- EXISTING NOISE BARRIER

REV	DATE	DESCRIPTION	BY	CHKD
A	22.9.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

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TOWN PLANNER

DeSPACE (International) Limited

ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : EVA PLAN

SCALE : 1:400 @A3

PROJECT NO : 25001_KPR

Drawing No. : **FIGURE 2** Date: MAY 2025

Rev:

A

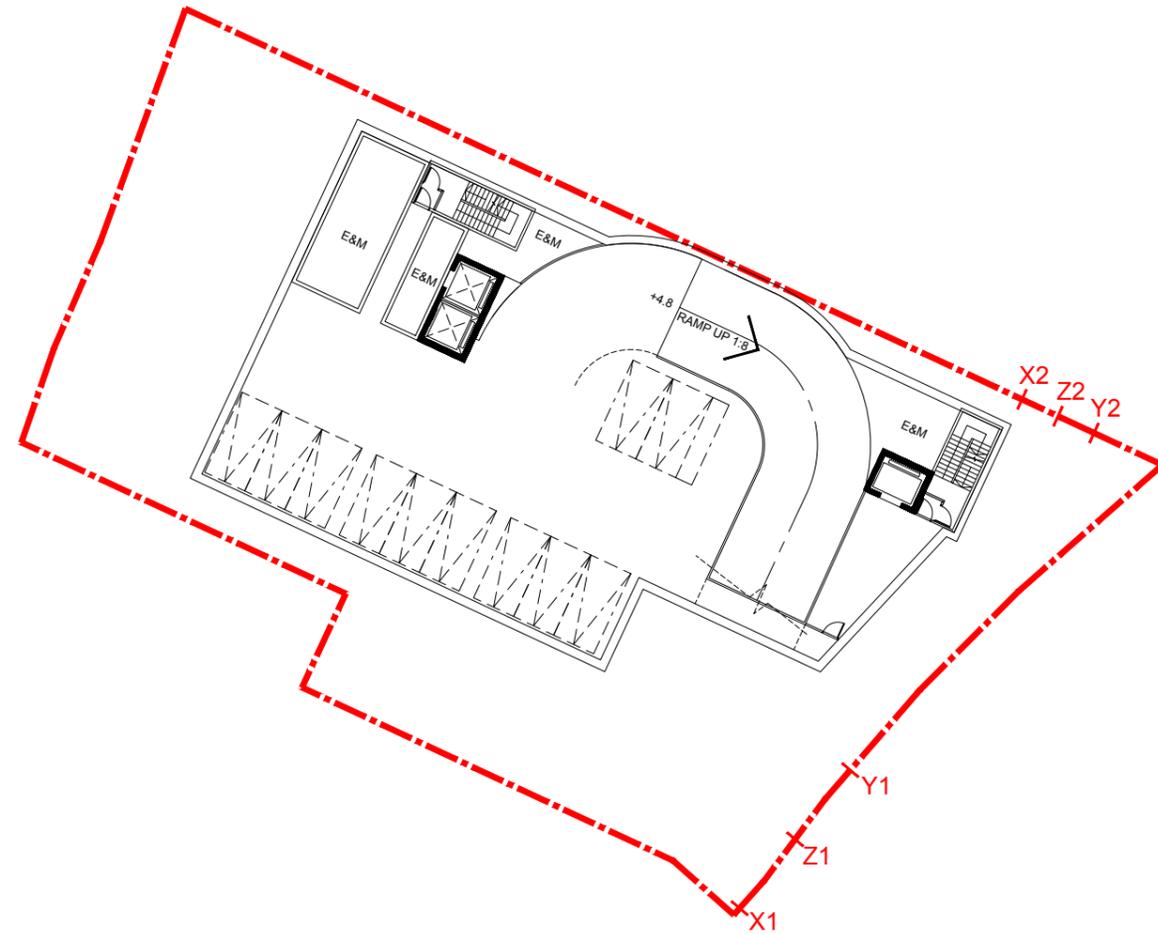
Date:



Appendix 1

Proposed Development Scheme

NOTES:



REV	DATE	DESCRIPTION	BY	CHKD
B	22.9.2025	CONCEPT DESIGN	KC	PC
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

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PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

BASEMENT FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3

DRAWING : BASEMENT FLOOR PLAN

SCALE : 1:400 @A3 Rev: B

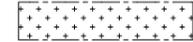
PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A102 MAY 2025

NOTES:

LEGEND:

 PROPOSED PEDESTRIAN ACCESS

REV	DATE	DESCRIPTION	BY	CHKD
B	22.9.2025	CONCEPT DESIGN	KC	PC
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

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CLIENT

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DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : GROUND FLOOR PLAN

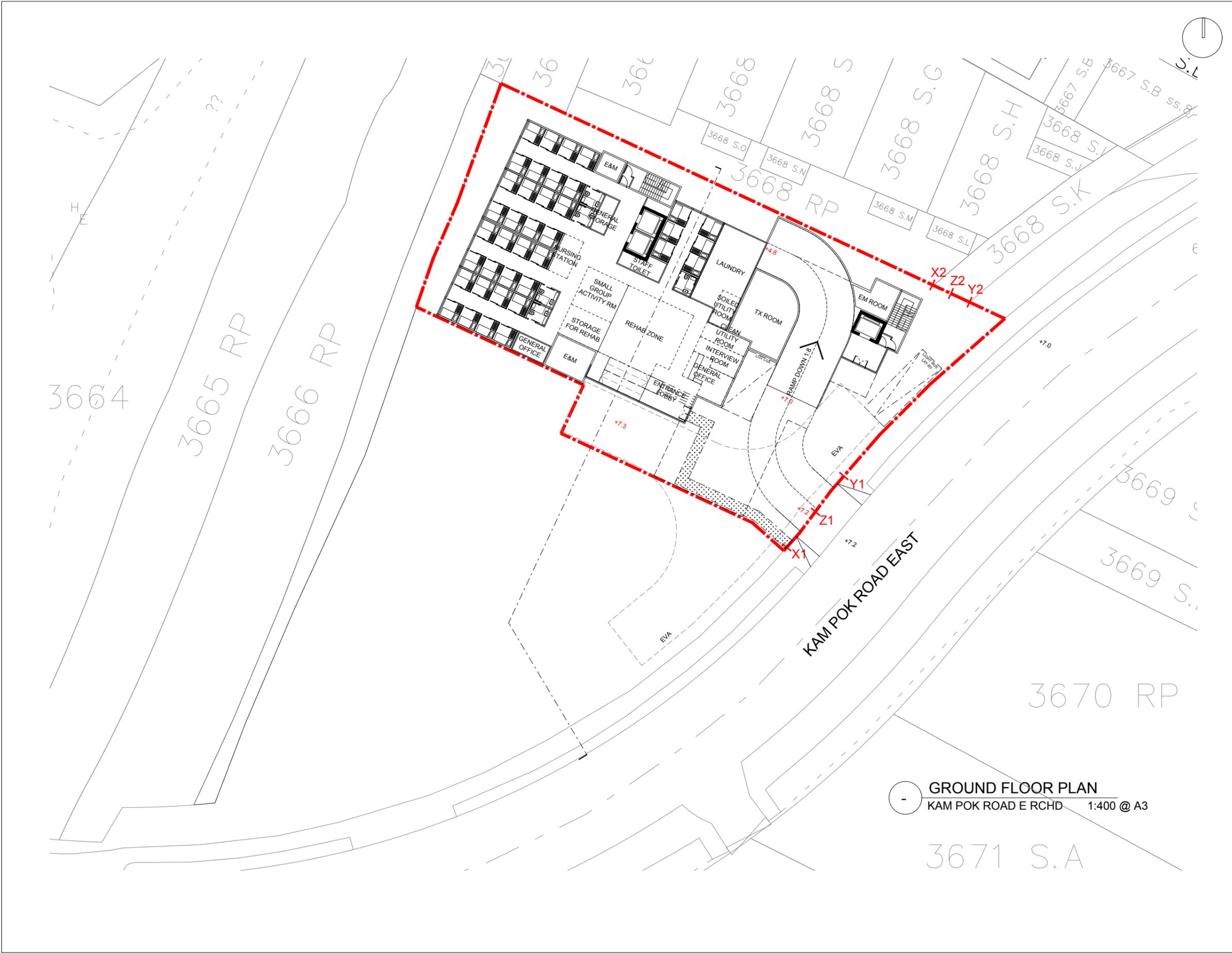
SCALE : 1:400 @A3

PROJECT NO: 25001_KPR

Drawing No. : CP-A103

Rev: B

Date: MAY 2025



GROUND FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3



NOTES:

PROPOSED BALCONIES

REV	DATE	DESCRIPTION	BY	CHKD
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

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PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

1ST FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3

DRAWING : FIRST FLOOR PLAN

SCALE : 1:400 @A3 Rev: -
PROJECT NO : 25001_KPR

Drawing No. : Date:

CP-A104 MAY 2025



NOTES:

PROPOSED BALCONIES

REV	DATE	DESCRIPTION	BY	CHKD
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

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CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

2ND FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3

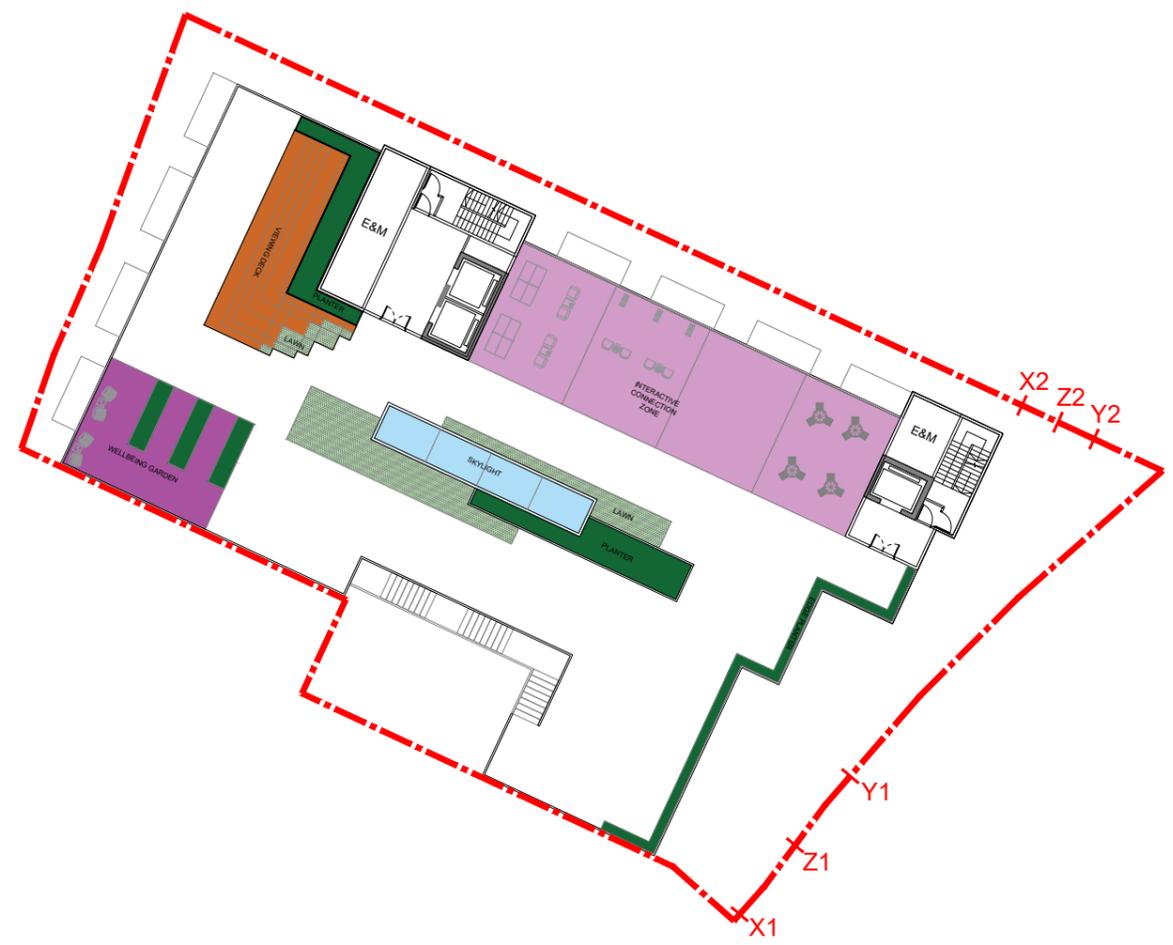
DRAWING : SECOND FLOOR PLAN

SCALE : 1:400 @A3 Rev: -

PROJECT NO : 25001_KPR

Drawing No. : Date:

CP-A105 MAY 2025



NOTES:

	PROPOSED PLANTERS		PROPOSED LAWN
	PROPOSED SKYLIGHT		PROPOSED WELLBEING GARDEN
	PROPOSED VIEWING DECK		PROPOSED INTERACTIVE CONNECTION ZONE

REV	DATE	DESCRIPTION	BY	CHKD
-	5.5.2025	CONCEPT DESIGN	KC	PC

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CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : ROOF PLAN

SCALE : 1:400 @A3 Rev: -
PROJECT NO : 25001_KPR

Drawing No. : Date:

CP-A106 MAY 2025

ROOF PLAN
KAM POK ROAD E RCHD 1:400 @ A3

NOTES:

LEGEND:



PROPOSED OPEN SPACE : 223 SQ. M.

REV	DATE	DESCRIPTION	BY	CHKD
A	22.9.2025	CONCEPT DESIGN	KC	PC
-	14.5.2025	CONCEPT DESIGN	KC	PC

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CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : OPEN SPACE DIAGRAM

SCALE : 1:400 @A3

PROJECT NO : 25001_KPR

Drawing No. :

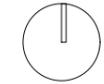
Rev:

A

Date:

CP-A108 MAY 2025





NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
-	5.5.2025	CONCEPT DESIGN	KC	PC

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CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

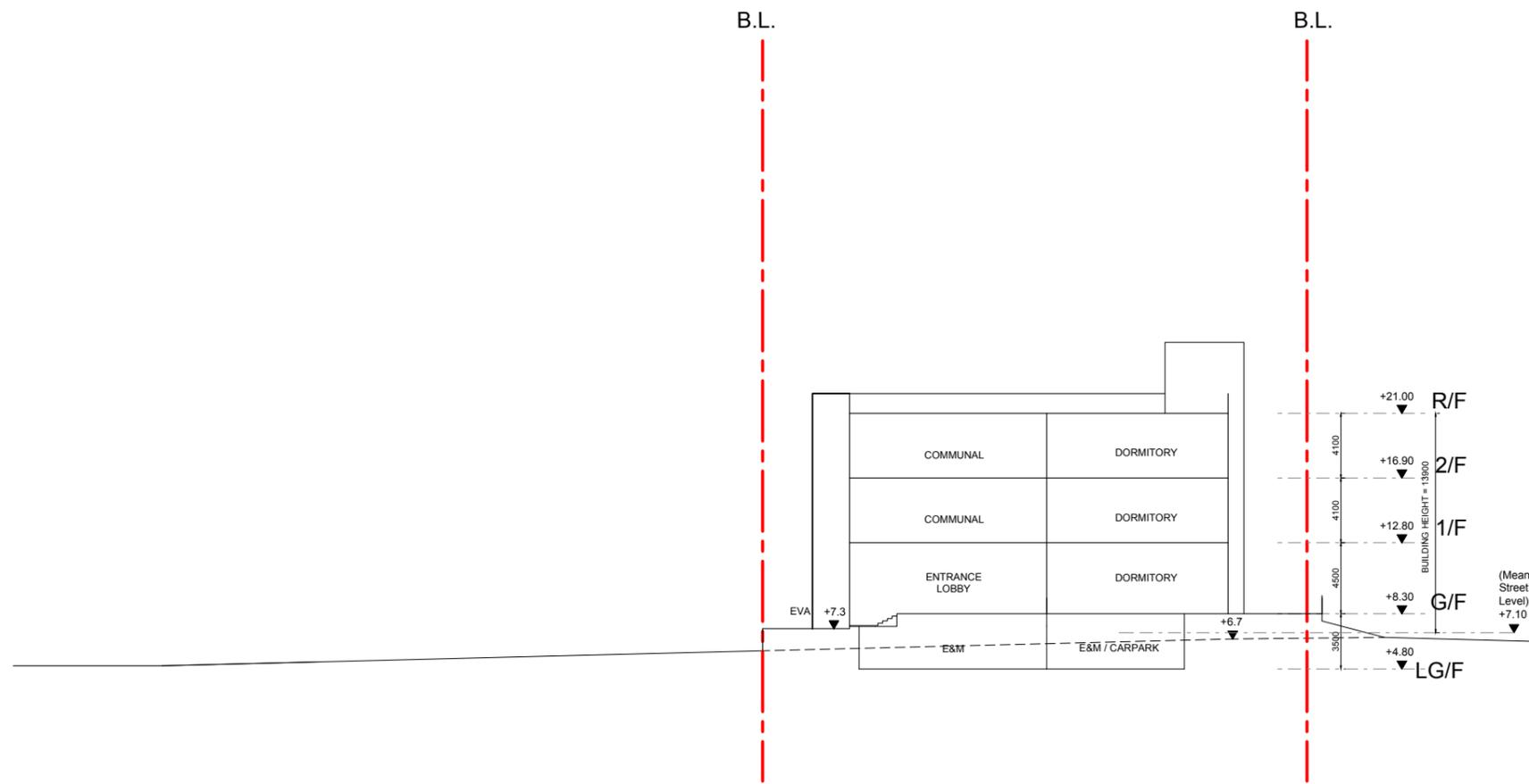
DRAWING : SCHEMATIC SECTION

SCALE : 1: 400 @A3 Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A201 MAY 2025



SCHEMATIC SECTION
KAM POK ROAD E RCHD 1:400 @ A3

Appendix 2

Schedule of Accommodation (SoA)

Proposed SoA of a 178-place Residential Care Home for Persons with Disabilities (RCHD)

Item No.	Description	Standard Provision(A) SOARCHE250(09/17)		Provision on pro rata basis (B)*	Proposed provision (C)	Difference in provision (D)		Justification for deviation from standard provision	Floor Distribution
		capacity: 250				178	(D=C-B)		
		No. of Occupants	Area(m ²) (in NOFA)	Area(m ²) (in NOFA)	Area(m ²) (in NOFA)	Area(m ²) (in NOFA)			
Residential Section									
1	Dormitory	250	1790.0	1274.5	1,274.5	0.0	0%		
2	Attached Bathroom/shower room to Dormitory Room	As appro		As appro	As appro				
3	Dining/ Multi-purpose room	250	550.0	391.6	391.6	0.0	0%		
4	Pantry for residents	As appro		As appro	As appro				
5	Small group Activity room	14	30.0	21.4	21.4	0.0	0%		
6	Nursing Station cum Medical	10	58.0	41.3	41.3	0.0	0%		
7	Sick / Isolation/ Quiet Room	5	40.0	28.5	28.5	0.0	0%		
8	Accessible Toilet/Shower attached to Sick room	As appro		As appro	As appro				
9	Rehabilitation Area	18-24	110.0	78.3	78.3	0.0	0%		
10	Store for Rehabilitation Area	-	10.0	10.0	10.0	0.0	0%		
11	End-of-life care room	1	8.0	8.0	8.0	0.0	0%		
12	Soiled Utility Room	-	20.0	14.2	14.2	0.0	0%		
13	Cleaner's room	As appro		As appro	As appro				
14	Laundry	-	55.5	39.5	39.5	0.0	0%		
15	Kitchen cum store	-	70.0	49.8	49.8	0.0	0%		
16	Dumb Waiter	As appro		As appro	As appro				
17	General store	-	80.0	57.0	57.0	0.0	0%		
18	Clean Utility Room	-	25.0	17.8	17.8	0.0	0%		
19	Interview room /Family Room	11	20.0	14.2	14.2	0.0	0%		
20	Refuse Room	As appro		As appro	As appro				
Administration Section									
21	Superintendent's Office	1	7.9	7.9	7.9	0.0	0%		
22	Assistant Superintendent's Office	1	6.9	6.9	6.9	0.0	0%		
23	General Office	7	43.1	30.7	30.7	0.0	0%		
24	Reception Area	-	10.0	7.1	7.1	0.0	0%		
25	Conference room	16	27.0	19.2	19.2	0.0	0%		
Staff Dormitory									
26	Female /Male Staff Changing room and Rest Room cum	-	71.0	50.6	50.6	0.0	0%		

Proposed SoA of a 178-place Residential Care Home for Persons with Disabilities (RCHD)

Item No.	Description	Standard Provision(A) SOARCHE250(09/17)		Provision on pro rata basis (B)*	Proposed provision (C)	Difference in provision (D)		Justification for deviation from standard provision	Floor Distribution
		capacity: 250				178	178		
		No. of Occupants	Area(m ²) (in NOFA)	Area(m ²) (in NOFA)	Area(m ²) (in NOFA)	Area(m ²) (in NOFA)	Area(m ²) (in NOFA)		
27	Staff Toilet/ Bath room	As appro		As appro	As appro				
Communal Toilet									
28	Toilet for communal use	As appro		As appro	As appro				
Total NOFA:		3032.4	2168.5	2168.5	2168.5	0.0	0%		

* The standard provision of individual facilities of a 250-p RCHE is derived from the pro-rata basis of standard provision of SoA for 250-p RCHE, except facilities of EOL Care Room, Store for Reh Area, Supt's Aoom and Assist. Supt's Room.

Appendix 3

Traffic Impact Assessment (TIA)

Proposed Social Welfare Facilities (Residential Care
Home for persons with disabilities (RCHD))
in "Village Type Development" Zone,
Lots 3669 S.A RP (Part), 3669 S.B RP (Part),
3670 RP (Part) and adjoining
Government Land in D.D.104,
Nam Sang Wai, Yuen Long

Traffic Impact Assessment
Revised Report
January 2026

Prepared by: CKM Asia Limited

Proposed Social Welfare Facilities (Residential Care Home for persons with disabilities (RCHD)) in “Village Type Development” Zone, Lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long

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1.0 INTRODUCTION

Background

- 1.1 The Subject Site is located at lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long. The location of the Subject Site is shown in Figure 1.1.
- 1.2 The owner has the intention to develop the Subject Site into a Residential Care Home for persons with disabilities with no more than 220 beds (the "Proposed RCHD").
- 1.3 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to conduct a Traffic Impact Assessment ("TIA") in support of the Proposed RCHD. The report presents the findings and recommendations of the TIA for the Proposed RCHD.

Scope of the Assessment

- 1.4 The main objectives of this TIA are as follows:
- To assess the existing traffic issues in the vicinity of the Subject Site;
 - To quantify the amount of traffic generated by the Proposed RCHD; and
 - To examine the traffic impact on the local road network in the vicinity of the Subject Site.

Contents of the Report

- 1.5 After this introduction, the remaining chapters contain the following:

Chapter Two	- describes the existing situation;
Chapter Three	- outlines the development proposal;
Chapter Four	- presents the traffic impact analysis; and
Chapter Five	- summarises the overall conclusion

2.0 THE EXISTING SITUATION

The Subject Site

- 2.1 The Subject Site is located to the immediate north of Kam Pok Road East. At present, the Subject Site has no vehicular access.

Existing Road Network

- 2.2 Kam Pok Road East is a rural road, and it is of single carriageway 2-lane standard. It connects with Kam Pok Road to the west and Castle Peak Road – Tam Mi to the east.
- 2.3 Castle Peak Road – Tam Mi is a rural road, and it is of single carriageway 2-lane standard. It connects with The Fairview Park Roundabout to the north and Kam Pok Road East to the south.

Traffic Survey

- 2.4 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Friday, 7th March 2025 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layouts are shown in Figures 2.2 to 2.4.
- 2.5 The surveyed junctions include the following:
- J1: Kam Pok Road / Kam Pok Road East;
 - J2: Castle Peak Road – Tam Mi / Kam Pok Road; and
 - J3: The Fairview Park Roundabout
- 2.6 The counts were classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. From the survey, the AM and PM peak hours were found to be between 0800 – 0900 and 1700 – 1800 hours respectively.
- 2.7 Reference is made to the 2023 Annual Traffic Census ("ATC") closest core station, which is 5016 San Tin Highway, Castle Peak Road & San Tam Road (from Kam Tin Road to Fairview Park Boulevard), and found that traffic flow for the month of March, when the traffic survey for the captioned was conducted, is around 1.5% lower than the annual monthly average. Hence, the observed traffic flows are adjusted upwards by 1.5%. The revised existing AM and PM peak hour traffic flows are presented in Figure 2.5.

Operational Performance of the Surveyed Junctions

- 2.8 The existing operational performance of the surveyed junctions is calculated based on the observed traffic counts and the analysis is undertaken using the methods outlined in Volume 2 of Transport Planning and Design Manual ("TPDM"). The existing operational performance of the junctions are summarised in Table 2.1 and the detailed calculations are found in Appendix 1.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Parameter ⁽¹⁾	AM Peak Hour	PM Peak Hour
J1	Kam Pok Road / Kam Pok Road East	Priority	RFC	0.315	0.220
J2	Castle Peak Road – Tam Mi / Kam Pok Road	Signal	RC	22%	35%
J3	The Fairview Roundabout	Roundabout	RFC	0.492	0.507

Notes: ⁽¹⁾ RC – reserve capacity RFC – Ratio of Flow to Capacity

2.9 Table 2.1 shows that the junctions now operate with capacity.

Public Transport Facilities

2.10 The Subject Site is located close to public transport services with franchised bus and public light bus routes operating in the vicinity. Details of the franchised bus and green minibus ("GMB") routes operating in the vicinity of the Subject Site are presented in Figure 2.6 and Table 2.2.

TABLE 2.2 FRANCHISED BUS AND GMB SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route	Routing	Frequency (minutes)
KMB 76K	Long Ping Estate – Ching Ho Estate	20 – 30
KMB 268	Sham Tseng – Kwun Tong (Tsui Ping North Estate)	30 – 35
CTB 976	Sai Wan Ho – Lok Ma Chau (San Tin)	6 per day
CTB 976A	Siu Sai Wan (Island Resort) – Lok Ma Chau (San Tin)	2 per day
GMB 36	Yuen Long (Fook Hong Street) – Tai Sang Wai Rural Office	10 – 15
GMB 37	Yuen Long (Fook Hong Street) – Yau Tan Mei Village Office	12 – 15
GMB 38	Yuen Long (Fook Hong Street) – Yau Tam Mei West	10 – 15
GMB 75	Yuen Long (Fook Hong Street) – Lok Ma Chau Spur Line Public Transport Interchange	10 – 20
GMB 76	Yuen Long (Fook Hong Street) – Siu Hum Tsuen	15 – 20
GMB 78	Pat Heung Road (near Tai Lam Bus-Bus Interchange) – Lok Ma Chau (San Tin) Public Transport Interchange	20 – 25

Note: KMB – Kowloon Motor Bus CTB – Citybus GMB – Green Minibus

Trip Generation Rates for RCHD

2.11 In view that the TPDM does not have trip generation rates for RCHD, trip generation surveys were conducted at 3 RCHDs. Details of these RCHDs are found in Table 2.3, and survey results are presented in Table 2.4.

TABLE 2.3 DETAILS OF THE SURVEYED RCHDs

Ref.	RCHD	Address	No. of beds	Distance from nearest MTR Station
1	Caritas Jockey Club Lai King Rehabilitation Centre	31 Lai Chi Ling Road, Kwai Chung, New Territories	505	1.5 km (Lai King Station)
2	Salvation Army Lai King Home	200-210 Lai King Hill Road, Kwai Chung, New Territories	100	1 km (Lai King Station)
3	Tung Hoi Association for the Gifted Child Limited	Section A, B, C, D, E and F of Lot No. 2340 in DD No. 104, Yuen Long, New Territories	111	4.5 km (Yuen Long Station)

TABLE 2.4 TRIP RATES OF THE SURVEYED RCHDs

Ref.	RCHD	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hour)					
1	Caritas Jockey Club Lai King Rehabilitation Centre	11	9	10	12
2	Salvation Army Lai King Home	5	2	2	6
3	Tung Hoi Association for the Gifted Child Limited	6	4	4	7
Trip Rates (pcu/hour/ bed)					
1	Caritas Jockey Club Lai King Rehabilitation Centre	0.0218	0.0178	0.0198	0.0238
2	Salvation Army Lai King Home	0.0500	0.0200	0.0200	0.0600
3	Tung Hoi Association for the Gifted Child Limited	0.0541	0.0360	0.0360	0.0631
Adopted (maximum rates) =		0.0541	0.0360	0.0360	0.0631

Pedestrian Generation Rates for RCHD

- 2.12 In view that the TPDM does not have pedestrian generation rates for RCHD, hence, pedestrian generation surveys were also conducted at the 3 RCHDs found in Table 2.3. The survey results are presented in Tables 2.5.

TABLE 2.5 PEDESTRIAN TRIP RATES OF THE SURVEYED RCHDs

Ref.	RCHD	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Pedestrian Generation (pedestrian/15 min)					
1	Caritas Jockey Club Lai King Rehabilitation Centre	22	2	4	9
2	Salvation Army Lai King Home	5	1	1	4
3	Tung Hoi Association for the Gifted Child Limited	1	1	1	2
Pedestrian Generation Rates (pedestrian/15 min/bed)					
1	Caritas Jockey Club Lai King Rehabilitation Centre	0.0436	0.0040	0.0079	0.0178
2	Salvation Army Lai King Home	0.0500	0.0100	0.0100	0.0400
3	Tung Hoi Association for the Gifted Child Limited	0.0090	0.0090	0.0090	0.0180
Adopted (maximum rates) =		0.0500	0.0100	0.0100	0.0400

Utilisation of Surveyed Bus Stops

- 2.13 An utilisation survey was conducted during the AM and PM peak periods at Tai Sang Wai (towards San Tin) and Long Ha (towards Yuen Long) bus stops and the pedestrian route to 2 surveyed bus stops is presented in Figure 2.7. The results are presented in Tables 2.6 and 2.7 respectively.

TABLE 2.6 RESULTS OF THE UTILISATION SURVEY AT TAI SANG WAI (TOWARDS SAN TIN) BUS STOP

Route ⁽¹⁾	No. of Vehicle	No. of Passengers on-board ⁽²⁾ [a]	Capacity ⁽³⁾ [b]	Vacancy [b] – [a]	Occupancy [a] / [b]
AM Peak					
KMB 76K	3	146	384	238	38.0%
KMB 268	2	14	124	110	11.3%
GMB 37	5	65	86	21	75.6%
GMB 38	6	77	102	25	75.5%
GMB 75	3	27	51	24	52.9%
GMB 76	2	15	32	17	46.9%
GMB 78	2	12	38	26	31.6%
Total	23	356	817	461	43.6%
PM Peak					
KMB 76K	3	154	384	230	40.1%
KMB 268	2	14	124	110	11.3%
GMB 37	7	93	118	25	78.8%
GMB 38	9	95	147	52	64.6%
GMB 75	3	36	48	12	75.0%
GMB 76	1	10	19	9	52.6%
GMB 78	2	12	38	26	31.6%
Total	27	414	878	464	47.2%

Note: ⁽¹⁾ KMB – Kowloon Motor Bus GMB – Green Minibus

⁽²⁾ Passengers counted the moment before the vehicles departed from the bus stop

⁽³⁾ Assumed capacities: Double-decker = 128, Single-decker = 62

TABLE 2.7 RESULTS OF THE UTILISATION SURVEY AT LONG HA (TOWARDS YUEN LONG) BUS STOP

Route ⁽¹⁾	No. of Vehicle	No. of Passengers on-board ⁽²⁾ [a]	Capacity ⁽³⁾ [b]	Vacancy [b] – [a]	Occupancy [a] / [b]
AM Peak					
KMB 76K	3	89	384	295	23.2%
KMB 268	2	14	124	110	11.3%
GMB 37	6	71	99	28	71.7%
GMB 38	2	22	32	10	68.8%
GMB 75	5	70	86	16	81.4%
GMB 76	2	16	32	16	50.0%
Total	20	282	757	475	37.3%
PM Peak					
KMB 76K	2	70	256	186	27.3%
KMB 268	3	21	186	165	11.3%
GMB 37	5	46	86	40	53.5%
GMB 38	4	40	67	27	59.7%
GMB 75	3	38	48	10	79.2%
GMB 76	3	33	51	18	64.7%
Total	20	248	694	446	35.7%

Note: ⁽¹⁾ KMB – Kowloon Motor Bus GMB – Green Minibus

⁽²⁾ Passengers counted the moment before the vehicles departed from the bus stop

⁽³⁾ Assumed capacities: Double-decker = 128, Single-decker = 62

2.14 Table 2.6 shows that the utilisation of the franchised buses at Tai Sang Wai (towards San Tin) bus stop is 43.6% during the AM Peak Hour and 47.2% during the PM Peak Hour. Whilst, Table 2.7 shows that the utilisation of the franchised buses at Long Ha (towards Yuen Long) bus stop is 37.3% during the AM Peak Hour and 35.7% during the PM Peak Hour.

3.0 THE PROPOSED RCHD

Proposed RCHD

- 3.1 The Proposed RCHD consists of 1 building block with no more than 220 beds and is targeted for completion by 2030. The 7.3m-wide vehicular access and 1.2m-wide pedestrian access of Proposed RCHD are provided at Kam Pok Road East.

Provision of Internal Transport Facilities

- 3.2 The HKPSG has no recommendation on the provision of internal transport facilities for RCHD, hence, reference is made to the 3 RCHDs listed in Table 2.3. The internal transport facilities provision rate derived from the 3 RCHDs are found in Table 3.1.

TABLE 3.1 INTERNAL TRANSPORT FACILITIES PROVIDED IN SURVEYED RCHDs

Ref.	RCHD	No. of beds	Internal Transport Facilities		
			Car	Light Bus / Ambulance	LGV
Parking Provision					
1	Caritas Jockey Club Lai King Rehabilitation Centre	505	6	1	1
2	Salvation Army Lai King Home	100	5	0	0
3	Tung Hoi Association for the Gifted Child Limited	111	4	0	0
Provision rate (space / bed)					
1	Caritas Jockey Club Lai King Rehabilitation Centre	505	0.0119	0.0020	0.0020
2	Salvation Army Lai King Home	100	0.0500	0.0000	0.0000
3	Tung Hoi Association for the Gifted Child Limited	111	0.0360	0.0000	0.0000
Adopted provision rate =			0.0500	0.0020	0.0020

- 3.3 Based on the adopted provision rate in Table 3.1, the calculated internal transport facilities for the Proposed RCHD are presented in Table 3.2.

TABLE 3.2 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR THE PROPOSED RCHD

Use	No. of beds	Internal Transport facilities	Provision	Dimensions
RCHD	220	Car Parking Space	11	10 @ 5m (L) x 2.5m (W) x 2.4m (H), and 1 @ 5m (L) x 3.5m (W) x 2.4m (H) for persons with disabilities
		LGV loading / unloading bay	1	1 @ 7m (L) x 3.5m (W) x 3.6m (H)
		Light Bus / Ambulance Parking Space	1	1 @ 9m (L) x 3.0m (W) x 3.3m (H)

- 3.4 The carpark layout plans for G/F and B/F are shown in Figures 3.1 – 3.2.

- 3.5 Due to the congested area at the site entrance, the management staff will be

deployed on-site at all time to manage the traffic. In order to avoid queuing back to Kam Pok Road East, the management staff will be deployed to guide the taxi / private car to conduct pick-up/drop-off activities in B/F.

- 3.6 In addition, a car park management staff will be deployed to manage vehicle manoeuvring using common area to enter and leave their respective space in order to ensure that no queue will occur at Kam Pok Road East.

- 3.7 7.3m-wide vehicular access of the Proposed RCHD is provided using X1Y1Z1 along Kam Pok Road East. The 8m-long Light Bus which is the longest vehicle expected to enter the Proposed RCHD can leave without encroaching into the opposite lane of Kam Pok Road East which is shown in Figure 3.3.

- 3.8 The measured length of visibility splay for the motorists leaving the Proposed RCHD is 60m to the left and 60m to the right, which is illustrated in Figure 3.4. In order to ensure the adequate sightline for vehicles and pedestrian, the amendment of existing planter is needed to ensure no obstructions taller than 1.05m will be erected within the visibility splay at the run-in/out.

- 3.9 Reference is made to the common practice amongst many operating RCHDs in Hong Kong, where the RCHD staff is responsible for disposing refuse from the Proposed RCHD to nearby Public Refuse Collection Point. For the subject site, there nearest Public Refuse Collection Point is the Pok Wai Refuse Collection Point, which is 500m or 7 minutes' walk away. Hence, no RCV would enter the Proposed RCHD.

Swept Path Analysis

- 3.10 The CAD-based swept path analysis program, Autodesk Vehicle Tracking, was used to check the ease of vehicle manoeuvring. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease. The swept path analysis drawings for critical movements are found in Appendix 2.

4.0 TRAFFIC IMPACT

Design Year

- 4.1 The Proposed RCHD is expected to be completed by 2030, and the design year adopted for the capacity analysis is 2033, i.e. 3 years after the completion of the Proposed RCHD.

Traffic Forecasting

- 4.2 The 2033 traffic flows used for the junction analysis are produced with reference to the following:

- (i) 2031 traffic flows derived based on the NTW1 Base District Traffic Model (“BDTM”);
- (ii) estimated traffic growth from 2031 to 2033 based on the higher of: (a) Hong Kong Population Projections 2022 – 2046, published by Census and Statistics Department, or (b) historic Annual Average Daily Traffic (“AADT”) in ATC produced by Transport Department;
- (iii) the other developments in the vicinity of the Proposed RCHD; and
- (iv) Traffic generated by the Proposed RCHD.

- 4.3 The (ii) estimated traffic growth from 2031 to 2033, (iii) the other development in the vicinity of the Proposed RCHD and (iv) traffic generated by the Proposed RCHD are presented in the paragraphs below.

Estimated Growth Rate from 2031 to 2033

- 4.4 The (a) Hong Kong Population Projections 2022 – 2046, and (b) historic AADT in ATC are summarised in Tables 4.1 – 4.2 respectively.

TABLE 4.1 HONG KONG POPULATION PROJECTIONS 2022 – 2046

Whole Territory Population		Annual Growth Rate
Year 2031	Year 2033	2031 to 2033
7,820,200	7,903,600	0.53%

TABLE 4.2 AADT OF THE STATION IN THE VICINITY OF THE SUBJECT SITE

Year \ Station	5016	5019	5257	5297	5505	5508	5496	Overall
2013	90,610	34,530	12,620	8,220	9,030	68,040	35,980	259,030
2014	88,800	36,490	10,600	6,200	11,990	72,580	30,750	257,410
2015	86,180	34,380	10,510	6,140	12,090	85,910	27,750	262,960
2016	92,230	31,990	10,940	6,400	12,590	90,760	28,900	273,810
2017	90,650	30,040	10,770	6,300	12,390	90,110	28,450	268,710
2018	86,230	29,300	11,980	8,540	12,700	92,980	29,150	270,880
2019	90,860	30,160	11,910	7,530	13,330	80,460	26,970	261,220
2020	81,870	27,640	11,420	7,220	13,420	82,010	13,100	236,680
2021	86,620	29,600	11,880	7,510	13,960	86,000	13,630	249,200
2022	82,820	28,180	11,520	7,280	13,540	82,190	13,210	238,740
2023	88,760	55,700	10,740	10,960	13,860	87,340	13,520	280,880
Average Annual Growth								0.81%

Note: 5016 – San Tin Highway, Castle Peak Road & San Tam Road (From Kam Tin Road to Fairview Park Boulevard)
 5019 – Castle Peak Road – Yuen Long (From Yuen Long On Lok Road to Kam Tin Road)
 5257 – Castle Peak Road – Tam Mi, Mai Po & San Tin (From Fairview Park Boulevard to Lok Ma Chau Road)
 5297 – San Tam Road (From Castle Peak Road – Mai Po to Fairview Park Boulevard Roundabout)
 5505 – Sam Tam Road (From Fairview Park Boulevard RA to End)
 5508 – San Tin Highway (From Fairview Park Boulevard to Lok Ma Chau Road)
 5496 – San Sham Road (From San Tin Interchange to End of San Sham Road)

4.5 Table 4.1 shows that the annual growth rate from 2031 to 2033 is +0.53%. Table 4.2 shows that in the historic AADT of the stations between 2013 and 2023 in the vicinity has average annual growth rate of +0.81% per annum. To be conservative, the growth rate of +1.00% per annum is adopted for the traffic growth between 2031 and 2033.

Other Developments in the Vicinity of the Proposed RCHD

4.6 The major planned developments in the vicinity of the Proposed RCHD are summarized in Table 4.3, and are included in the traffic forecast.

TABLE 4.3 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Site	Address	Use	Development Parameter (Approx.)
1	TPB ref.: Y/YL-MP/9: Lots 50 S.A and 77 in D.D.101, Wo Shang Wai, Mai Po, Yuen Long	Residential	Around 3562 flats
2	TPB ref.: Y/YL-MP/10: Lots 3152, 3153 RP, 3156 S.B and 4805 in D.D. 104 and Adjoining Government Land (GL), Kam Pok Road, Mai Po, Yuen Long	Residential	Around 2322 flats
3	TPB ref.: Y/YL-NSW/7: Various Lots in D.D. 104 and adjoining Government Land, Wing Kei Tsuen, Nam Sang Wai, Yuen Long	Residential	Around 1,997 flats
4	TPB ref.: Y/YL-NSW/8: Lots 8 RP (Part), 8 S.A RP, 12, 13, 14 S.B ss.2, 14 S.B RP, 14 S.C RP, 16, 17, 31 S.B RP, 33 RP, 36 RP, 45, 55 S.A and 1740 S.A RP in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long	Residential	Around 6,825 flats
5	TPB ref.: Y/YL-NSW/9: Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D. 107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long	Residential	Around 3,115 flats
6	TPB ref.: Y/YL-NTM/9A: Lot 4823 in D.D. 104, Ngau Tam Mei, Yuen Long, New Territories	RCHE	Around 142 beds
7	TPB ref.: A/YL-MP/287: Lots 3207 RP, 3209 RP, 3220 RP, 3221 RP, 3224 RP, 3225 S.A RP, 3225 S.C RP, 3225 RP, 3226 S.A RP, 3226 RP, 3228, 3229, 3230 RP, 3250 S.B ss.21 RP, 3250 S.B ss.33 S.B, 3250 S.B ss.40 S.A RP, 3250 S.B ss.40 RP and 4658 RP in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	Residential	Around 65 flats
8	TPB ref.: A/YL-NSW/274: Lots 592 S.C ss.1 S.A, 592 S.C ss.4 and 1252 S.C in D.D. 115, Tung Shing Lei, Yuen Long	Residential, Office and Special Child Care Centre (SCCC)	Around 1518 flats, office with 1800m ² GFA and 60-Place SCCC
9	TPB ref.: A/YL-KTN/663-1: Lots 1783 (Part), 1784 RP, 1788 RP, 1789 RP, 1790 RP (Part), 1791 RP, 1795 (Part), 1796 (Part), 1797 (Part), 1836 (Part), 1927 S.A and 1927 RP (Part) in D.D. 107 and Adjoining Government Land, Kam Tin, Yuen Long	Residential	Around 1,154 flats

Site	Address	Use	Development Parameter (Approx.)
10	TPB ref.: A/YL-MP/341: Various Lots in D.D. 104 and Adjoining Government Land, Yau Pok Road, Mai Po, Yuen Long	Residential	Around 2150 flats
11	TPB ref.: A/YL-NSW/314: Various lots in D.D.104, North of Kam Pok Road East, Pok Wai, Yuen Long, New Territories	Residential	Around 90 flats
12	TPB ref.: A/YL-KTN/604: Various Lots in D.D. 107 and Adjoining Government Land, Cheung Chun San Tsuen, Kam Tin, Yuen Long, New Territories	Residential, Retail / School and Social Welfare Facility	Around 3,891 flats, Retail / School with 5,500m ² GFA and Social Welfare Facility with 800m ² GFA
13	LSPS ref.: LSPS/002: Ho Chau Road, Yuen Long, New Territories (near Tung Shing Lei) (Various lots in D.D. 115 and adjoining Government land)	Residential and retail	Around 3,200 flats and retail with 3,000m ² GFA

4.7 In addition, the infrastructure and road network considered in the traffic model include the following:

- San Tin Technopole
- Ngau Tam Mei New Development
- Sha Po Public Housing Development

Traffic Generated by the Proposed RCHD

4.8 Traffic generation associated with the Proposed RCHD is calculated based on results presented in Table 2.4, and the calculation is presented in Table 4.4. 24-hour breakdown of traffic generation is found in Appendix 3.

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED RCHD

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for RCHD (pcu/hour/bed) in Table 2.4						
RCHD	0.0541	0.0360	NA	0.0360	0.0631	NA
Traffic Generation of Proposed RCHD (pcu/hour)						
RCHD: 220 beds	12	8	20	8	14	22

4.9 Table 4.4 shows that the total 2-way traffic generated by the Proposed Development is only 20 and 22 pcu/hour (2-way) during the AM and PM peak hours respectively. Ingress and egress routes for traffic generated by the Proposed RCHD are presented in Figure 4.1.

2033 Traffic Flows

4.10 Year 2033 traffic flows for the following cases are derived:

2033 without the Proposed RCHD [A] = (i) 2031 traffic flows derived with reference to BDTM + (ii) estimated total growth from 2031 to 2033 + (iii) Other Developments in the Vicinity of the Proposed RCHD

2033 with the Proposed RCHD [B] = [A] + (iv) traffic generated by the Proposed RCHD (Table 4.4)

4.11 The 2033 peak hour traffic flows for the cases without and with the Proposed RCHD, are shown in Figures 4.2 - 4.3, respectively.

2033 Junction Operational Performance

4.12 Year 2033 capacity analysis for the cases without and with the Proposed RCHD are summarised in Table 4.5 and detailed calculations are found in the Appendix 1.

TABLE 4.5 2033 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter ⁽¹⁾	Without the Proposed RCHD		With the Proposed RCHD	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Kam Pok Road / Kam Pok Road East	Priority / RFC	0.337	0.240	0.338	0.241
J2 ⁽²⁾	Castle Peak Road – Tam Mi / Kam Pok Road	Signal / RC	16%	23%	15%	21%
J3	The Fairview Roundabout	Roundabout / RFC	0.797	0.800	0.799	0.803

Notes: ⁽¹⁾ RC – reserve capacity RFC – Ratio of Flow to Capacity

⁽²⁾ Cycle time increased from 94s to 120s as proposed by the approved A/YL-NSW/314

4.13 Table 4.5 shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed RCHD.

Impact on Utilisation of Surveyed bus stops

4.14 To be conservative, it is assumed that all pedestrians generated by the Proposed RCHD will use public transport services. The number of public transport passengers generated by the Proposed RCHD is calculated based on the pedestrian generation of the Proposed RCHD, as presented in Table 2.5, and the calculation is found in Table 4.6.

TABLE 4.6 PUBLIC TRANSPORT PASSENGERS GENERATED BY THE PROPOSED RCHD

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Pedestrian Generation Rates for RCHD (pedestrian/15 min/bed) in Table 2.5						
RCHD	0.0500	0.0100	NA	0.0100	0.0400	NA
Pedestrian Generation of Proposed RCHD (pedestrian/15 min)						
RCHD: 220 beds	11	3	14	3	9	12
Pedestrian Generation of Proposed RCHD (pedestrian/1 hour)						
RCHD: 220 beds	44	12	56	12	36	48

4.15 The public transport utilisation analysis is presented in Table 4.7.

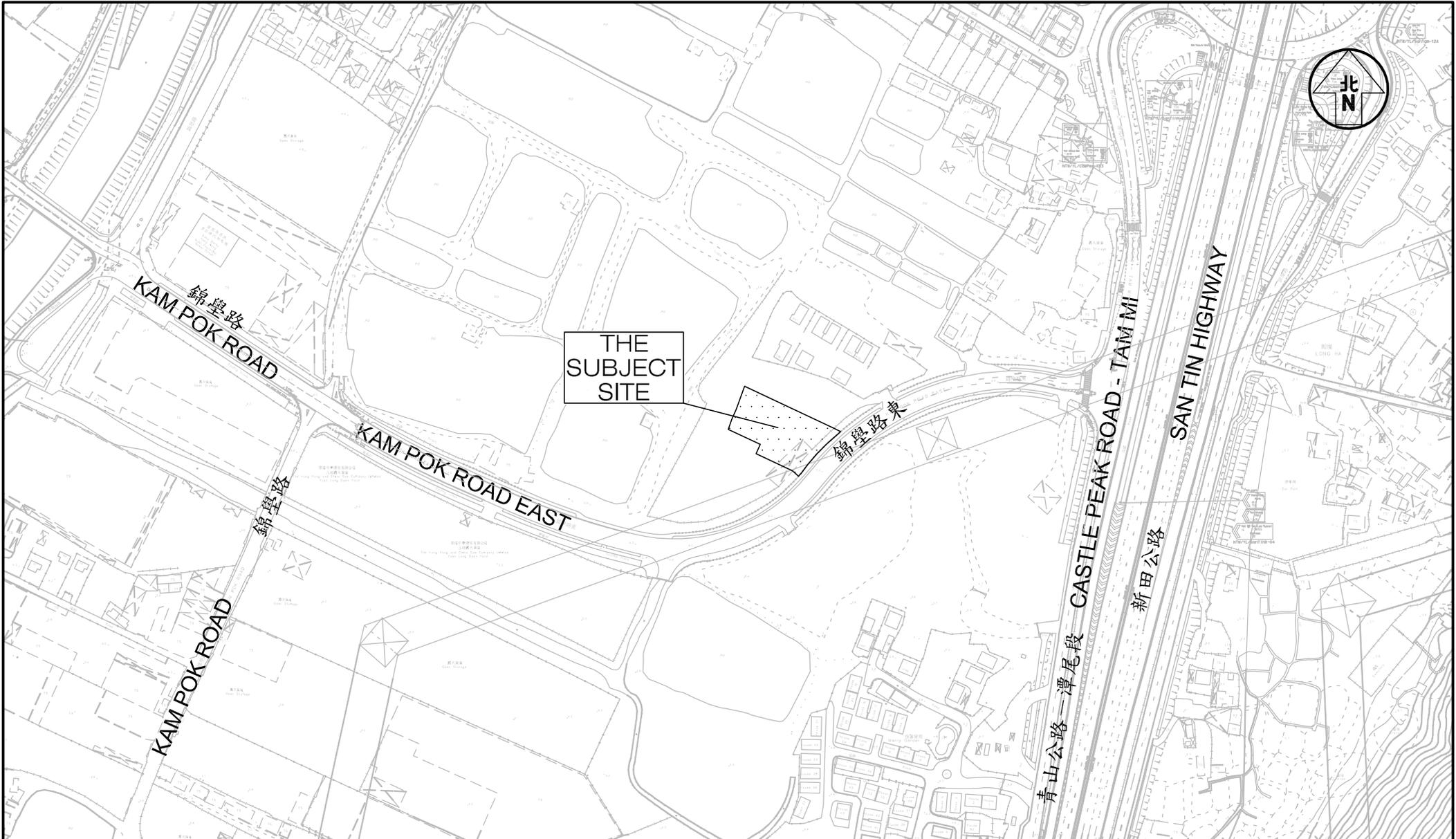
TABLE 4.7 THE UTILISATION OF THE PUBLIC TRANSPORT SERVICES FOR THE CASE WITH THE PROPOSED RCHD

No.	Location	Occupancy of Public Transport Service	
		AM Peak	PM Peak
1	Tai Sang Wai (towards San Tin) Bus Stop	47.0%	49.9%
2	Long Ha (towards Yuen Long) Bus Stop	41.0%	39.2%

4.16 Table 4.7 shows that the public transport service have capacity to accommodate the passenger demand generated by the Proposed RCHD.

5.0 CONCLUSION

- 5.1 The Subject Site is located at lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part) and adjoining Government Land in D.D. 104, Nam Sang Wai, Yuen Long. The owner has the intention to develop the Subject Site into a RCHD with no more than 220 beds.
- 5.2 Manual classified counts were conducted at junctions located in the vicinity of the Proposed RCHD in order to establish the peak hour traffic flows. Currently, these junctions operate with capacities during the AM and PM peak hours.
- 5.3 The internal transport facilities for the Proposed RCHD are provided based on the operational needs with the reference to 3 surveyed RCHDs.
- 5.4 The Proposed RCHD is expected to be completed by 2030, and the junction capacity analysis is undertaken for year 2033. For the design year 2033, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the Proposed RCHD.
- 5.5 The public transport services at 2 surveyed bus stops have capacity to accommodate the passenger demand generated by the Proposed RCHD.
- 5.6 It is concluded that the Proposed RCHD will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed RCHD is acceptable.



Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

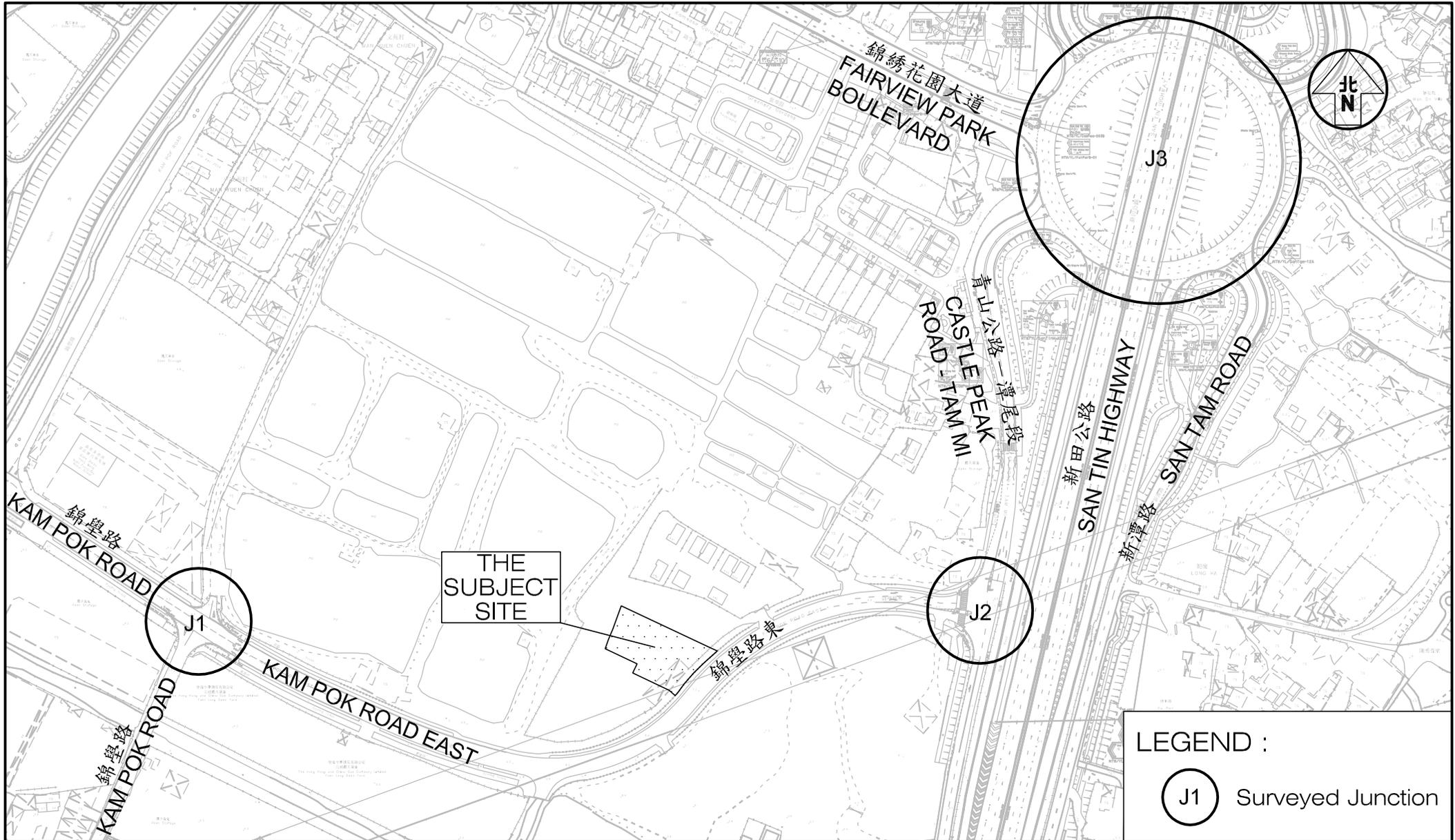
Figure No. 1.1
Revision C

CKM Asia Limited
Traffic and Transportation Planning Consultants

Figure Title LOCATION OF SUBJECT SITE

Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 3000	Date 03 OCT 2025	





LEGEND :

(J1) Surveyed Junction

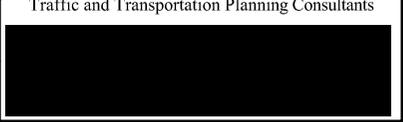
Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

Figure No. 2.1 Revision C

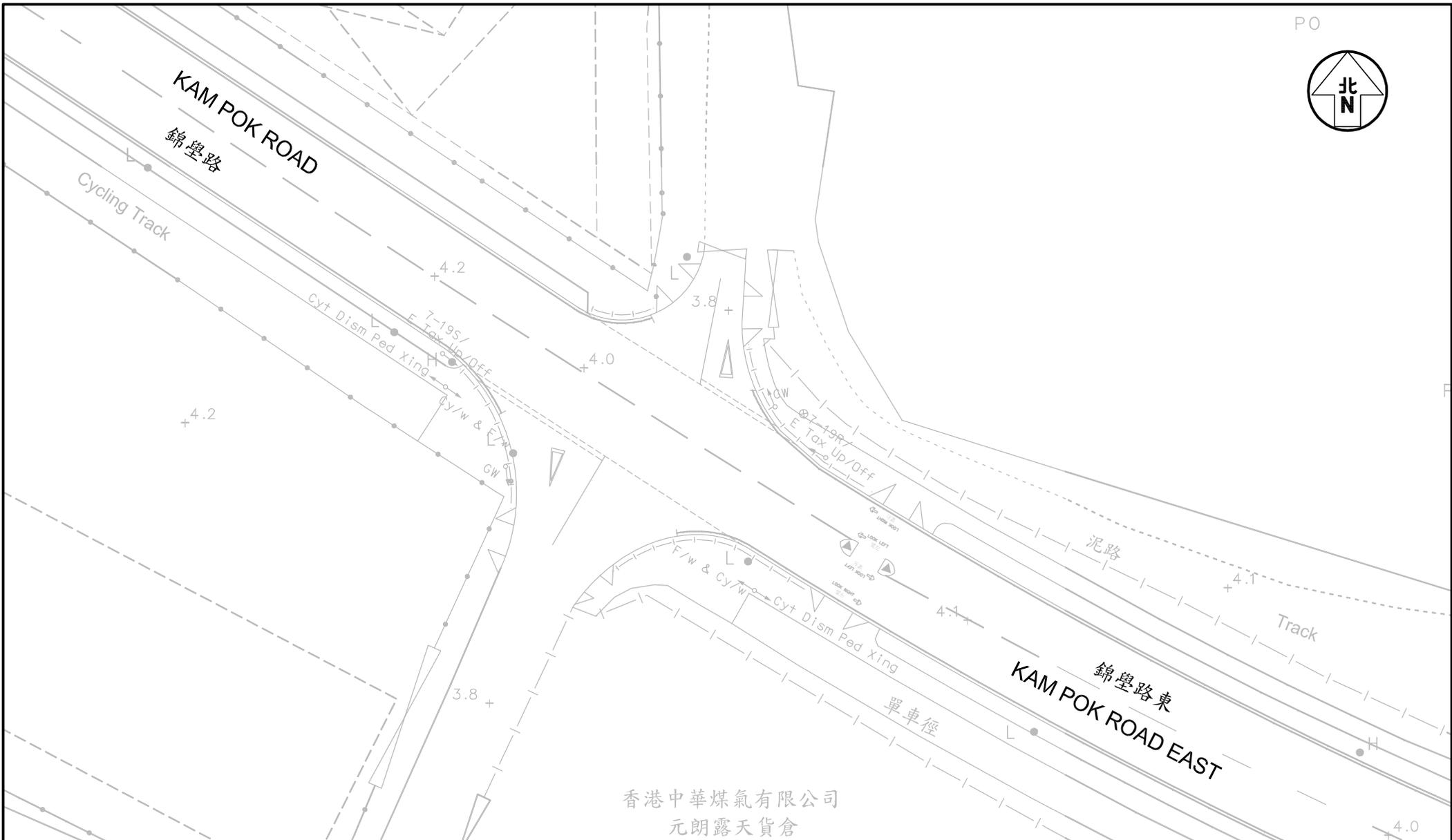
CKM Asia Limited
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Figure Title LOCATION OF SURVEYED JUNCTIONS

Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 3000	Date 03 OCT 2025	



PO



香港中華煤氣有限公司
元朗露天貨倉

Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

Figure No. 2.2
Revision C

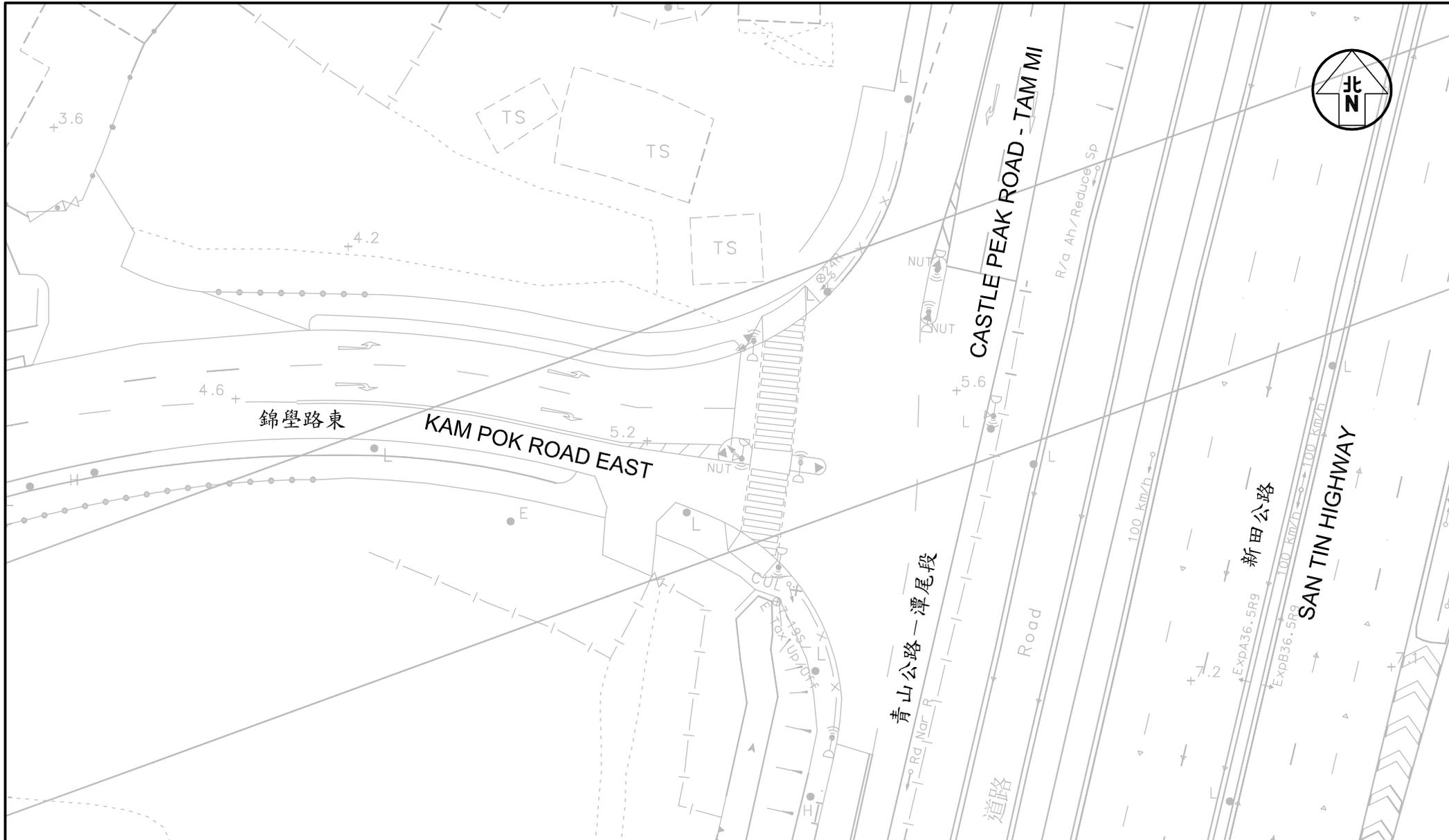
CKM Asia Limited
Traffic and Transportation Planning Consultants

Figure Title
EXISTING JUNCTION LAYOUT OF KAM POK ROAD / KAM POK ROAD EAST

Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 500	Date 03 OCT 2025	



T:\JOB\J7400-J7449\J7400\2025 10\Fig 2.2 - 2.4 RevC.dwg



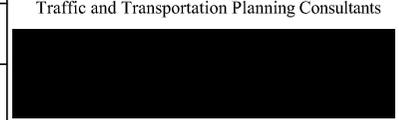
Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

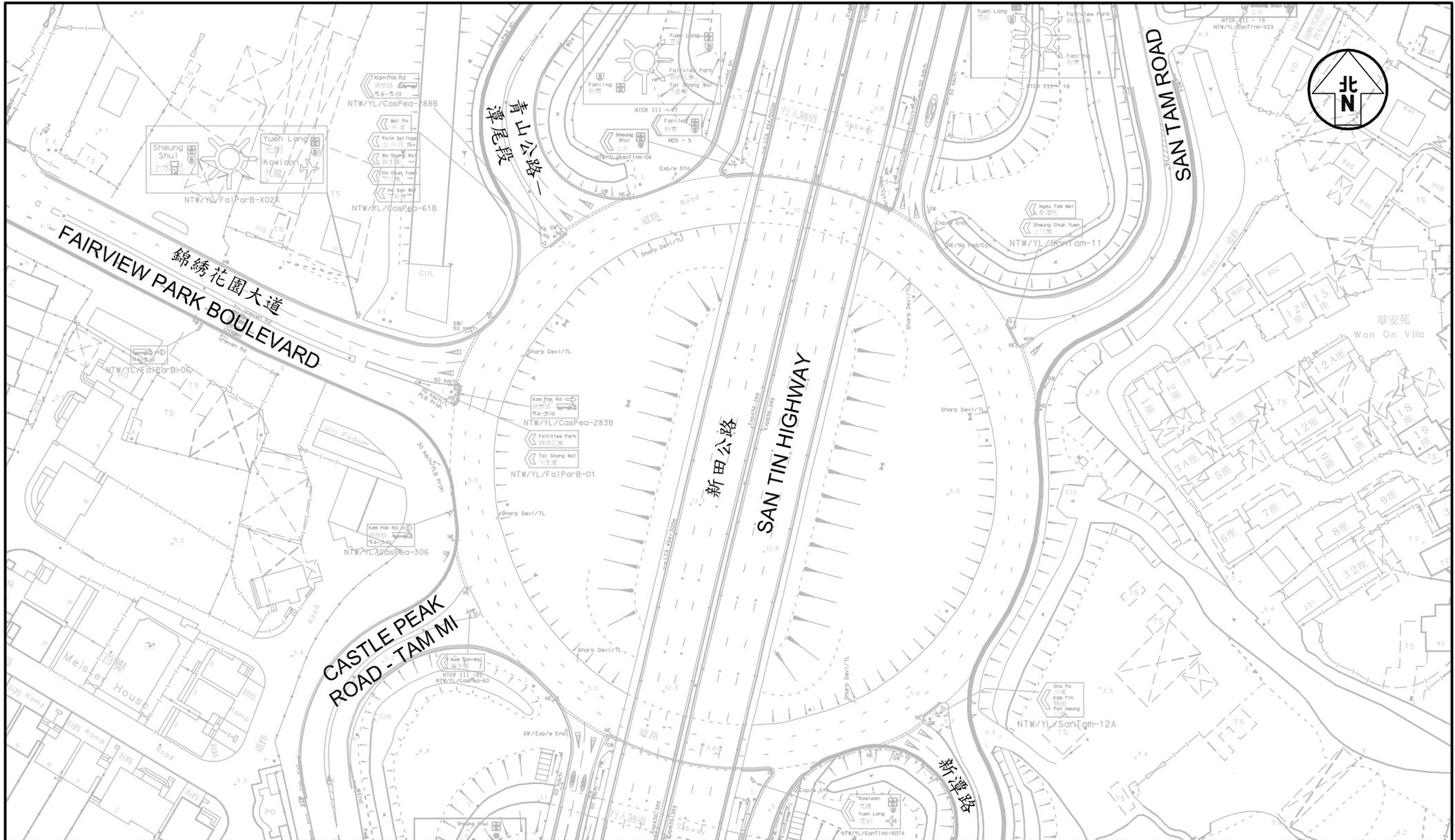
Figure No. 2.3 Revision C

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Figure Title
**EXISTING JUNCTION LAYOUT OF
CASTLE PEAK ROAD - TAM MI / KAM POK ROAD**

Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 500	Date 03 OCT 2025	





Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

Figure No. **2.4**
Revision **C**

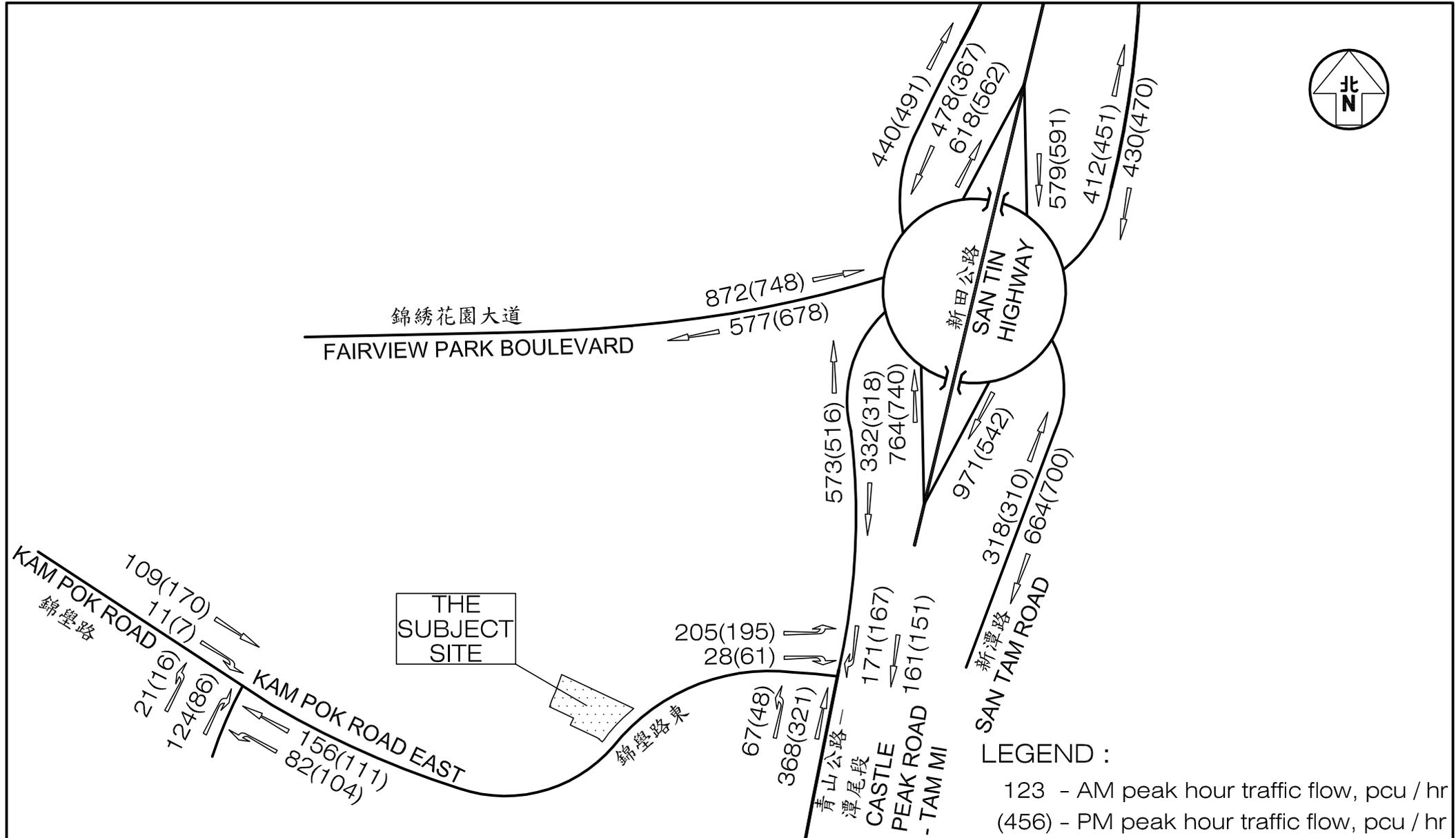
CKM Asia Limited
Traffic and Transportation Planning Consultants

Figure Title **EXISTING JUNCTION LAYOUT OF THE FAIRVIEW PARK ROUNDABOUT**

Designed by **LCH** Drawn by **NCM** Checked by **KC**

Scale in A4 **1 : 1250** Date **03 OCT 2025**

T:\JOB\J7400-J7449\J7400\2025 10\Fig 2.2 - 2.4 RevC.dwg



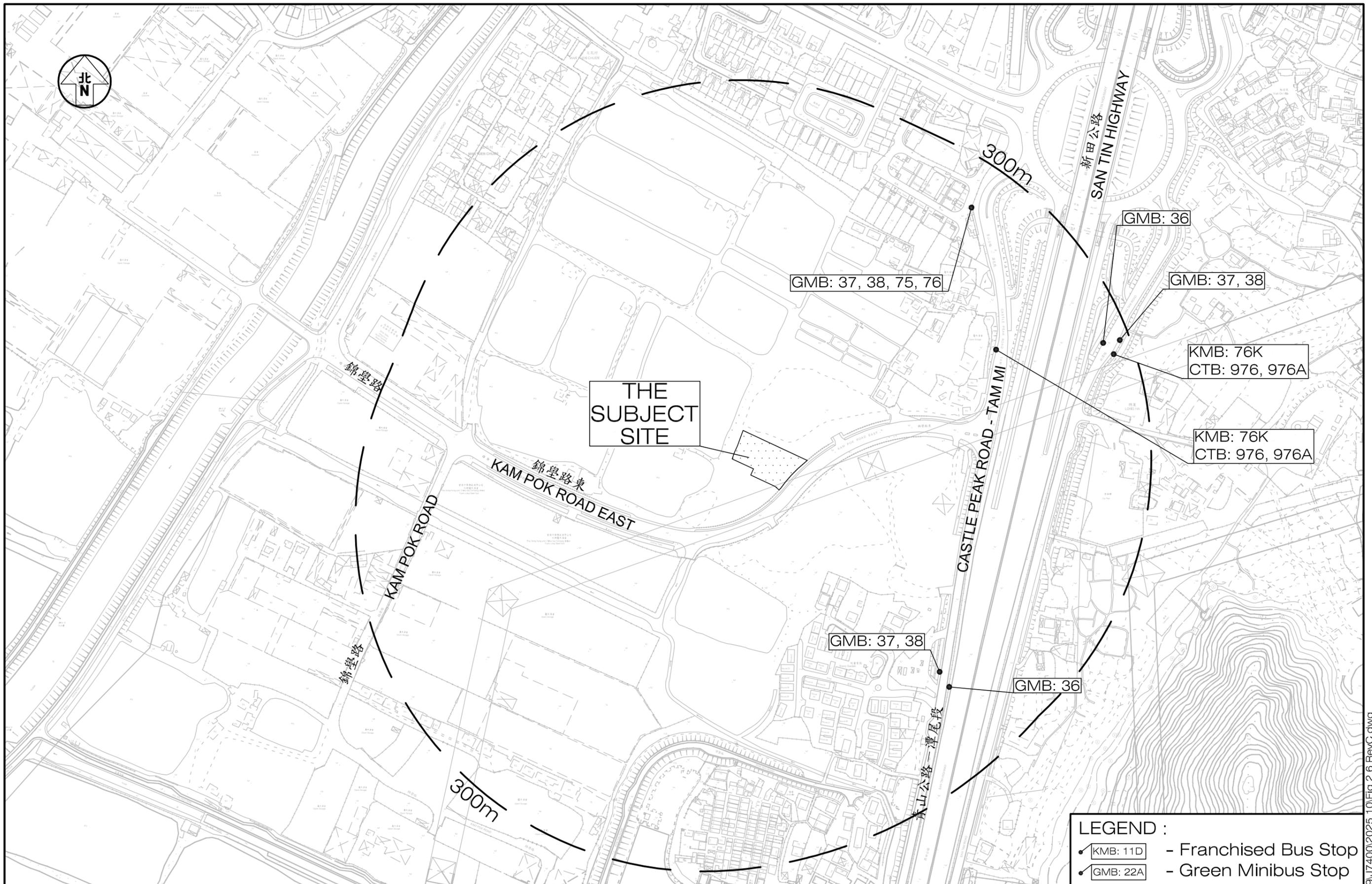
Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

Figure No. 2.5 Revision C

CKM Asia Limited
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Figure Title **EXISTING PEAK HOUR TRAFFIC FLOWS**

Designed by L C H
Drawn by N C M
Checked by K C
Scale in A4 N.T.S.
Date 03 OCT 2025



Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

J7400

Figure No. 2.6
Revision C

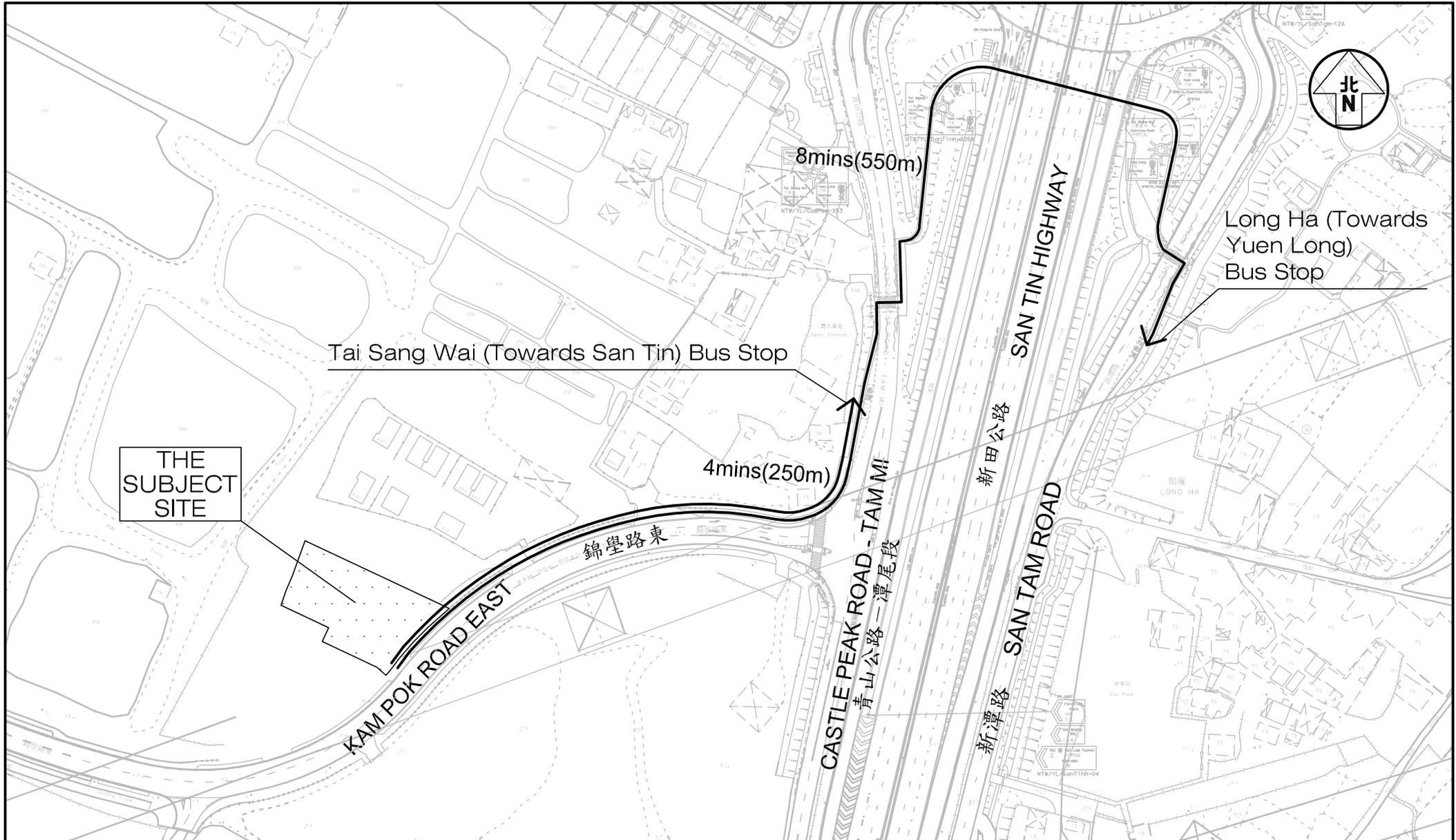
CKM Asia Limited
Traffic and Transportation Planning Consultants

Figure Title THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE

Designed by L C H
Drawn by N C M
Checked by K C

Scale in A3 1 : 3,000
Date 03 OCT 2025

T:\JOB\J7400-J7449\J7400\2025 10\Fig 2.6 RevC.dwg



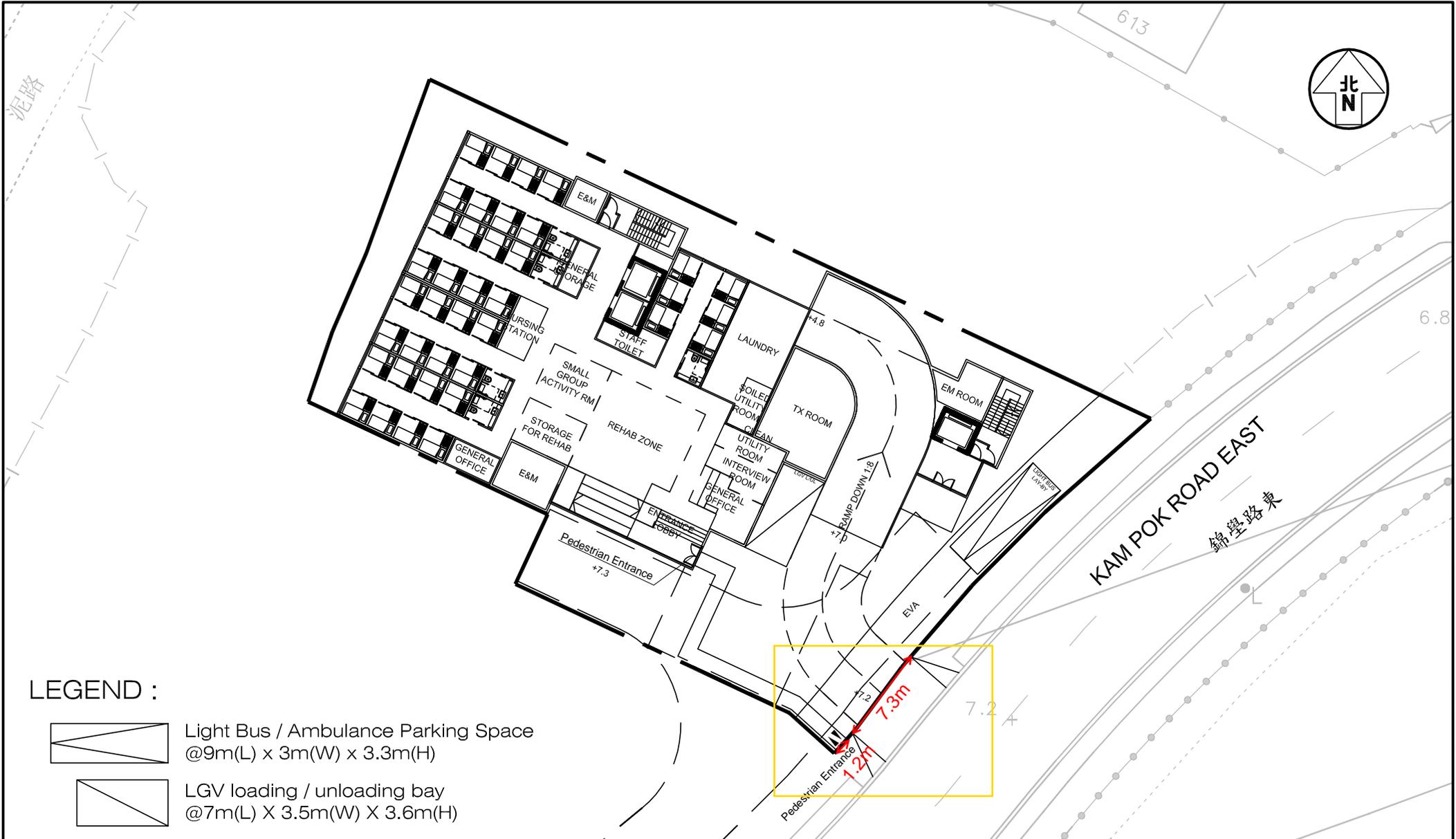
Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG** J7400

Figure No. **2.7** Revision **C**

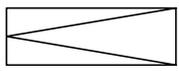
CKM Asia Limited
Traffic and Transportation Planning Consultants

Figure Title **THE WALKING PATH BETWEEN THE PROPOSED RCHD AND THE NEARBY FRANCHISED BUS STOPS**

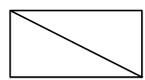
Designed by **LCH** Drawn by **NCM** Checked by **KC**
Scale in A4 **1 : 2000** Date **03 OCT 2025**



LEGEND :



Light Bus / Ambulance Parking Space
@9m(L) x 3m(W) x 3.3m(H)



LGV loading / unloading bay
@7m(L) X 3.5m(W) X 3.6m(H)

Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

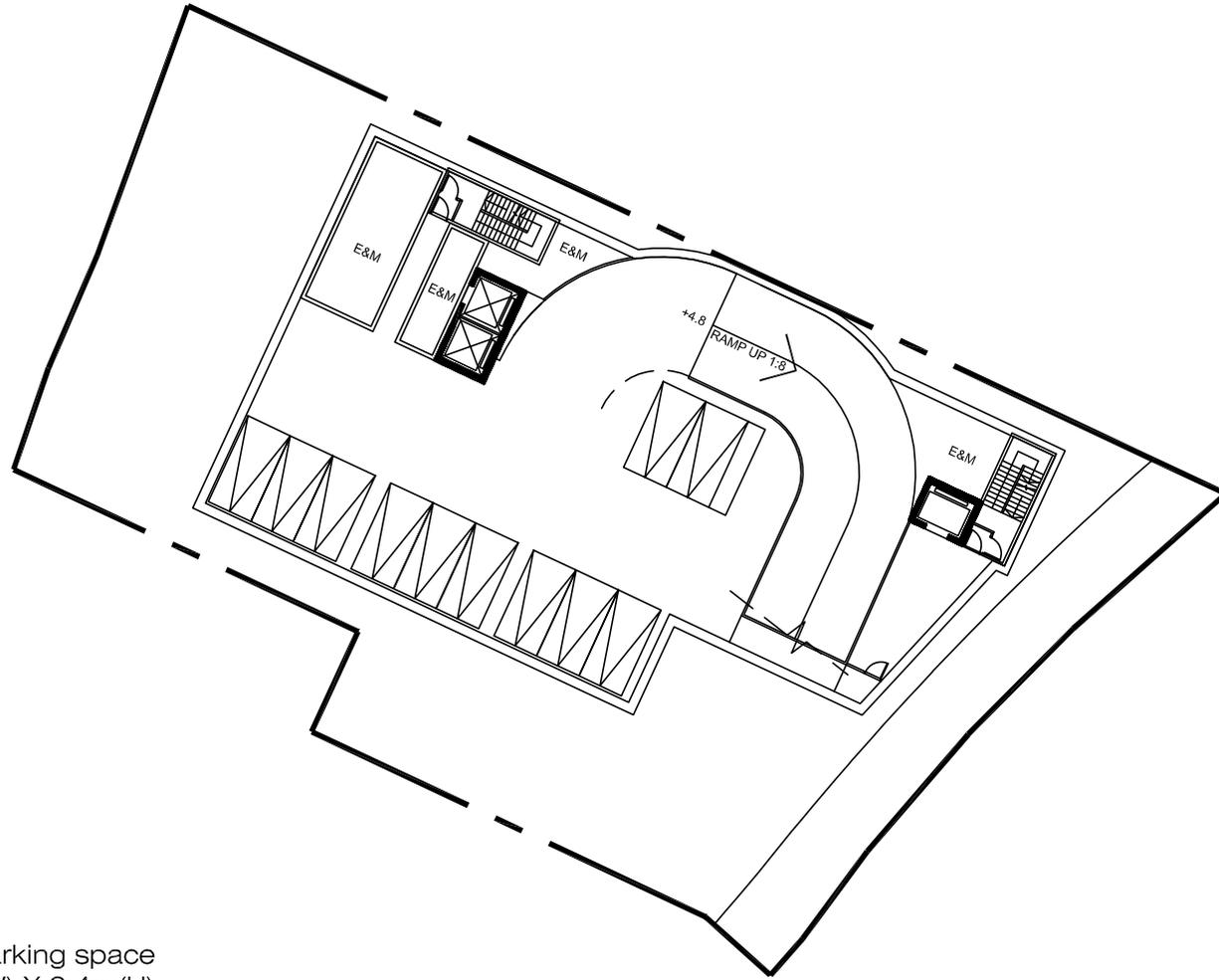
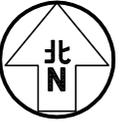
Figure No. **3.1**
Revision **C**

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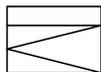
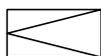
Figure Title **G/F LAYOUT PLAN**

Designed by **L C H**
Drawn by **N C M**
Checked by **K C**

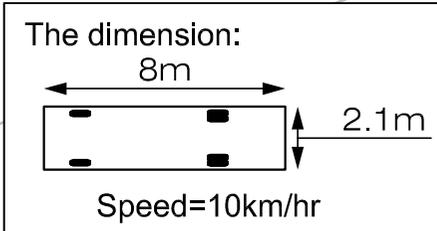
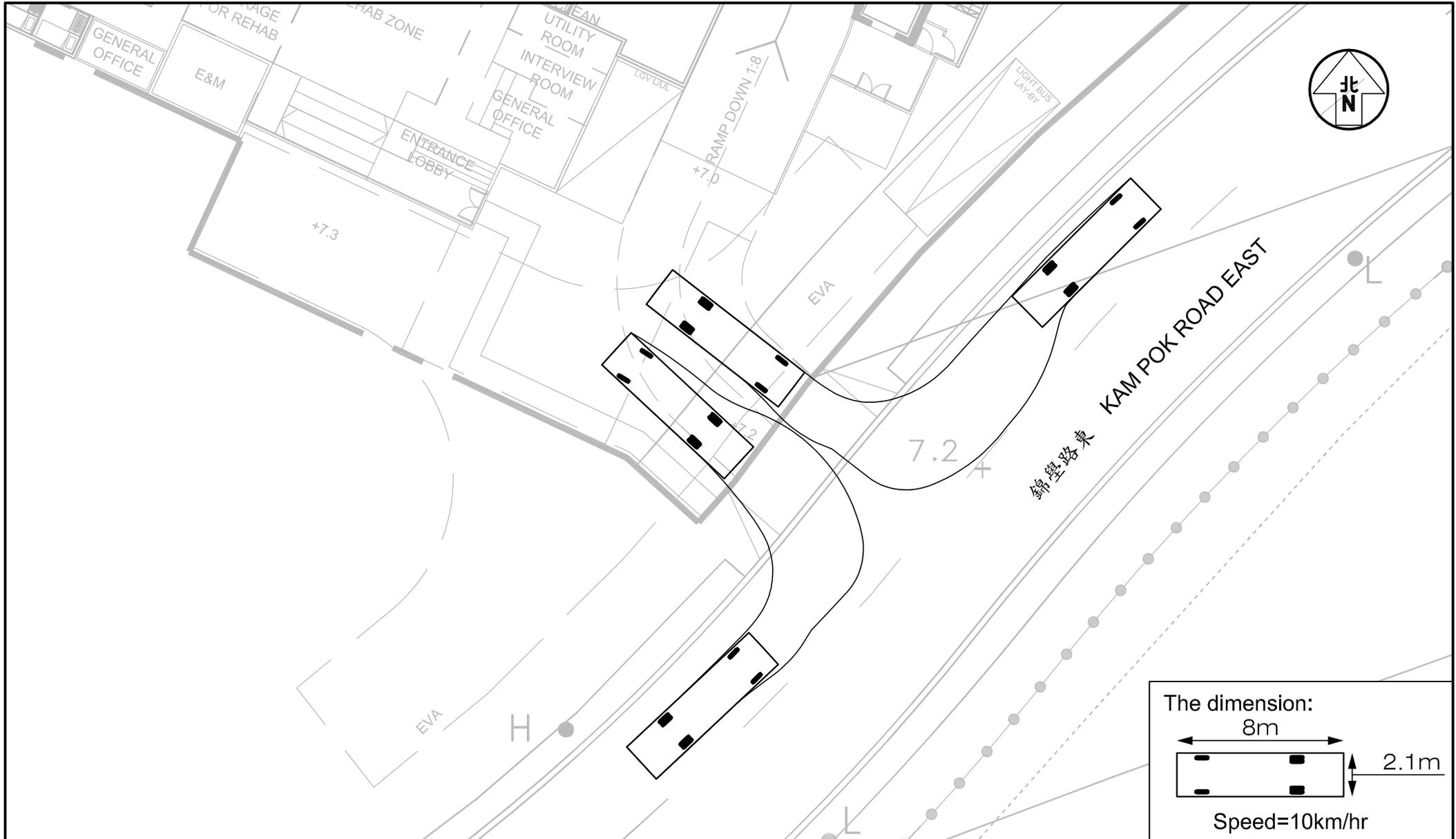
Scale in A4 **1 : 400**
Date **03 OCT 2025**



LEGEND :

-  Accessible car parking space
@5m(L) X 3.5m(W) X 2.4m(H)
-  Private car parking space
@5m(L) X 2.5m(W) X 2.4m(H)

Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	Figure No. 3.2	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants	
Figure Title B/F LAYOUT PLAN	Designed by L C H	Drawn by N C M		Checked by K C
Scale in A4 1 : 400	Date 03 OCT 2025			



Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

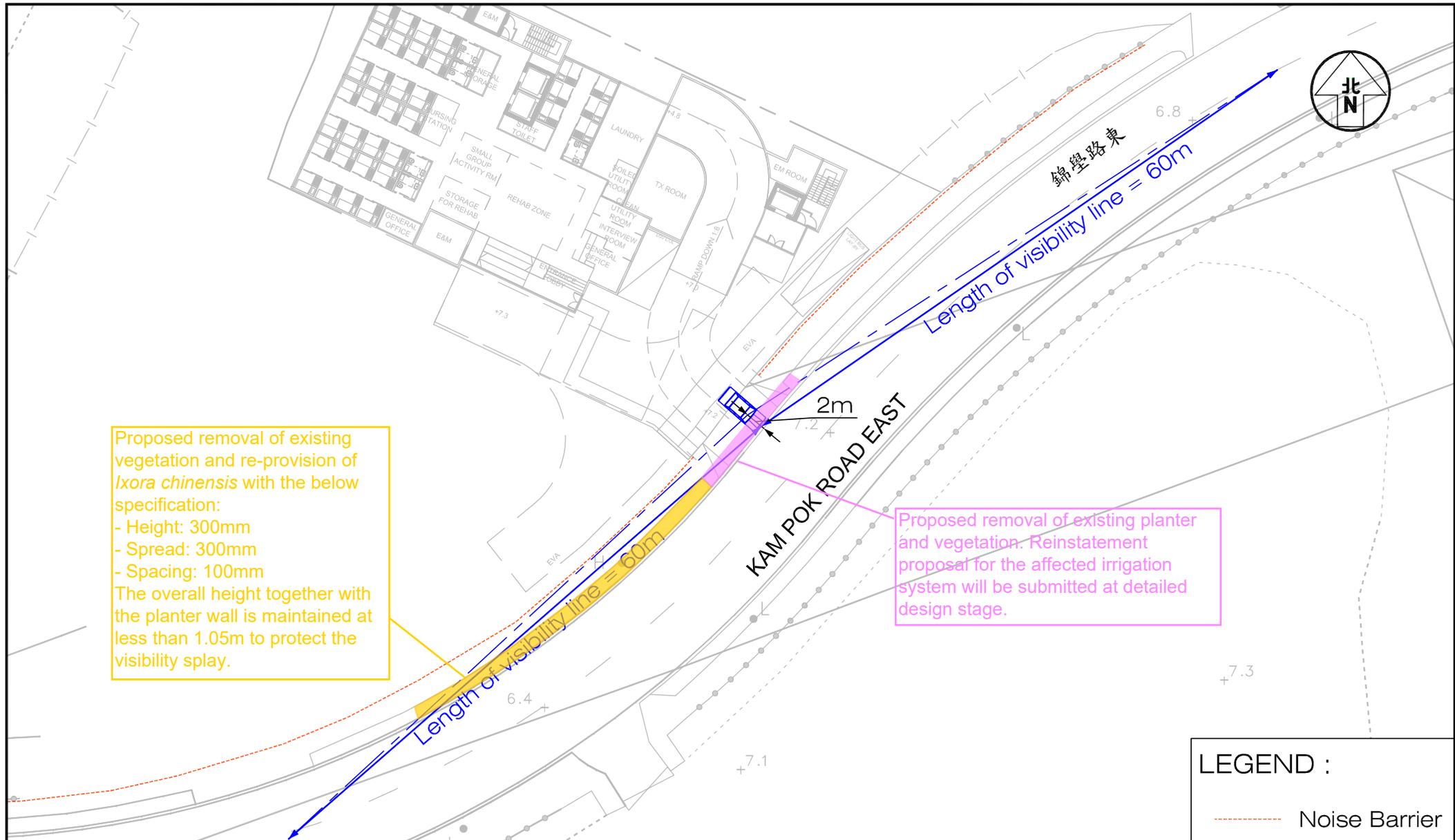
Figure No. 3.3 Revision A

CKM Asia Limited
Traffic and Transportation Planning Consultants

Figure Title
SWEPT PATH OF LIGHT BUS ENTERING AND LEAVING THE SUBJECT SITE

Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 250	Date 03 OCT 2025	





Proposed removal of existing vegetation and re-provision of *Ixora chinensis* with the below specification:

- Height: 300mm
- Spread: 300mm
- Spacing: 100mm

The overall height together with the planter wall is maintained at less than 1.05m to protect the visibility splay.

Proposed removal of existing planter and vegetation. Reinstatement proposal for the affected irrigation system will be submitted at detailed design stage.

LEGEND :
 ----- Noise Barrier

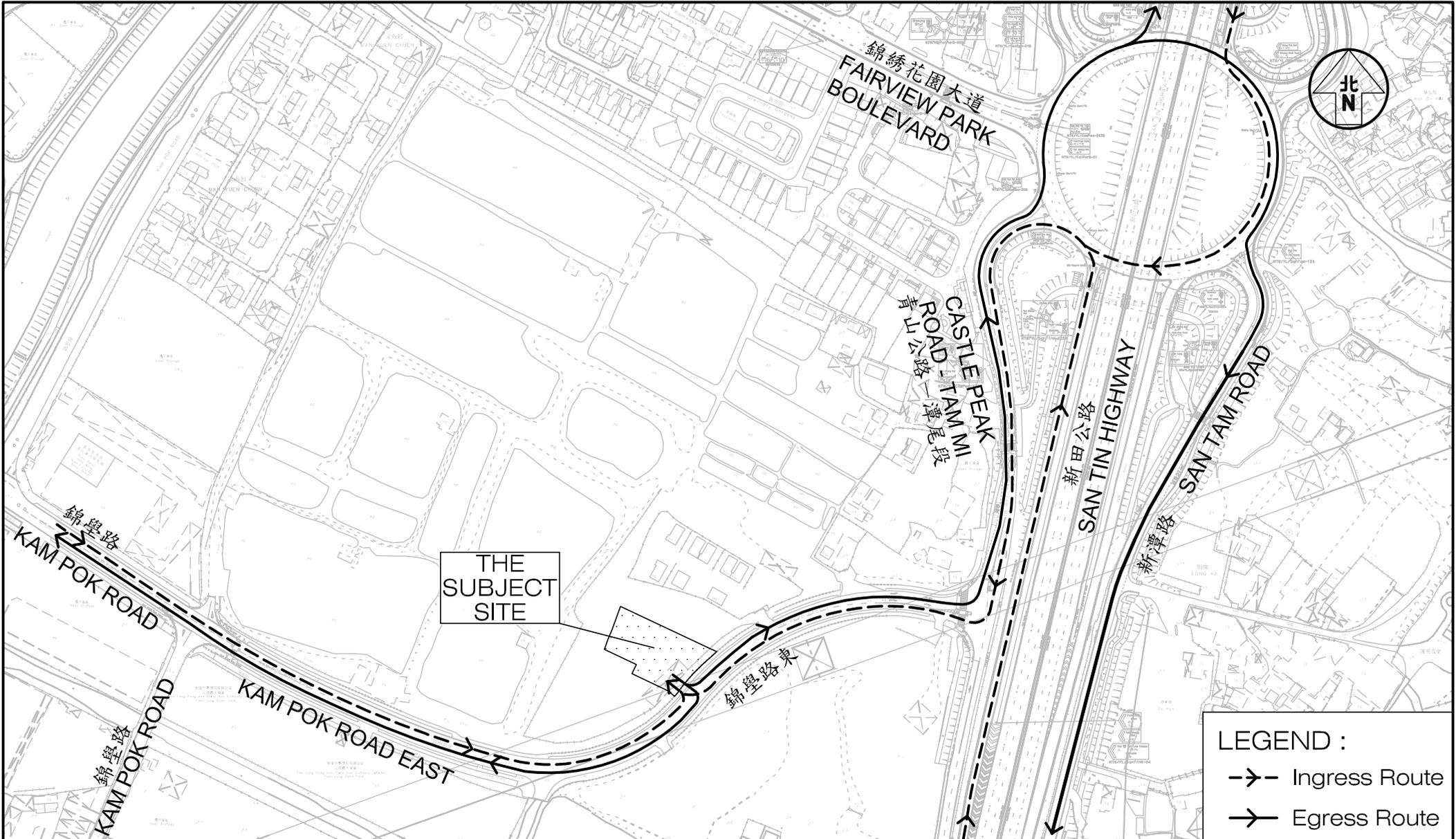
Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

Figure No. 3.3 Revision C

Figure Title LENGTH OF VISIBILITY LINE FOR THE MOTORIST LEAVING THE PROPOSED RCHD AT KAM POK ROAD EAST

Designed by C Y Y Drawn by N C M Checked by K C Scale in A4 1 : 500 Date 03 OCT 2025

CKM Asia Limited
 Traffic and Transportation Planning Consultants



THE
SUBJECT
SITE

LEGEND :
 - - - - - Ingress Route
 ———— Egress Route

Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

Figure No. 4.1
 Revision C

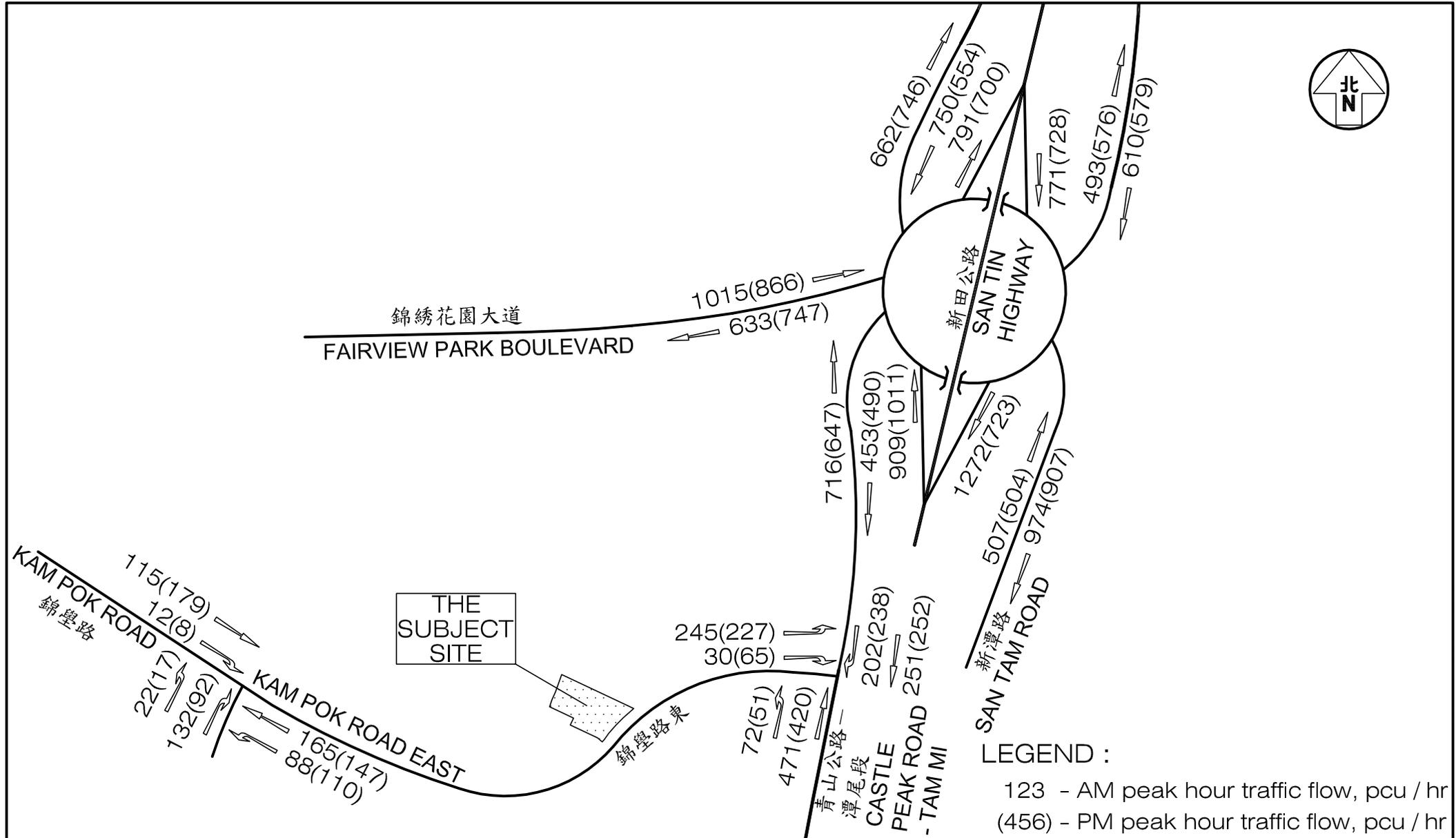
CKM Asia Limited
 Traffic and Transportation Planning Consultants

Figure Title THE VEHICULAR INGRESS / EGRESS ROUTES OF THE PROPOSED RCHD

Designed by L C H
 Drawn by N C M
 Checked by K C

Scale in A4 1 : 3000
 Date 03 OCT 2025





LEGEND :

123 - AM peak hour traffic flow, pcu / hr
 (456) - PM peak hour traffic flow, pcu / hr

Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

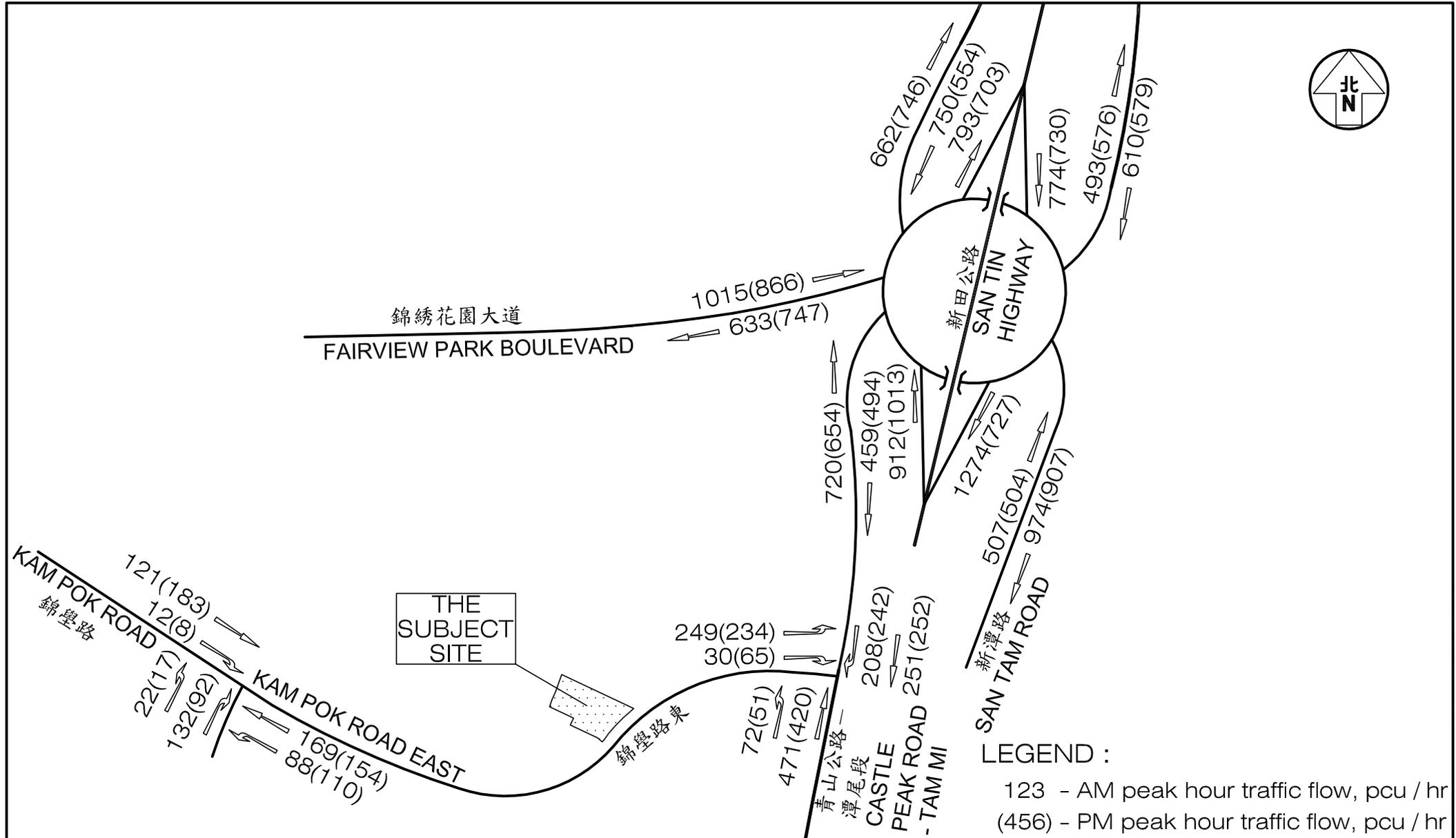
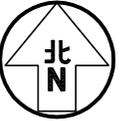
Figure No. 4.2
 Revision D

CKM Asia Limited
 Traffic and Transportation Planning Consultants

Figure Title YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED RCHD

Designed by L C H
 Drawn by N C M
 Checked by K C
 Scale in A4 N.T.S.
 Date 24 DEC 2025





LEGEND :

123 - AM peak hour traffic flow, pcu / hr
 (456) - PM peak hour traffic flow, pcu / hr

Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

Figure No. 4.3 Revision D

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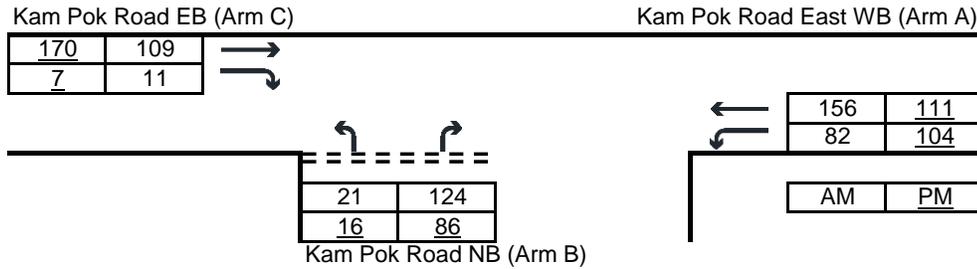
Figure Title YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED RCHD

Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 N.T.S.		Date 24 DEC 2025



Priority Junction Analysis

Junction:	Kam Pok Road / Kam Pok Road East		
Design Year:	2025	Job Number:	J7400
		Date:	24 Dec 2025
Scenario:	Existing Condition		Page 1



The predictive equations of capacity of movement are:

$$Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]$$

$$Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]$$

$$Q-CB = F[745 - 0.364Y(q-AC + q-AB)]$$

The geometric parameters represented by D, E, F are:

$$D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]$$

$$E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]$$

$$F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]$$

where $Y = 1 - 0.0345W$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

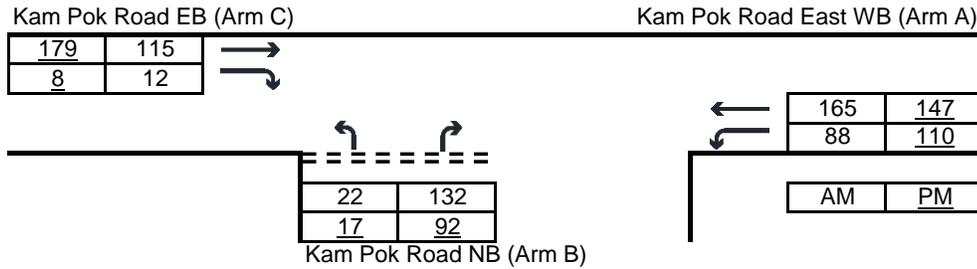
Geometry :	Input	Input	Input	Calculated				
	W	10.30	V-rBA	45	w-BA	2.70	D	0.7881
	W-CR	0.00	V-lBA	30	w-BC	2.70	E	0.8492
			V-rBC	45	w-CB	5.00	F	1.0356
			V-lCB	30			Y	0.6447

Analysis :	Traffic Flows, pcu/hr		Capacity, pcu/hr	
	AM	PM	AM	PM
q-CA	109	170	Q-BA	444
q-CB	11	7	Q-BC	595
q-AB	82	104	Q-CB	714
q-AC	156	111	Q-BAC	461
q-BA	124	86		
q-BC	21	16		
f	0.145	0.157		

Ratio-of-flow to Capacity	AM	PM
B-A	0.279	0.194
B-C	0.035	0.027
C-B	0.015	0.010
B-AC	0.315	0.220

Priority Junction Analysis

Junction:	Kam Pok Road / Kam Pok Road East		
Design Year:	2033	Job Number: J7400	Date: 24 Dec 2025
Scenario:	Future Condition (Without Proposed RCHD)		Page 2



The predictive equations of capacity of movement are:

$$Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]$$

$$Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]$$

$$Q-CB = F[745 - 0.364Y(q-AC + q-AB)]$$

The geometric parameters represented by D, E, F are:

$$D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]$$

$$E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]$$

$$F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]$$

where $Y = 1 - 0.0345W$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

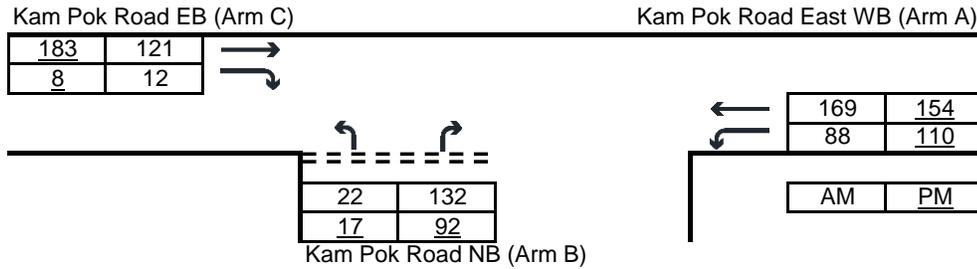
Geometry :	Input		Input		Input		Calculated	
	W	10.30	V-rBA	45	w-BA	2.70	D	0.7881
	W-CR	0.00	V-lBA	30	w-BC	2.70	E	0.8492
			V-rBC	45	w-CB	5.00	F	1.0356
			V-lCB	30			Y	0.6447

Analysis :	Traffic Flows, pcu/hr		Capacity, pcu/hr		AM	PM
	q-CA	115	179	Q-BA	441	436
	q-CB	12	8	Q-BC	593	595
	q-AB	88	110	Q-CB	710	709
	q-AC	165	147	Q-BAC	457	455
	q-BA	132	92			
	q-BC	22	17			
	f	0.143	0.156			

Ratio-of-flow to Capacity	AM	PM
B-A	0.300	0.211
B-C	0.037	0.029
C-B	0.017	0.011
B-AC	0.337	0.240

Priority Junction Analysis

Junction:	Kam Pok Road / Kam Pok Road East		
Design Year:	2033	Job Number: J7400	Date: 24 Dec 2025
Scenario:	Future Condition (With Proposed RCHD)		Page 3



The predictive equations of capacity of movement are:

$$Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]$$

$$Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]$$

$$Q-CB = F[745 - 0.364Y(q-AC + q-AB)]$$

The geometric parameters represented by D, E, F are:

$$D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]$$

$$E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]$$

$$F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]$$

where $Y = 1 - 0.0345W$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input	Input	Input	Calculated			
W	10.30	V-rBA	45	w-BA	2.70	D	0.7881
W-CR	0.00	V-lBA	30	w-BC	2.70	E	0.8492
		V-rBC	45	w-CB	5.00	F	1.0356
		V-lCB	30			Y	0.6447

Analysis :	AM	PM	Capacity, pcu/hr	AM	PM
Traffic Flows, pcu/hr					
q-CA	121	183	Q-BA	439	434
q-CB	12	8	Q-BC	592	593
q-AB	88	110	Q-CB	709	707
q-AC	169	154	Q-BAC	456	453
q-BA	132	92			
q-BC	22	17			
f	0.143	0.156			

Ratio-of-flow to Capacity	AM	PM
B-A	0.301	0.212
B-C	0.037	0.029
C-B	0.017	0.011
B-AC	0.338	0.241

Signal Junction Analysis

Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7400
 Scenario: Future Condition (Without Proposed RCHD) P. 5
 Design Year: 2033 Designed By: _____ Checked By: _____ Date: 24 Dec 2025

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	Turning %	AM Peak				PM Peak				
							Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Castle Peak Road - Tam Mi NB	LT+SA	A1	1	3.50	20.0	14	1945	543	0.279	0.279	10	1950	471	0.242	0.242
Castle Peak Road - Tam Mi SE	SA	B1	2	3.30			2085	251	0.120			2085	252	0.121	
	RT	B2	2	3.40	15.0	100	1905	202	0.106	0.106	100	1905	238	0.125	0.125
Kam Pok Road EB	LT	C1	3	3.50	28.0	100	1865	245	0.131	0.131	100	1865	227	0.122	0.122
	RT	C2	3	3.50	13.0	100	1887	30	0.016		100	1887	65	0.034	
pedestrian phase	D(p)	4				min crossing time =	13	sec GM +	12	sec FGM =	25	sec			

<p>AM Traffic Flow (pcu/hr)</p>	<p>PM Traffic Flow (pcu/hr)</p>	<p>$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$ Note:</p> <p>$S_m=S_z(1+1.5f/r)$ $S_m=(S-230)/(1+1.5f/r)$</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>AM Peak</th> <th>PM Peak</th> </tr> </thead> <tbody> <tr> <td>Group</td> <td>1+2+3</td> <td>1+2+3</td> </tr> <tr> <td>Sum y</td> <td>0.517</td> <td>0.488</td> </tr> <tr> <td>L (s)</td> <td>40</td> <td>40</td> </tr> <tr> <td>C (s)</td> <td>120</td> <td>120</td> </tr> <tr> <td>practical y</td> <td>0.600</td> <td>0.600</td> </tr> <tr> <td>R.C. (%)</td> <td>16%</td> <td>23%</td> </tr> </tbody> </table>		AM Peak	PM Peak	Group	1+2+3	1+2+3	Sum y	0.517	0.488	L (s)	40	40	C (s)	120	120	practical y	0.600	0.600	R.C. (%)	16%	23%
	AM Peak	PM Peak																					
Group	1+2+3	1+2+3																					
Sum y	0.517	0.488																					
L (s)	40	40																					
C (s)	120	120																					
practical y	0.600	0.600																					
R.C. (%)	16%	23%																					

1 	2 	3 	4 	5	
AM	G = I/G = 6	G = I/G = 5	G = I/G = 5	G = 25 I/G = 2	G = I/G =
PM	G = I/G = 6	G = I/G = 5	G = I/G = 5	G = 25 I/G = 2	G = I/G =

Signal Junction Analysis

Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7400
 Scenario: Future Condition (With Proposed RCHD) P. 6
 Design Year: 2033 Designed By: _____ Checked By: _____ Date: 24 Dec 2025

Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	Turning %	Sat. Flow (pcu/hr)	AM Peak				PM Peak			
								Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y
Castle Peak Road - Tam Mi NB	LT+SA	A1	1	3.50	20.0	14	1945	543	0.279	0.279	10	1950	471	0.242	0.242
Castle Peak Road - Tam Mi SE	SA	B1	2	3.30			2085	251	0.120			2085	252	0.121	
	RT	B2	2	3.40	15.0	100	1905	208	0.109	0.109	100	1905	242	0.127	0.127
Kam Pok Road EB	LT	C1	3	3.50	28.0	100	1865	249	0.134	0.134	100	1865	234	0.125	0.125
	RT	C2	3	3.50	13.0	100	1887	30	0.016		100	1887	65	0.034	
pedestrian phase	D(p)	4				min crossing time =	13	sec GM +	12	sec FGM =	25	sec			

<p>AM Traffic Flow (pcu/hr)</p>	<p>PM Traffic Flow (pcu/hr)</p>	<p>$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$ Note:</p> <p>$S_w=S_z(1+1.5f/r)$ $S_w=(S-230)/(1+1.5f/r)$</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>AM Peak</th> <th>PM Peak</th> </tr> </thead> <tbody> <tr> <td>Group</td> <td>1+2+3</td> <td>1+2+3</td> </tr> <tr> <td>Sum y</td> <td>0.522</td> <td>0.494</td> </tr> <tr> <td>L (s)</td> <td>40</td> <td>40</td> </tr> <tr> <td>C (s)</td> <td>120</td> <td>120</td> </tr> <tr> <td>practical y</td> <td>0.600</td> <td>0.600</td> </tr> <tr> <td>R.C. (%)</td> <td>15%</td> <td>21%</td> </tr> </tbody> </table>		AM Peak	PM Peak	Group	1+2+3	1+2+3	Sum y	0.522	0.494	L (s)	40	40	C (s)	120	120	practical y	0.600	0.600	R.C. (%)	15%	21%
	AM Peak	PM Peak																					
Group	1+2+3	1+2+3																					
Sum y	0.522	0.494																					
L (s)	40	40																					
C (s)	120	120																					
practical y	0.600	0.600																					
R.C. (%)	15%	21%																					

1 	2 	3 	4
AM	G = I/G = 6	G = I/G = 5	G = I/G = 5
PM	G = I/G = 6	G = I/G = 5	G = I/G = 5

Roundabout Analysis

Junction: The Fairview Park Roundabout Job Number: J7400
 Scenario: Existing Condition P. 7
 Design Year: 2025 Designed By: _____ Checked By: _____ Date: 24 Dec 2025

AM Peak

Arm	To A	To B	To C	To D	To E	to F	to G	Total	q _c
From A	35	54	379	140	73	122	69	872	1251
From B	30	11	141	32	53	208	98	573	1791
From C	210	42	43	131	144	69	125	764	1393
From D	29	17	73	14	52	120	13	318	1493
From E	63	35	133	110	10	47	32	430	1399
From F	157	87	112	85	25	29	84	579	1211
From G	53	86	90	152	55	23	19	478	1350
Total	577	332	971	664	412	618	440	4014	

PM Peak

Arm	To A	To B	To C	To D	To E	to F	to G	Total	q _c
From A	28	54	153	98	96	255	64	748	1164
From B	68	16	77	45	78	112	120	516	1594
From C	228	77	22	142	102	36	133	740	1568
From D	67	17	49	24	64	72	17	310	1608
From E	100	21	129	135	14	38	33	470	1467
From F	126	74	55	148	52	25	111	591	1375
From G	61	59	57	108	45	24	13	367	1475
Total	678	318	542	700	451	562	491	3742	

Legend

Arm	Road (in clockwise order)
A	Fairview Park Boulevard EB
B	Castle Peak Road NB
C	San Tin Road NB
D	San Tam Road NB
E	San Tam Road SB
F	San Tin Road SB
G	Castle Peak Road SB
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	11.0	7.0	22.0	14.0	142	35	0.5
From B	9.0	5.5	20.0	10.0	142	35	0.6
From C	8.5	6.4	23.0	7.5	142	30	0.4
From D	8.5	6.5	20.0	10.0	142	25	0.3
From E	8.0	6.0	20.0	9.5	142	35	0.3
From F	8.5	6.0	25.0	6.5	142	40	0.6
From G	6.0	5.0	22.0	7.0	142	30	0.2
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	$= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
F	$= 303x_2$
f_c	$= 0.210t_D(1 + 0.2x_2)$
t_D	$= 1 + 0.5/(1 + M)$
M	$= \exp[(D - 60)/10]$
x_2	$= v + (e - v)/(1 + 2S)$
S	$= 1.6(e - v)/L$

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x_2	M	t_D	K	F	f_c	Q_E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	9.09	3640.95	1.00	0.99	2754.13	0.59	1987.75	2039	872	748	0.439	0.367
From B	7.15	3640.95	1.00	0.98	2166.74	0.51	1230.86	1330	573	516	0.466	0.388
From C	7.51	3640.95	1.00	1.01	2274.80	0.53	1552.77	1460	764	740	0.492	0.507
From D	7.72	3640.95	1.00	1.02	2339.01	0.53	1568.05	1506	318	310	0.203	0.206
From E	7.19	3640.95	1.00	0.98	2180.08	0.51	1438.03	1404	430	470	0.299	0.335
From F	7.12	3640.95	1.00	0.98	2157.57	0.51	1502.60	1421	579	591	0.385	0.416
From G	5.69	3640.95	1.00	1.00	1722.94	0.45	1121.91	1066	478	367	0.426	0.344
From H												

Roundabout Analysis

Junction: The Fairview Park Roundabout Job Number: J7400
 Scenario: Future Condition (Without Proposed RCHD) P. 8
 Design Year: 2033 Designed By: _____ Checked By: _____ Date: 24 Dec 2025

AM Peak

Arm	To A	To B	To C	To D	To E	to F	to G	Total	q _c
From A	36	58	444	176	79	148	74	1015	1868
From B	32	12	165	37	57	229	184	716	2430
From C	222	55	55	139	167	75	196	909	1874
From D	51	20	78	15	93	220	30	507	1809
From E	67	36	194	219	11	49	34	610	1823
From F	168	100	120	201	27	32	123	771	1642
From G	57	172	216	187	59	38	21	750	1751
Total	633	453	1272	974	493	791	662	5278	

PM Peak

Arm	To A	To B	To C	To D	To E	to F	to G	Total	q _c
From A	30	58	191	130	103	286	68	866	1641
From B	73	17	94	49	83	125	206	647	2017
From C	245	146	36	155	134	42	253	1011	1941
From D	92	20	52	26	137	143	34	504	2045
From E	107	22	170	190	15	40	35	579	1973
From F	134	85	60	228	56	30	135	728	1852
From G	66	142	120	129	48	34	15	554	1834
Total	747	490	723	907	576	700	746	4889	

Legend

Arm	Road (in clockwise order)
A	Fairview Park Boulevard EB
B	Castle Peak Road NB
C	San Tin Road NB
D	San Tam Road NB
E	San Tam Road SB
F	San Tin Road SB
G	Castle Peak Road SB
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	11.0	7.0	22.0	14.0	142	35	0.5
From B	9.0	5.5	20.0	10.0	142	35	0.6
From C	8.5	6.4	23.0	7.5	142	30	0.4
From D	8.5	6.5	20.0	10.0	142	25	0.3
From E	8.0	6.0	20.0	9.5	142	35	0.3
From F	8.5	6.0	25.0	6.5	142	40	0.6
From G	6.0	5.0	22.0	7.0	142	30	0.2
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	$= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
F	$= 303x_2$
f_c	$= 0.210t_D(1 + 0.2x_2)$
t_D	$= 1 + 0.5/(1 + M)$
M	$= \exp[(D - 60)/10]$
x_2	$= v + (e - v)/(1 + 2S)$
S	$= 1.6(e - v)/L$

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x_2	M	t_D	K	F	f_c	Q_E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	9.09	3640.95	1.00	0.99	2754.13	0.59	1627	1760	1015	866	0.624	0.492
From B	7.15	3640.95	1.00	0.98	2166.74	0.51	910	1118	716	647	0.786	0.579
From C	7.51	3640.95	1.00	1.01	2274.80	0.53	1298	1263	909	1011	0.700	0.800
From D	7.72	3640.95	1.00	1.02	2339.01	0.53	1396	1268	507	504	0.363	0.397
From E	7.19	3640.95	1.00	0.98	2180.08	0.51	1225	1149	610	579	0.498	0.504
From F	7.12	3640.95	1.00	0.98	2157.57	0.51	1289	1184	771	728	0.598	0.615
From G	5.69	3640.95	1.00	1.00	1722.94	0.45	941	904	750	554	0.797	0.613
From H												

Roundabout Analysis

Junction: The Fairview Park Roundabout Job Number: J7400
 Scenario: Future Condition (With Proposed RCHD) P. 9
 Design Year: 2033 Designed By: _____ Checked By: _____ Date: 24 Dec 2025

AM Peak

Arm	To A	To B	To C	To D	To E	to F	to G	Total	q _c
From A	36	58	444	176	79	148	74	1015	1874
From B	32	12	167	37	57	231	184	720	2430
From C	222	58	55	139	167	75	196	912	1876
From D	51	20	78	15	93	220	30	507	1814
From E	67	36	194	219	11	49	34	610	1828
From F	168	103	120	201	27	32	123	774	1645
From G	57	172	216	187	59	38	21	750	1757
Total	633	459	1274	974	493	793	662	5288	

PM Peak

Arm	To A	To B	To C	To D	To E	to F	to G	Total	q _c
From A	30	58	191	130	103	286	68	866	1645
From B	73	17	98	49	83	128	206	654	2017
From C	245	148	36	155	134	42	253	1013	1944
From D	92	20	52	26	137	143	34	504	2050
From E	107	22	170	190	15	40	35	579	1978
From F	134	87	60	228	56	30	135	730	1854
From G	66	142	120	129	48	34	15	554	1838
Total	747	494	727	907	576	703	746	4900	

Legend

Arm	Road (in clockwise order)
A	Fairview Park Boulevard EB
B	Castle Peak Road NB
C	San Tin Road NB
D	San Tam Road NB
E	San Tam Road SB
F	San Tin Road SB
G	Castle Peak Road SB
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	11.0	7.0	22.0	14.0	142	35	0.5
From B	9.0	5.5	20.0	10.0	142	35	0.6
From C	8.5	6.4	23.0	7.5	142	30	0.4
From D	8.5	6.5	20.0	10.0	142	25	0.3
From E	8.0	6.0	20.0	9.5	142	35	0.3
From F	8.5	6.0	25.0	6.5	142	40	0.6
From G	6.0	5.0	22.0	7.0	142	30	0.2
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	$= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
F	$= 303x_2$
f_c	$= 0.210t_D(1 + 0.2x_2)$
t_D	$= 1 + 0.5/(1 + M)$
M	$= \exp[(D - 60)/10]$
x_2	$= v + (e - v)/(1 + 2S)$
S	$= 1.6(e - v)/L$

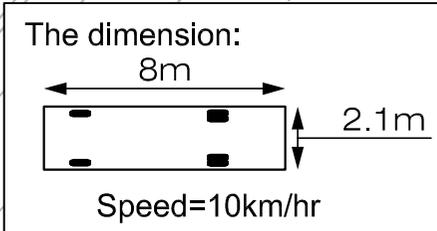
Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x_2	M	t_D	K	F	f_c	Q_E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	9.09	3640.95	1.00	0.99	2754.13	0.59	1624	1758	1015	866	0.625	0.493
From B	7.15	3640.95	1.00	0.98	2166.74	0.51	910	1118	720	654	0.791	0.585
From C	7.51	3640.95	1.00	1.01	2274.80	0.53	1297	1261	912	1013	0.703	0.803
From D	7.72	3640.95	1.00	1.02	2339.01	0.53	1394	1265	507	504	0.364	0.398
From E	7.19	3640.95	1.00	0.98	2180.08	0.51	1222	1147	610	579	0.499	0.505
From F	7.12	3640.95	1.00	0.98	2157.57	0.51	1287	1183	774	730	0.601	0.617
From G	5.69	3640.95	1.00	1.00	1722.94	0.45	938	902	750	554	0.799	0.614
From H												

Appendix 2 –
Swept Path Analysis



Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	Figure No. SP1	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants
Figure Title SWEPT PATH OF LIGHT BUS ENTERING AND LEAVING THE LIGHT BUS / AMBULANCE PARKING SPACE ON G/F	Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 250	Date 03 OCT 2025		

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Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

J7400

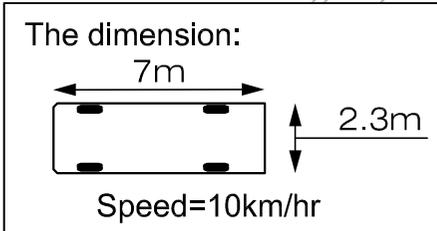
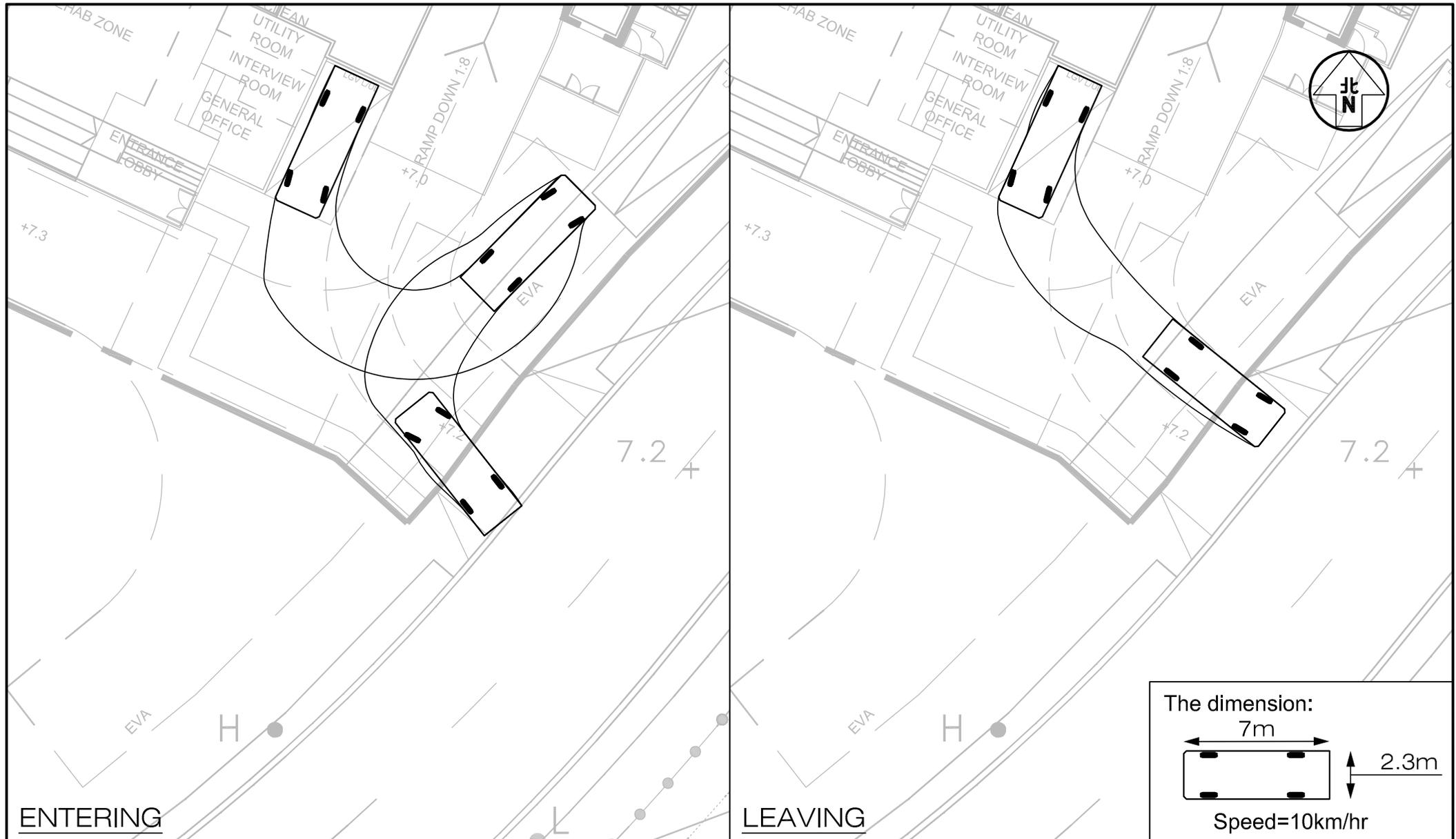
Figure No. **SP2** Revision **C**

CKM Asia Limited
Traffic and Transportation Planning Consultants

Figure Title **SWEPT PATH OF AMBULANCE ENTERING AND LEAVING THE LIGHT BUS / AMBULANCE PARKING SPACE ON G/F**

Designed by **L C H** Drawn by **N C M** Checked by **K C**
Scale in A4 **1 : 250** Date **03 OCT 2025**

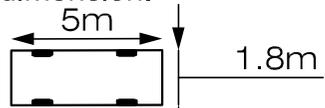




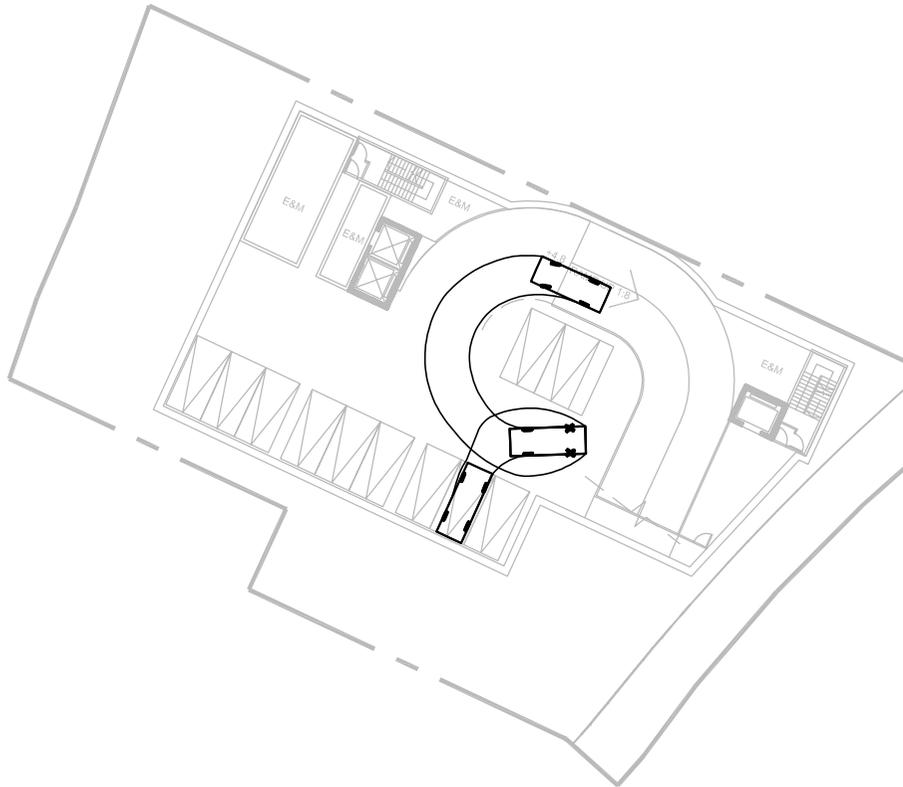
Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	Figure No. SP3	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants
Figure Title SWEPT PATH OF LGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY ON G/F	Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 250		Date 03 OCT 2025	

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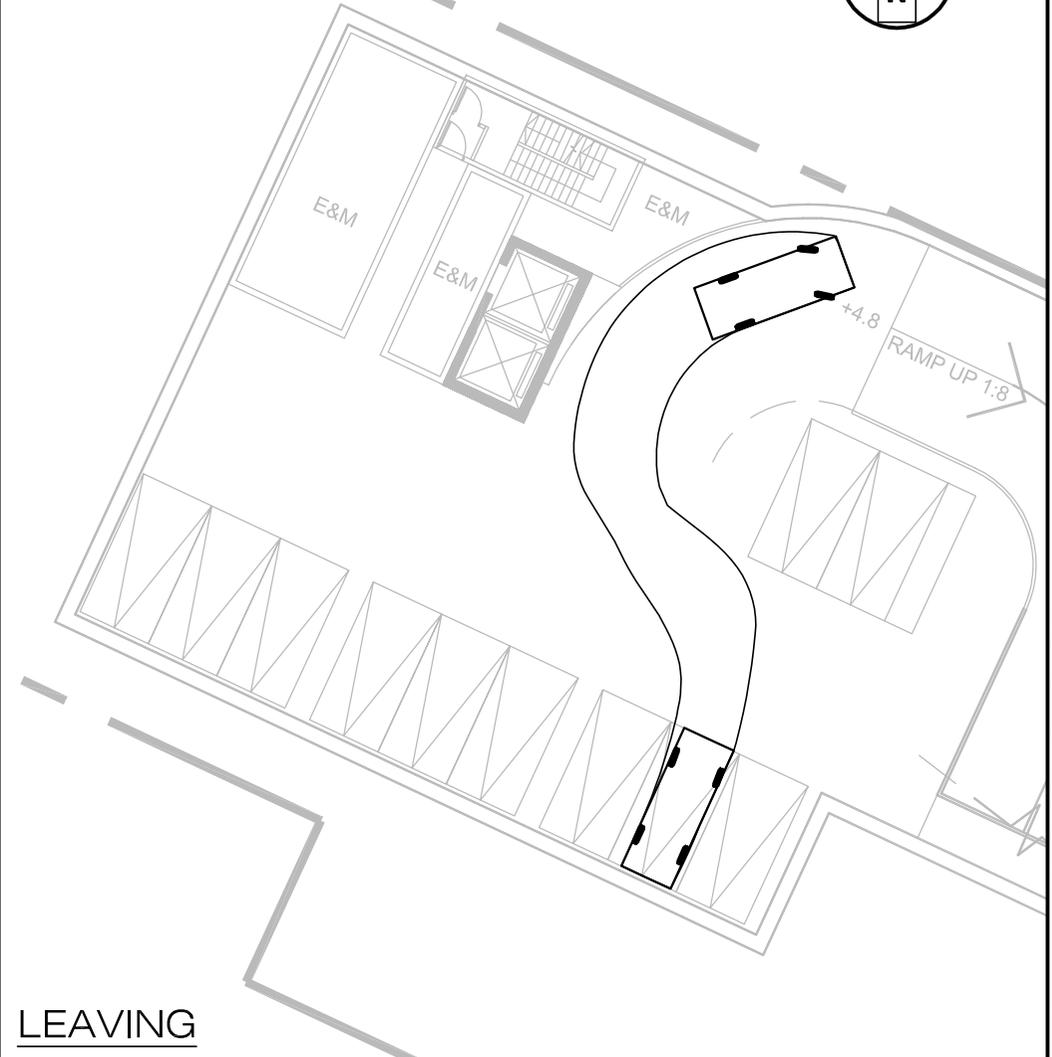


Speed=10km/hr



ENTERING

LEAVING



Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

J7400

Figure No.

SP4

Revision

C

CKM Asia Limited

Traffic and Transportation Planning Consultants

Figure Title
**SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE CAR PARKING SPACE ON B/F**

Designed by
L C H

Drawn by
N C M

Checked by
K C

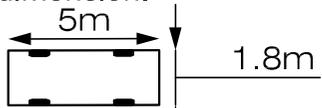
Scale in A4

1 : 250

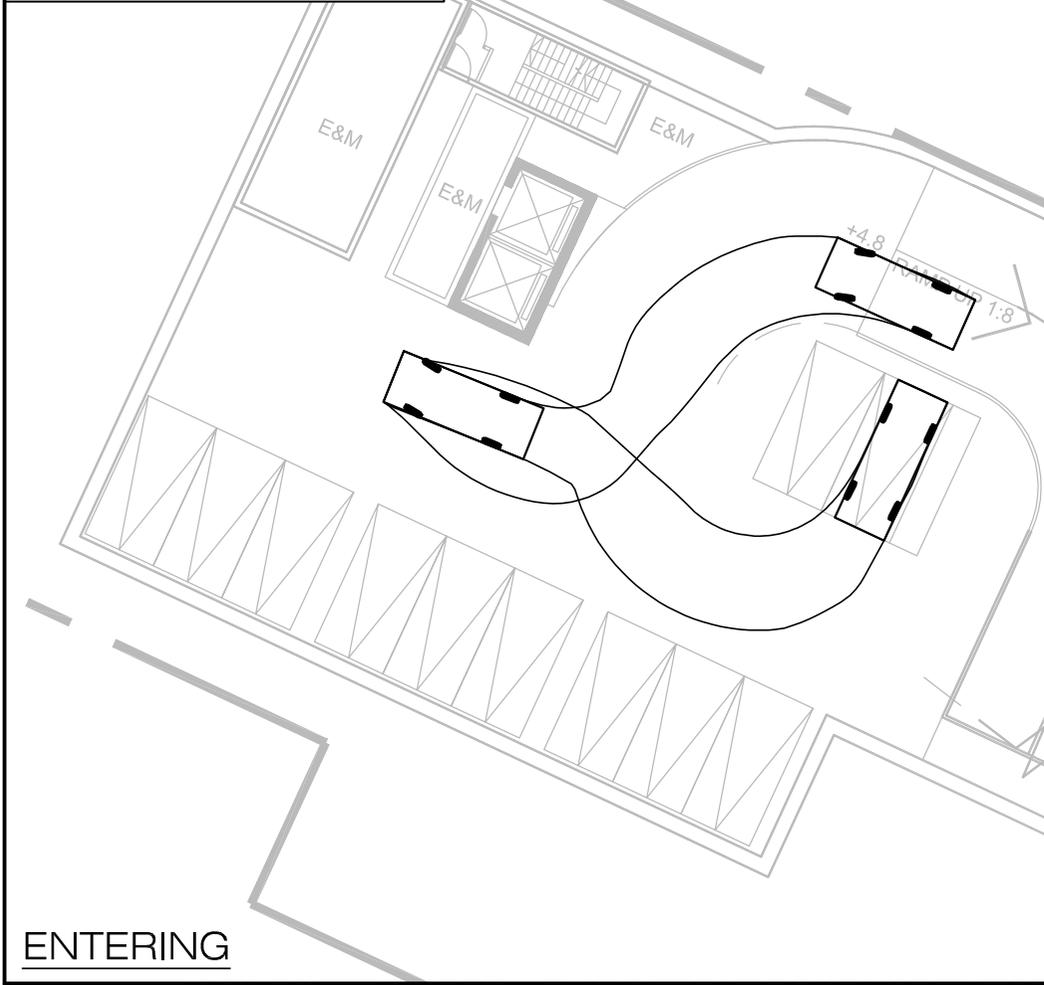
Date

03 OCT 2025

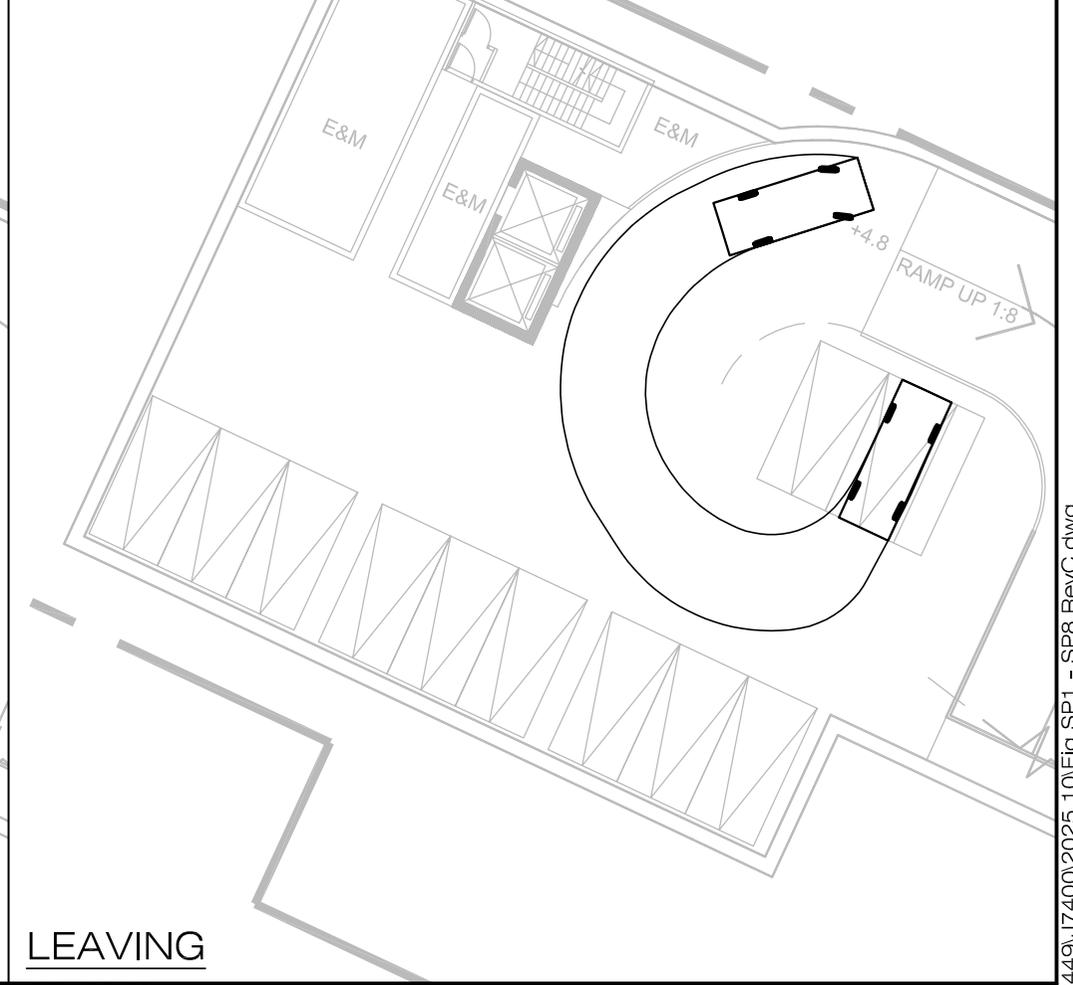
The dimension:



Speed=10km/hr



ENTERING



LEAVING

Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

J7400

Figure No.

SP5

Revision

C

CKM Asia Limited

Traffic and Transportation Planning Consultants

Figure Title

**SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE CAR PARKING SPACE ON B/F**

Designed by

L C H

Drawn by

N C M

Checked by

K C

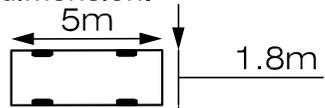
Scale in A4

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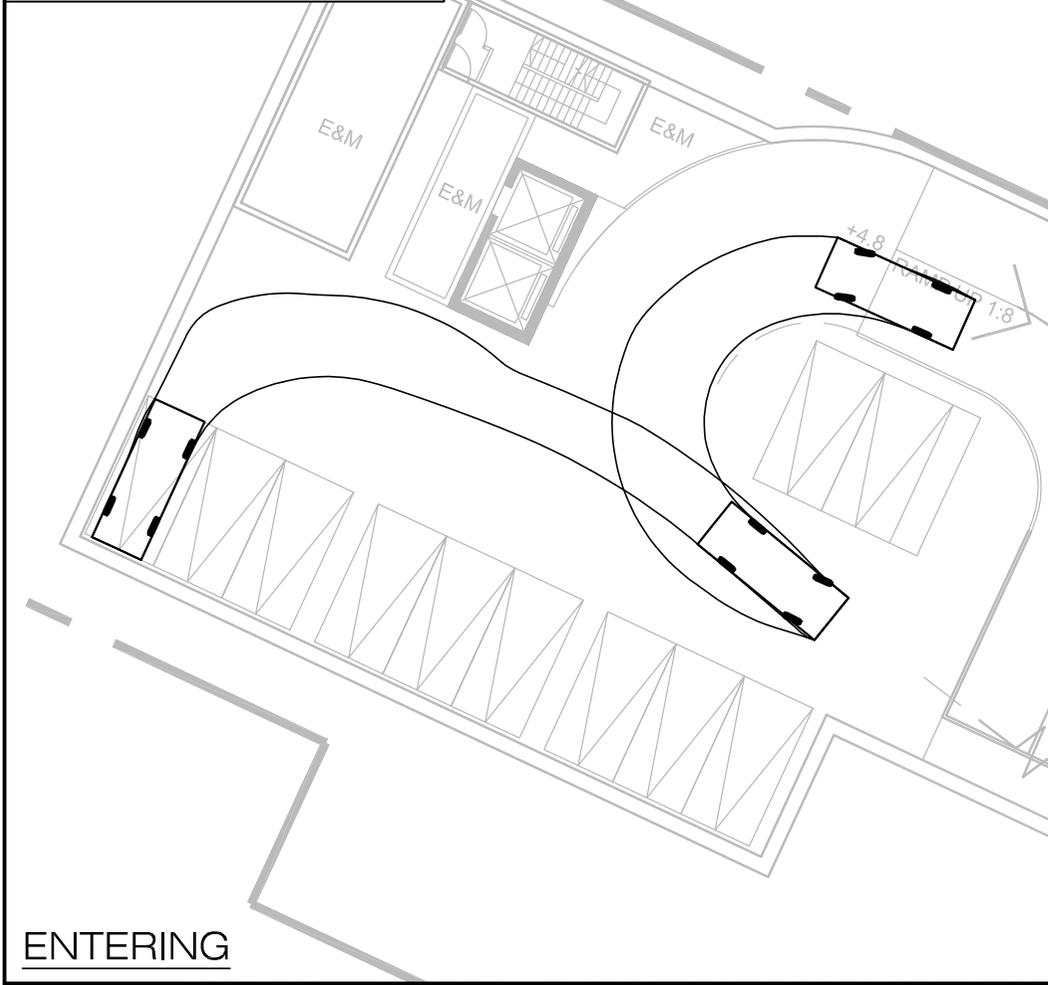
Date

03 OCT 2025

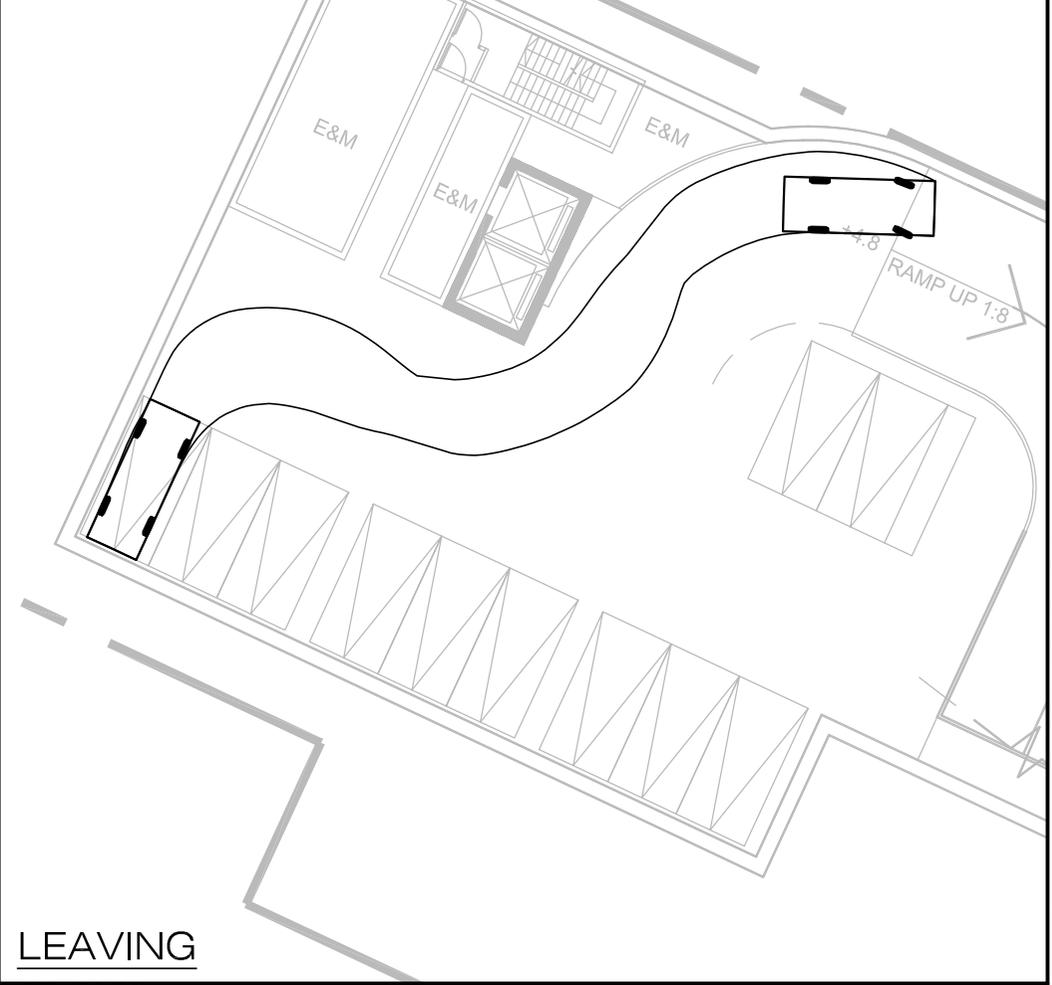
The dimension:



Speed=10km/hr



ENTERING



LEAVING

Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

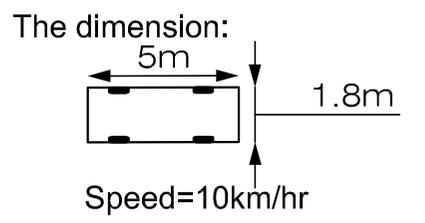
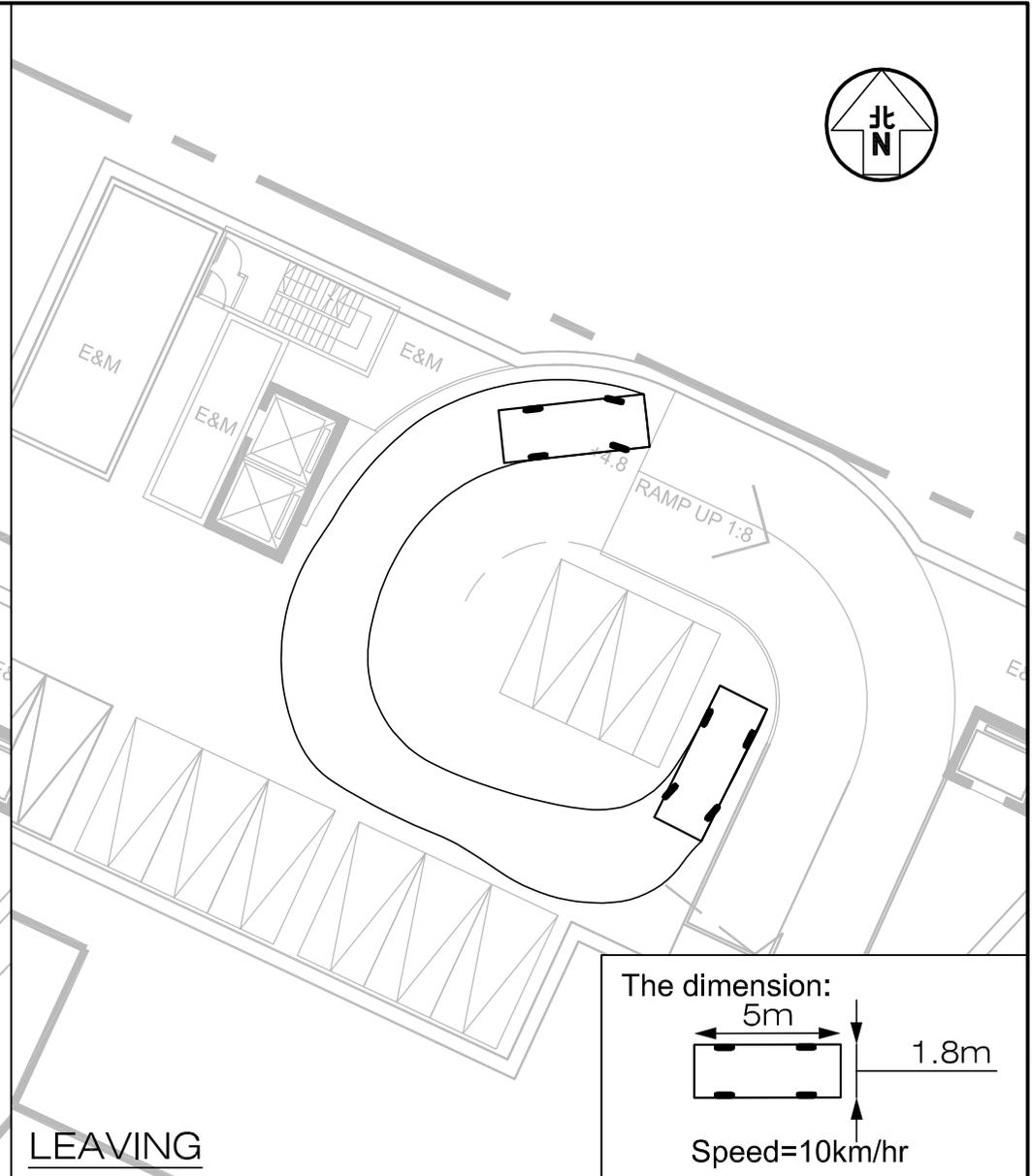
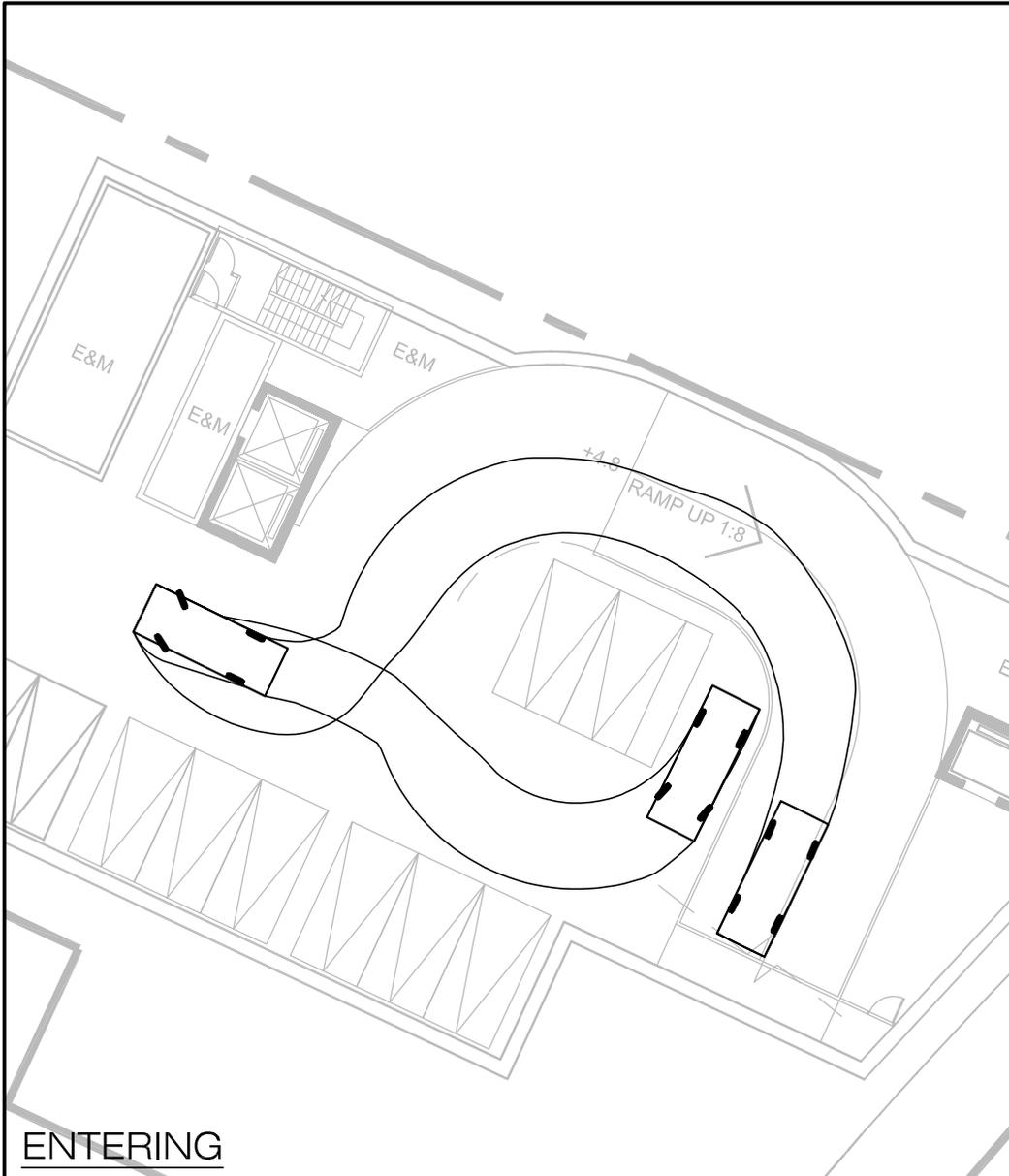
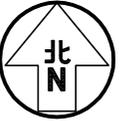
Figure No. **J7400** **SP6** Revision **C**

CKM Asia Limited
Traffic and Transportation Planning Consultants

Figure Title **SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE ON B/F**

Designed by **LCH** Drawn by **NCM** Checked by **KC**
Scale in A4 **1 : 250** Date **03 OCT 2025**

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Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	Figure No. J7400	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants
Figure Title SWEPT PATH OF TAXI ENTERING AND LEAVING THE SUBJECT SITE	Designed by L C H	Drawn by N C M	Checked by K C
Scale in A4 1 : 300	Date 03 OCT 2025		

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Appendix 3 –
24-hour breakdown of traffic generation

APPENDIX 3 – 24-HOUR BREAKDOWN OF TRAFFIC GENERATION

The survey results with detail breakdown of vehicle composition are presented in Tables A and B.

TABLE A TRAFFIC GENERATED BY TUNG HOI ASSOCIATION FOR TUNG HOI ASSOCIATION FOR THE GIFTED CHILD LIMITED

Period	Vehicle Type (veh/hr)				Traffic generation	
	Car	Taxi	LGV	Rehabus / Ambulance	veh/hr	pcu/hr
In						
08:00-08:59	3	1	0	1	5	6
09:00-09:59	2	1	0	1	4	5
10:00-10:59	1	1	0	0	2	2
11:00-11:59	1	1	1	0	3	4
12:00-12:59	1	0	0	0	1	1
13:00-13:59	0	1	0	0	1	1
14:00-14:59	0	1	0	1	2	3
15:00-15:59	1	0	1	0	2	3
16:00-16:59	0	2	0	0	2	2
17:00-17:59	2	0	0	1	3	4
18:00-18:59	0	2	0	0	2	2
19:00-19:59	0	2	0	0	2	2
Out						
08:00-08:59	2	2	0	0	4	4
09:00-09:59	0	1	0	1	2	3
10:00-10:59	1	0	0	1	2	3
11:00-11:59	1	1	1	0	3	4
12:00-12:59	1	0	0	0	1	1
13:00-13:59	1	1	0	0	2	2
14:00-14:59	0	1	0	1	2	3
15:00-15:59	0	0	1	0	1	2
16:00-16:59	0	2	0	0	2	2
17:00-17:59	5	0	0	1	6	7
18:00-18:59	0	2	0	0	2	2
19:00-19:59	0	2	0	0	2	2

TABLE B TRIP RATE OF TUNG HOI ASSOCIATION FOR TUNG HOI ASSOCIATION FOR TUNG HOI ASSOCIATION FOR THE GIFTED CHILD LIMITED

Period	Vehicle Type (veh/hr/bed)				Trip Rate (pcu/hr/bed)
	Car	Taxi	LGV	Rehabus / Ambulance	
In					
08:00-08:59	0.0270	0.0090	0.0000	0.0090	0.0541
09:00-09:59	0.0180	0.0090	0.0000	0.0090	0.0450
10:00-10:59	0.0090	0.0090	0.0000	0.0000	0.0180
11:00-11:59	0.0090	0.0090	0.0090	0.0000	0.0360
12:00-12:59	0.0090	0.0000	0.0000	0.0000	0.0090
13:00-13:59	0.0000	0.0090	0.0000	0.0000	0.0090
14:00-14:59	0.0000	0.0090	0.0000	0.0090	0.0270
15:00-15:59	0.0090	0.0000	0.0090	0.0000	0.0270
16:00-16:59	0.0000	0.0180	0.0000	0.0000	0.0180
17:00-17:59	0.0180	0.0000	0.0000	0.0090	0.0360
18:00-18:59	0.0000	0.0180	0.0000	0.0000	0.0180
19:00-19:59	0.0000	0.0180	0.0000	0.0000	0.0180
Out					
08:00-08:59	0.0180	0.0180	0.0000	0.0000	0.0360
09:00-09:59	0.0000	0.0090	0.0000	0.0090	0.0270
10:00-10:59	0.0090	0.0000	0.0000	0.0090	0.0270
11:00-11:59	0.0090	0.0090	0.0090	0.0000	0.0360
12:00-12:59	0.0090	0.0000	0.0000	0.0000	0.0090
13:00-13:59	0.0090	0.0090	0.0000	0.0000	0.0180
14:00-14:59	0.0000	0.0090	0.0000	0.0090	0.0270
15:00-15:59	0.0000	0.0000	0.0090	0.0000	0.0180
16:00-16:59	0.0000	0.0180	0.0000	0.0000	0.0180
17:00-17:59	0.0450	0.0000	0.0000	0.0090	0.0631
18:00-18:59	0.0000	0.0180	0.0000	0.0000	0.0180
19:00-19:59	0.0000	0.0180	0.0000	0.0000	0.0180

Based on result in Table B, the estimated 24-hour breakdown of traffic generation of the Proposed RCHD is shown in Table C.

TABLE C 24-HOUR BREAKDOWN OF TRAFFIC GENERATION OF THE PROPOSED RCHD

Period	Vehicle Type				Traffic generation	
	Car	Taxi	LGV	Rehabus / Ambulance	veh/hr	pcu/hr
<u>In</u>						
08:00-08:59	6	2	0	2	10	12
09:00-09:59	4	2	0	2	8	10
10:00-10:59	2	2	0	0	4	4
11:00-11:59	2	2	2	0	6	7
12:00-12:59	2	0	0	0	2	2
13:00-13:59	0	2	0	0	2	2
14:00-14:59	0	2	0	2	4	6
15:00-15:59	2	0	2	0	4	5
16:00-16:59	0	4	0	0	4	4
17:00-17:59	4	0	0	2	6	8
18:00-18:59	0	4	0	0	4	4
19:00-19:59	0	4	0	0	4	4
20:00-07:59	Ambulance in the event of need					
<u>Out</u>						
08:00-08:59	4	4	0	0	8	8
09:00-09:59	0	2	0	2	4	6
10:00-10:59	2	0	0	2	4	6
11:00-11:59	2	2	2	0	6	7
12:00-12:59	2	0	0	0	2	2
13:00-13:59	2	2	0	0	4	4
14:00-14:59	0	2	0	2	4	6
15:00-15:59	0	0	2	0	2	3
16:00-16:59	0	4	0	0	4	4
17:00-17:59	10	0	0	2	12	14
18:00-18:59	0	4	0	0	4	4
19:00-19:59	0	4	0	0	4	4
20:00-07:59	Ambulance in the event of need					

PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES) IN “VILLAGE TYPE DEVELOPMENT” ZONE ON APPROVED NAM SANG WAI OUTLINE ZONING PLAN NO. S/YL-NSW/10 AT LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

(Planning Application No. A/YL-NSW/348)

Response-to-Comment Table

Departmental Comments	Response
Email dated 27th June 2025 refers:	
<u>Comment from the Director of Environmental Protection</u>	
<u>(Comments on the EA and SIA)</u>	
<u>(Please refer to Appendix 1 for the Revised Environmental Assessment)</u>	
General	
1. S.1.2.1 - The site area is inconsistent with that provided in the planning statement, please check.	The site area is corrected.
2. Please highlight all the changes/amendments in the next submission.	Noted.
Air Quality	
1. Section 2.2.2 and Table 2.1	
a. The AQOs were updated on 11 April 2025. Please revise Table 2.1 to present the updated AQOs.	The table is updated accordingly.
2. Section 2.2.4	
a. Please delete “active and passive” in line 1.	The section is revised accordingly.
b. Please revise “open road” in line 3 to “vehicular”.	The section is revised accordingly.
3. Section 2.3.1, Table 2.3 and Figure 2.1	
a. Section 2.3.1, Table 2.3 and Figure 2.1 - Please note that not only the domestic premises are the ASRs, some places/premises such as factory and workshop may also be the ASRs. Based on the desktop review, there are some areas in the vicinity of the project site which have been used for workshops/open storage, etc. Please review the potential existing/planned ASRs within the assessment area with reference to the Determination of ASR under the EIAO-TM and update as appropriate.	More ASRs have been identified in Table 2.3 and Figure 2.1. For other areas mainly for open storage use where long duration of exposure to air pollutants is not expected are, therefore, not considered as ASR.
4. Sections 2.4.1 and 2.4.2	
a. Please provide the estimated size of site formation, amount of excavated materials, size of active workfront area, no. of construction vehicles and PME to be used at a time, etc. to justify the scale of construction works and hence if the construction air quality impact can be properly controlled with the implementation of the recommended mitigation measures.	The estimation is provided in Section 2.4.2 to 2.4.3 accordingly.
b. Besides the fugitive dust emission, exhaust emissions from the use of construction machinery and construction vehicles including particulate matters (PM) and gaseous emissions are also another potential source of construction air quality impact, please supplement in Section 2.4.1.	The section is revised accordingly.

<p>i. It is noted in the planning statement that "during the operation stage, air conditioning will be provided for the proposed development and not relied on openable window for ventilation, no adverse fixed noise impact and road traffic impact to the Proposed Scheme is expected". However, this differs from the description provided in the NIA report. Please review this discrepancy.</p>	<p>Please be clarified that air conditioning will be provided for the project while openable window for ventilation is also provided for Dormitory.</p>
<p>ii. Additionally, even it is equipped with fixed glazed window with installation of air conditioning, a more stringent indoor assessment for fixed noise (10 dB(A) smaller) will be applied to the proposed development. Please note and review.</p>	<p>Noted.</p>

Comments on the Road Traffic Noise Model

<p>1. Please check the noise model, the unmitigated noise level in the model generated is not tally with the appendix 3.2.</p>	<p>Noise model and Appendix 3.2 are revised accordingly.</p>
<p>2. Please check and ensure the site boundary of A/YL/NSW/348 and A/YL/NSW/349 does not overlap in the model.</p>	<p>Noted.</p>
<p>3. There are breaks on the noise barrier in the model, please check, and revise if needed.</p>	<p>Refer to building plan in Appendix, part of the noise barrier will be removed for entrance of EVA.</p>
<p>4. Please provide information of the height of existing noise barrier, for our checking.</p>	<p>The height of existing noise barrier is obtained by site observation.</p>
<p>5. Texture depth is usually 1.2m, in the model it is 1.0m. Please check.</p>	<p>The texture depth is set to 1.2m accordingly.</p>
<p>6. Please check if the surface for the below segments at San Tin Highway, such as should it be bitumen instead of pervious?</p>	<p>Bitumen is set for the mentioned segments accordingly.</p>
<p>7. The speed limit for flow link 9 is 100 km/h. Only the zone refer to green coloured below is limited to 50 km/h, but it is located near the roundabout that outside 300m assessment area. Please check.</p>	<p>The speed limit for flow link 9 is set to 100 km/h accordingly.</p>

Email dated 17th July 2025 refers:

Comment from the Commissioner for Transport

(Please refer to Appendix 2 for the Revised Traffic Impact Assessment)

<p>1. Please advise the estimated number of staff for the proposed RCHD and justify the sufficiency of parking space for staff;</p>	<p>As stated in the planning statement, the estimated number of staff is 45. The car parking spaces are provided for visitors only.</p>
<p>2. Please demonstrate there are sufficient queuing area for the car lift;</p>	<p>A waiting space is now provided on G/F as shown in Figure 3.1. The vehicle lift analysis found that the car lift system is acceptable and can serve the Proposed RCHD - please refer to Appendix 3 in the revised Traffic Impact Assessment ("TIA").</p>
<p>3. Should there be vehicles waiting to enter the car lift on G/F, from the swept path analysis, it appears that Light bus/LGV loading/unloading activities could not be carried out since there is no more space allowed for the vehicle manoeuvring. Please review;</p>	<p>The waiting space provided on the G/F will not obstruct the manoeuvring of light bus and LGV. Please refer to Figures SP1 and SP2 in revised TIA.</p>
<p>4. Please advise how to handle the situation if the car lift is malfunction or temporary suspension due to maintenance service;</p>	<p>If the car lift breaks down, the Property Management will immediately contact: (1) the car lift maintenance company, and (2) Fire Services Department. Then, notice will be displayed at the entrance of the car park to inform motorists of the suspension of service.</p>

<p>5. Please explain why the J2 junction performance in Year 2033 reference case (without RCHD) is better than that in Year 2025 existing case;</p>	<p>Reference is made to the improvement scheme for Junction of Castle Peak Road – Tam Mi / Kam Pok Road proposed by the approved Section 16 Planning Application A/YL-NSW/314, where the cycle time is increased from 94 to 120 seconds during AM peak period, and from 90 to 120 second during PM peak period. The junction performance is “better than that in Year 2025 existing case” after adopting this approved improvement scheme.</p>
<p>6. As the subject site is in Yuen Long district, please explain why this application makes reference to the RCHD in Kwai Chung;</p>	<p>Reference is made to RCHDs in Yuen Long listed in the web site of Social Welfare Department, and found that most of these RCHDs are located within buildings where there are other uses, and access to the RCHD is shared with other uses. Hence, it is not possible to distinguish: (i) pedestrians and traffic generated by the RCHD and other uses, and (ii) users of the internal transport facilities provided.</p> <p>Therefore, reference is made to RCHDs with similar characteristics, e.g., RCHD located within a standalone building, accessibility to public transport services and those with internal transport facilities.</p>
<p>7. Please provide justification on providing two (2) run-in/out. Please elaborate the function of each run-in/out;</p>	<p>X₁Y₁Z₁ serves as the major ingress/egress of the Site for the operation of the proposed development. X₂Y₂Z₂ is held under a valid Deed of Grant of Right of Way that has been obtained at Lot 3668 S.K connecting Kam Pok Road East. X₂Y₂Z₂ may serve as an access for the installation and maintenance of transformer room and E&M facilities.</p>
<p>8. The existing traffic flow in J3 is underestimated. Please review;</p>	<p>Reference is made to the 2023 Annual Traffic Census (“ATC”) of the closest core station 5016 San Tin Highway, Castle Peak Road & San Tam Road (from Kam Tin Rd to Fairview Park Boulevard), and found that traffic flow for the month of March, when the traffic survey for the captioned was conducted, is around 1.5% lower than the annual monthly average. Hence, an adjustment factor of 1.015 is applied to the traffic flows obtained from the March 2025 survey. Please refer to Figure 2.5 in revised TIA for the revised traffic flow and Appendix 2 in revised TIA for Junction Capacity Analysis.</p>
<p>9. Please advise the PCs/taxis pick-up/drop off location. The PCs/taxis pick-up/drop off activities should not affect the car lift operation and Light bus/LGV loading/unloading activities;</p>	<p>The pick-up / drop-off activities can be conducted on G/F near the pedestrian entrance, please refer to Figure SP8 in the revised TIA.</p>
<p>10. Please advise the refuse collection arrangement. Should RCV would enter the subject site, swept path analysis of RCV should be provided for comment;</p>	<p>Reference is made to the common practice amongst many operating RCHDs in Hong Kong, where the RCHD staff is responsible for disposing refuse from the Proposed RCHD to nearby Public Refuse Collection Point. For the subject site, there nearest Public Refuse Collection Point is the Pok Wai Refuse Collection Point, which is 500m or 7 minutes’ walk away.</p>
<p>11. Please provide a plan showing the vehicular ingress and egress routing to the subject site. Entrance for pedestrian should be shown on plan as well;</p>	<p>Noted. Please refer to Figure 4.1 in the revised TIA for the vehicular route and Figure 3.1 in the revised TIA for the pedestrian entrance.</p>

12. Please provide a plan showing the pedestrian routing to the nearby franchised bus stop (both Yuen Long and Sheung Shui bound). Please specify the corresponding walking distance as well;	Noted. Please refer to Figure 2.7 in the revised TIA for the pedestrian route to the nearby franchised bus stops.
13. Para. 4.8: traffic trips specified here does not tally with the number in Table 4.4.;	Noted. Please refer to section 4.8 in revised TIA
14. Appendix 2: please specify the vehicular dimension (i.e. length and width) and driving speed adopted in the swept path analysis. Please adopt the largest possible vehicle that would enter the subject site in the swept path analysis;	Noted. Please refer to the Appendix 2 in the revised TIA.
15. Please provide a plan to demonstrate sufficient sightline could be maintained at the proposed site access;	The measured length of visibility splay for the motorists leaving the Proposed RCHD is 60m to the left and 60m to the right, which is illustrated in Figure 3.3 in the revised TIA.
16. There are noise barriers positioned at the proposed site access. Please provide details on the site access arrangement;	Portion of the existing noise barriers and related street furniture (planter) will be demolished for the proposed site access. Please refer to Appendix 3 for the proposed alterations.
17. From the planning statement, noted there is a separate planning application by the same applicant at the adjoining site for an RCHE. Please explore the feasibility of having a shared site access for the RCHD and RCHE site as well as the car ramp to the basement carpark; and	Please note that the proposed RCHD and RCHE are structurally independent and self-contained. Site access and car ramp to the basement carpark will not be shared.
18. Noted only two loading/ unloading spaces are provided in the subject site and given the loading/unloading activities for persons with disabilities would take extra time, please critically review the site layout to ensure the loading/unloading activities would not block the site entrance or causing queuing back problem.	Based on survey of RCHDs with similar characteristics, it is expected there are no more than 2 goods deliveries a day and these vehicles stay for less than 20 minutes. If required by Transport Department, the Applicant is willing to arrange for goods delivery to be conducted during the non-peak hours and for these deliveries not to be conducted concurrently.

Email dated 4th July 2025 refers:

Comments of the Chief Highway Engineer/New Territories West, Highways Department:

1. The applicant should ensure the run-in/out at Kam Pok Road East is constructed in accordance with the latest version of HyD Standard Drawings no. H1113 and H1114, or H5133, H5134 and H5135, whichever set if appropriate to match with the existing adjacent pavement;	Noted.
2. It is noted that there are existing noise barriers under HyD's maintenance purview at the south-east boundary of the site, adjoining Kam Pok Road East. Please advise if there are any modification or alteration of the noise barriers among other road features (e.g. the existing footpath/ carriageway adjoining the site) be required arising from the proposed development.	Please refer to Appendix 3 for the Modification Plans of Noise Barrier and Street Furniture.

PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES) IN “VILLAGE TYPE DEVELOPMENT” ZONE ON APPROVED NAM SANG WAI OUTLINE ZONING PLAN NO. S/YL-NSW/10 AT LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

**(Planning Application No. A/YL-NSW/348)
Response-to-Comment Table**

Departmental Comments	Response
<p><u>Email dated 9th September 2025 refers:</u> <u>Comment from the Commissioner for Transport</u></p>	
<p>Based on the revised TIA, please advise to the following points:</p>	
<p><u>General Comment:</u> Based on the proposed G/F layout plan, the location of car lift, light bus/ambulance lay-by as well as the LGV L/UL bay is too close to the site entrance. Besides, the usage of car lift (i.e. waiting area, manoeuvring spaces of vehicle) clash with the pick-up/drop activities of light bus/ambulance, PCs and taxis and we have grave concern on the vehicle may queuing back to the public road. The applicant should address TD's concern by critically review the site layout as well as the usage of car lift under this application. The applicant is requested to demonstrated the operation arrangement at the area co-used as the car lift waiting area, pick-up/drop off activities, access and parking and demonstrate there will be no queuing back to the public road.</p>	<p>The carpark layout has been revised and a vehicle ramp is now provided from G/F to B/F car park. Please refer to Figures 3.1 and 3.2 in the revised Traffic Impact Assessment (“TIA”).</p> <p>In addition, a car park management staff will be deployed to manage vehicles entering and leaving the Proposed RCHD. For example, if one vehicle is entering and another is leaving at the same time, the management staff will halt the vehicle leaving momentarily to allow the vehicle to enter the Proposed RCHD in order to ensure that no queue will occur at Kam Pok Road East.</p>
<p><u>Specific comment:</u> 1. Please advise the expected usage of light bus PU/DO lay-by and LGV loading/unloading per hour as they will affect the car lift operation.</p>	<p>The carpark layout has been revised and a vehicle ramp is now provided from G/F to B/F car park. Please refer to Figures 3.1 and 3.2 in the revised TIA.</p>
<p>2. Re. RtC item 3: Please provide drawings to illustrate the full operation of vehicle using the car lift from G/F to B/F and vice verse. Please also advise how could the vehicle in the proposed waiting space know when the car lift is available.</p>	
<p>3. Re. RtC item 4: Please further elaborate how to ensure no vehicle would queue back to public road under the situation of car lift malfunction or temporary suspension due to maintenance</p>	

service.																																																																																																																		
4. Re. RtC item 5: Should there be any delay of improvement works for junction of Castle Peak Road - Tam Mi/Kam Pok Rad East, the applicant should undertake the works before the commissioning of proposed development.	Noted.																																																																																																																	
5. Re. RtC item 6: Some referenced RCHD does not provide ambulance lay-by, hence, the trip generation observed cannot be referenced to the captioned development.	Even through the referenced RCHD in Hong Kong does not provide ambulance lay-by, the pick-up /drop-off activities of an ambulance could be conducted within the carpark area.																																																																																																																	
6. The proposed trip rate for RCHD	Please refer to Appendix A . [See Appendix 5 of the R-to-C table.]																																																																																																																	
7. Taking into consideration of the proposed visiting hour as well as the light bus service frequency, please provide 24-hr detailed breakdown of trip rate (both generation and attraction) for the visitor car park, light bus service, LGV L/UL, PCs/taxis PU/DO and other possible source of trip generation due to the proposed development. The total breakdown of 24-hr trip rate should be provided as well.	<p>[See Appendix 5 of the R-to-C table.]</p> <p>Reference is made to the on-site survey of the Tung Hoi Association for Gifted Child Limited in Yuen Long and the result is shown in Appendix A.</p> <p>Based on result in Appendix A, the estimated 24-hour breakdown of traffic generation of the Proposed RCHD is shown in Table R1.</p> <p>TABLE R1 24-HOUR BREAKDOWN OF TRAFFIC GENEATION OF THE PROPOSED RCHD</p> <table border="1" data-bbox="1032 826 2022 1471"> <thead> <tr> <th rowspan="3">Period</th> <th colspan="4">Vehicle Type</th> <th colspan="2">Traffic generation</th> </tr> <tr> <th rowspan="2">Car</th> <th rowspan="2">Taxi</th> <th rowspan="2">LGV</th> <th rowspan="2">Rehabus / Ambulance</th> <th>veh/hr</th> <th>pcu/hr</th> </tr> <tr> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td><i>In</i></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>08:00-08:59</td> <td>6</td> <td>2</td> <td>0</td> <td>2</td> <td>10</td> <td>12</td> </tr> <tr> <td>09:00-09:59</td> <td>4</td> <td>2</td> <td>0</td> <td>2</td> <td>8</td> <td>10</td> </tr> <tr> <td>10:00-10:59</td> <td>2</td> <td>2</td> <td>0</td> <td>0</td> <td>4</td> <td>4</td> </tr> <tr> <td>11:00-11:59</td> <td>2</td> <td>2</td> <td>2</td> <td>0</td> <td>6</td> <td>7</td> </tr> <tr> <td>12:00-12:59</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> </tr> <tr> <td>13:00-13:59</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>2</td> <td>2</td> </tr> <tr> <td>14:00-14:59</td> <td>0</td> <td>2</td> <td>0</td> <td>2</td> <td>4</td> <td>6</td> </tr> <tr> <td>15:00-15:59</td> <td>2</td> <td>0</td> <td>2</td> <td>0</td> <td>4</td> <td>5</td> </tr> <tr> <td>16:00-16:59</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>4</td> <td>4</td> </tr> <tr> <td>17:00-17:59</td> <td>4</td> <td>0</td> <td>0</td> <td>2</td> <td>6</td> <td>8</td> </tr> <tr> <td>18:00-18:59</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>4</td> <td>4</td> </tr> <tr> <td>19:00-19:59</td> <td>0</td> <td>4</td> <td>0</td> <td>0</td> <td>4</td> <td>4</td> </tr> <tr> <td>20:00-07:59</td> <td colspan="6">Ambulance in the event of need</td> </tr> </tbody> </table>	Period	Vehicle Type				Traffic generation		Car	Taxi	LGV	Rehabus / Ambulance	veh/hr	pcu/hr			<i>In</i>							08:00-08:59	6	2	0	2	10	12	09:00-09:59	4	2	0	2	8	10	10:00-10:59	2	2	0	0	4	4	11:00-11:59	2	2	2	0	6	7	12:00-12:59	2	0	0	0	2	2	13:00-13:59	0	2	0	0	2	2	14:00-14:59	0	2	0	2	4	6	15:00-15:59	2	0	2	0	4	5	16:00-16:59	0	4	0	0	4	4	17:00-17:59	4	0	0	2	6	8	18:00-18:59	0	4	0	0	4	4	19:00-19:59	0	4	0	0	4	4	20:00-07:59	Ambulance in the event of need					
Period	Vehicle Type				Traffic generation																																																																																																													
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20:00-07:59	Ambulance in the event of need																																																																																																																	

<i>Out</i>						
08:00-08:59	4	4	0	0	8	8
09:00-09:59	0	2	0	2	4	6
10:00-10:59	2	0	0	2	4	6
11:00-11:59	2	2	2	0	6	7
12:00-12:59	2	0	0	0	2	2
13:00-13:59	2	2	0	0	4	4
14:00-14:59	0	2	0	2	4	6
15:00-15:59	0	0	2	0	2	3
16:00-16:59	0	4	0	0	4	4
17:00-17:59	10	0	0	2	12	14
18:00-18:59	0	4	0	0	4	4
19:00-19:59	0	4	0	0	4	4
20:00-07:59	Ambulance in the event of need					

8. Please review the vehicle lift analysis based on the vehicle arrival rate in my comment (7).

The carpark layout has been revised and a vehicle ramp is now provided from G/F to B/F car park. Please refer to **Figures 3.1 and 3.2** in the revised TIA.

9. Re. RtC item 7: Please advise whether the ingress/egress X2Y2Z2 would be used as vehicular access. If affirmative, please advise under what situation vehicle is allowed to use this access and provide the associated swept path analysis.

It is clarified that all vehicles will only use the ingress/egress X1Y1Z1 as vehicular access.

10. Re. RtC item 9: The proposed PCs/taxis PU/DO location conflict with the light bus/ambulance manoeuvring as shown in SP1 and SP2. Please review.

Please note that the manoeuvring area is a common area for vehicles to manoeuvre to enter and leave their respective space.

In addition, a car park management staff will be deployed to manage vehicles manoeuvring to enter and leave their respective space in order to ensure that no queue will occur at Kam Pok Road East.

11. Re. RtC item 10: Please confirm no RCV would enter the subject site.

Please note that no RCV would enter the Proposed RCHD.

12. Re. RtC item 11: In the site entrance, please provide a clear segregation between vehicles and pedestrians from road safety perspective. For the proposed pedestrian entrance in the building in Figure 3.1, apparently pedestrian is expected to walk across the vehicle manoeuvring area (i.e. car lift, light/ambulance, LGV, PCs/taxis) which poses a safety concern. Please review.

Pedestrian entrance provided for the Proposed RCHD is separated from the manoeuvring area. Please refer to the **Figure 3.1** in the revised TIA.

13. Re. RtC item 15: Please include the noise barrier on plan and revisit the visibility splay.

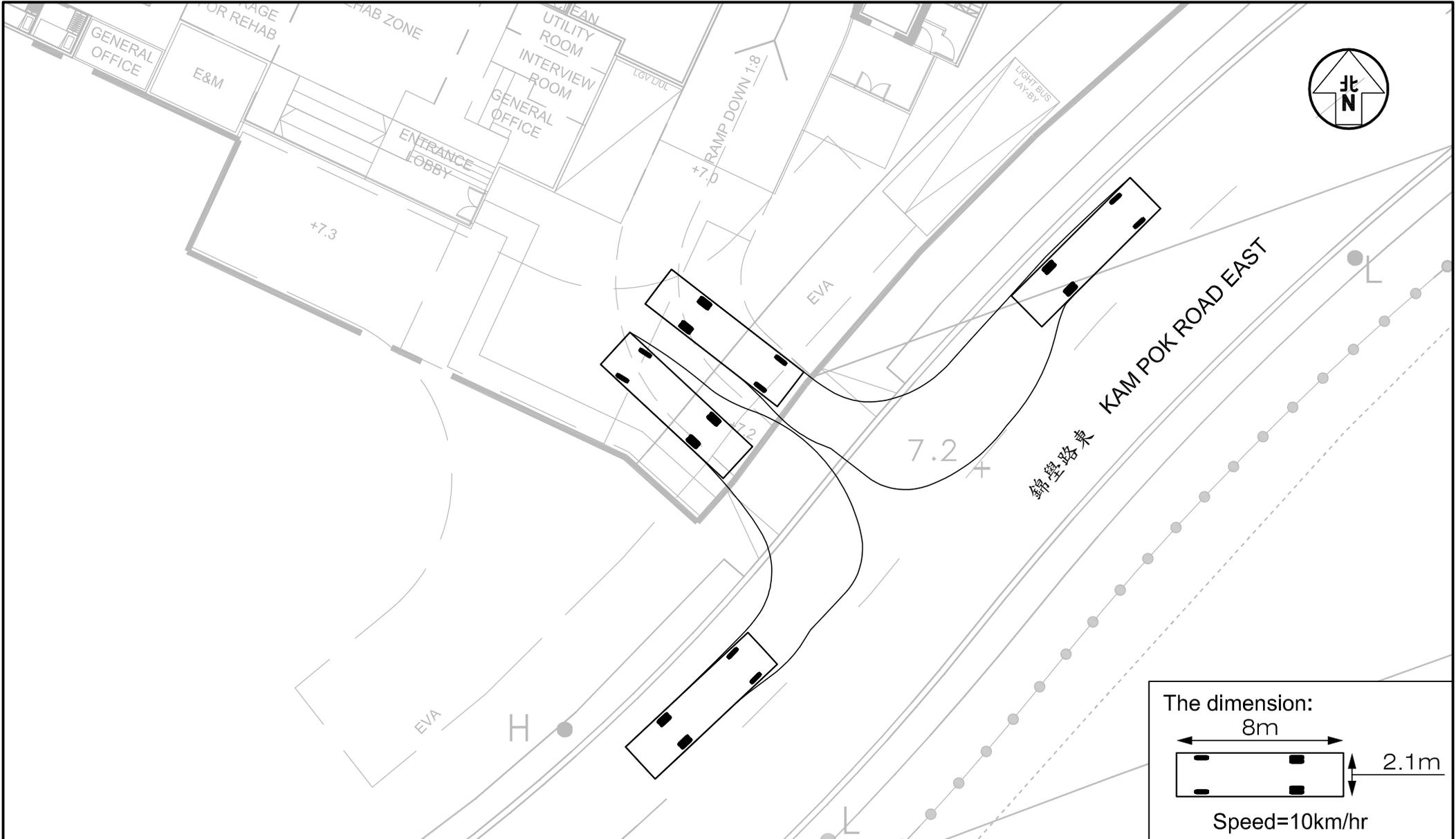
Noted. Please refer to the **Figure 3.3** in the revised TIA. The measured length of visibility splay for the motorists leaving the Proposed RCHD is 60m to the left and 60m to the right, so adequate sight line can be provided at the ingress/egress. The

	detailed design for necessary alterations of affected noise barrier and planters will be further dealt with at the land exchange stage.
14. Please clearly state the width of the site entrance and provide swept path analysis to demonstrate the width of site entrance could allow vehicle to enter and leave the site simultaneously.	7.3m-wide run-in/out is provided for the Proposed RCHD to allow vehicle including 8m-long Light Bus to enter and leave simultaneously, please refer to Figure R1 . [See Appendix 5 of the R-to-C table.]
15. From SP1 to SP4 and SP8, the vehicle manoeuvring of coach, ambulance, LGV and PCs/taxis would conflict with each other. Please elaborate how to manage the traffic there such that no vehicle would queue back onto the public road at all time.	Please note that the manoeuvring area is a common area for vehicles to manoeuvre to enter and leave their respective space. In addition, a car park management staff will be deployed to manage vehicle manoeuvring to enter and leave their respective space in order to ensure that no queue will occur at Kam Pok Road East.
16. Please review para. 2.2 for the road classification.	Noted. Please refer to the revised Paragraph 2.2 in the revised TIA.
17. Table 2.6: please review the adopted GMB capacity.	Noted. Please refer to the revised Table 2.6 in the revised TIA.
18. Please provide swept path analysis for the longest vehicle under this application to demonstrate no vehicle would encroach into the opposite lane when leaving the site.	The 8m-long Light Bus which is the longest vehicle expected to enter the Proposed RCHD can leave without encroaching into the opposite lane of Kam Pok Road East. Please refer to Figure R1 . [See Appendix 5 of the R-to-C table.]

Appendix 5

Supplementary Traffic Information In
Response to TD's Comments

Figure



Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400

Figure No. R1 Revision A

CKM Asia Limited
Traffic and Transportation Planning Consultants

Figure Title
SWEPT PATH OF LIGHT BUS ENTERING AND LEAVING THE SUBJECT SITE

Designed by L C H
Drawn by N C M
Checked by K C
Scale in A4 1 : 250
Date 03 OCT 2025



Appendix A
Vehicle Composition of
Traffic Generation Survey

APPENDIX A VEHICLE COMPOSITION OF TRAFFIC GENERATION SURVEY

The survey results with detail breakdown of vehicle composition are presented in **Tables A and B.**

TABLE A TRAFFIC GENERATED BY TUNG HOI ASSOCIATION FOR GIFTED CHILD LIMITED

Period	Vehicle Type (veh/hr)				Traffic generation	
	Car	Taxi	LGV	Rehabus / Ambulance	veh/hr	pcu/hr
<i>In</i>						
08:00-08:59	3	1	0	1	5	6
09:00-09:59	2	1	0	1	4	5
10:00-10:59	1	1	0	0	2	2
11:00-11:59	1	1	1	0	3	4
12:00-12:59	1	0	0	0	1	1
13:00-13:59	0	1	0	0	1	1
14:00-14:59	0	1	0	1	2	3
15:00-15:59	1	0	1	0	2	3
16:00-16:59	0	2	0	0	2	2
17:00-17:59	2	0	0	1	3	4
18:00-18:59	0	2	0	0	2	2
19:00-19:59	0	2	0	0	2	2
<i>Out</i>						
08:00-08:59	2	2	0	0	4	4
09:00-09:59	0	1	0	1	2	3
10:00-10:59	1	0	0	1	2	3
11:00-11:59	1	1	1	0	3	4
12:00-12:59	1	0	0	0	1	1
13:00-13:59	1	1	0	0	2	2
14:00-14:59	0	1	0	1	2	3
15:00-15:59	0	0	1	0	1	2
16:00-16:59	0	2	0	0	2	2
17:00-17:59	5	0	0	1	6	7
18:00-18:59	0	2	0	0	2	2
19:00-19:59	0	2	0	0	2	2

TABLE B TRIP RATE OF TUNG HOI ASSOCIATION FOR GIFTED CHILD LIMITED

Period	Vehicle Type (veh/hr/bed)				Trip Rate (pcu/hr/bed)
	Car	Taxi	LGV	Rehabus / Ambulance	
<i>In</i>					
08:00-08:59	0.0270	0.0090	0.0000	0.0090	0.0541
09:00-09:59	0.0180	0.0090	0.0000	0.0090	0.0450
10:00-10:59	0.0090	0.0090	0.0000	0.0000	0.0180
11:00-11:59	0.0090	0.0090	0.0090	0.0000	0.0360
12:00-12:59	0.0090	0.0000	0.0000	0.0000	0.0090
13:00-13:59	0.0000	0.0090	0.0000	0.0000	0.0090
14:00-14:59	0.0000	0.0090	0.0000	0.0090	0.0270
15:00-15:59	0.0090	0.0000	0.0090	0.0000	0.0270
16:00-16:59	0.0000	0.0180	0.0000	0.0000	0.0180
17:00-17:59	0.0180	0.0000	0.0000	0.0090	0.0360
18:00-18:59	0.0000	0.0180	0.0000	0.0000	0.0180
19:00-19:59	0.0000	0.0180	0.0000	0.0000	0.0180
<i>Out</i>					
08:00-08:59	0.0180	0.0180	0.0000	0.0000	0.0360
09:00-09:59	0.0000	0.0090	0.0000	0.0090	0.0270
10:00-10:59	0.0090	0.0000	0.0000	0.0090	0.0270
11:00-11:59	0.0090	0.0090	0.0090	0.0000	0.0360
12:00-12:59	0.0090	0.0000	0.0000	0.0000	0.0090
13:00-13:59	0.0090	0.0090	0.0000	0.0000	0.0180
14:00-14:59	0.0000	0.0090	0.0000	0.0090	0.0270
15:00-15:59	0.0000	0.0000	0.0090	0.0000	0.0180
16:00-16:59	0.0000	0.0180	0.0000	0.0000	0.0180
17:00-17:59	0.0450	0.0000	0.0000	0.0090	0.0631
18:00-18:59	0.0000	0.0180	0.0000	0.0000	0.0180
19:00-19:59	0.0000	0.0180	0.0000	0.0000	0.0180

PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES) IN "VILLAGE TYPE DEVELOPMENT" ZONE ON APPROVED NAM SANG WAI OUTLINE ZONING PLAN NO. S/YL-NSW/10 AT LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

(Planning Application No. A/YL-NSW/348)
Response-to-Comment Table

Departmental Comments	Responses
Email dated 4 th December 2025: Comments from TD	
1. Please confirm the 24-hour breakdown of traffic generation of the proposed RCHE has already taken into account of the RCHE operational need, i.e. frequency of Rehabus. Please append the table of 24-hour breakdown of traffic generation into the Report.	The operational need of the Proposed RCHE has been taken into account in 24-hour breakdown of traffic generation which can be found in Appendix 3 of the revised Traffic Impact Assessment (Appendix 1).
2. Given the congested area at the site entrance, the management staff should be on-site at all time to manage the traffic.	Noted.
3. Re. RtC Item 6: It appears that your checking of visibility splay has not taken into account of the existing planter. Please revisit the checking and demonstrate sufficient sightline could be maintained at all time since the commissioning of RCHE.	In order to ensure the adequate sightline for vehicles and pedestrian, the amendment of existing planter is needed to ensure no obstructions taller than 1.05m will be erected within the visibility splay at the run-in/out.
4. Table 4.3: planned development should be endorsed by PlanD.	According to the advice from Planning Department in Annex 1, Table 4.3 in the revised Traffic Impact Assessment is updated.
5. Please advice the taxi/PC pick-up/drop-off location in the subject site and propose necessary traffic management measures to ensure that it would not cause any incoming vehicles queuing back on public road.	In order to avoid queuing back to Kam Pok Road East, the management staff will be deployed to guide the taxi / private car to conduct pick-up/drop-off activities in the basement floor.

From: Jeffrey Kwok DeSPACE <[REDACTED]>
Sent: Wednesday, December 17, 2025 12:16 PM
To: CKM Asia
Subject: Fwd: [DPO Comment on TIA Table 4.3] [F13] Planning Application A/YL-NSW/348&349

Dear Tommy,

Please find forwarded reply from PlanD for your information. Thanks.

Should you have any queries, please contact me at [REDACTED].

Regards,

Jeffrey Kwok



----- Forwarded message -----

From: Thomas Ho Lun LAU/PLAND <thllau@pland.gov.hk>
Date: Wed, 17 Dec 2025 at 12:14
Subject: [DPO Comment on TIA Table 4.3] [F13] Planning Application A/YL-NSW/348&349
To: [REDACTED]
Cc: Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, Athena Pui Yin LAI/PLAND <apylai@pland.gov.hk>, Yen PY LEUNG/PLAND <pyleung@pland.gov.hk>

Dear Jeffrey,

I refer to the Table 4.3 of your TIA of A/YL-NSW/348&349 and the AOI you provided dated 4.12.2025. Please find our comments on the planned development below for your reference.

Ngau Tam Mei/ San Tin OZP

- Please note that application No. A/YL-NTM/178 currently falls within the approved San Tin Technopole Outline Zoning Plan No. S/STT/2, and is within the project boundary of the development of the San Tin Technopole (the Technopole). The applicant should consider if this item is still relevant. In addition, as the AOI provided by the applicant encroaches into the project boundary of the Technopole, we defer to the applicant/relevant Government department(s) to consider if the development of the Technopole should be taken into account;
- Apart from the Technopole, the applicant may also consider whether the Ngau Tam Mei New Development Area should be taken into account when preparing the TIA; and

- The applicant may consider including the proposed social welfare facility (residential care homes for the elderly) at Lot 4823 in D. D. 104, Ngau Tam Mei, which was approved by the RNTPC on 8.12.2023 under planning application No. Y/YL-NTM/9 and has been reflected on the Ngau Tam Mei Outline Zoning Plan. The applicant may refer to RNTPC Paper No. Y/YL-NTM/9A for details.

Kam Tin North OZP

- Please also include a private residential development under approved s.16 application No. A/YL-KTN/604; and
- Please also include the planned Sha Po Public Housing Development (for details, please refer to https://www.tpb.gov.hk/en/uploads/TPB/general/S_YL-KTN_10_MainPaper.pdf).

Mai Po OZP

- Item 2 of the table – please take into account the latest agreed s.12A application No. Y/YL-MP/10 at the site instead;
- Item 3 of the table – please take into account the latest agreed s.12A application No. Y/YL-MP/9 at the site instead; and
- Item 6 of the table – please remove s.16 application No. A/YL-MP/247.

Nam Sang Wai OZP

- Please review and consider revising the development parameters of A/YL-NSW/274;
- Please also include approved s.12A applications No. Y/YL-NSW/7, Y/YL-NSW/8, Y/YL-NSW/9 into the list (for details, please refer to https://www.tpb.gov.hk/en/uploads/RNTPC/paper/S_YL_NSW_8_MainPaper.pdf and https://www.tpb.gov.hk/uploads/page/meetings/20250815/S_YL-NSW_10_MainPaper.pdf); and
- Please replace s.12A application No. Y/YL-NSW/4 with the planned Land Share Pilot Scheme (LSPS) development, of which amendments to the OZP have already been reflected as “R(A)1” and “R(A)2” zones on the OZP in 2024 (for details of the LSPS development, please refer to https://www.tpb.gov.hk/en/uploads/RNTPC/paper/S_YL_NSW_8_MainPaper.pdf).

Thanks and Regards,

Thomas LAU

FS&YLE DPO

Appendix 4

Environmental Assessment (EA)

PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN “VILLAGE TYPE DEVELOPMENT” ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG

ENVIRONMENTAL ASSESSMENT

26 Jan 2026

Report No.: RT25285-EA-02E

Prepared By:



BeeXergy Consulting Limited (BXG)

Phone:

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Project:	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG ENVIRONMENTAL ASSESSMENT				
Report No.:	RT25285-EA-02E				
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Prepared By:

Checked by

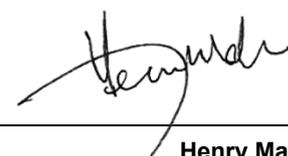
 Various



 Leo Yu

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Approved by:



 Henry Mak

Director

Disclaimer:

-
- This report is prepared and submitted by BeeXergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
 - We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
 - This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.
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1. INTRODUCTION

1.1. BACKGROUND

- 1.1.1. The Project Proponent proposes to develop a 3-storey Residential Care Home for the Disabilities (RCHD in various lots in D.D. 104, Nam Sang Wai (hereafter called “the Proposed Development”).
- 1.1.2. BeeXergy Consulting Limited was commissioned by DeSPACE (International) Limited (the Project Planner) to undertake an Environmental Assessment (EA) in support of its planning application under Section 16 of the Town Planning Ordinance (TPO) for the Proposed Development.

1.2. PROJECT LOCATION

- 1.2.1. The Project Site is approximately 1605m², currently bounded by abandoned fishponds to the north and west, Kam Pok Road East to the south. The Project Site is currently zoned as “Village Type Development” (“V”) under the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/10. **Figure 1.1** shows the location of Project Site and its environs.

1.3. PROJECT DESCRIPTION

- 1.3.1. The Proposed Development will comprise one 3-storey building (excluding carpark) comprising RCHD dormitory and communal area. The key development parameters are summarised in **Table 1.1** and the Master Layout Plan is enclosed in **Appendix 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

No. of Storeys	3 storeys
Total Gross Floor Area (GFA)	Approx. 3,691.5m ²
Building Height	+21.00 mPD
Proposed Major Floor Use	LG/F: Carpark G/F to 2/F: Dormitory for RCHD(s), Communal Area
Tentative Population Intake Year	2030
Total No. of Beds	178

1.4. SCOPE OF THE ENVIRONMENTAL ASSESSMENT

1.4.1. This EA Report covers the following key issues arising from the construction and operation of the Proposed Scheme:

- Air Quality Impact;
- Noise Impact;
- Water Quality Impact;
- Waste Management; and
- Land Contamination;

1.5. STRUCTURE OF THE REPORT

1.5.1. This EA Report includes the following sections:

- Section 1 introduces the project background and outlines the scope of this EA;
- Section 2 evaluates the air quality impact;
- Section 3 presents the noise impact assessment;
- Section 4 evaluates the water quality impact;
- Section 5 evaluates the waste management implications;
- Section 6 presents the land contamination review; and
- Section 7 summarizes the findings of this EA study.

2. AIR QUALITY IMPACT

2.1. INTRODUCTION

2.1.1. This section identifies the potential air quality impact associated with the construction and operation of the Proposed Scheme. It also recommends practical pollution control and mitigation measures, where necessary.

2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

2.2.1. The relevant legislation, standards and guidelines applicable to the present review of air quality impact include:

- Air Pollution Control Ordinance (APCO) (Cap. 311);
- Air Pollution Control (Smoke) Regulations (Cap. 311C);
- Air Pollution Control (Fuel Restriction) Regulations (Cap. 311I);
- Air Pollution Control (Construction Dust) Regulation (Cap. 311R);
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (Cap. 311Z);
- Hong Kong Planning Standards and Guidelines (HKPSG); and
- EPD's Guidelines on "Control of Oily Fume and Cooking Odour from Restaurants and Food Business".

Air Quality Objectives

2.2.2. The APCO provides a statutory framework for establishing the Air Quality Objectives (AQOs) and stipulating the anti-pollution requirements for air pollution sources. The AQOs stipulate concentration for a range of pollutants, which are summarized below in **Table 2.1**.

Table 2.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	Concentration Limit ^[i] ($\mu\text{g}/\text{m}^3$)	Number of Exceedances Allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable Suspended Particulates (PM_{10}) ^[ii]	24-hour	75	9
	Annual	30	N/A
Fine Suspended Particulates ($\text{PM}_{2.5}$) ^[iii]	24-hour	37.5	18
	Annual	15	N/A

Pollutant	Averaging Time	Concentration Limit ^[i] ($\mu\text{g}/\text{m}^3$)	Number of Exceedances Allowed
Nitrogen Dioxide (NO ₂)	1-hour	200	18
	24-hour	120	9
	Annual	40	N/A
Ozone (O ₃)	8-hour	160	9
	Peak season	100	N/A
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Lead	Annual	0.5	N/A
Notes: [i] All measurements of the concentration of gaseous air pollutants, i.e., SO ₂ , NO ₂ , O ₃ and CO, are to be adjusted to a reference temperature of 293 K and a reference pressure of 101.325 kPa. [ii] PM ₁₀ means suspended particles in air with a nominal aerodynamic diameter of 10 μm or less. [iii] PM _{2.5} means suspended particles in air with a nominal aerodynamic diameter of 2.5 μm or less.			

Hong Kong Planning Standards and Guidelines

2.2.3. Environmental requirements to be considered in land use planning are outlined in Chapter 9 of the HKPSG. The standards and guidelines provide recommendation on suitable locations for developments and sensitive users, provision of environmental facilities and design, layout, phasing and operational controls to minimize adverse environmental impacts. It also lists out environmental factors influencing the land use planning and recommends buffer distances for land uses.

2.2.4. Buffer distances on usage of open space site for recreational uses are also recommended. Evaluation of potential air quality impact on the Proposed Scheme due to the vehicular emissions and industrial emissions shall make reference to the guidelines as stipulated in the HKPSG. The buffer distance requirements in HKPSG are extracted below in **Table 2.2**.

Table 2.2 HKPSG Recommended Buffer Distance

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Roads and Highways	<i>Type of Road</i>	/	
	Trunk Road and Primary Distributor	> 20m	Active and Passive Recreational Uses
		3 – 20m	Passive Recreational Uses
		< 3m	Amenity Areas
District Distributor	> 10m	Active and Passive Recreational Uses	
Roads and Highways	District Distributor	< 10m	Passive Recreational Uses
	Local Distributor	> 5m	Active and Passive Recreational Uses
		< 5m	Passive Recreational Uses
Under Flyover	N/A	Passive Recreational Uses	
Industrial Areas	<i>Difference in Height between Industrial Chimney Exit and the Site</i>	/	
	< 20m	> 200m	Active and Passive Recreational Uses
		5 – 200m	Passive Recreational Uses
	20 – 30m (*)	> 100m	Active and Passive Recreational Uses
		5 – 100m	Passive Recreational Uses
	30 – 40m	> 50m	Active and Passive Recreational Uses
		5 – 50m	Passive Recreational Uses
> 40m	> 10m	Active and Passive Recreational Uses	
Remarks: <ol style="list-style-type: none"> In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available. The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites. The guidelines are generally applicable to major industrial areas but not individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments. Amenity areas are permitted in any situation. 			

2.3. AIR SENSITIVE RECEIVERS

2.3.1. Representative air sensitive receivers (ASRs) within 500m assessment area have been identified based on topographic maps supplemented by site surveys, outline zoning plans and other published plans in the vicinity of the Project Site. Within the 500m assessment area, ASRs that are closest to the Project Site are anticipated to be the most affected and therefore considered the most representative ASRs for the worst-case scenario air quality impact assessment, whilst other ASRs located further away from these first-tier representative ASRs are expected to be less impacted. Details of the identified representative ASRs are summarized in **Table 2.3** below and their locations are shown in **Figure 2.1**.

Table 2.3 Representative Air Sensitive Receivers

ASR ID	Description	Use	Existing/Planned	Approximate Shortest Distance from Project Site, m
A01	Merry Garden	Residential	Existing	90
A02	Meister House	Residential	Existing	256
A03	Man Yuen Chun	Residential	Existing	265
A04	Planned Residential Development	Residential	Planned	27
A05	JAC Auto Repair Shop	Workshop	Existing	249
A06	FUSO Fairview Park Service Center	Workshop	Existing	239
A07	Hung Kee Metal Recycling Int'l Ltd.	Workshop	Existing	154
A08	Dorfield Ltd.	Workshop	Existing	206
A09	Prospera Villa	Residential	Existing	45

2.4. CONSTRUCTION PHASE IMPACT REVIEW

Impact Identification and Evaluation

2.4.1. Major construction activities include construction works for site set up, foundation, excavation, superstructure and fitting out, etc of the new building. Potential fugitive dust emission and gaseous emissions from construction machinery arising from these construction activities is anticipated.

2.4.2. Based on the latest development scheme and information provided by Project Team, deep foundation excavation and large-scale site formation will not be required. From the information available, the construction works will tentatively be commenced no later than 2028 with total construction period of 15 months, the

tentative construction period of each construction stage are presented in **Table 2.4**. The area of excavation is approximately 1605m², it is expected that only 1 dump truck per day is required. The estimated amount of excavated materials to be handled and number of truck trips per day are summarized in **Table 2.4** below.

Table 2.4 Estimated Volume of Excavated Materials and Number of Truck Trips Per Day

Construction Stage	Estimated Total Volume of Excavated / Backfill Material during the Construction Stage	Estimated Number of Truck Trips per Day
Foundation Stage (~5 Months)	353m ³ C&D Material (Inert C&D: 351m ³ , Non-inert C&D: 2.5m ³)	<1 Trip per Day
Superstructure Stage (~10 Months)	369m ³ C&D Material (Inert C&D: 295m ³ , Non-inert C&D: 74m ³)	<1 Trip per Day
Remarks: a) Assumed that there will be 22 working days per month. b) Assumed that the average dump truck capacity will be 7.5m ³ per trip.		

2.4.3. In addition, there would be on average 3 nos. of Powered Mechanical Equipment (PME) operated simultaneously within the Project Site. Gaseous emissions from PMEs are expected to be limited. Provided that the Air Pollution Control (Fuel Restriction) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Motor Vehicle Idling (Fixed Penalty) Ordinance shall be followed, no adverse air quality impacts associated with gaseous emission from construction is anticipated.

2.4.4. With the implementation of appropriate air quality control measures and the requirements as listed in the Air Pollution Control (Construction Dust) Regulation of APCO to control the air pollutant emissions, adverse air quality impact is not anticipated during construction.

Recommended Mitigation Measures

2.4.5. To ensure that dust and gaseous emissions are controlled during the construction phase of the Project, relevant air quality control requirements stipulated in Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations should be implemented. The proposed control measures are listed below.

- The designated haul road should be hard paved to minimize fugitive dust

emission;

- During the site formation works, the active works areas should be water sprayed with water browser or sprayed manually hourly during construction period. The Contractor should ensure that the amount of water spraying is just enough to dampen the exposed surfaces without over-watering which could result in surface water runoff;
- Any excavated dusty materials or stockpile of dusty materials should be covered entirely by impervious sheeting or sprayed with water so as to maintain the entire surface wet, and recovered or backfilled or reinstated as soon as possible;
- Dusty materials remaining after a stockpile is removed should be wetted with water;
- The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcore or similar;
- The Contractor(s) shall only transport adequate amount of fill materials to the Project Site to minimize stockpiling of fill materials on-site, thus reducing fugitive dust emission due to wind erosion;
- Should temporary stockpiling of dusty materials be required, it shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides; or sprayed with water so as to maintain the entire surface wet;
- All dusty materials shall be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet;
- Vehicle speed to be limited to 10 kph except on completed access roads;
- The portion of road leading only to a construction site that is within 30 m of a designated vehicle entrance or exit should be kept clear of dusty materials;
- Every vehicle should be washed to remove any dusty materials from its body and wheels immediately before leaving the construction site;
- The load of dusty materials carried by vehicle leaving the construction site should be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
- The working area of excavation should be sprayed with water immediately before, during and immediately after (as necessary) the operations so as to maintain the entire surface wet;
- Restricting height from which materials are to be dropped as far as practicable

to minimize the fugitive dust arising from loading/unloading activities;

- Every stock of more than 20 bags of cement or dry pulverized fuel ash shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- Cement, pulverized fuel ash or any other dusty materials collected by fabric filters or other air pollution control system or equipment shall be disposed of in totally enclosed containers;
- Electric power supply shall be provided for on-site machinery as far as practicable;
- Regular maintenance of construction equipment deployed on-site should be conducted to minimize gaseous and prevent black smoke emission;
- Hoarding of not less than 2.4m high from ground level shall be provided along the site boundary except for a site entrance or exit to minimise dust nuisance to the nearby sensitive receivers. For locations with ASRs in immediate proximity to the Project Site, higher hoarding shall be erected; and
- Regular site audit shall be conducted to ensure all the mitigation measures are properly implemented.
- Electrified Non-road Mobile Machinery shall be provided as far as practicable.
- Non-road Mobile Machinery exempted from regulatory control shall be avoided as far as practicable.

2.4.6. With the implementation of above mitigation measures, no adverse construction phase air quality impact is anticipated.

2.5. OPERATION PHASE IMPACT REVIEW

Impact Identification and Evaluation

Vehicular Emission

2.5.1. Vehicular emission from existing open roads is the potential air pollution source to the Proposed Scheme during operation phase.

2.5.2. The Application Site is bounded by Kam Pok Road East and is subject to the air quality impact associated with the vehicular emission from existing open roads. In order to comply with the buffer distance requirements as stipulated in the HKPSG, the air-sensitive uses at the Proposed Development have been positioned away from Kam Pok Road East. The required buffer distances from the surrounding road were summarized in **Table 2.5** and illustrated in **Figure 2.2**. The TD's endorsement on the road type of Kam Pok Road East is provided in **Appendix 2.1**. No air sensitive uses, including openable windows, fresh air intake and recreational uses

in the open space, would be located within the buffer zones.

Table 2.5 Relevant Buffer Distance Requirements

Road Name	Road Type	Recommended Buffer Distance in HKPSG	Buffer Distance allowed for the Proposed Scheme
Kam Pok Road East	Rural Road	-	>5m
Note: As advised by the Project's Traffic Consultant and clarified by the Transport Department (TD), Kam Pok Road East (from Castle Peak Road - Tam Mi to Kam Pok Road) is classified as a rural road. There is no buffer distance requirement for rural road specified in HKPSG, a 5m buffer distance is still allowed to minimize air quality impact on the Proposed Development.			

- 2.5.3. As the required buffer distances between ASRs and the surrounding roads could be achieved, no adverse air quality impact associated with vehicular emission on the Proposed Scheme is anticipated.

Emission from carpark within the Proposed Development

- 2.5.4. The car parks within the Proposed Development will be designed and operated in accordance with ProPECC PN 2/96 Control of Air Pollution in Car Parks. The car parks are mainly used for private car parking and the starting emissions generated by the vehicles are expected to be limited. Nonetheless, the idling period of vehicles will be governed by Cap. 611 Motor Vehicle Idling (Fixed Penalty) Ordinance which excessive emissions from idling vehicles within the Application Site is not expected. Given the above, no adverse air quality impact from car park operations is anticipated.

Industrial Emission from nearby chimney

- 2.5.5. A review of chimney locations based on EPD's register and license for specified processes (SP) available on Hong Kong Environmental Database (HKED) was carried out. No chimneys were identified within the 200m assessment area. Additional chimney surveys were also conducted in July 2025 to verify the findings. As no chimneys were identified within the assessment area and no active and heavy industrial operation in the vicinity is observed, no adverse air quality impact on the proposed development related to chimney emissions is anticipated.

Odour Emission

- 2.5.6. Based on the desktop review and site surveys conducted in July 2025, no particular air and odour emission sources were identified within 200m radius from the proposed development. During the site visit, no particular odour source was detected, and no odour source from the nearby nullahs, including Ngau Tam Mei Drainage Channel and its subsidiary nullahs, and nearby ponds was identified.

Recommended Mitigation Measures

2.5.7. The setback distance between the building façades and the fresh air intakes/opened windows is recommended to be at least 5m away from Kam Pok Road East to satisfy the recommended buffer distance from the carriageway as per Chapter 9 of HKPSG

2.6. CONCLUSION

2.6.1. Fugitive dust and gaseous emission is the major source of air pollution during the construction phase of the Project. Through proper implementation of air quality control measures as required under the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations, construction dust and gaseous emissions can be controlled. Therefore, adverse air quality impact during construction phase is not anticipated.

2.6.2. The potential operation phase air quality impact due to vehicular emission from the surrounding roads, industrial emission and odour emission have been evaluated. No industrial and odour sources is identified during site survey and the HKPSG buffer distance requirements could be complied, therefore, no adverse operation phase air quality impact on the Proposed Scheme is expected.

3. NOISE IMPACT

3.1. INTRODUCTION

3.1.1. The Project will have potential noise impacts during the construction and operation phases. During the construction phase, potential construction airborne noise impact may be generated due to the use of powered mechanical equipment (PME) for various construction works including site formation, foundation and superstructure. During the operation phase of the Project, noise due to building equipment will also have potential noise impacts to the NSRs nearby.

3.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

3.2.1. The relevant legislation, standards and guidelines applicable to the present noise impact assessment include:

- Noise Control Ordinance (NCO) (Cap. 400);
- Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM);
- Technical Memorandum on Noise from Construction Work Other Than Percussive Piling (GW-TM);
- Technical Memorandum on Noise from Construction Work in Designated Areas (DA-TM);
- Technical Memorandum on Noise from Percussive Piling (PP-TM);
- Hong Kong Planning Standards and Guidelines (HKPSG);
- Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN 1/24 "Minimizing Noise from Construction Activities"; and
- Good Practices on the Control of Noise from Electrical & Mechanical Systems

3.3. CONSTRUCTION PHASE IMPACT REVIEW

Noise Standards for Construction Works during Non-restricted Hours

3.3.1. ProPECC PN1/24 offers guidance on the existing control on noise from construction activities under the Noise Control Ordinance (NCO) and Environmental Impact Assessment Ordinance (EIAO). It also outlines the requirements and recommendations on the practices for minimizing construction noise. The noise generated by construction activities for the project during non-restricted hours (7 a.m. to 7 p.m. on any day that is not a Sunday or general holiday) should be minimized to the greatest extent practicable. Additionally, the construction noise at the facade of the respective noise-sensitive receivers should not exceed the following noise levels, as summarized in **Table 3.1** below.

Table 3.1 Noise Standards for Construction Works during Non-restricted Hours

Uses	L_{eq} (30 mins), dB(A)
All domestic premises Temporary housing accommodation Hostels Convalescences homes Homes for the aged	75
Places of public worship Courts of law Hospitals and medical clinics	70
Educational institutions (including kindergartens and nurseries)	70 (65 during examination)
Note: The above standards apply to uses which rely on opened windows for ventilation and are assessed at 1m from the external façade.	

Noise Standards for Construction Works during Restricted Hours

3.3.2. Noise impacts arising from construction activities (excluding percussive piling) conducted during the restricted hours (1900 to 0700 hours on any day and anytime on Sunday and general holiday) are governed by the NCO.

3.3.3. All the proposed construction works are expected to be carried out during non-restricted hours. In case of any construction activities during restricted hours, it is the Contractor's responsibility to ensure compliance with the NCO and the relevant technical memoranda. The Contractor will be required to submit a construction noise permit (CNP) application to the Noise Control Authority and abide by any conditions stated in the CNP, should one be issued. It should be noted that description made in this report does not guarantee that a CNP will be granted for

the project construction. The Noise Control Authority would take into account the contemporary condition of adjoining land uses and other considerations when processing the CNP application based on the NCO and relevant technical memoranda issued under the NCO. The findings in this report shall not bind the Noise Control Authority in making the decision.

Noise Standards for Percussive Piling

- 3.3.4. Noise impact arising from percussive piling at any time is also governed by the NCO. The noise criteria and the assessment procedures for issuing a CNP for percussive piling are specified in the PP-TM. Separate application to EPD for a CNP is required.
- 3.3.5. Should percussive piling be required, the requirements in the PP-TM shall be followed.

Impact Identification and Evaluation

- 3.3.6. The potential source of noise impact during the construction phase would be the use of PME for various construction activities. The key construction works would include:
- Site clearance, including demolition of existing structures and tree removal;
 - Site formation;
 - Foundation; and
 - Construction of superstructure.
- 3.3.7. No construction works will be carried out during restricted hours. Should restricted hours works or percussive piling work be required, the Contractor shall apply for a CNP and ensure full compliance with the NCO.

Recommended Mitigation Measures

- 3.3.8. Standard construction noise control measures such as adoption of quieter construction method, use of quality PME (QPME) with lower sound power level (SWL), use of movable noise barriers and noise enclosures to screen noise from PME, and implementation of good site practices to limit noise emissions at source are recommended.
- 3.3.9. Good site practices and noise management can further minimize the potential construction noise impact. The following good site practices are recommended for implementation during construction phase:
- Contractor shall devise and execute working methods that will minimize the noise impact on the surrounding environment; and shall provide experienced personnel with suitable training to ensure these methods are properly

implemented;

- Noisy activities should be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise (such as during peak traffic hours);
- The Contractor should arrange construction activities with care so that concurrent construction activities are avoided as much as possible;
- Only well-maintained plant should be operated on-site and plant will be serviced regularly during the construction phase;
- Machines and plant that may be in intermittent use should be shut down between work periods or throttled down to a minimum;
- Silencers or mufflers on construction equipment should be utilized and properly maintained during the construction phase;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from NSRs;
- Mobile plants should be sited as far away from NSRs as possible;
- Plant known to emit noise strongly in one direction should be orientated so that the noise is directed away from the nearby NSRs; and
- Material stockpiles and other structures should be effectively utilized in screening noise from on-site construction activities.

3.4. OPERATION PHASE

Noise Standards for Fixed Noise Impact Assessment

3.4.1. IND-TM stipulates the appropriate Acceptable Noise Level (ANL) for fixed noise sources. The ANL is dependent on the area sensitivity rating of a noise sensitive receivers (NSR), as defined in Table 1 of the IND-TM (reproduced in **Table 3.2**). The area sensitivity rating of a NSR is determined by the type of area where the NSR is located and the presence of any influencing factors (IFs) such as major roads and industrial areas.

Table 3.2 Area Sensitivity Ratings

Type of Area Containing NSR	Degree to which NSR is affected by IF		
	Not Affected	Indirectly Affected	Directly Affected
Rural area, including country parks or village type developments	A	B	B
Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
Urban area	B	C	C
Area other than those above	B	B	C

3.4.2. The HKPSG also states that in order to plan for a better environment, all planned fixed noise sources should be located and designed that when assessed in accordance with the IND-TM, the level of the intruding noise at the façade of the nearest existing sensitive use should be at least 5 dB(A) below the appropriate ANL shown in Table 2 of IND-TM or, in the case of the background being 5 dB(A) lower than the ANL, should not be higher than the background. The ANLs stipulated in the IND-TM are provided in **Table 3.3**.

Table 3.3 Acceptable Noise Levels

Time Period	Area Sensitivity Rating		
	A	B	C
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

3.4.3. The Project Site is located in an area contains mainly residential and village type developments, with some open storage uses in the vicinity. In view of this, the type of area is classified as “village type developments”. According to the Annual Traffic Census 2023 published by the Transport Department, San Tin Highway is classified as Primary Distributors with an annual average daily traffic (AADT) of 88,760 in excess of 30,000. Hence, San Tin Highway is considered as major roads under the IND-TM and thereby an influencing factor. As the planned NSRs within the Proposed Development will be located from approximately 170m from San Tin Highway with vegetation and plants in between blocking direct line of sight, they will not be directly affected by major roads. As such, Area Sensitivity Rating of “B” has been assigned for the NSR.

3.4.4. In any event, the ASR assumed in this report is for indicative assessment only. It should be noted that the noise emanating from any place other than domestic

premises, a public place or a construction site is controlled under Section 13 of the Noise Control Ordinance. At the time of investigation, the Noise Control Authority shall determine the noise impact from concerned sources on the basis of prevailing legislation and practices being in force and taking account of contemporary conditions/situations of adjoining land uses. Nothing in this report shall bind the Noise Control Authority in the context of law enforcement against all the sources being assessed.

Noise Standards for Road Traffic Noise Impact Assessment

3.4.5. Table 4.1 of Chapter 9 of the HKPSG provides the assessment criteria for road traffic noise impact at noise sensitive uses which rely on opened windows for ventilation. **Table 3.4** summarizes the adopted road traffic noise criteria for noise sensitive uses with openable windows at the Proposed Scheme.

Table 3.4 Road Traffic Noise Criteria for Noise Sensitive Uses

Location	Use	L ₁₀ (1 hour), dB(A)
G/F – 2/F	RCHD Dormitory	70
1/F	Multi-Purpose Area ^[2]	70
Notes: [1] The above standards apply to noise sensitive uses which rely on opened windows for ventilation and should be viewed as the maximum permissible noise levels assessed at 1m from the external façade. [2] The multi-purpose area is mainly dedicated for providing space for daily exercise and holding events during different festival and functions for the occupants. No diagnostic, public worship and educational activities is anticipated in the area.		

Noise sensitive receivers

3.4.6. Existing NSRs and planned/committed noise sensitive uses identified on the relevant Outline Zoning Plans, Development Permission Area Plans, Outline Development Plans, Layout Plans and other relevant published land use plans, including plans and drawings published by the Lands Department and any land use and development applications approved by the Town Planning Board have been identified. The first layer of representative NSRs within the 300m assessment area are listed in **Table 3.5** below and their locations are illustrated in **Figure 3.1**.

Table 3.5 Representative Noise Sensitive Receivers

NSR ID	Description	Nature of Use	Existing/Planned	Approximate Shortest Distance from Project Site, m
N01	Merry Garden	Residential	Existing	90
N02	Meister House	Residential	Existing	256
N03	Man Yuen Chun	Residential	Existing	265
N04	Planned Residential Development	Residential	Planned	27
N05	Prospera Villa	Residential	Existing	45

Road Traffic Noise Impact on the Proposed Scheme

Impact Identification

3.4.7. The Project Site is bounded by Kam Pok Road East to the south, Castle Peak Road – Tam Mi and San Tin Highway to the east. **In order to construct new access road including Emergency Vehicular Access (EVA) to the Proposed Site**, there are parts of the existing noise barriers at the south boundary of the site adjoining Kam Pok Road East are proposed to be demolished, details of modification plan is provided in **Appendix 3.5**. The key noise impact during operation phase would be road traffic noise from the abovementioned roads and other local roads.

Noise Sensitive Uses

3.4.8. Noise assessment points have been provided for all noise sensitive uses with openable windows at the Proposed Development. The respective criteria for all types of noise sensitive uses with openable windows have been listed in **Table 3.4**. The locations of all NSRs for road traffic noise impact assessment are shown in **Figures 3.2a to 3.2c**.

Assessment Methodology

3.4.9. The road traffic noise impact from the existing and planned road network has been assessed within 300m assessment area on the future NSRs within the Proposed Development. The road traffic noise model adopts the methodology outlined in the Calculation of Road Traffic Noise (CRTN) developed by the UK Department of Transport. The road traffic noise would be presented in terms of noise levels exceeded for 10% of the one-hour period for the hour having the peak traffic flow $L_{10(1hour)}$ under various traffic forecast scenarios. Representative NAPs, key building structures with noise screening effects, topographical contours and road segments with traffic flow data have been inputted into the model in predicting the

potential traffic noise impacts.

3.4.10. Traffic flow of the existing and planned roads within 300m assessment area have been forecasted by the traffic consultant of the Project. As stated in CRTN, the traffic flow used for assessment shall be the maximum traffic projection within 15 years upon occupancy of the development. The assessment has been undertaken based on the projected AM peak hourly traffic flows in Year 2045, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the Proposed Development, i.e. Year 2030. The traffic forecast data is enclosed in **Appendix 3.1**. The traffic forecasting methodology for producing the adopted traffic data has been submitted to the Transport Department (TD) for endorsement.

Predicted Road Traffic Noise Impact on the Proposed Development under Base Case Scenario

3.4.11. Predicted peak hourly road traffic noise levels at all NSRs within the Proposed Development are summarized in **Table 3.6** below. Detailed breakdown of the road traffic noise impact assessment results under base case scenario are presented in **Appendix 3.2**.

Table 3.6 Summary of Predicted Road Traffic Noise Levels (Base Case Scenario)

Floor	Facility / Room	Noise Criteria, dB(A)	Predicted Maximum L ₁₀ (1 hour), dB(A)
G/F	RCHD Dormitory	70	69
1/F	RCHD Dormitory	70	72
2/F	RCHD Dormitory	70	77
1/F	Multi-Purpose Area	70	76

3.4.12. In view of the predicted traffic noise level exceeded noise standard, mitigation measures are required to ensure the noise level would be comply with relevant noise standard.

3.4.13. With reference to "Practice Note on Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact", the design of AW(BT) and corresponding noise reduction is shown in **Appendix 3.3**. The locations of the proposed acoustic window (baffle type) are shown in **Figure 3.3**.

3.4.14. The proposed reference cases can provide noise reduction from 6dB(A) to 7dB(A) based on their corresponding room size. It is understood that the room size would also affect the sound attenuation performance. A conservative approach is adopted by adjusting the sound attenuation based on the relative room size of the project case and reference case. The sound attenuation is adjusted (downward

only) based on the ratio of the room size of the project case and the reference case in order to reflect the difference in the base case (using conventional window). On the other hand, in case the room size of the project case is larger than the reference case or opening size of the conventional window in the project case is smaller than the reference case, no adjustment is made as a conservative approach. the room size of dormitory is typically 40 to 50 m², which is larger than 18 m² of the reference case, therefore, no room size correction is included for conservative approach.

3.4.15. The assessment results revealed that all NSRs within the Proposed Development could comply with the respective noise criteria under the mitigated scenario. Hence, no adverse road traffic noise impact on the Proposed Development is anticipated and no road traffic noise mitigation measure is required.

Planned Fixed Noise Impact from the Proposed Scheme

Prevailing Background noise Levels

3.4.16. Prevailing background noise measurement was conducted on 23 July 2025 for both daytime time and night-time periods. The measurement location is shown in **Figure 3.4**. The weather was fine during measurement. Measurements shall be accepted as valid only if the calibration levels from before and after the acoustic measurement agree to within 1.0dB(A). Noise measurement will not be made in the presence of fog, rain and wind with a steady speed exceeding 5ms⁻¹ or wind with gusts exceeding 10ms⁻¹. The background noise monitoring results is summarized in **Table 3.7**.

Table 3.7 Background Noise Monitoring Results

Measurement Location	Period	Noise Level, dB(A)
BGN1 ^[1]	Day/Evening time	62.8
	Night time	51.6
Notes: [1] +3 façade correction is included for free-field measurement. [2] The noise measurement descriptor is A-weighted equivalent continuous sound pressure level (Leq) measured using Type 1 sound level meter (SVAN 979 Sound Level Meter).		

Impact Identification and Evaluation

3.4.17. According to the latest development scheme, potential fixed noise sources within the Proposed Scheme include the transformer room and E&M rooms. During the operation phase, potential fixed noise sources will be fully enclosed and located inside the building structure. Noise impact arising from fixed plants is expected to

be minimal.

3.4.18. To ensure the fixed plant noise generated by the Proposed Scheme would not cause excessive impact to neighbouring noise sensitive uses, potential fixed noise sources within the Proposed Scheme shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG.

3.4.19. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary. As such, it is anticipated that the fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Scheme will not exceed the relevant noise criteria under the HKPSG and NCO.

Recommended Mitigation Measures

3.4.20. The following noise mitigation measures are recommended to control noise emissions from planned fixed plant noise sources within the Proposed Scheme:

- All the noisy plants should be installed within plant room or with acoustic enclosure;
- Proper selection of quiet plant aiming to reduce the tonality at NSRs;
- Installation of silencer / acoustic enclosure / acoustic louvre for the exhaust of ventilation system;
- Openings of ventilation systems should be located away from NSRs as far as practicable and oriented away from the NSRs;
- Installation of absorptive noise barrier (with density of absorption material of 48kg/m^3) for the aerator which would duly shield the engine and other noisy parts of the aerator as far as practicable, and;
- Provide suitable at source noise control measures with reference to EPD's "Good Practices on Ventilation System Noise Control" and "Good Practices on Pumping System Noise Control" such as silencers and acoustic linings when necessary.

Fixed Noise Impact on the Proposed Development

Identification of Fixed Noise Sources

3.4.21. A number of existing fixed noise sources have been identified within 300m assessment area through desktop study and site visit conducted on 12 May 2025 and 23 July 2025. **Figure 3.4** indicates the locations of existing major fixed noise sources with details summarized in **Table 3.8**. Detailed site survey record is shown in **Appendix 3.3**.

Table 3.8 Information of the Identified Fixed Noise Sources

Location	Source ID	Equipment	Approximate Shortest Horizontal Distance to the Project Site
祥發五金貿易有限公司	S01	Lorry Crane	144m
Hung Kee Metal Recycling Int'l Ltd.	S02	Lorry Crane	173m
Dorfield Ltd.	S03	Fork Lift	204m

- 3.4.22. An approved Section 16 application (Application No. A/YL-NSW/318) for the development of a public vehicle parking area excluding Container Vehicle with EV charging facilities near the project site is identified as potential noise source to the Proposed Development. During site survey, car park is currently in operation, however, no noticeable noise is recorded. Given the development only allowed for 5 years operation, no adverse fixed noise impact is anticipated.
- 3.4.23. Detailed calculations of fixed noise assessment at NSRs are shown in **Appendix 3.4**, fixed noise assessment point with shortest distance to the noise sources is selected to demonstrate worst case scenario, all results complied with relevant noise standard, therefore, no adverse fixed noise impact to the Proposed Development is expected.

3.5. CONCLUSION

- 3.5.1. Evaluation on construction noise impact associated with different construction activities has been conducted. With the implementation of practical mitigation measures including good site management practices, use of quieter construction methods and equipment, and use of movable noise barriers and noise enclosures, the construction noise impact on the nearby NSRs would be minimized.
- 3.5.2. Traffic noise impact has been identified and assessed based on the maximum traffic flow within 15 years upon commencement of operation of the Proposed Development. With the implementation of noise mitigation measures (i.e., Acoustic Windows (Baffle Type)), no adverse traffic noise impact is anticipated.
- 3.5.3. To ensure the fixed plant noise generated by the Proposed Scheme would not cause excessive impact to neighbouring noise sensitive uses, potential fixed noise sources within the Proposed Scheme shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary. As such, no adverse fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Scheme is expected.
- 3.5.4. It is noted that there are parts of the existing noise barriers at the south boundary of the site adjoining Kam Pok Road East are proposed to be modified for construction of access roads to the Proposed Site. Any modification to the noise barrier is subject to the approval of relevant government department, i.e., the Highways Department. Also, the road traffic noise impact on the proposed development and nearby noise sensitive receivers (NSRs) due to the modification of the noise barrier should be addressed. As such, an updated NIA will be submitted under approval condition if the planning application is approved to address the above-mentioned issues.
- 3.5.5. In the updated NIA, schedule of implementation, for example, to remove the noise barrier only after the Proposed RCHD is in place, or to provide interim measures (if required) to mitigate road traffic noise impact to nearby NSRs should be provided. In addition, TD's endorsement on the traffic data adopted in the updated NIA should also be provided and the separated cells of the dormitory should not be divided by full-height partitions.

4. WATER QUALITY IMPACT

4.1. INTRODUCTION

4.1.1. This section identifies the potential water quality impact that could arise from the Project during its construction and operation phases. It also recommends the corresponding measures to pre-empt and mitigate potential impacts as necessary.

4.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

4.2.1. The relevant legislation, standards and guidelines applicable to the present environmental review of water quality impacts include:

- Water Pollution Control Ordinance (WPCO) (Cap. 358);
- Water Pollution Control (General) Regulations (Cap. 358D);
- Water Pollution Control (Sewerage) Regulation (Cap. 358AL);
- Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS);
- Hong Kong Planning Standards and Guidelines (HKPSG);
- Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN 1/23 “Drainage Plans subject to Comment by the Environmental Protection Department – Building (Standards of Sanitary Fittings, Plumbing, Drainage Works and Latrines) Regulations”; and
- Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN 2/24 “Construction Site Drainage”.

4.2.2. Under the WPCO, Hong Kong waters are divided into ten Water Control Zones (WCZs) and four supplementary water control zones. Corresponding statements of Water Quality Objectives (WQOs) are stipulated for different water regimes (marine waters, inland waters, bathing beaches subzones, secondary contact recreation subzones and fish culture subzones) in each of the WCZ based on their beneficial uses. The Project Site falls within the Deep Bay WCZ and the respective WQOs shall be followed.

4.3. WATER SENSITIVE RECEIVERS

4.3.1. The assessment area for water quality is defined by a distance of 500m from the Project Site boundary. Water sensitive receiver (WSR) located within 500m assessment area is listed in **Table 4.1** and its location is shown in **Figure 4.1**.

Table 4.1 Water Sensitive Receiver

WSR ID	Description	Approximate Distance from Site Boundary
W01	Ngau Tam Mei Channel	380m
W02	River Channel	30.5m
W03	Ponds	38m
W04	Ponds	25m

4.4. CONSTRUCTION PHASE IMPACT REVIEW

Impact Identification and Evaluation

- 4.4.1. The major water quality concerns during the construction phase shall be the on-site runoff from dust suppression activities and rainfall, sewage effluent from construction workforce, and chemical spillage. The key pollutants would be suspended solids from surface runoff and other pollutants would include fuel and lubricant oil from the construction vehicles and powered mechanical equipment (PME) on-site.
- 4.4.2. The Contractor is required to apply discharge license for the discharge of effluent from the construction site under the WPCO and all discharges during the construction should comply with the TM-DSS issued under the WPCO.
- 4.4.3. During the construction of the Project, the workforce on-site will generate sewage effluents, which are characterized by high levels of Biochemical Oxygen Demand (BOD), ammonia and *E. coli* counts. Potential water quality impacts upon the local drainage and freshwater system may arise from these sewage effluents, if uncontrolled. The construction sewage should be handled by interim sewage treatment facilities, such as portable chemical toilets. Appropriate number of portable toilets should be provided by a licensed contractor to serve the large number of construction workers over the construction site. Provided that sewage is not discharged directly into the storm drains or watercourses adjacent to the construction site, and temporary sanitary facilities are used and properly maintained, it is unlikely that sewage generated from the Project Site would have a significant water quality impact.
- 4.4.4. A large variety of chemicals may be used during construction activities. These may include petroleum products, surplus adhesives, spent lubrication oil, grease and mineral oil, spent acid and alkaline solutions/solvent and other chemicals. The use of these chemicals and their storage as waste materials has the potential to create impacts on the water quality of adjacent watercourses or storm drains if spillage occurs. Waste oil may infiltrate into the surface soil layer, or runoff into local

watercourses, increasing hydrocarbon levels. The potential impact could however be mitigated by practical mitigation measures and good site practices as given in the Waste Disposal Ordinance (Cap. 354), its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) and the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.

Recommended Mitigation Measures

4.4.5. To mitigate the water quality impact during construction phase, construction practices outlined in the ProPECC PN 2/24, where applicable, shall be implemented. Typical relevant wastewater control measures include:

- Surface runoff from construction sites should be discharged into storm water drains via adequately designed sand/silt removal facilities such as sand traps, silt traps, sedimentation tanks and sediment basins. Channels or earth bunds or sand bag barriers should be provided on site to properly direct surface runoff to such silt removal facilities. Perimeter channels at site boundaries should be provided where necessary to intercept surface run-off from outside the site so that it will not wash across the site. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;
- Silt removal facilities, channels and manholes should be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times;
- Construction works should be programmed to minimize soil excavation works in rainy seasons (generally from April to September). If soil excavation works could not be avoided in these months or at any time of year when rainstorms are likely, for the purpose of preventing soil erosion, temporarily exposed slope surfaces should be covered (e.g. by tarpaulin), and temporary access roads should be protected by crushed stone or gravel, as excavation proceeds. Intercepting channels should be provided (e.g. along the crest/edge of excavation) to prevent surface runoff from washing across exposed soil surfaces. Arrangements should always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm;
- Earthworks final surfaces should be well compacted and the subsequent permanent works or surface protection works should be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels should be provided where necessary;
- Open stockpiles of construction materials (e.g. aggregates, sand and fill

material) on sites should be covered with tarpaulin or similar impermeable fabric during rainstorms. Measures should be taken to prevent washing away construction materials, soil, silt or debris into any drainage system;

- Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent surface runoff from getting into foul sewers. Discharge of surface runoff into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
- Wastewater generated from the washing down of mixer trucks and drum mixers and similar equipment should wherever practicable be recycled. The discharge of wastewater should be kept to a minimum;
- All vehicles and plants should be cleaned before they leave a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. A wheel washing bay should be provided at every site exit if practicable and wash-water should have sand and silt settled out or removed before discharging into storm water drains. The section of construction road between the wheel washing bay and the public road should be paved to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains;
- Before commencing any demolition works, all sewer and drainage connections should be sealed to prevent building debris, soil, sand, etc. from entering public sewers/drains;
- Wastewater generated from building construction activities including concreting, plastering, internal decoration, cleaning of works and similar activities should not be discharged into the storm water drainage system;
- Sewage from toilets, kitchens and similar facilities should be discharged into a foul sewer. If there is no foul sewer in the vicinity, chemical toilets, a septic tank and soakaway system will have to be provided as appropriate;
- Vehicle and plant servicing areas, vehicle wash bays and lubrication bays should as far as possible be located within roofed areas. The drainage in these covered areas should be connected to the foul sewer via petrol interceptor(s). Oil leakage or spillage should be contained and cleaned up immediately. Waste oil should be collected and stored for recycling or disposal in accordance with the Waste Disposal Ordinance (Cap. 354);
- Sufficient number of chemical toilets shall be provided by a licensed contractor and properly maintained; and
- The construction solid waste, debris and rubbish on-site should be collected,

handled and disposed of properly to avoid causing any water quality impacts.

- 4.4.6. By adopting the above mitigation measures with best management practices, the impacts arisen during the construction phase would be reduced to an acceptable level and adverse water quality impacts would not be anticipated.

4.5. OPERATION PHASE IMPACT REVIEW

Impact Identification and Evaluation

- 4.5.1. During operation phase, stormwater runoff from paved surfaces within the Project Site would be directed to a managed stormwater drainage system following the requirements in the ProPECC PN 1/23. Runoff from the roofs of buildings and road surfaces within the Project Site may carry suspended solids and other pollutants such as fuel, oils and heavy metals that could enter nearby surface water bodies or storm drains if uncontrolled. With implementation of stormwater best management practices including provision of trapped gullies and catchpits, adverse impact to the water quality is not anticipated.
- 4.5.2. Effluent discharge from the kitchen within the Proposed Development during operation phase is also governed by the WPCO. All restaurants and food processing factories are required to install grease traps so that greasy materials will be separated from wastewater before passing to communal sewers. The operator shall ensure that the grease traps are properly designed, constructed and maintained so as to effectively remove greasy materials from wastewater before discharge to the sewerage system. Materials removed from a grease trap shall be handled and disposed of properly in order to maintain kitchen hygiene and protect Hong Kong's environment. "Grease Traps for Restaurants and Food Processors" published by the EPD detailed the requirements of such discharge.
- 4.5.3. Sewage discharge would be the major water pollution source throughout the operation phase of the Proposed Development. Sewage generated from the Proposed Development would be collected and conveyed to the nearest public sewerage system, which is the Nam Sang Wai Sewage Pumping Station and Yuen Long Sewage Treatment Works, via proper connections. No sewage will be released to the environment without treatment.

Recommended Mitigation Measures

- 4.5.4. The following mitigation measures are recommended to avoid causing any water quality impacts during the operation phase:
- Grease traps should be properly designed and constructed so as to effectively remove greasy materials from the kitchen wastewater before discharge to the

sewerage system;

- Grease traps should be properly maintained so that it can continue to function as an effective grease removal device; and
- Materials removed from a grease trap should be handled and disposed of properly.

5. WASTE MANAGEMENT

5.1. INTRODUCTION

5.1.1. This section aims to assess the potential environmental impacts that may be resulted from the waste generation during the construction and operation of the Proposed Development. Options of reuse, minimization, recycling, treatment, storage, collection, transport and disposal of such wastes were examined. Where appropriate, procedures for waste reduction and management were considered, with environmental control measures to avoid or to minimize the impacts.

5.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

5.2.1. The Waste Disposal Ordinance (WDO) (Cap. 354) prohibits unauthorized disposal of wastes, with waste defined as any substance that is abandoned. All wastes should be properly stored and disposed in accordance with relevant waste management regulations and guidelines listed below:

- Waste Disposal Ordinance (Cap. 354);
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C);
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N);
- Waste Disposal (Clinical Waste) (General) Regulation (Cap. 354O);
- Land (Miscellaneous Provisions) Ordinance (Cap. 28);
- Public Health and Municipal Services Ordinance (Cap. 132);
- Public Cleansing and Prevention of Nuisances Regulation (Cap. 132BK);
- Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes; and
- Code of Practice for the Management of Clinical Waste – Small Clinical Waste Producers.

5.3. CONSTRUCTION PHASE IMPACT REVIEW

5.3.1. The construction activities to be carried out for the Proposed Development would result in the generation of a variety of wastes (i.e. construction and demolition (C&D) materials, chemical waste and general refuse). These C&D materials and wastes if not properly stored, handled and disposed of would give rise to environmental impacts, such as dust, odour, water quality and visual impacts.

5.3.2. Waste disposal during the construction phase would follow the trip ticket system

and comply with legislation requirements including:

- Application for a billing account in accordance with the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N); and
- Registration as a Chemical Waste Producer and storage/disposal of chemical wastes in accordance with the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C).

Construction and Demolition Materials

5.3.3. C&D materials would be generated from the demolition and construction activities. All C&D materials generated shall be sorted into inert (i.e. excavated soil, rock, broken concrete) and non-inert C&D materials (i.e. vegetation, wood, plastics, packaging materials, etc). Inert C&D material reused on-site shall be encouraged to minimize material volumes requiring off-site transport. On-site reuse opportunities for inert materials will be identified prior to delivery to public fill reception facilities. Non-inert C&D materials should be reused or recycled, and landfill disposal should be considered as the last resort for waste handling. Outlets for each of the identified construction waste are summarized in below **Table 5.1**. A summary of the estimated generation of the C&D materials is provided in **Table 5.1**.

Table 5.1 Government Waste Facilities for Construction Waste

Type of C&D Materials		Volume (m ³)
Inert C&D materials	Total generation	1,017
	On-site reuse (i.e., backfilling)	102
	Transferred to surplus at public fill reception facilities (i.e., Tuen Mun 38 Fill Bank)	915
Non-inert C&D materials to dispose of landfill (i.e., WENT landfill)		75
Total		1,092

Chemical Waste

5.3.4. The maintenance and servicing of the construction plants and vehicles may generate a small amount of chemical waste, such as cleaning fluids, solvents, lubrication oil and fuels.

5.3.5. Chemical waste arising during the construction phase may pose environmental, health and safety hazards if not stored and disposed of appropriately as outlined in the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) and

the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. The potential hazards include:

- Toxic effects on the construction workforce;
- Adverse impact on air quality and water quality due to spills; and
- Fire hazards.

5.3.6. Chemical waste may be generated any time throughout the construction phase of the Project. The amount of chemical waste that will arise from the construction activities will be highly dependent on the Contractor's on-site maintenance activities and the quantity of plant and equipment utilised. With respect to the scale of the construction activities, it is anticipated that the quantity of chemical waste to be generated will be small (i.e., a few litres per month). The chemical waste will be properly stored on site and will be collected by licensed chemical waste collectors regularly for disposal at the licensed chemical waste treatment facilities (i.e. Chemical Waste Treatment Centre (CWTC) in Tsing Yi). Reuse and recycle shall be prioritized, where disposal shall be the last resort for waste handling.

5.3.7. Storage, handling, transport and disposal of chemical waste should be arranged in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Waste published by the EPD. A trip-ticket system should be operated in accordance with the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) to monitor all movements of chemical wastes which would be collected by licensed chemical waste collectors to a licensed facility for final treatment and disposal.

5.3.8. Provided that the chemical waste is properly stored, handled, transported and disposed of, no adverse environmental impact would result from a minimal quantity of chemical waste arising from the Project.

General Refuse

5.3.9. The construction workforce would generate refuse comprising food scraps, paper waste, empty containers, etc. It is estimated that a maximum of about 15 construction workers will be working on site at any one time during the construction phase of the Project. With a general refuse generation rate of 0.65 kg per worker per day, the maximum amount of general refuse to be generated will be about 9.75 kg per day. The amount of general refuse which is likely to produce cannot be quantified at this time as it will be largely dependent on the size of the workforce employed by the contractor. General refuse will be produced any time throughout the construction phase of the Project. Such refuse will be properly stored in a designated area prior to collection and disposal. Disposal of refuse at site other than approved waste transfer or disposal facilities is prohibited. Effective collection

of the on-site waste will prevent waste materials being blown around by wind, or creating an odour nuisance or pest and vermin problems. Waste storage areas will be well maintained and cleaned regularly.

5.3.10. The daily generation of general refuse during the construction phase would be minimal and those waste generated could be effectively controlled by normal measures. With the implementation of good waste management practices on-site, adverse environmental impacts are not expected to arise from the storage, handling and transportation of general refuse.

5.4. OPERATION PHASE IMPACT REVIEW

General Refuse

5.4.1. General refuse is anticipated during the operation of the Proposed Development. It would be generated from the daily activities of elders, staff and visitors. General refuse would include food waste, paper waste and domestic waste. It is estimated that a maximum of 178 residents, 90 workers and visitors will be occupied in the development. With a general refuse generation rate of 1.44kg per person per day and recovery rate of 33% as per the Monitoring of Solid Waste in Hong Kong 2023, the maximum amount of general refuse to be generated will be about 576.0 kg per day during the operation phase. The storage of general refuse has potential to give rise to adverse environmental impacts. These include odour if waste is not collected frequently, windblown litter and visual impact. The Proposed Development may also attract pests and vermin if the waste storage area is not well maintained and cleaned regularly.

5.4.2. General refuse generated during the operation phase will be collected at the refuse collection point provided within the Proposed Development for further collection. The waste management practice will comply with the statutory requirements.

5.4.3. With the implementation of good waste management practices on-site, the environmental impacts caused by storage, handling, transportation and disposal of general refuse are expected to be minimal.

Other Waste

5.4.4. Small amount of chemical waste (e.g. lubricant generated from maintenance of equipment) and clinical waste (e.g. cartridges, ampoules, surgical dressings, swabs) may be generated during operation when the need arises. With a chemical waste generation rate of 0.003kg/day and a clinic waste generation rate of 0.001kg/day and the total occupancy of 268 person, it is anticipated that the maximum amount of other waste to be generated will be about 1.07kg per day during the operation phase. The handling, storage, transportation and disposal of chemical and clinical waste shall comply with the requirements stipulated in the

following legislation and code of practice:

- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C);
- Waste Disposal (Clinical Waste) (General) Regulation (Cap. 354O);
- Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes; and
- Code of Practice for the Management of Clinical Waste – Small Clinical Waste Producers.

5.4.5. Provided that relevant legislation and code of practice are strictly followed during the handling, storage, transportation and disposal of chemical waste and clinical waste, no adverse environmental impact is anticipated.

5.5. WASTE MANAGEMENT STRATEGIES

5.5.1. In line with Government's position on waste minimization, the practice of avoiding and minimizing waste generation and waste recycling should be adopted. It is recommended that waste reduction and management would be implemented, including the provision of recycling bins and adequate space to facilitate separation, collection and storage of recyclable materials for recycling in the refuse storage and material recovery chamber.

Waste Management Hierarchy

5.5.2. The various waste management options are categorised in terms of preference from an environmental viewpoint. The options considered to be most preferable have the least environmental impacts and are more sustainable in the long term. The waste management hierarchy is as follows:

- Avoidance and reduction;
- Re-use of materials;
- Recovery and recycling; and
- Treatment and disposal.

5.5.3. The above hierarchy is used to evaluate and select waste management options. The aim is to reduce waste generation and reduce waste handling and disposal costs. Good site practices and mitigation measures recommended shall be implemented:-

- Nomination of approved personnel to be responsible for good site practices, arrangements for collection and effective disposal to an appropriate facility of all wastes generated at the site;
- Training of site personnel in proper waste management and chemical handling

procedures;

- Provision of sufficient waste disposal points and regular collection for disposal;
- Adoption of appropriate measures to reduce windblown/ floating litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;
- Separation of chemical wastes for special handling and appropriate treatment at the Chemical Waste Treatment Centre; and
- A recording system for the amount of wastes generated, recycled and disposed of and the disposal sites.

Waste Reduction Measures

5.5.4. Good management and control can prevent the generation of significant amount of waste. Waste reduction is best achieved at the planning and design stage, as well as by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include:

- Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance re-use or recycling of waste materials and their proper disposal;
- Encourage collection of aluminum cans and waste paper by individual collectors during construction with separate labelled bins provided to segregate these wastes from other general refuse by the workforce;
- Any unused chemicals, and those with remaining functional capacity, shall be prioritized to recycle;
- Use of reusable non-timber formwork to reduce the amount of C&D materials;
- Prior to disposal of C&D materials, wood, steel and other metals will be separated, to the extent practical for re-use and/or recycling to reduce the quantity of waste to be disposed in a landfill;
- Proper storage and site practices to reduce the potential for damage or contamination of construction materials; and
- Plan and stock construction materials carefully to reduce amount of waste generated and avoid unnecessary generation of waste.

Measures for Management of C&D Materials

5.5.5. C&D materials will be segregated on-site into public fill and non-inert C&D materials and stored in different containers or skips to facilitate re-use of the public fill and proper disposal of the non-inert C&D materials. Specific areas within the construction sites will be designated for such segregation and storage, if

immediate re-use is not practicable. The C&D materials generated during the construction phase will be transported by trucks with cover or enclosed containers to minimize the potential environmental impact. Trip ticket system will be adopted to avoid illegal dumping. GPS monitoring on dump trucks will be considered to include as one of the contractual requirements for contractors.

Measures for Management of Chemical Waste & Other Waste

5.5.6. The Contractor will register as a chemical waste producer with the EPD. Chemical waste will be handled in accordance with the *Code of Practice on the Packaging, Handling and Storage of Chemical Wastes* as listed below.

5.5.7. Chemical waste will be disposed of:

- Via a licensed waste collector; and
- To a facility licensed to receive chemical waste, such as the CWTC which also offers a chemical waste collection service and can supply the necessary chemical waste storage containers.

Measures for Management of General Refuse

5.5.8. General refuse will be stored in enclosed bins separately from C&D materials and chemical wastes. General refuse will be delivered separately from C&D materials and chemical wastes for offsite disposal on a daily basis to reduce odour, pest and litter impacts.

5.5.9. Recycling bins will be provided at strategic locations within the construction site to facilitate recovery of recyclable materials (including aluminium can, waste paper, glass bottles and plastic bottles) from the construction site. Materials recovered will be sold for recycling.

5.5.10. Recycling bins will be provided at strategic locations in the Proposed Development to facilitate recovery of recyclable materials (including aluminium can, waste paper, glass bottles and plastic bottles, food waste) during operation stage. Food waste, with potential odour nuisance and hygiene problems, is suggested to collect and send to the O Park in a daily basis. Materials recovered will be collected by the recyclers appointed by the facility management team.

5.6. CONCLUSION

5.6.1. The potential impacts of wastes arising from construction and operation of the Proposed Development have been assessed. With the recommended procedures/ measures in place, the wastes generated/ disposed of during the construction and operation phases should not be result in any adverse environmental impacts.

6. LAND CONTAMINATION

6.1. INTRODUCTION

6.1.1. The potential environmental issues associated with land contamination have been reviewed and are presented in this section. The implications of land contamination for the proposed land uses in the Project Site have been assessed.

6.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

6.2.1. The relevant legislation, standards and guidelines applicable to the present review of land contamination include:

- Guidance Note for Contaminated Land Assessment and Remediation;
- Practice Guide for Investigation and Remediation of Contaminated Land;
- Guidance Manual for Use of Risk-based Remediation Goals for Contaminated Land Management.

6.3. ACQUISITION OF LOCAL AUTHORITY

6.3.1. The following HKSAR Government Departments have been enquired on the latest update on the availability of land use status and records of land contamination and/or spillage for the site. The summary of correspondence is presented in **Table 6.1** below. Copy of the letters replied from various Government Departments are included in **Appendix 6.1** for reference.

Table 6.1 Enquiries and Responses on Land Contamination Related Records

Consultant's Letter Ref.	Department	Response Date	Summary
W25185/RCHD-0002	Environmental Protection Department	3 Jul 2025	No record of chemical spillage/ leakage within the site boundary in the past ten years. No record of registered chemical waste producers was found on 10/7/2025 during the visit to the EPD Territory Control Office.
W25185/RCHD-0001	Fire Services Department	24 Jul 2025	No record of chemical spillage/ leakage, Dangerous Goods licence, fire incidents, or related incident records were found within the site boundary in the past three years.

6.4. SITE HISTORY

- 6.4.1. Selected historical aerial photographs between year 1977 and 2024 of the Project Site have been reviewed in order to ascertain any historical land uses with the potential for land contamination. The historical photographs in 1977, 1988, 1992, 2005, 2018, 2019, 2021 and 2024 are provided in **Figure 6.1** to indicate the past land use. Referring to **Table 6.2**, the Project Site was used as farmland in late 1970s to 1990s. Later, the land use was vacant and covered with vegetation till 2018. Afterwards, the land was converted to an open storage area in 2019 till 2021. The land was vacant again in 2024.
- 6.4.2. Before 2019, no potentially polluting activities were carried out in the Project Site. Vegetation on the ground was removed, and the ground remains unpaved since 2019. From 2019 to 2021, there were construction materials and construction equipment, such as metal steel, and casing, stored at the Project Site. The stored materials are mostly inert materials with low land contamination risk and have been removed since 2024. Due to short period of time for open storage use and the good ground condition, no land contamination were anticipated.

Table 6.2 Chronological Changes in Land Use Activities of the Project Site

Year	Land Use Condition/ Activities
1977	Farmland
1988	Farmland
1992	Farmland
2005	Vacant land covered with vegetation
2018	Vacant land covered with vegetation
2019	Open Storage Area
2021	Open Storage Area
2024	Vacant land

6.5. CONCLUSION

- 6.5.1. The potential issues on land contamination of the Proposed Development have been assessed. Based on the aerial photographs, the Project Site should unlikely to have any previous land contamination history. Hence, it is anticipated that no potentially contaminating activities have been carried out and no potential sources and signs of contamination have been discovered.

7. CONCLUSION

- 7.1.1. The Project is to construct a 3-storey RCHD dormitory and communal area. This EA Report addressed the potential environmental issues arising from the construction and operation of the Proposed Scheme, which include the air quality, noise, water quality, waste and land contamination.
- 7.1.2. With the recommended environmental mitigation measures in place, no unacceptable environmental impact on or arising from the Proposed Scheme is anticipated.

**FIGURE 1.1
LOCATION OF PROJECT SITE**

LEGEND:

- Site Boundary
- 300/500m Assessment Area



	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250530	20250530	20250530

Project Title
 Proposed Social Welfare Facilities (Residential Care Home for the Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

Drawing Title
 PROPOSED DEVELOPMENT LOCATION

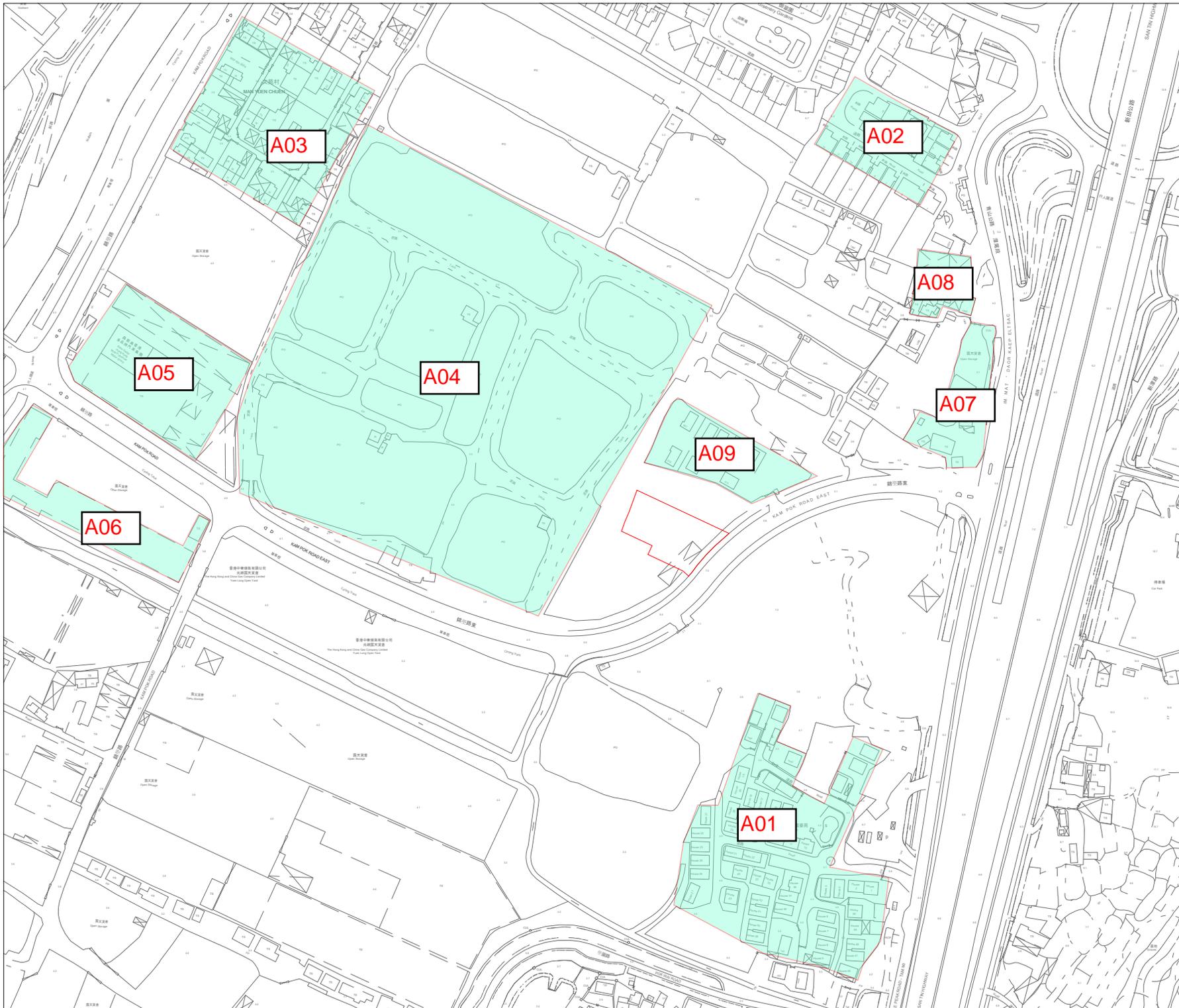
Drawing No. FIGURE 1	Rev. 0
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Scale:
 A4 - 1:5500

FIGURE 2.1
LOCATION OF REPRESENTATIVE AIR
SENSITIVE RECEIVERS

LEGEND:

 Site Boundary



	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250530	20250530	20250530

Project Title
 Proposed Social Welfare Facilities (Residential Care Home for the Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

Drawing Title
 LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS

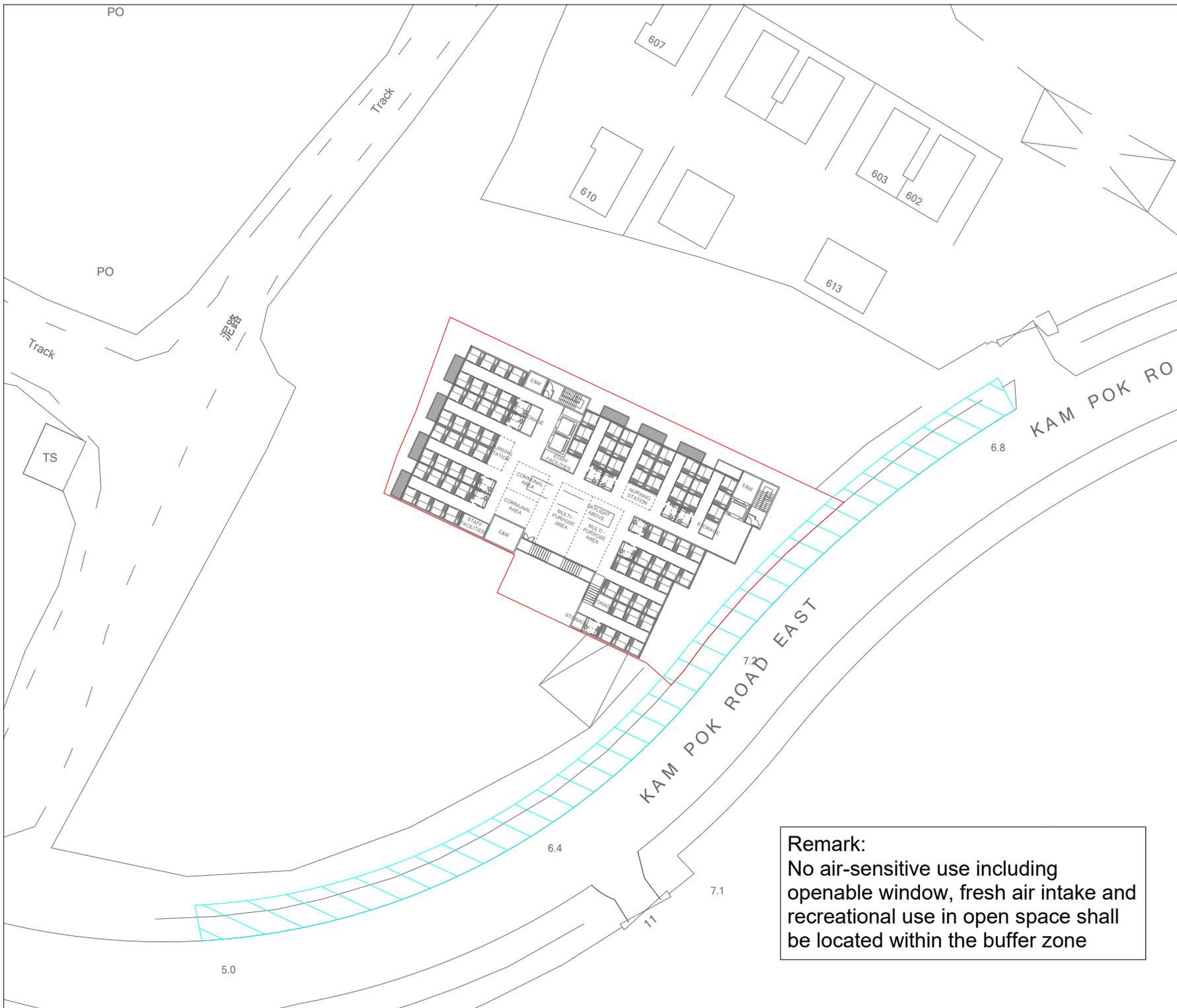
Drawing No. FIGURE 2.1	Rev. 0
----------------------------------	------------------

Scale:
 A4 - 1:3000

**FIGURE 2.2
BUFFER DISTANCES**

LEGEND:

- Site Boundary
- 5m Buffer Distance



Remark:
 No air-sensitive use including openable window, fresh air intake and recreational use in open space shall be located within the buffer zone

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250707	20250707	20250707

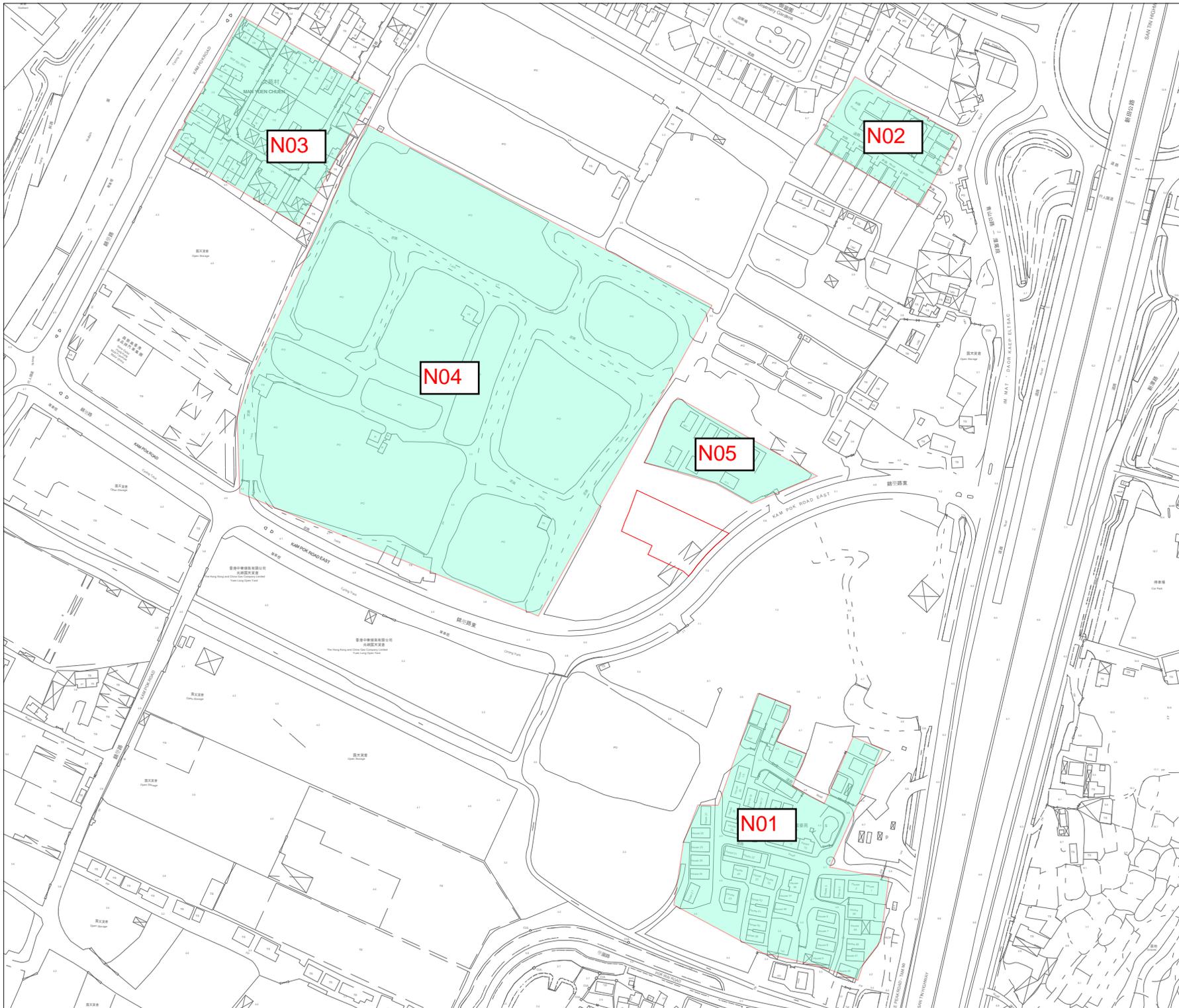
Project Title
 Proposed Social Welfare Facilities (Residential Care Home for the Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DrawingTitle
 BUFFER DISTANCE

Drawing No. FIGURE 2.2	Rev. 0
---------------------------	-----------

Scale:
 A4 - 1:700

FIGURE 3.1
LOCATION OF REPRESENTATIVE NOISE
SENSITIVE RECEIVERS



LEGEND:

Site Boundary

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250530	20250530	20250530

Project Title
 Proposed Social Welfare Facilities (Residential Care Home for the Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

Drawing Title
 LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS

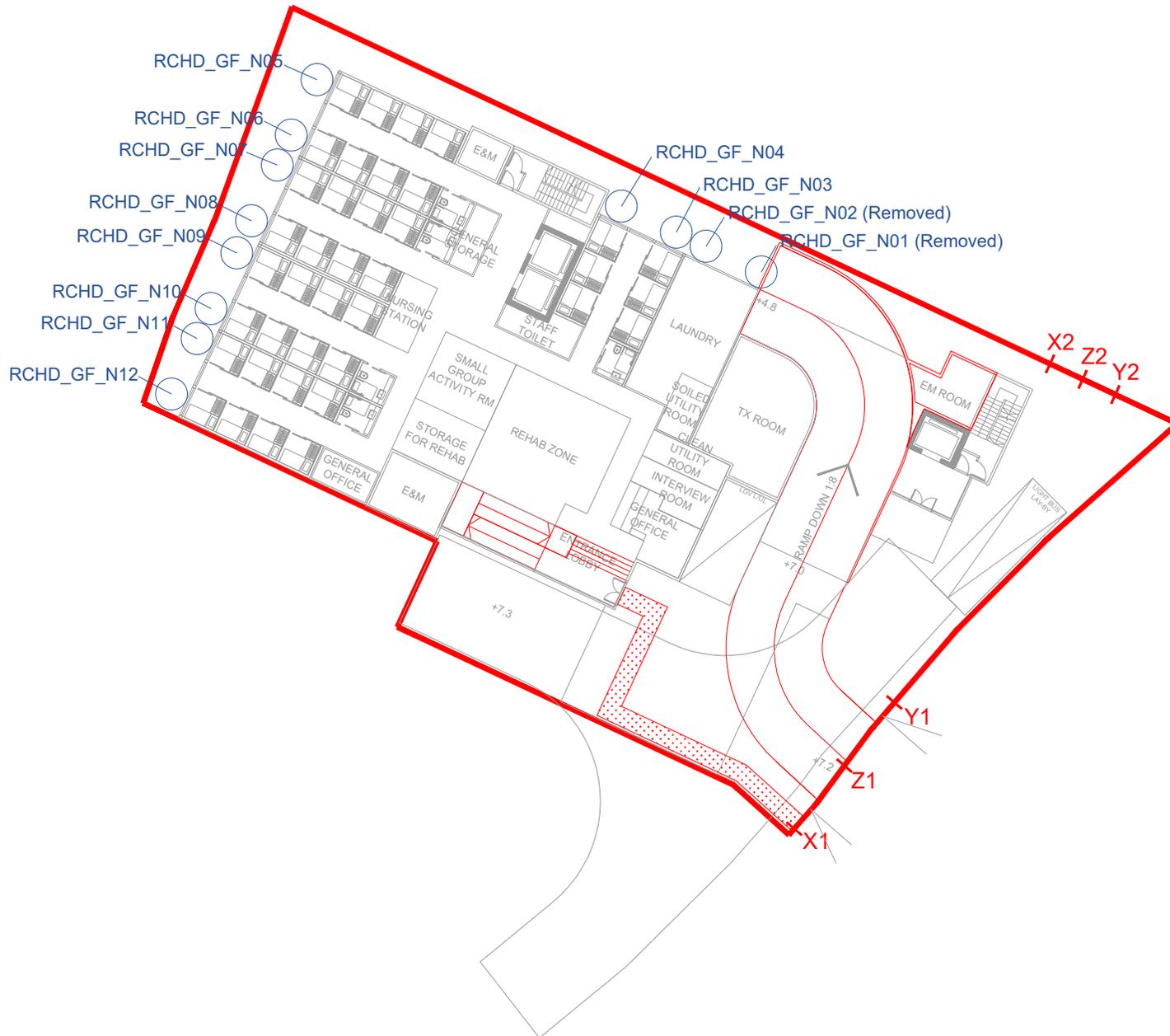
Drawing No. FIGURE 3.1	Rev. 0
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Scale:
 A4 - 1:3000

FIGURE 3.2
LOCATION OF REPRESENTATIVE TRAFFIC
NOISE SENSITIVE RECEIVERS

LEGEND:

- Project Site
- Noise Sensitive Receiver



	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20251010	20251010	20251010

Project Title
 PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG

Figure Title
 Location of Representative Traffic Noise Sensitive Receivers (G/F)

Figure No.	Rev.
Figure 3.2a	0

LEGEND:

- Project Site
- Noise Sensitive Receiver



	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20251010	20251010	20251010

Project Title
 PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG

Figure Title
 Location of Representative Traffic Noise Sensitive Receivers (1/F)

Figure No.	Rev.
Figure 3.2b	0

LEGEND:

- Project Site
- Noise Sensitive Receiver



	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250526	20250526	20250526

Project Title
 PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG

Figure Title
 Location of Representative Traffic Noise Sensitive Receivers (2/F)

Figure No.	Rev.
Figure 3.2c	0

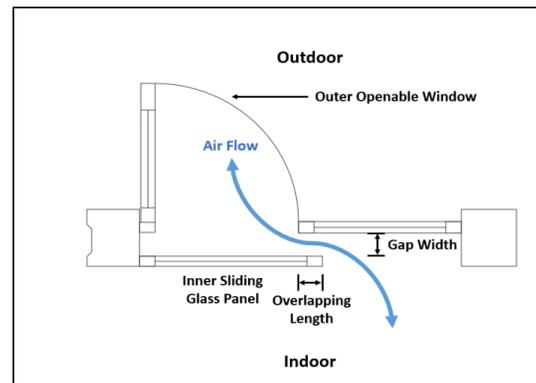
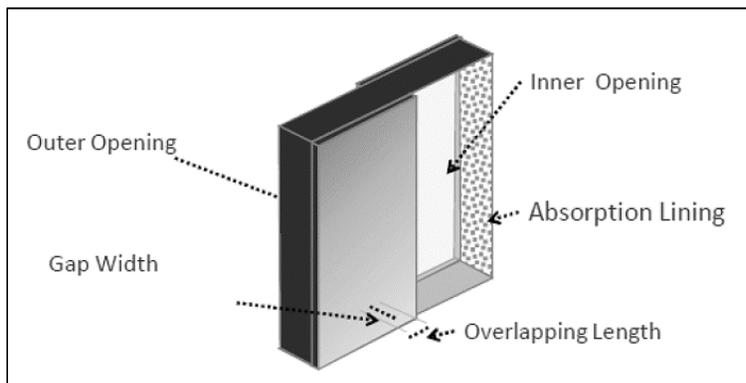
FIGURE 3.3
LOCATION OF PROPOSED ACOUSTIC
WINDOW

Proposed Types of Acoustic Window (Baffle Type)

Type of AW(BT)	Reference Case	Room Area, m ²	Noise Attenuation, dB(A)	Inner Window Opening, mm		Outer Window Opening, mm		Window Overlapping Length, mm	Window Pane Separation, mm	MPA ^[1] Applied?
				Height	Width	Height	Width			
Type 1	EPD	8	6	870	580	870	600	100	100	No
Type 2	EPD	18	7	1500	750	1500	750	100	100	No

Notes:

[1] MPA: Micro-Perforated Absorber



LEGEND:

 Project Site

 Type 2 AW (BT)



	Prepared	Checked	Approved
Initial	LY	HC	HM
Date	20260107	20260107	20260107

Project Title

PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG

Figure Title

Location of Proposed Acoustic Window (1/F)

Figure No.	Rev.
Figure 3.3a	0



LEGEND:

 Project Site

 Type 2 AW (BT)



	Prepared	Checked	Approved
Initial	LY	HC	HM
Date	20260107	20260107	20260107

Project Title

PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG

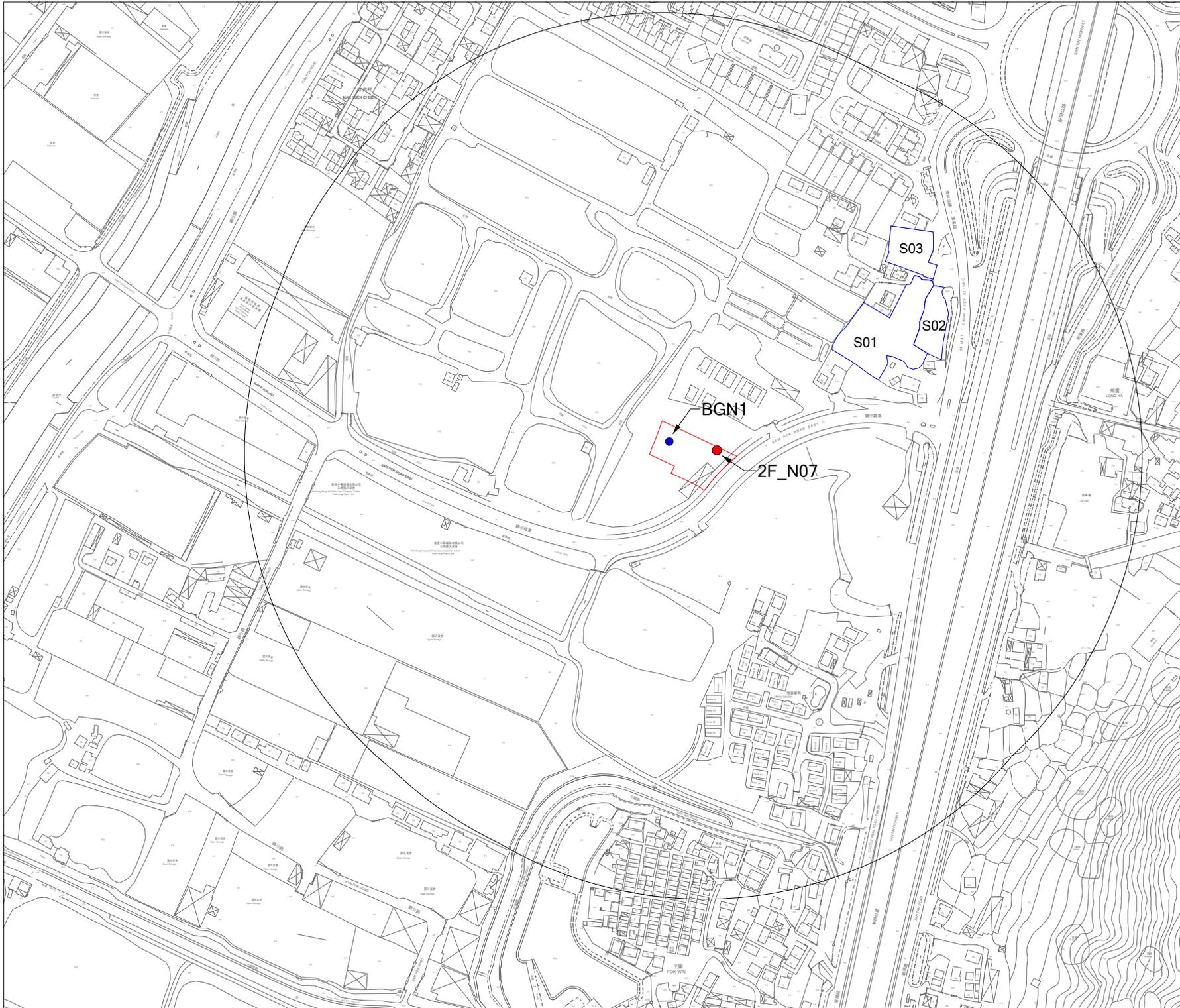
Figure Title

Location of Proposed Acoustic Window (2/F)

Figure No.	Rev.
Figure 3.3b	0



**FIGURE 3.4
LOCATION OF BACKGROUND NOISE
MEASUREMENT AND MAJOR FIXED NOISE
SOURCES**



LEGEND:

- Site Boundary
- Major Fixed Noise Sources
- 300m Assessment Area
- Background Noise Measurement Location
- Representative NSRs

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20251010	20251010	20251010

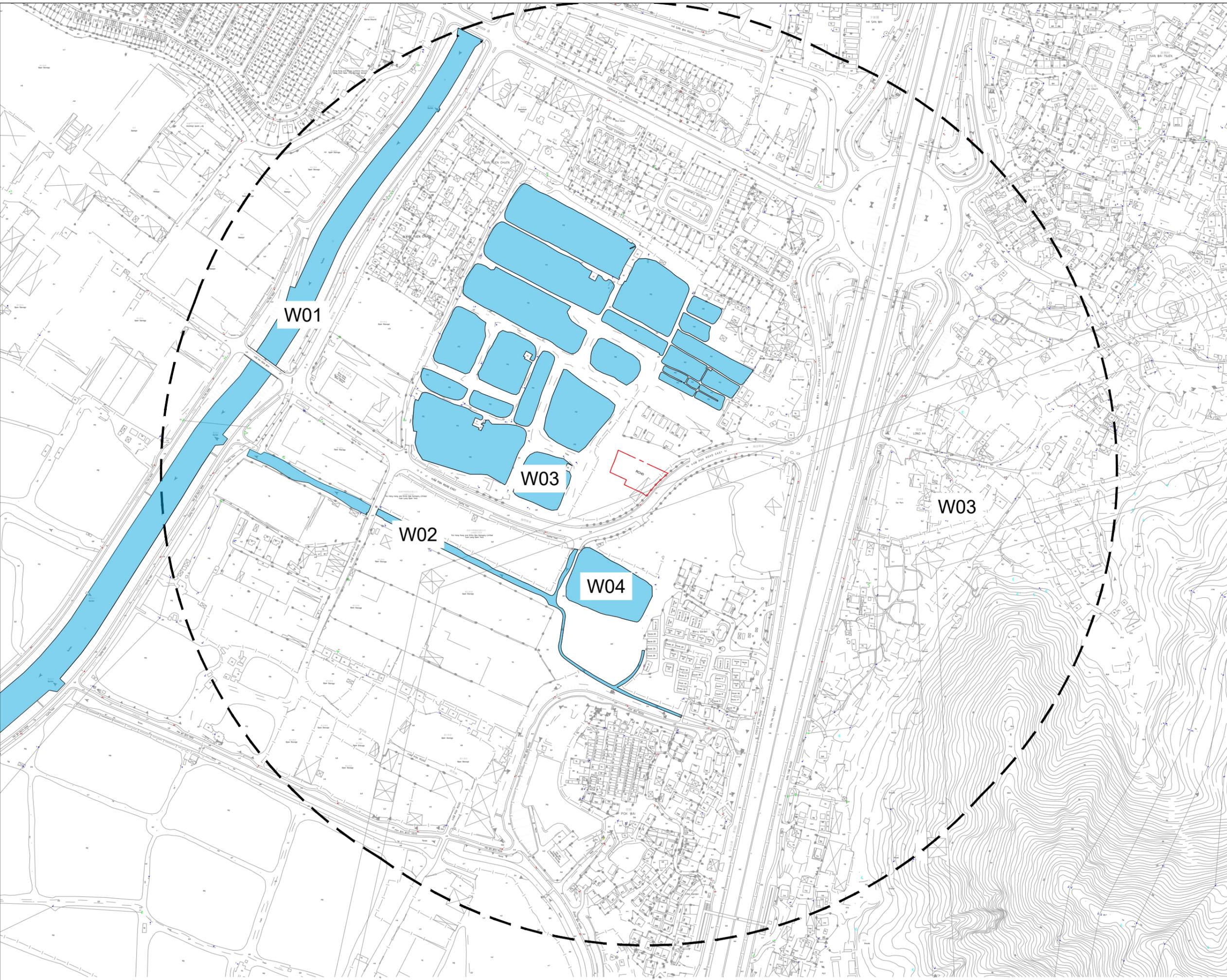
Project Title
 Proposed Social Welfare Facilities (Residential Care Home for the Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DrawingTitle
 LOCATION OF BACKGROUND NOISE MEASUREMENT AND MAJOR FIXED NOISE SOURCES

Drawing No. FIGURE 3.4	Rev. 0
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Scale:
 A4 - 1:3700

FIGURE 4.1
LOCATION OF WATER SENSITIVE RECEIVER



- Project Site
- 500m Assessment Boundary
- Water Sensitive Receiver

	Prepared	Checked	Approved
Initial	Various	TL	HM
Date	20250923	20250923	20250923

Project Title
 PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG

Drawing Title
 Location of Water Sensitive Receiver

Drawing No.	Rev.
Figure 4.1	1

Scale: A3

**FIGURE 6.1
AERIAL PHOTOS**

LEGEND:

 Site Boundary



Year 1977



Year 1988



Year 1992



Year 2005

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250630	20250630	20250630

Project Title
 Proposed Social Welfare Facilities (Residential Care Home for the Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DrawingTitle
 AERIAL PHOTOS

Drawing No. FIGURE 6.1a	Rev. 0
----------------------------	-----------

Scale:
 A4 - N.T.S

LEGEND:

 Site Boundary



Year 2018



Year 2019



Year 2021



Year 2024

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250630	20250630	20250630

Project Title
 Proposed Social Welfare Facilities (Residential Care Home for the Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DrawingTitle
 AERIAL PHOTOS

Drawing No. FIGURE 6.1b	Rev. 0
----------------------------	-----------

Scale:
 A4 - N.T.S

APPENDIX 1.1 INDICATIVE BUILDING PLAN

NOTES:

LEGEND:

- THE SITE
- SHARED EVA
- GOVERNMENT LAND
- OVERHEAD LINES
- EXISTING NOISE BARRIER

REV	DATE	DESCRIPTION	BY	CHKD
A	22.9.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

Do not scale from drawings. All dimensions must be checked and verified on site before any works are undertaken. Any discrepancies must be reported in writing to Architect.

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : MASTER LAYOUT PLAN

SCALE : 1:400 @A3

PROJECT NO: 25001_KPR

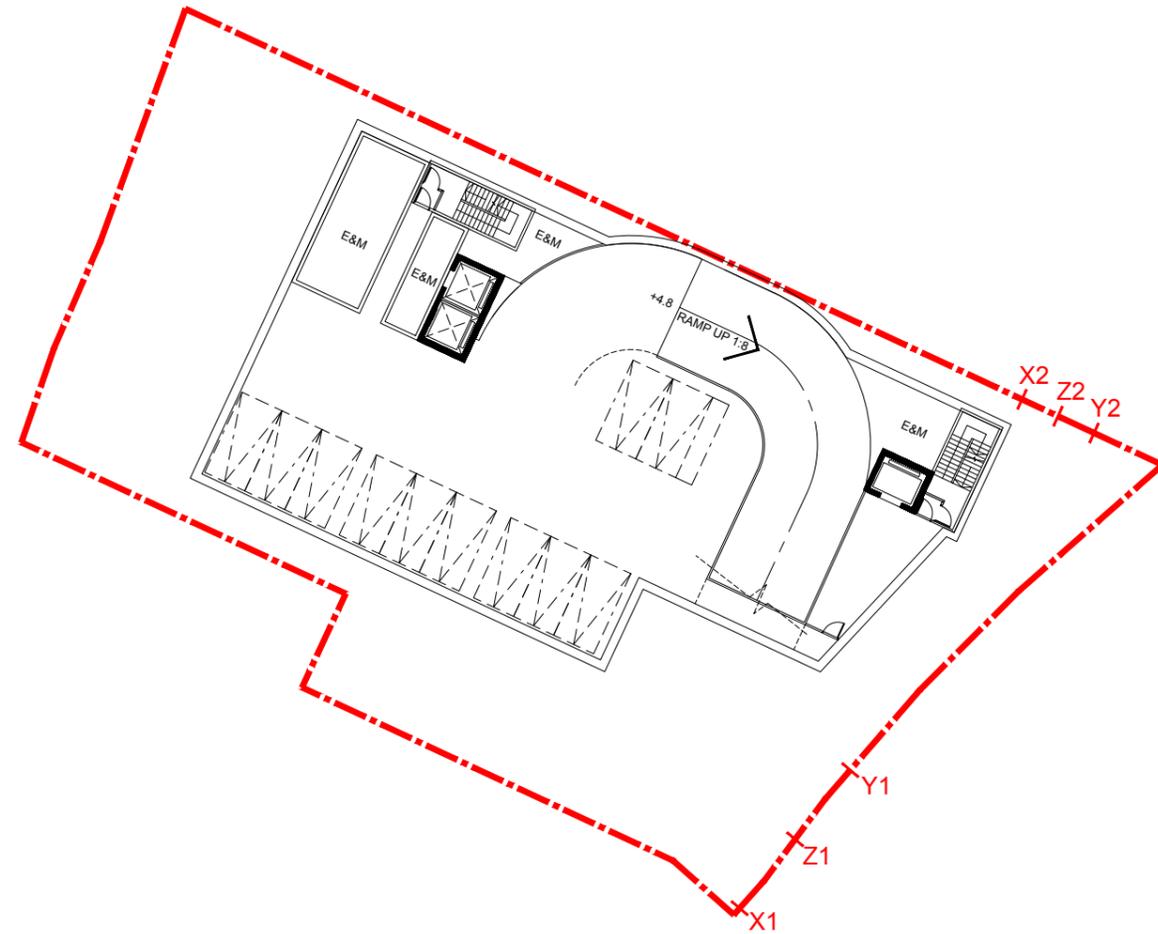
Drawing No. : DATE:

FIGURE 2 MAY 2025



MASTER LAYOUT PLAN
KAM POK ROAD E RCHD 1:400 @ A3

NOTES:



REV	DATE	DESCRIPTION	BY	CHKD
B	22.9.2025	CONCEPT DESIGN	KC	PC
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

Do not scale from drawings. All dimensions must be checked and verified on site before any works are undertaken. Any discrepancies must be reported in writing to Architect.

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

BASEMENT FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3

DRAWING : BASEMENT FLOOR PLAN

SCALE : 1:400 @A3 Rev: B

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A102 MAY 2025

NOTES:

LEGEND:

 PROPOSED PEDESTRIAN ACCESS

REV	DATE	DESCRIPTION	BY	CHKD
B	22.9.2025	CONCEPT DESIGN	KC	PC
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

Do not scale from drawings. All dimensions must be checked and verified on site before any works are undertaken. Any discrepancies must be reported in writing to Architect.

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : GROUND FLOOR PLAN

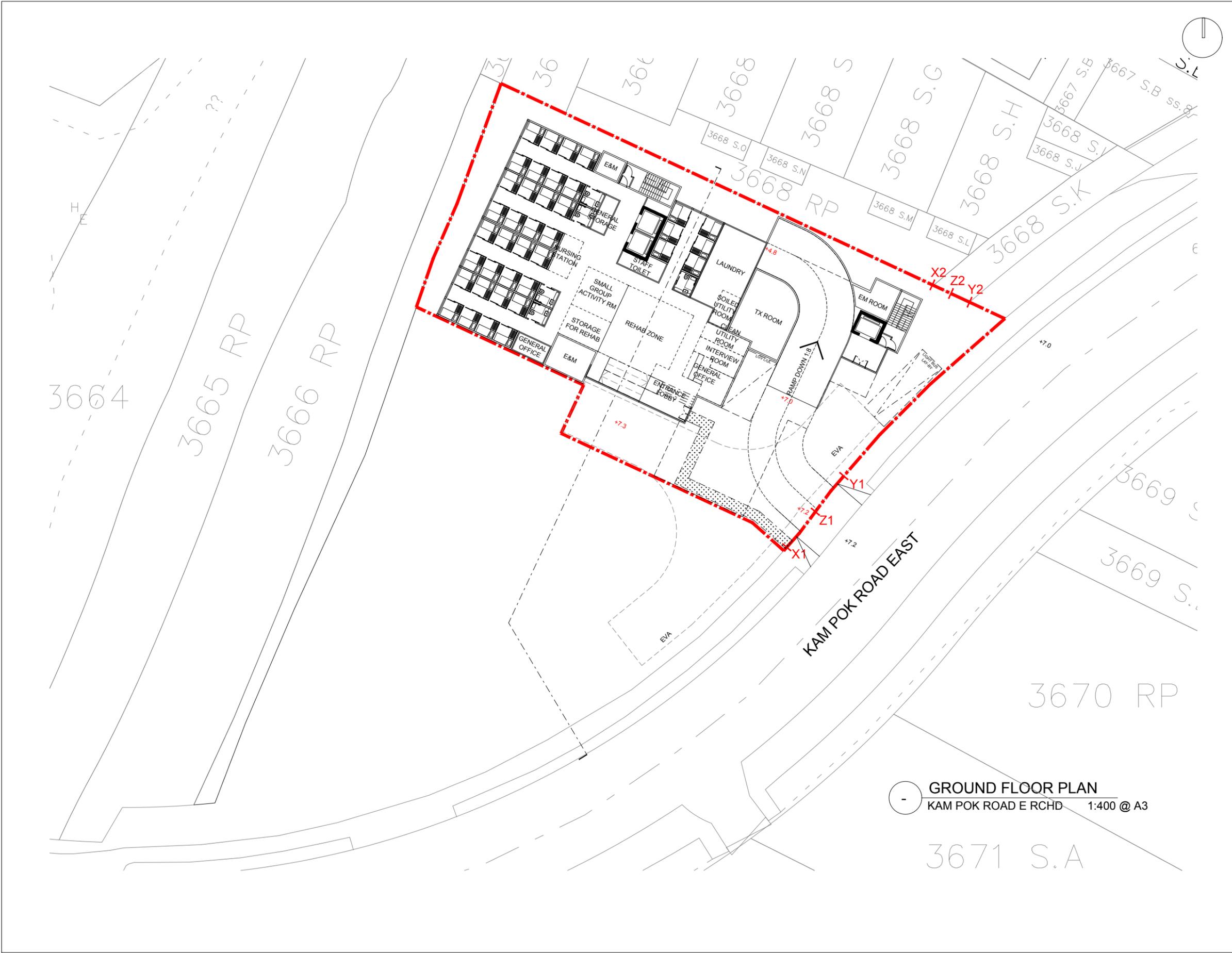
SCALE : 1:400 @A3

PROJECT NO: 25001_KPR

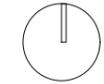
Drawing No. : CP-A103

Rev: B

Date: MAY 2025



GROUND FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3



1ST FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3

NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

Do not scale from drawings. All dimensions must be checked and verified on site before any works are undertaken. Any discrepancies must be reported in writing to Architect.

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

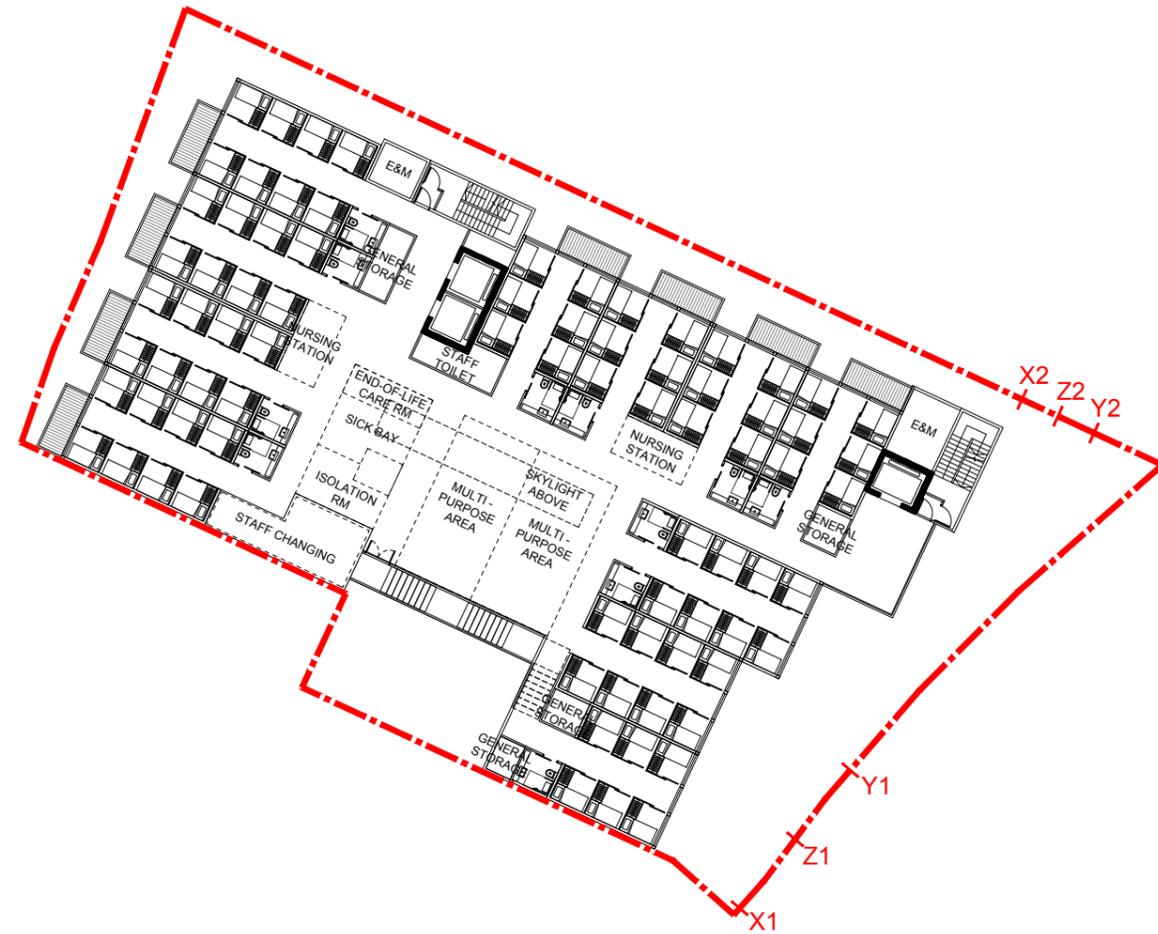
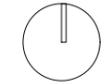
DRAWING : FIRST FLOOR PLAN

SCALE : 1:400 @A3 Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A104 MAY 2025



NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

Do not scale from drawings. All dimensions must be checked and verified on site before any works are undertaken. Any discrepancies must be reported in writing to Architect.

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

2ND FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3

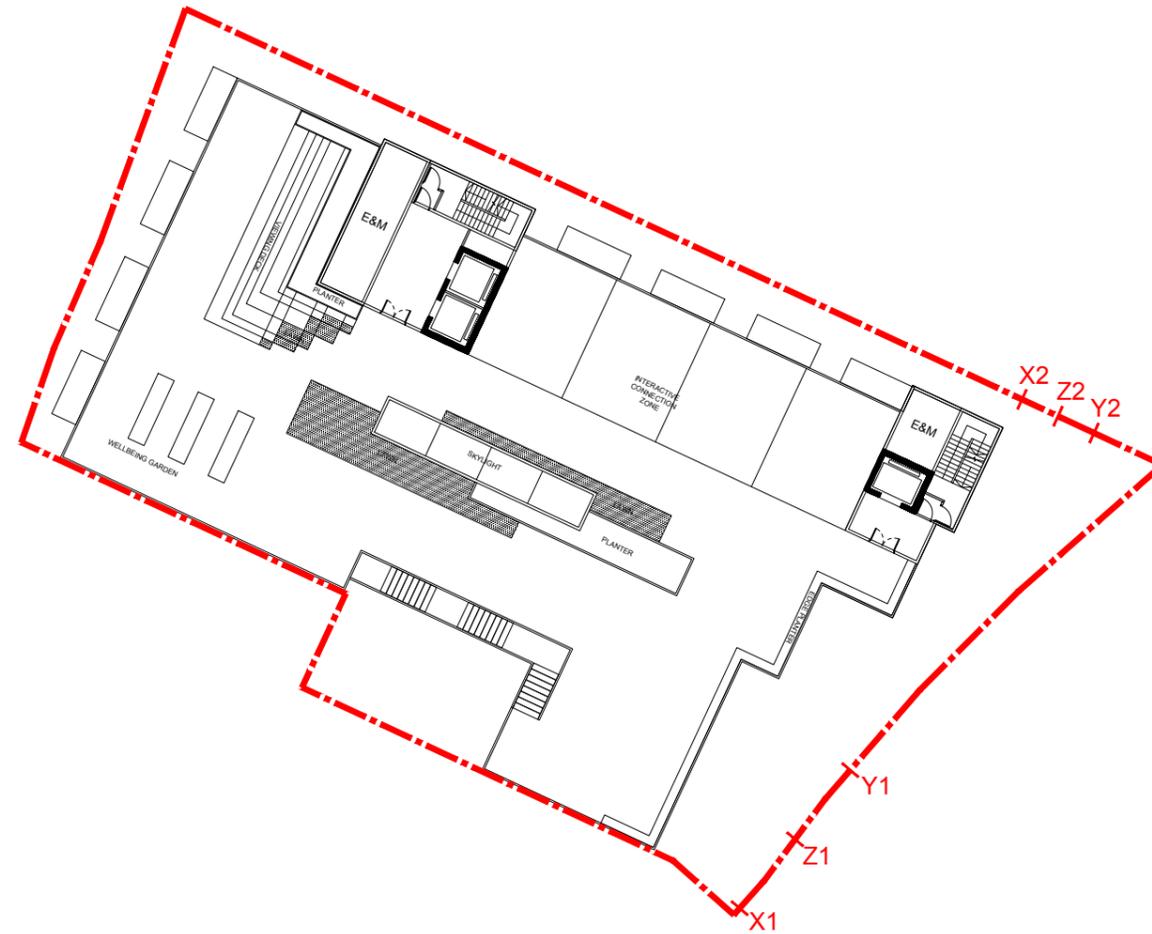
DRAWING : SECOND FLOOR PLAN

SCALE : 1:400 @A3 Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A105 MAY 2025



NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
-	5.5.2025	CONCEPT DESIGN	KC	PC

Do not scale from drawings. All dimensions must be checked and verified on site before any works are undertaken. Any discrepancies must be reported in writing to Architect.

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

ROOF PLAN
KAM POK ROAD E RCHD 1:400 @ A3

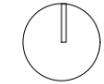
DRAWING : ROOF PLAN

SCALE : 1:400 @A3 Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A106 MAY 2025



NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
-	5.5.2025	CONCEPT DESIGN	KC	PC

Do not scale from drawings. All dimensions must be checked and verified on site before any works are undertaken. Any discrepancies must be reported in writing to Architect.

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

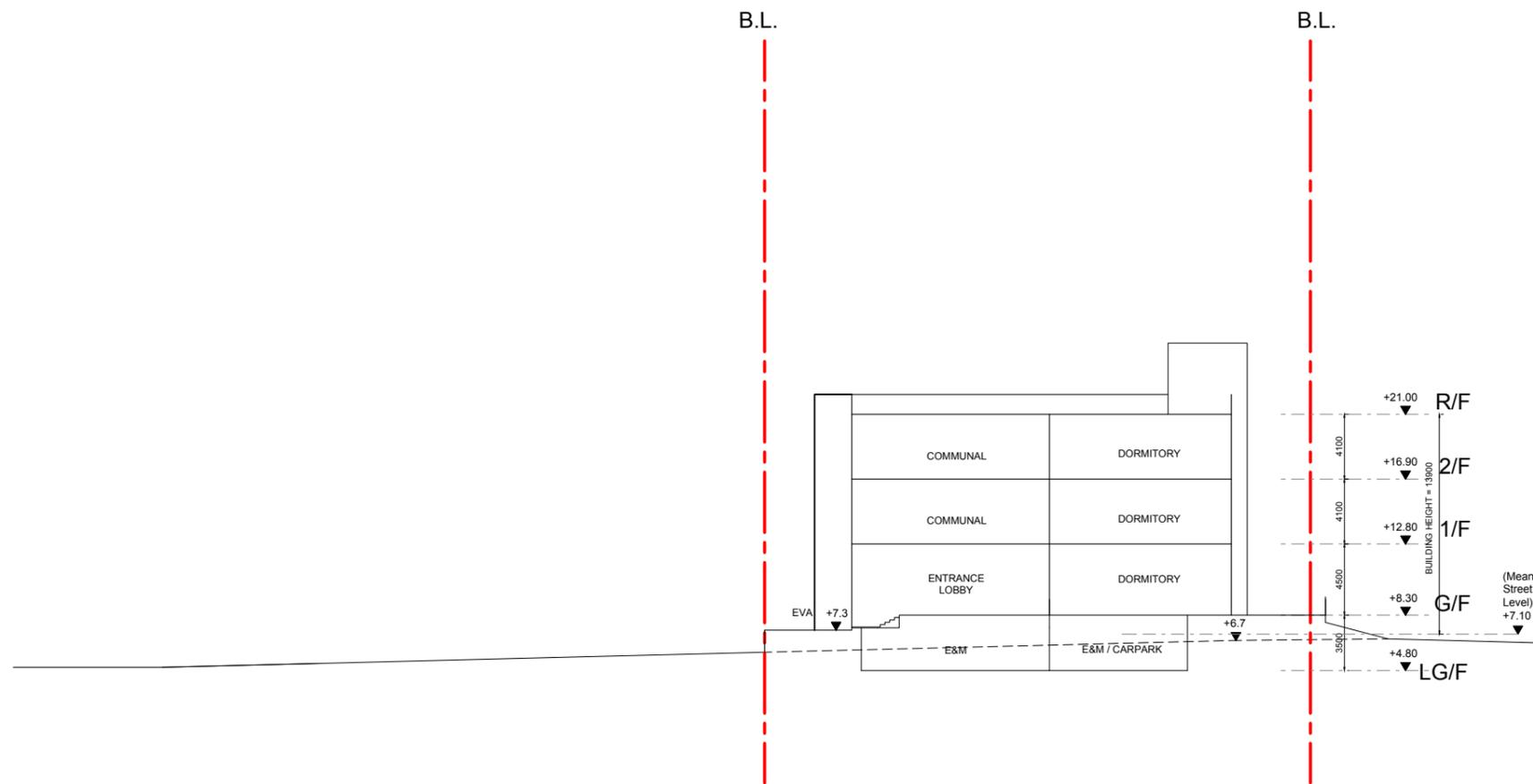
DRAWING : SCHEMATIC SECTION

SCALE : 1: 400 @A3 Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A201 MAY 2025



SCHEMATIC SECTION
KAM POK ROAD E RCHD 1:400 @ A3

APPENDIX 2.1

TD'S ENDORSEMENT ON THE ROAD TYPE

From: Chi Kong LEUNG <chikongleung@td.gov.hk>
Sent: Tuesday, September 2, 2025 4:50 PM
To: CKM Asia
Cc: Vincent Ming Kin LAI
Subject: Re: Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349
Attachments: item 1 - comments from EPD.PDF

Dear Tommy,

Your preceding email refers.

TD has no comment on your interpretation of the road type classification on Kam Pok Road and Kam Pok Road East.

Thank you.

Regards,
Donald Leung
E/BP, TE/NTW
Transport Department
Tel. 2399 2778

From: "CKM Asia" <[REDACTED]>
To: "chikongleung@td.gov.hk" <chikongleung@td.gov.hk>
Date: 02/09/2025 01:48 PM
Subject: Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349

Attn: Transport Department – Mr. LEUNG Chi Kong, Donald (Engr/Boundary Projects)

Dear Donald,

As per our discussion this morning, Environmental Protection Department in their comment for the captioned project (see item 7 in attached **item 1**), requested for road type for Kam Pok Road East.

We refer to the Annual Traffic Census from Transport Department, Castle Peak Road – Tam Mi is classified as a Rural Road. With the consideration of the road connection with Castle Peak Road – Tam Mi, we have assumed as follows:

- 1) Kam Pok Road East – Rural Road
- 2) Kam Pok Road – Rural Road

It is much appreciated if you could confirm if you agree to the road types above. Should you have any queries, please do not hesitate to contact the undersigned.

Thank you for your attention.

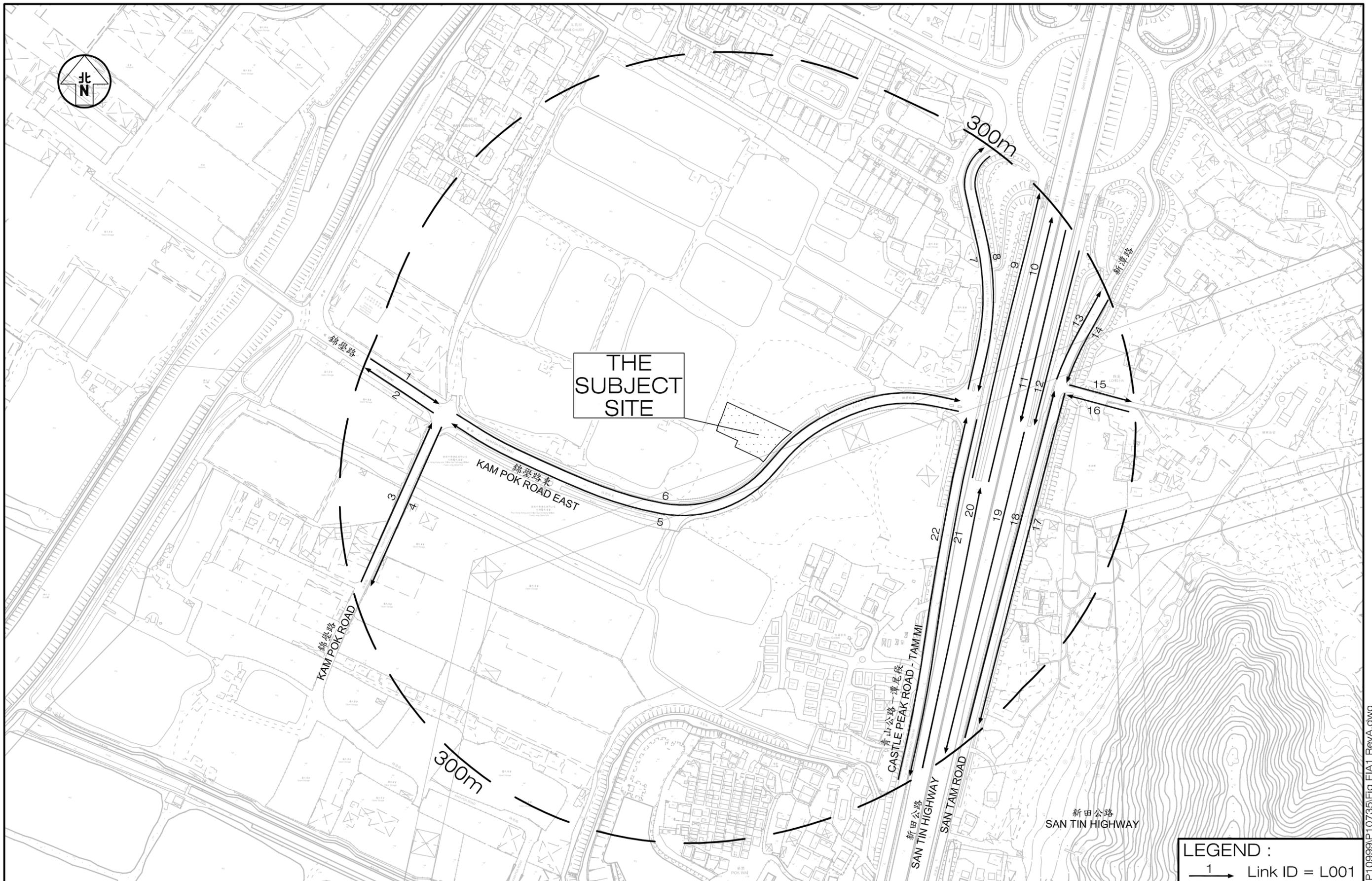
Regards,

Tommy Law
CKM Asia Limited



APPENDIX 3.1

TRAFFIC FORECAST DATA



LEGEND :
 1 → Link ID = L001

Project: PROPOSED SOCIAL WELFARE FACILITIES (RCHD) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

Figure No. EIA1
 J7400

Revision A
CKM Asia Limited
 Traffic and Transportation Planning Consultants

Figure Title: LOCATION OF TRAFFIC DATA

Designed by K C	Drawn by C C L	Checked by -
Scale in A3 1 : 3,000	Date 26 MAY 2025	

T:\Proposal\10000-P10999\P10735\Fig EIA1 RevA.dwg

YEAR 2045 TRAFFIC FORECAST

Date: 24 Dec 2025

Job No.: J7400 & J7401

Link ID	Road Section	From Road	To Road	Speed Limit (kph)	Road Classification	AM Peak Hour		
						Traffic Flows (veh/hr)	Vehicle Composition	
							LV	HV
L001	Kam Pok Road (EB)	Pok Wai South Road	Kam Pok Road East	50	RR	80	43%	57%
L002	Kam Pok Road (WB)	Kam Pok Road East	Pok Wai South Road	50	RR	130	42%	58%
L003	Kam Pok Road (NB)	Pok Wai West Road	Kam Pok Road East	50	RR	80	18%	82%
L004	Kam Pok Road (SB)	Kam Pok Road East	Pok Wai West Road	50	RR	70	48%	52%
L005	Kam Pok Road East (WB)	Castle Peak Road - Tam Mi	Kam Pok Road	50	RR	170	43%	57%
L006	Kam Pok Road East (EB)	Kam Pok Road	Castle Peak Road - Tam Mi	50	RR	140	27%	73%
L007	Castle Peak Road - Tam Mi (NB)	Kam Pok Road East	Fairview Park Interchange	50	RR	510	49%	51%
L008	Castle Peak Road - Tam Mi (SB)	Fairview Park Interchange	Kam Pok Road East	50	RR	340	51%	49%
L009	San Tin Highway (NB)	San Tin Highway	Fairview Park Interchange	100	DD	970	72%	28%
L010	San Tin Highway (NB)	San Tin Highway	San Tin Highway	100	PD	4,090	68%	32%
L011	San Tin Highway (SB)	San Tin Highway	San Tin Highway	100	PD	3,910	57%	43%
L012	San Tin Highway (SB)	Fairview Park Interchange	San Tin Highway	50	DD	1,130	75%	25%
L013	San Tam Road (NB)	Unnamed Road	Fairview Park Interchange	50	RR	390	62%	38%
L014	San Tam Road (SB)	Fairview Park Interchange	Unnamed Road	50	RR	750	68%	32%
L015	Unnamed Road (EB)	San Tam Road	Cul-de-sac	50	RR	10	75%	25%
L016	Unnamed Road (WB)	Cul-de-sac	San Tam Road	50	RR	10	80%	20%
L017	San Tam Road (SB)	Unnamed Road	Fung Kat Heung Road	50	RR	750	68%	32%
L018	San Tam Road (NB)	Fung Kat Heung Road	Unnamed Road	50	RR	380	62%	38%
L019	San Tin Highway (SB)	San Tin Highway	Yuen Long Highway	100	PD	5,040	61%	39%
L020	San Tin Highway (NB)	Yuen Long Highway	San Tin Highway	100	PD	5,060	69%	31%
L021	Castle Peak Road - Tam Mi (SB)	Kam Pok Road East	Access Road to Merry Garden	50	RR	210	62%	38%
L022	Castle Peak Road - Tam Mi (NB)	Access Road to Merry Garden	Kam Pok Road East	50	RR	420	57%	43%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

PD – Primary Distributor

DD – District Distributor

LD – Local Distributor

RR – Rural Road

YEAR 2045 TRAFFIC FORECAST

Date: 24 Dec 2025

Job No.: J7400 & J7401

Link ID	Road Section	From Road	To Road	Speed Limit (kph)	Road Classification	PM Peak Hour		
						Traffic Flows (veh/hr)	Vehicle Composition	
							LV	HV
L001	Kam Pok Road (EB)	Pok Wai South Road	Kam Pok Road East	50	RR	120	40%	60%
L002	Kam Pok Road (WB)	Kam Pok Road East	Pok Wai South Road	50	RR	100	39%	61%
L003	Kam Pok Road (NB)	Pok Wai West Road	Kam Pok Road East	50	RR	70	43%	57%
L004	Kam Pok Road (SB)	Kam Pok Road East	Pok Wai West Road	50	RR	70	20%	80%
L005	Kam Pok Road East (WB)	Castle Peak Road - Tam Mi	Kam Pok Road	50	RR	150	33%	67%
L006	Kam Pok Road East (EB)	Kam Pok Road	Castle Peak Road - Tam Mi	50	RR	170	42%	58%
L007	Castle Peak Road - Tam Mi (NB)	Kam Pok Road East	Fairview Park Interchange	50	RR	500	56%	44%
L008	Castle Peak Road - Tam Mi (SB)	Fairview Park Interchange	Kam Pok Road East	50	RR	320	51%	49%
L009	San Tin Highway (NB)	San Tin Highway	Fairview Park Interchange	100	DD	1,030	73%	27%
L010	San Tin Highway (NB)	San Tin Highway	San Tin Highway	100	PD	3,900	71%	29%
L011	San Tin Highway (SB)	San Tin Highway	San Tin Highway	100	PD	4,050	68%	32%
L012	San Tin Highway (SB)	Fairview Park Interchange	San Tin Highway	50	DD	830	76%	24%
L013	San Tam Road (NB)	Unnamed Road	Fairview Park Interchange	50	RR	380	67%	33%
L014	San Tam Road (SB)	Fairview Park Interchange	Unnamed Road	50	RR	750	66%	34%
L015	Unnamed Road (EB)	San Tam Road	Cul-de-sac	50	RR	10	100%	0%
L016	Unnamed Road (WB)	Cul-de-sac	San Tam Road	50	RR	10	100%	0%
L017	San Tam Road (SB)	Unnamed Road	Fung Kat Heung Road	50	RR	750	66%	34%
L018	San Tam Road (NB)	Fung Kat Heung Road	Unnamed Road	50	RR	380	67%	33%
L019	San Tin Highway (SB)	San Tin Highway	Yuen Long Highway	100	PD	4,870	69%	31%
L020	San Tin Highway (NB)	Yuen Long Highway	San Tin Highway	100	PD	4,930	71%	29%
L021	Castle Peak Road - Tam Mi (SB)	Kam Pok Road East	Access Road to Merry Garden	50	RR	210	62%	38%
L022	Castle Peak Road - Tam Mi (NB)	Access Road to Merry Garden	Kam Pok Road East	50	RR	390	59%	41%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

PD – Primary Distributor

DD – District Distributor

LD – Local Distributor

RR – Rural Road

APPENDIX 3.2
TRAFFIC NOISE IMPACT ASSESSMENT
RESULTS

Predicted Road Traffic Noise Levels for 2045 (Mitigated Case Scenario)

Floor	NAP ID	Description	Floor Height, mPD	Assessment Height, mPD	Noise Criteria, dB(A)	Unmitigated Noise Level, L ₁₀ (1 hour) ¹ dB(A)	Proposed Noise Mitigation Measures	Estimated Noise Attenuation, dB(A)	Mitigated Noise Level, L ₁₀ (1 hour) ¹ dB(A)	Compliance			
						AM							
G/F	GF_N03	RCHD Dormitory	+8.30	+9.5	70	69	N/A	N/A	69	Yes			
	GF_N04	RCHD Dormitory			70	68	N/A	N/A	68	Yes			
	GF_N05	RCHD Dormitory			70	62	N/A	N/A	62	Yes			
	GF_N06	RCHD Dormitory			70	62	N/A	N/A	62	Yes			
	GF_N07	RCHD Dormitory			70	62	N/A	N/A	62	Yes			
	GF_N08	RCHD Dormitory			70	62	N/A	N/A	62	Yes			
	GF_N09	RCHD Dormitory			70	63	N/A	N/A	63	Yes			
	GF_N10	RCHD Dormitory			70	63	N/A	N/A	63	Yes			
	GF_N11	RCHD Dormitory			70	63	N/A	N/A	63	Yes			
	GF_N12	RCHD Dormitory			70	64	N/A	N/A	64	Yes			
	1/F	1F_N01			Multi-purpose Room	+12.80	+14.0	70	76	Type 2	7	69	Yes
		1F_N02			Multi-purpose Room			70	75	Type 2	7	68	Yes
1F_N03		RCHD Dormitory	70	70	N/A			N/A	70	Yes			
1F_N04		RCHD Dormitory	70	72	Type 2			7	65	Yes			
1F_N05		RCHD Dormitory	70	72	Type 2			7	65	Yes			
1F_N06		RCHD Dormitory	70	71	Type 2			7	64	Yes			
1F_N07		RCHD Dormitory	70	71	Type 2			7	64	Yes			
1F_N08		RCHD Dormitory	70	71	Type 2			7	64	Yes			
1F_N09		RCHD Dormitory	70	71	Type 2			7	64	Yes			
1F_N10		RCHD Dormitory	70	70	N/A			N/A	70	Yes			
1F_N11		RCHD Dormitory	70	63	N/A			N/A	63	Yes			
1F_N12		RCHD Dormitory	70	62	N/A			N/A	62	Yes			
1F_N13		RCHD Dormitory	70	62	N/A			N/A	62	Yes			
1F_N14		RCHD Dormitory	70	63	N/A			N/A	63	Yes			
1F_N15		RCHD Dormitory	70	63	N/A			N/A	63	Yes			
1F_N16		RCHD Dormitory	70	63	N/A			N/A	63	Yes			
1F_N17		RCHD Dormitory	70	63	N/A			N/A	63	Yes			
1F_N18		RCHD Dormitory	70	64	N/A			N/A	64	Yes			
2/F	2F_N01	RCHD Dormitory	+16.90	+18.1	70	77	Type 2	7	70	Yes			
	2F_N02	RCHD Dormitory			70	77	Type 2	7	70	Yes			
	2F_N03	RCHD Dormitory			70	77	Type 2	7	70	Yes			
	2F_N04	RCHD Dormitory			70	76	Type 2	7	69	Yes			
	2F_N05	RCHD Dormitory			70	77	Type 2	7	70	Yes			
	2F_N06	RCHD Dormitory			70	75	Type 2	7	68	Yes			
	2F_N07	RCHD Dormitory			70	71	Type 2	7	64	Yes			
	2F_N08	RCHD Dormitory			70	73	Type 2	7	66	Yes			
	2F_N09	RCHD Dormitory			70	73	Type 2	7	66	Yes			
	2F_N10	RCHD Dormitory			70	73	Type 2	7	66	Yes			
	2F_N11	RCHD Dormitory			70	72	Type 2	7	65	Yes			
	2F_N12	RCHD Dormitory			70	72	Type 2	7	65	Yes			
	2F_N13	RCHD Dormitory			70	72	Type 2	7	65	Yes			
	2F_N14	RCHD Dormitory			70	72	Type 2	7	65	Yes			
	2F_N15	RCHD Dormitory			70	65	N/A	N/A	65	Yes			
	2F_N16	RCHD Dormitory			70	63	N/A	N/A	63	Yes			
	2F_N17	RCHD Dormitory			70	63	N/A	N/A	63	Yes			
	2F_N18	RCHD Dormitory			70	63	N/A	N/A	63	Yes			
	2F_N19	RCHD Dormitory			70	64	N/A	N/A	64	Yes			
	2F_N20	RCHD Dormitory			70	64	N/A	N/A	64	Yes			
	2F_N21	RCHD Dormitory			70	64	N/A	N/A	64	Yes			
	2F_N22	RCHD Dormitory			70	65	N/A	N/A	65	Yes			

Results Summary	
Total No. of NAPs	52
Total No. of NAPs with exceedance	0
Compliance Rate	100%

APPENDIX 3.3 FIXED NOISE SITE SURVEY RECORD

Title: Inventory of Major Fixed Noise Sources

Source Location	Source Description	Source ID	Avg. Measured SPL, dB(A)	Measurement Dist. from Source (d), m	Distance Correction, dB(A)	SWL adopted in Fixed Noise Assessment, dB(A)	Remarks
祥發五金貿易有限公司	Open Storage	S01	65.8	15	31.5	97.3	
Hung Kee Metal Recycling Int'l Ltd.	Open Storage	S02	-	-	-	97.3	No operation was observed during site survey. SWL reference to S01
Dorfield Ltd.	Open Storage	S03	68.9	7	24.9	93.8	

Site Survey Record (conducted 23 July 2025 14:00 – 17:00)



Photo 1: 祥發五金貿易有限公司 (S01)



Photo 2: Hung Kee Metal Recycling Int'l Ltd. (S02)



Photo 3: Dorfield Ltd. (S03)

APPENDIX 3.4
DETAILED CALCULATION FOR FIXED NOISE
IMPACT ASSESSMENT

Project:	Proposed Residential Care Home for the Disabilities (RCHD) in Nam Sang Wai, Yuen Long
Title:	Assessment for Noise from Fixed Sources
Subtitle:	Calculation of SPL at Assessment Points
NSR ID:	2F_N07
NSR x coord:	823492.4
NSR y coord:	836565.0
NSR floor (/F)	2
NSR height (mPD)	18.1
ASR	B

Noise Source ID	Description	Activities/Equipment	Operation		SWL, dB(A)		Horizontal Distance from NSR, m	Correction, dB(A)			Day-time Corrected Noise Level, Leq dB(A)	Night-time Corrected Noise Level, Leq dB(A)	Remark
			Daytime	Night-time	Daytime	Night-time		Distance	Barrier	Façade			
S01	祥發五金貿易有限公司	Lorry Crane	Y	Y	97.3	97.3	144	-51	0	3	49	49	Night time operation is assumed as worst case scenario
S02	Hung Kee Metal Recycling Int'l Ltd.	Lorry Crane	Y	Y	97.3	97.3	173	-53	0	3	48	48	
S03	Dorfield Ltd.	Fork Lift	Y	Y	93.8	93.8	204	-54	0	3	43	43	
Total SPL											52	52	
Criteria ANL											65	55	
Exceedance											-	-	

APPENDIX 3.5 MODIFICATION PLAN OF EXISTING NOISE BARRIER

12. Please provide a plan showing the pedestrian routing to the nearby franchised bus stop (both Yuen Long and Sheung Shui bound). Please specify the corresponding walking distance as well;	Noted. Please refer to Figure 2.7 in the revised TIA for the pedestrian route to the nearby franchised bus stops.
13. Para. 4.8: traffic trips specified here does not tally with the number in Table 4.4.;	Noted. Please refer to section 4.8 in revised TIA
14. Appendix 2: please specify the vehicular dimension (i.e. length and width) and driving speed adopted in the swept path analysis. Please adopt the largest possible vehicle that would enter the subject site in the swept path analysis;	Noted. Please refer to the Appendix 2 in the revised TIA.
15. Please provide a plan to demonstrate sufficient sightline could be maintained at the proposed site access;	The measured length of visibility splay for the motorists leaving the Proposed RCHD is 60m to the left and 60m to the right, which is illustrated in Figure 3.3 in the revised TIA.
16. There are noise barriers positioned at the proposed site access. Please provide details on the site access arrangement;	Portion of the existing noise barriers and related street furniture (planter) will be demolished for the proposed site access. Please refer to Appendix 3 for the proposed alterations.
17. From the planning statement, noted there is a separate planning application by the same applicant at the adjoining site for an RCHE. Please explore the feasibility of having a shared site access for the RCHD and RCHE site as well as the car ramp to the basement carpark; and	Please note that the proposed RCHD and RCHE are structurally independent and self-contained. Site access and car ramp to the basement carpark will not be shared.
18. Noted only two loading/ unloading spaces are provided in the subject site and given the loading/unloading activities for persons with disabilities would take extra time, please critically review the site layout to ensure the loading/unloading activities would not block the site entrance or causing queuing back problem.	Based on survey of RCHDs with similar characteristics, it is expected there are no more than 2 goods deliveries a day and these vehicles stay for less than 20 minutes. If required by Transport Department, the Applicant is willing to arrange for goods delivery to be conducted during the non-peak hours and for these deliveries not to be conducted concurrently.

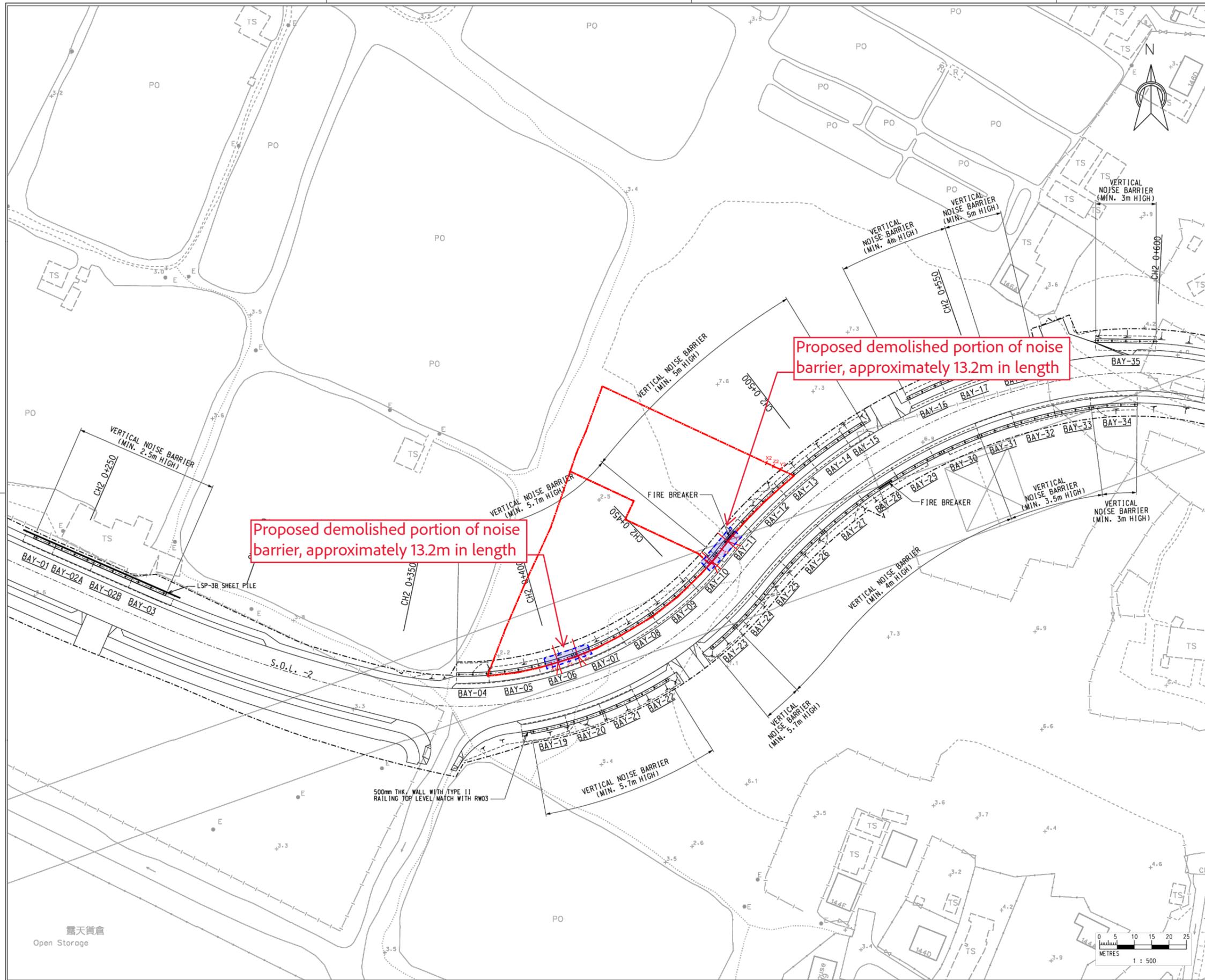
Email dated 4th July 2025 refers:

Comments of the Chief Highway Engineer/New Territories West, Highways Department:

1. The applicant should ensure the run-in/out at Kam Pok Road East is constructed in accordance with the latest version of HyD Standard Drawings no. H1113 and H1114, or H5133, H5134 and H5135, whichever set if appropriate to match with the existing adjacent pavement;	Noted.
2. It is noted that there are existing noise barriers under HyD's maintenance purview at the south-east boundary of the site, adjoining Kam Pok Road East. Please advise if there are any modification or alteration of the noise barriers among other road features (e.g. the existing footpath/ carriageway adjoining the site) be required arising from the proposed development.	Please refer to Appendix 3 for the Modification Plans of Noise Barrier and Street Furniture.

Appendix 3

Modification Plans of Noise Barrier and Street Furniture



- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN MPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).

- LEGEND :**
- [Dashed line] SITE BOUNDARY
 - [Double line] NOISE BARRIER
 - [Single line] FIRE BREAKER
 - [Thick line] LSP-3B SHEET PILE

Rev.	Description of Revision	Date	Ckd.
Z	AS BUILT	OCT 13	SIGNED
E	SHEET PILE ADDED	DEC 12	SIGNED
D	GENERAL REVISION	JUN 12	SIGNED
C	GENERAL REVISION	JAN 12	SIGNED
B	GENERAL REVISION	JAN 12	SIGNED
A	GENERAL REVISION	NOV 11	JM

Client
 路政署 (工程部)
 HIGHWAYS DEPARTMENT
 WORKS DIVISION

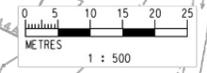
Consultants
MANNINGS
 (Asia) Consultants Limited

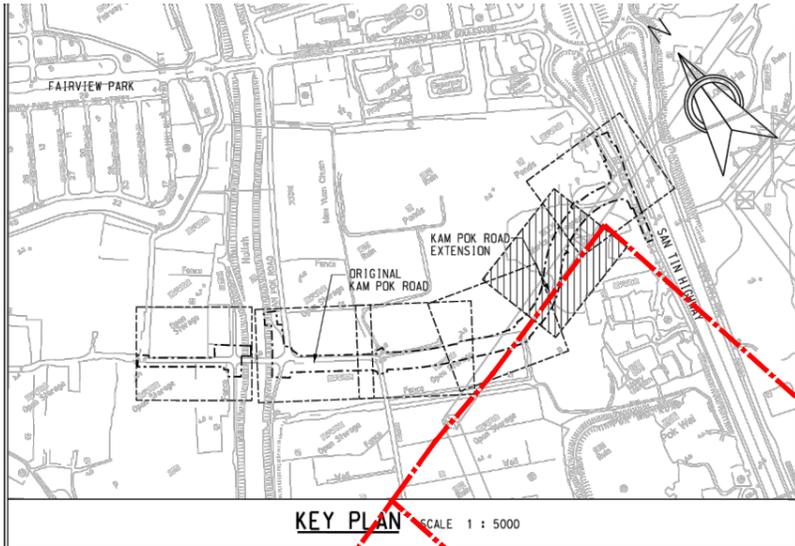
Scale in A1 1 : 500	Date DEC 2010
Designed FT	Drawn TWN
Design Team Leader SNG	Checked JM
Approved KTC	Date DEC 2010
	Date DEC 2010

Project
 Contract No. HY/2010/09
 Improvement and Extension of
 Kam Pok Road

Title
 NOISE BARRIER
 LAYOUT PLAN

Drawing No. D1199/KP/NB/011	Stage Z	Rev. Z
--------------------------------	------------	-----------





KEY	BOTANICAL NAME	CHINESE NAME	SIZE (HT x SPD)	SPACING	TOTAL QUANTITY	REMARKS
GROUNDCOVERS:						
Adu	Arachis duranensis	蔓花生	100 x 150	100 o.c.	45063	-
Oj	Ophiopogon japonicus	山麥冬	200 x 200	150 o.c.	30042	-
SHRUBS:						
Is	Ixora stricta	細葉紅花 龍船花	300 x 400	400 o.c.	400	-
Ch	Calliandra haematocephala	紅絨球	600 x 450	400 o.c.	3605	flowering, shaped to form
Jc	Juniperus chinensis	洋白柏	1500 x 600	2000 o.c.	169	-

- NOTES :**
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 - ALL LEVELS ARE IN MPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).
 - ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR LANDSCAPE AND ALL RELEVANT DRAWINGS AND SPECIFICATIONS.
 - ALL PLANTS TO BE TRUE TO SPECIES; PLANTS TO BE HEALTHY AND WITH THE HABIT AND SIZE OF THE PLANT SPECIFIED. PLANTS TO BE FREE FROM PESTS, DISEASE, PARASITES, DISCOLORATION AND DAMAGE AND SHALL HAVE A VIGOROUS FIBROUS ROOT SYSTEM WITH WELL DEVELOPED SHAPE FOR THE SPECIES AS SPECIFIED.
 - ALL PLANTS AND TREES SHALL BE PLANTED ON GRADE AND OPEN-BOTTOM PLANTERS. TREE LOCATIONS SHALL BE REFERRED TO RELEVANT APPROVED TREE REMOVAL APPLICATION.
 - SOIL LEVEL SHALL BE LOWERED BY 50MM FROM THE FINISHED LEVEL AND SLIGHTLY MOUND TO CENTRE.
 - SOIL MIX TO BE BACKFILLED TO A DEPTH OF 600MM WHERE SHRUB AND GROUND COVER PLANTINGS SHALL BE LOCATED AND 1200MM WHERE TREES SHALL BE LOCATED.
 - ORIGINAL SUB-SOIL SHALL BE BROKEN UP TO FACILITATE NATURAL DRAINAGE.

- LEGEND :**
- SITE BOUNDARY
 - C/W CARRIAGEWAY
 - F/P FOOTPATH
 - C/T CYCLE TRACK
 - RUN-IN
 - VERTICAL NOISE BARRIER
 - RETAINING WALL
 - PEDESTRIAN CROSSING
 - PLANTING
 - TRANSPLANTED TREES
 - COMPENSATORY TREES
 - ⊗ WATER POINT @ 40M INTERVAL

Z	AS BUILT	APR 15 2011	SIGNED
A	GENERAL REVISION	AUG 13 2011	SIGNED
Rev.	Description of Revision	Date	Ckd.

Client
 路政署 (工程部)
 HIGHWAYS DEPARTMENT
 WORKS DIVISION

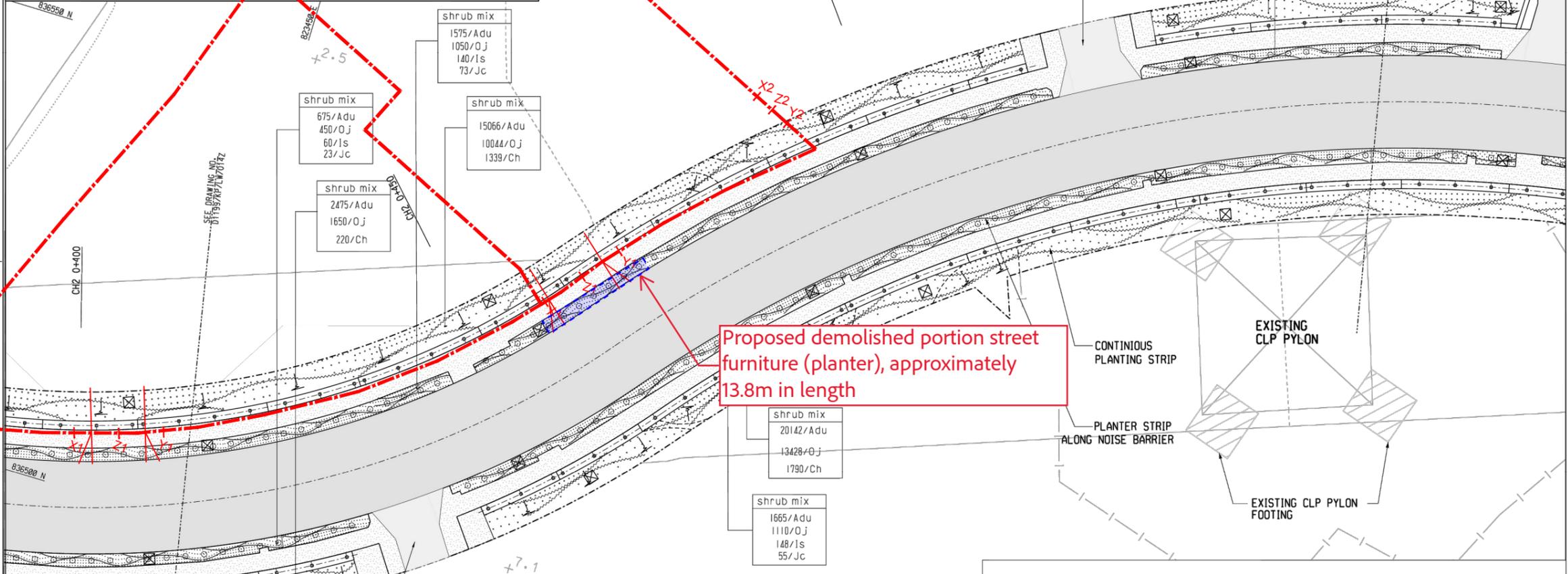
Consultants
MANNINGS
 (Asia) Consultants Limited

Scale In At	Date	
1 : 250	FEB 2011	
Designed GK	Drawn SAN	Checked JM
Design Team Leader	Date	FEB 2011
Approved KTC	Date	FEB 2011

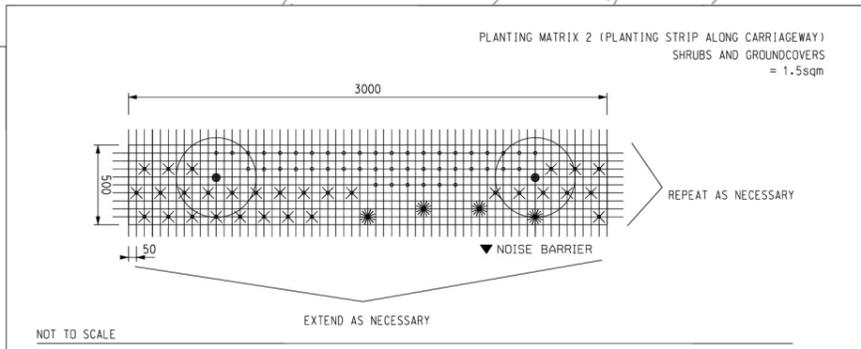
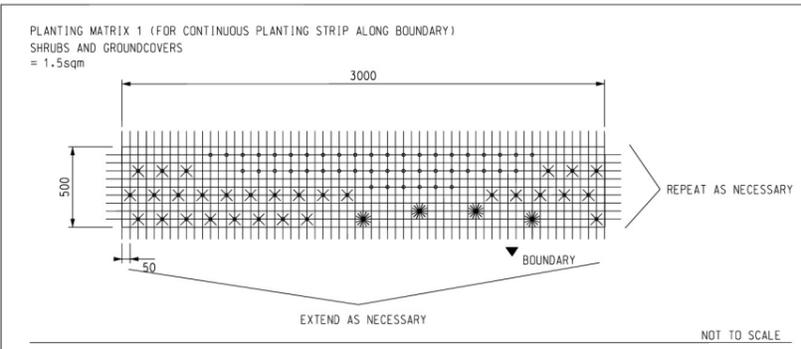
Project
Contract No. HY/2010/09
Improvement and Extension of Kam Pok Road

Title
LANDSCAPE LAYOUT PLAN

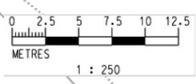
Drawing No.	Stage	Rev.
D1199/KP/LW/015		Z

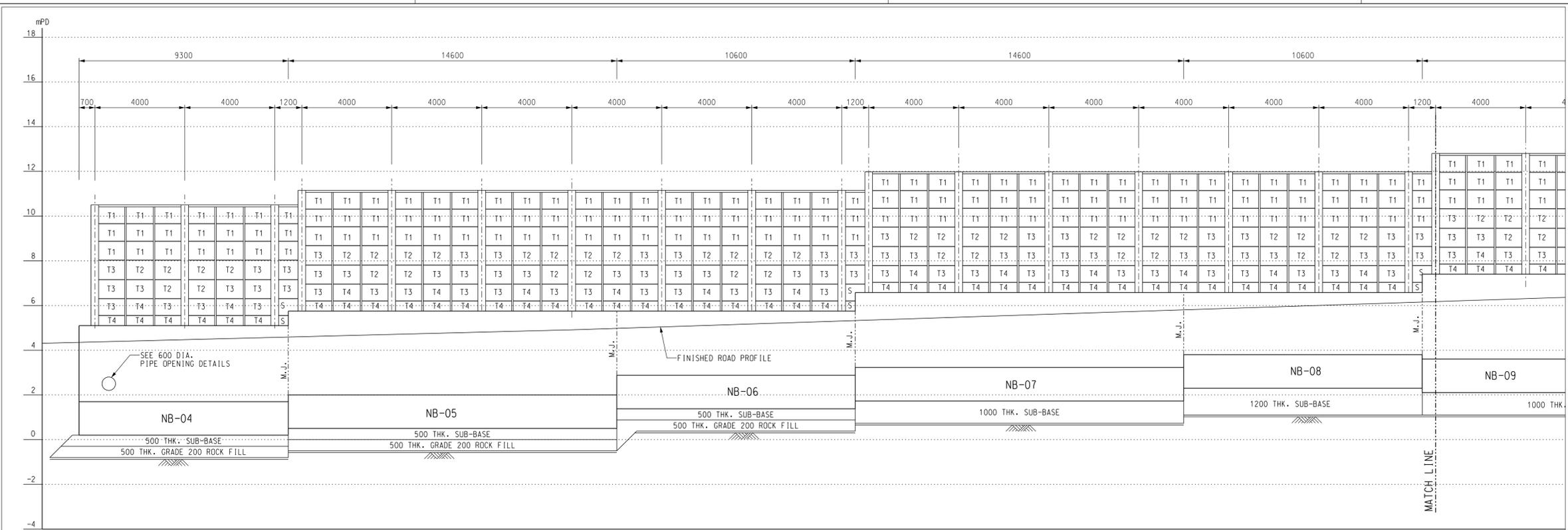


Proposed demolished portion street furniture (planter), approximately 13.8m in length

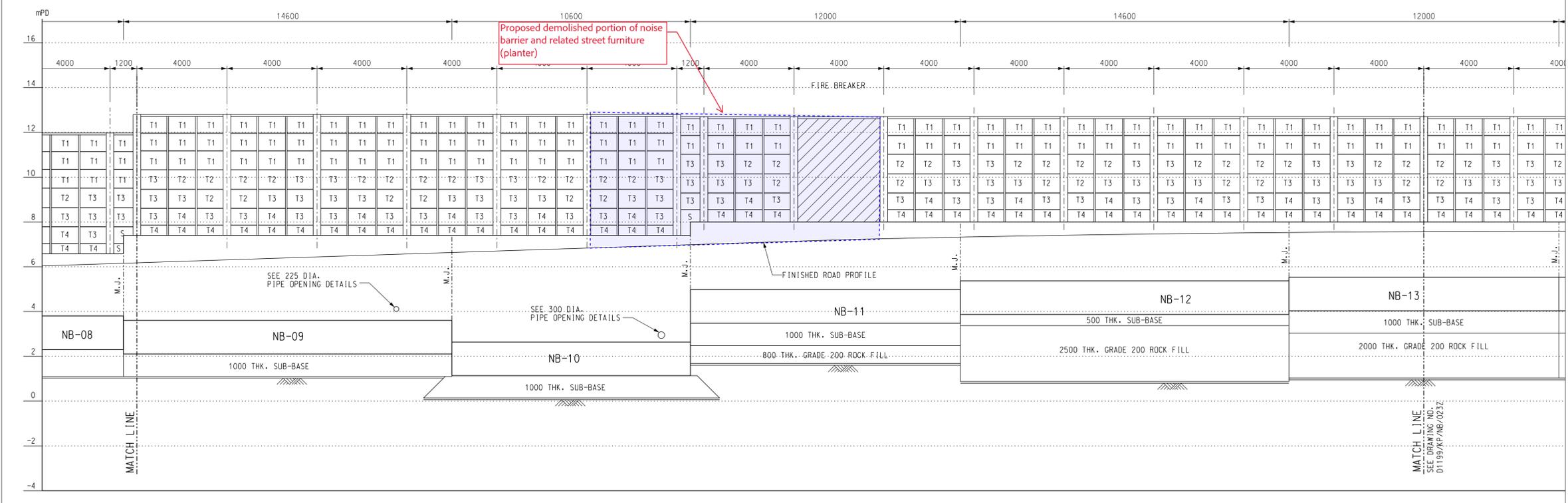


- LEGEND :**
- ARACHIS DURANENSIS (APPROX. 45NDS.)
 - ⊗ OPHIOPOGON JAPONICUS (APPROX. 30NDS.)
 - ⊗ IXORA STRICTA (APPROX. 4NDS.)
 - JUNIPERUS CHINENSIS (APPROX. 2NDS. ; PLANTED IN SINGLE ROW IRRELEVANT OF PLANTER WIDTH)





ELEVATION FROM NB-04 TO NB-15



ELEVATION FROM NB-04 TO NB-15

- NOTES :**
- FOR NOTES & LEGEND REFER TO DRAWING NO. D1199/KP/NB/021Z.
 - FOR ALL PIPE OPENING DETAILS REFER TO DRAWING NO. D1199/KP/NB/018Z.
 - ALL PIPES ARE SHOWN FOR INDICATIVE ONLY.

Rev.	AS BUILT	OCT 13	SIGNED M.S. FONG RE/NT1-53
Rev.	Description of Revision	Date	Ckd.

Client
 路政署 (工程部)
 HIGHWAYS DEPARTMENT
 WORKS DIVISION

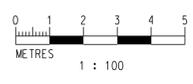
Consultants
MANNINGS
 (Asia) Consultants Limited

Scale in A1 1 : 100	Date DEC 2010	
Designed GK	Drawn TWN	Checked JM
Design Team Leader SNG	Date DEC 2010	
Approved KTC	Date DEC 2010	

Project
 Contract No. HY/2010/09
 Improvement and Extension of
 Kam Pok Road

Title
 NOISE BARRIER
 ELEVATIONS

Drawing No. D1199/KP/NB/022	Stage	Rev. Z
--------------------------------	-------	-----------



APPENDIX 6.1

ENQUIRIES TO GOVERNMENTAL AUTHORITY

本署檔案
OUR REF :
來函檔案
YOUR REF : W25185/RCHE-0002
電話
TEL NO : 3162 8418
圖文傳真
FAX NO : 3162 8584
網址
HOMEPAGE : <http://www.epd.gov.hk/>

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Government Offices,
1 Sheung Wo Che Road,
Sha Tin, New Territories,
Hong Kong.

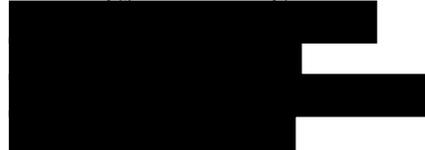


環境保護署
環保法規管理科
區域辦事處(北)
香港新界沙田
上禾輦路一號
沙田政府合署 10 樓

By email only ([REDACTED])

3 July 2025

BeeXergy Consulting Limited



(Attn: Mr. Leo YU)

Dear Mr. YU,

**Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE)) in
“Village Type Development” Zone, Various Lots in D.D. 104 and Adjoining Government
Land, Nam Sang Wai, Yuen Long**

**RE: Request for Information of Registered Chemical Waste Producer Records and Historical
Records of Chemical Spillage / Leakage**

Regarding your enquiries in the letter under reference dated 30 June 2025, this Regional Office has no record of spillage or leakage of chemicals within the site boundary in the past ten years.

Concerning the records of registered chemical waste producers, a register of chemical waste producers is available for inspection in the Territorial Control Office of the department. If you would like to inspect, please contact Mr. Tim H. T. CHAN at 2835 1017 for making an appointment to view the records.

Should you have any query on the matter, please contact the undersigned at 3162 8418.

Yours sincerely,

(Ken NG)

For Director of Environmental Protection

Re: Request for Information of Registered Dangerous Goods Records and Historical Records of Chemical Spillage / Leakage

From ado_lea_cs@hkfsd.gov.hk <ado_lea_cs@hkfsd.gov.hk>

Date Thu 7/24/2025 12:12 PM

To Leo Yu <[REDACTED]>

Cc OE8 CS/FSD <oe_cs_8@hkfsd.gov.hk>

Our reference: (19) in FSD GR 6-5/4 R Pt. 59

Your reference: W25185/RCHE-0001, W25185/RCHD-0001

Dear Mr. YU,

Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE) and Residential Care Home for Persons with Disabilities (RCHD)) in “Village Type Development” Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long
Request for Information of Dangerous Goods & Incident Records

I refer to your email of 27.6.2025 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Best regards,

TSANG Chun-hei Jason
Assistant Divisional Officer (Legal Affairs) (Acting)
Corporate Services Division
Fire Services Department

Tel.: 2733 7896

Remark:

Lift incidents are excluded unless otherwise required.

Disclaimer:

*Fire Services Department uses its best endeavor to ensure the accuracy and reliability of the information provided, but cannot guarantee its accuracy and reliability and accepts no liability of any nature for any loss or damage arising from any inaccuracies or omissions that may from the information provided.

From: Leo Yu <[REDACTED]>

Sent: Friday, July 4, 2025 16:01

To: ADO LEA CS/FSD

Cc: OE8 CS/FSD

Subject: Re: Fw: Request for Information of Registered Dangerous Goods Records and Historical Records of Chemical Spillage / Leakage

Dear Mr. Chow,

Thank you for the prompt response. Please find enclosed the appointment letters for your record as requested.

Best regards,

Leo Yu

BeeXergy Consulting Limited | [REDACTED]
[REDACTED]
[REDACTED]

Virus-

free.www.avast.com

On Fri, 4 Jul 2025 at 08:29, <ado_lea_cs@hkfsd.gov.hk> wrote:

Our reference: (19) in FSD GR 6-5/4 R Pt. 59

Your reference: W25185/RCHE-0001, W25185/RCHD-0001

Dear Mr. YU,

Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE) and Residential Care Home for Persons with Disabilities (RCHD)) in “Village Type Development” Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long
Request for Information of Dangerous Goods & Incident Records

I refer to your email on 27.6.2025 regarding the captioned subject.

Your case is being handled, and a reply will be furnished to you as soon as possible. Please be advised that due to time lapse, this Department can only provide the following information for your requested information:

- (i) Dangerous Goods Licence Record: from the year of 1990 to present moment.
- (ii) Incident Record: Past three years of fire and special services incidents. Lift incidents will be excluded unless otherwise required.

Please also submit the appointment letter from your client for record.

Should you have further questions, please feel free to contact the undersigned.

Best regards,

CHOW Yin-hei
Assistant Divisional Officer (Legal Affairs)
Corporate Services Division
Fire Services Department

Tel.: 2733 7896

From: "Leo Yu" <[REDACTED]>
To: hkfsdenq@hkfsd.gov.hk
Date: 27/06/2025 17:42
Subject: Request for Information of Registered Dangerous Goods Records and Historical Records of Chemical Spillage / Leakage

Dear Sir/Madam,

We are commissioned to conduct Environmental Assessment to support the Planning Application No. A/YL-NSW/348 and A/YL-NSW/349 at Kam Pok Road East.

We would like to request information for our assessment, please find enclosed the cover letter for your follow up. Thank you.

Please contact the undersigned if you have any queries.

Best regards,
Leo Yu

BeeXergy Consulting Limited | [REDACTED]

[REDACTED]
[REDACTED] [attachment "RCHE-0001 Letter_FSD.pdf" deleted by yin_hei CHOW/FSD/HKSARG] [attachment "RCHD-0001 Letter_FSD.pdf" deleted by yin_hei CHOW/FSD/HKSARG]

APPENDIX 6.2 SITE WALKOVER CHECKLIST

Site Walkover Checklist (24 July 2025)

GENERAL SITE DETAILS

SITE OWNER/CLIENT Right Top Limited

PROPERTY ADDRESS Various lots in D.D. 104 and adjoining government land, Nam Sang Wai, Yuen Long

PERSON CONDUCTING THE QUESTIONNAIRE

NAME Leo Yu

POSITION Consultant (Beexergy Consulting Limited)

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME Law Yau Hung

POSITION Director

TELEPHONE ██████████

SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/chemicals/materials handled.

Obtain a flow schematic if possible.

Number of employees: Full-time: Not applicable

Part-time: Not applicable

Temporary/Seasonal: Not applicable

Maximum no. of people on site at any time: Not applicable

Typical hours of operation: Not applicable

Number of shifts: Not applicable

Days per week: Not applicable

Weeks per year: Not applicable

Scheduled plant shut-down: Not applicable

Detail the main sources of energy at the site:

Gas	Yes/No
Electricity	Yes/No
Coal	Yes/No
Oil	Yes/No
Other	Yes/No

SITE DESCRIPTION

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area: Approximately 1,845sqm

What area of the site is covered by buildings (%): 0

Please list all current and previous owners/occupiers if possible. Right Top Limited

Is a site plan available? If yes, please attach. Yes/No

Are there any other parties on site as tenants or sub-tenants? Yes/No

If yes, identify those parties: _____

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

North: Residential development

South: Kam Pok Road East and temporary storage

East: Kam Pok Road East and temporary storage

West: Ponds (to be redevelop as residential development according to A/YL-NSW/314)

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

The site is a flat terrain in general.

State the size and location of the nearest residential communities.

The proposed residential development at the north and west is around 3 to 5 storeys.

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

Ponds is found at the west, to be redevelop as residential development according to A/YL-NSW/314.

Questionnaire with Existing/Previous Site Owner or Occupier

Ref.		Yes/No	Notes
1.	What are the main activities/operations at the above address?	No	
2.	How long have you been occupying the site?	No	
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy?)	No	
4.	Prior to your occupancy, who occupied the site?	No	
5.	What were the main activities/operations during their occupancy?	No	
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	No	
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	-	
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	-	
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	-	
10.	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	No	
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	No	
	• Where do you store these chemicals?	-	Not applicable
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	-	Not applicable
13.	Has the facility produced a separate hazardous substance inventory?	No	
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)	No	
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns,	No	

	vaults and cylinders)?		
16.	Do you have any underground storage tanks? (If yes, please provide details.)	No	
	<ul style="list-style-type: none"> ▪ How many underground storage tanks do you have on site? 	No	
	<ul style="list-style-type: none"> ▪ What are the tanks constructed of? 	No	
	<ul style="list-style-type: none"> ▪ What are the contents of these tanks? 	No	
	<ul style="list-style-type: none"> ▪ Are the pipelines above or below ground? 	No	
	<ul style="list-style-type: none"> ▪ If the pipelines are below ground, has any leak and integrity testing been performed? 	No	
	<ul style="list-style-type: none"> ▪ Have there been any spills associated with these tanks? 	No	
17.	Are there any disused underground storage tanks?	No	
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	-	Not applicable
19.	How are the wastes disposed of?	-	Not applicable
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	No	
21.	Have any spills occurred on site? (If yes, please provide details.)	No	
	<ul style="list-style-type: none"> • When did the spill occur? 	-	
	<ul style="list-style-type: none"> • What were the substances spilled? 	-	
	<ul style="list-style-type: none"> • What was the quantity of material spilled? 	-	
	<ul style="list-style-type: none"> • Did you notify the relevant departments of the spill? 	-	
	<ul style="list-style-type: none"> • What were the actions taken to clean up the spill? 	-	
	<ul style="list-style-type: none"> • What were the areas affected? 	-	
22.	Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	No	
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	-	Not applicable
24.	Are there any known contaminations on site? (If yes, please provide details.)	-	
25.	Has the site ever been remediated? (If yes, please provide details.)	-	

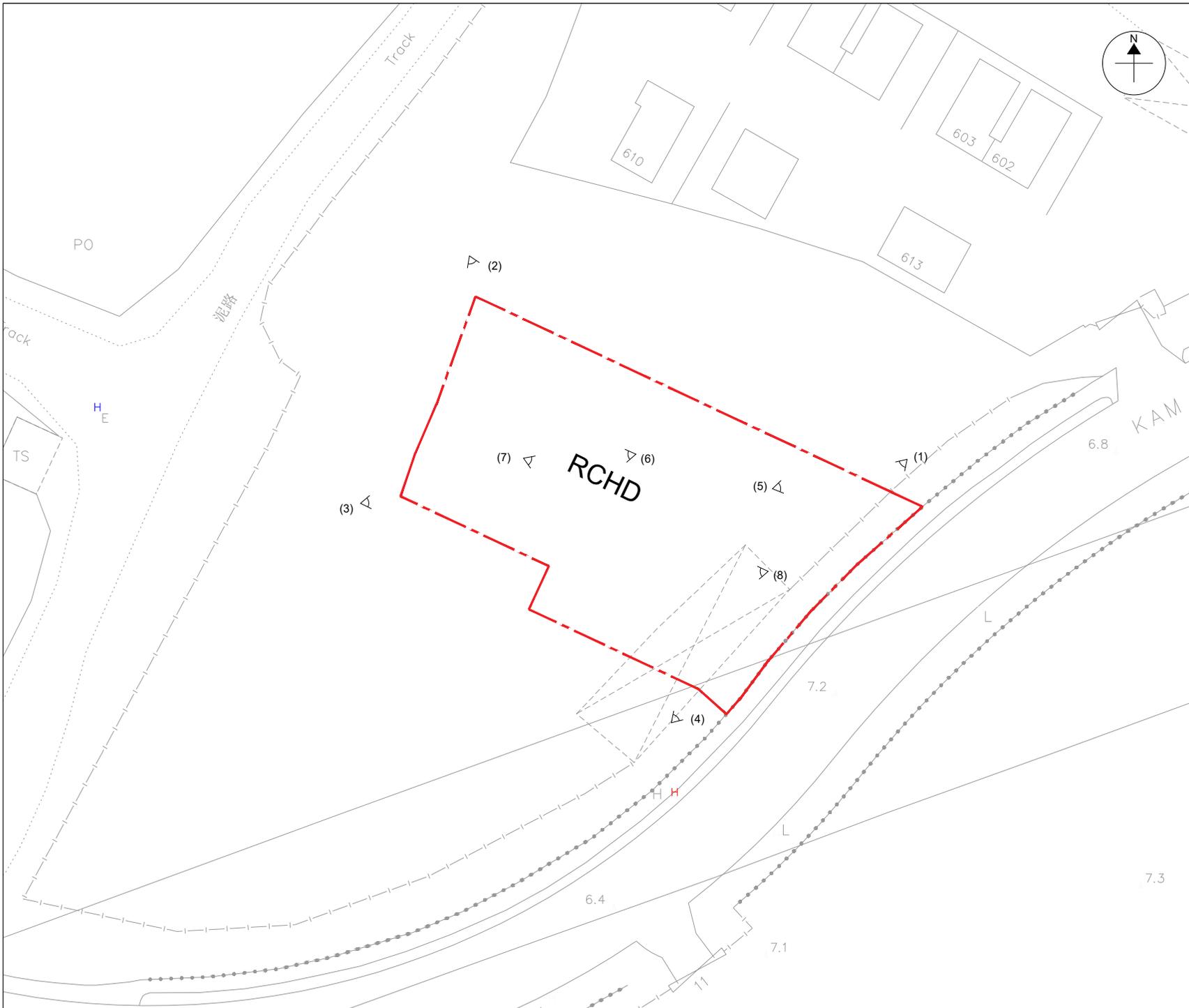
Observations

1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	N/A	No chemical storage area
2.	What are the conditions of the bund walls and floors?	N/A	No chemical storage area
3.	Are any surface water drains located near to drum storage and unloading areas?	No	
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	
5.	Is there a storage site for the wastes?	No	
6.	Is there an on-site landfill?	No	
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	No	
9.	Are there any potential off-site sources of contamination?	No	
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	No	
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	
12.	Any noticeable odours during site walkover?	No	
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	No	

APPENDIX 6.3 SITE PHOTO

LEGEND:

- Project Site
- Viewpoint



	Prepared	Checked	Approved
Initial	Various	Various	HM
Date	20250926	20250926	20250926

Project Title
 PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG

Figure Title
 Viewpoint of photo record

Figure No.	Rev.
Appendix 6.3	0



Photo Record of Site Survey (24/07/2025)



Photo 1: Site perimeter at northeast of the site



Photo 2: Site perimeter at northwest of the site



Photo 3: Site perimeter at southwest of the site



Photo 4: Site perimeter at southeast of the site



Photo 5: Site perimeter at site entrance



Photo 6: General view of the site



Photo 7: The site was vacant



Photo 8: No oil stain is observed on the ground

Appendix 5

Sewerage Impact Assessment (SIA)

**PROPOSED SOCIAL WELFARE FACILITIES
(RESIDENTIAL CARE HOME FOR THE
DISABILITIES (RCHD)) IN “VILLAGE TYPE
DEVELOPMENT” ZONE, VARIOUS LOTS IN
D.D. 104 AND ADJOINING GOVERNMENT
LAND, NAM SANG WAI, YUEN LONG**

SEWERAGE IMPACT ASSESSMENT

12 Jan 2025

Report No: RT25285-SIA-02D

Prepared By:



BeeXergy Consulting Limited (BXG)

Phone:

Address:

Email:

[Redacted contact information]

Project:	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG SEWERAGE IMPACT ASSESSMENT				
Report No.:	Ref: RT25285-SIA-02D				
Revision	Issue Date	Description	Author	Checker	Approver
0	20/05/2025	Issued for Comment	LY	YS	HM
A	08/07/2025	Issued for Comment	LY	YS	HM
B	14/10/2025	Issued for Comment	VS	LY	HM
C	14/11/2025	Issued for Comment	VS	LY	HM
D	12/01/2026	Issued for Comment	VS	LY	HM

Prepared By:

Checked by

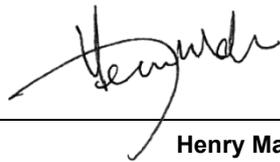


Various

Leo Yu

Consultant

Approved by:



Henry Mak

Director

Disclaimer:

- This report is prepared and submitted by Beexergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

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1.2	PROJECT LOCATION	1
1.3	DESCRIPTION OF THE SUBJECT SITE AND PROPOSED DEVELOPMENT.....	1
2	SEWERAGE IMPACT ASSESSMENT	1
2.1	SCOPE OF WORKS.....	1
2.2	EXISTING SEWERAGE FACILITIES.....	1
2.3	OTHER PLANNED SEWERAGE FACILITIES	2
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2.5	MAINTENANCE RESPONSIBILITY.....	3
2.6	ASSESSMENT CRITERIA, METHODOLOGY, AND ASSUMPTIONS.....	4
2.7	RESULTS AND DISCUSSION	5
3	CONCLUSION	6

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LIST OF APPENDICES

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APPENDIX B	SEWAGE CALCULATION AND HYDRAULIC CAPACITY CHECK
APPENDIX C	EXISTING SEWERS IDENTIFIED UNDER APPROVED APPLICATION NO. A/YL-NSW/314
APPENDIX D	PLANNED COMMUNAL GRAVITY SEWERS UNDER OTHER APPROVED APPLICATION

1 INTRODUCTION

1.1 PROJECT BACKGROUND

1.1.1. The Project Proponent proposes to develop a 3-storey Residential Care Home for the Disabilities (RCHD) in various lots in D.D. 104, Nam Sang Wai (hereafter called “the Proposed Development”).

1.1.1. BeeXergy Consulting Limited was appointed by DeSPACE (International) Limited (the Town Planner) to conduct a Sewerage Impact Assessment (SIA) for the Proposed Development to support the application under Section 16 of the Town Planning Ordinance. The latest architectural drawings and technical information on the Project Site were largely provided by the Project Architect.

1.2 PROJECT LOCATION

1.2.1. The Project Site is approximately 1603m², currently bounded by abandoned fishponds to the north and west, Kam Pok Road East to the south. **Figure 1** shows the location of the Project Site and its surrounding area.

1.3 DESCRIPTION OF THE SUBJECT SITE AND PROPOSED DEVELOPMENT

1.3.1. The Project Site area is approximately 1,603m². The Proposed Development is an 3-storey building consisting of RCHD dormitory and communal area. The master layout plan provided by the Project Architect is enclosed in **Appendix A**. The tentative population intake year is 2030.

2 SEWERAGE IMPACT ASSESSMENT

2.1 SCOPE OF WORKS

2.1.1. The objective of this SIA is to assess whether the capacity of the sewerage networking is sufficient to cope with the peak sewage flow arising from the Proposed Development during its operation stage or not and to recommend appropriate mitigation measures to alleviate unacceptable sewerage impact, if any.

2.2 EXISTING SEWERAGE FACILITIES

2.2.1. The existing sewerage record from the Lands Department (LandsD) and Drainage Service Department (DSD) are obtained for this SIA and attached in **Figure 2**. There are no existing manholes identified in the sewerage plan. The public sewerage facility located closest to the Project Site is Nam Sang Wai Sewage Pumping Station which is located approximately 800m away from the boundary of the Project Site. Reference

was made to the approved planning application (A/YL-NSW/314), a set of existing 225mm public sewerage system (from feature no. MH540 to MH235) is identified along Kam Pok Road East, which is currently not in use, the relevant information is extracted in **Appendix C**.

2.3 OTHER PLANNED SEWERAGE FACILITIES

- 2.3.1. Reference was made to the approved planning application (A/YL-NSW/314), newly proposed sewers (P1 to P15) and upgrading works of the existing sewers identified along Kam Pok Road East (MH540 to MH235) were proposed to serve its own development and planned development sites in vicinity. The proposed sewers of another planning application (A/YL-NSW/349) along Kam Pok Road East (MH660 to MH540) can also sever the Proposed Development. The location of the proposed connection are shown in **Figure 3**.
- 2.3.2. It is noted that downstream sections of the communal gravity sewer, from manhole at the junction with Kam Pok Road connecting proposed manhole P3 to existing manhole FSH1001886, which connect along Pok Wai South Road to Nam Sang Wai Sewage Pumping Station (NSWSPS), have been proposed by several approved planning applications (No.: A/YL-NSW/314, Y/YL-NSW/7 and Y/YL-MP/10). The proposed alignment of this downstream section of the communal gravity sewer of different planning applications are shown in **Appendix D**.

2.4 PROPOSED SEWERAGE FACILITIES

- 2.4.1. New terminal manhole (namely S1) and manholes MH700 and MH740 will be constructed to collect the sewage generated from the Proposed Development and connect to manhole MH660 via a new 225mm diameter sewer pipe. The location of the proposed connection are shown in **Figure 3**. The cover level of proposed terminal manhole should be higher than that of the downstream public manhole(s). The proposed new terminal manhole and 225mm sewer pipe within site boundary will be implemented and maintained by the Project Proponent, other proposed manhole and sewer outside site boundary will become a public sewage system serving multiple users and will be handed over to government for future maintenance. The capacity check of the sewer will start from the proposed terminal manhole S1. The proposed development would not have population intake before the sewerage infrastructure of the project is functionally connected to the public sewerage system by other development mentioned in Section 2.3.
- 2.4.2. For other proposed sewers and upgrading works from MH660 to FSH100188, the Project Proponent will be responsible for the liaison and coordination with the other

interfacing projects for the implementation of the required sewerage works in later stage. In case these planned sewers i.e. proposed sewers between MH235 to FSH1001886 and upgraded sewers between MH540 to MH235 under planning application No. A/YL-NSW/314 and proposed sewers between MH660 to MH540 under planning application No. A/YL-NSW/349 are not available at the time of completion of the Proposed Development, the Project Proponent will, after liaison with DSD and the other future developments near the Proposed Site, construct the sewers in order to cater the sewage discharge during operation of the Proposed Development should a population intake be required. Otherwise, there will be no population intake until proposed sewerage system becomes available.

- 2.4.3. The party responsible for construction of sewers from manhole S1 to FSH1001886 is summarized in **Table 2.1**.

Table 2.1 Construction Responsibilities

Location	Manhole Section	Construction Responsibility
Within Development Boundary	S1 to MH740	The Developer
Outside Development Boundary	MH740 to MH660	The Developer
Outside Development Boundary	MH660 to FSH1001886	The Developer of other Developments

2.5 MAINTENANCE RESPONSIBILITY

- 2.5.1. All sewers and sewerage facilities within the proposed development will be constructed, operated, and maintained by the Proposed Development.
- 2.5.2. For the proposed gravity sewers are exclusively used by the Proposed Development, those sewers shall be maintained by the Proposed Development. For downstream sections of the communal gravity sewer that are proposed along Kam Pok East and Pok Wai South Rod to NSWSPS will become public sewers that serve multiple users, the sewers shall be handed over to the DSD for future maintenance.
- 2.5.3. The party responsible for maintenance of sewers from manhole S1 to FSH1001886 is summarized in **Table 2.2**.

Table 2.2 Maintenance Responsibilities

Location	Manhole Section	Maintenance Responsibility
Within Development Boundary	S1 to MH740	The Developer
Outside Development Boundary	MH740 to MH660	The Developer
Outside Development Boundary	MH660 to FSH1001886	DSD

2.6 ASSESSMENT CRITERIA, METHODOLOGY, AND ASSUMPTIONS

- 2.6.1. The Unit Flow Factors and Global Peaking Factor are adopted from the figures in the Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0)¹ (GESF) issued by the Environmental Protection Department (EPD) in March 2005 to estimate the sewage flows generated from the Project Site.
- 2.6.2. The Unit Flow Factors and Catchment Inflow Factors as shown in **Table 2.3** below are adopted in the assessment and the surrounding catchments are shown in **Figure 3**.

Table 2.3 Unit Flow Factors and Catchment Inflow Factors Extracted from GESF

Parameter	Value	Justification
<i>Population</i>		
Residents in Proposed Development	178 people	178 beds
Employees in Proposed Development	90 people	Advised by Project Proponent
<i>Unit Flow Factors</i>		
Residents and Visitors in Proposed Development	0.19m ³ /day	“Institutional and special class” based on EPD’s GESF Table T-1.
Employees in Proposed Development	0.28m ³ /day	J11 “Community, Social & Personal Services” based on EPD’s GESF Table T-2.
<i>Catchment Inflow Factor (P_{CIF})</i>		
Discharge from the Project Site and all Catchments	1.0	Yuen Long Catchment based on EPD’s GESF Table T-4.

- 2.6.3. With reference to Table T-5 of GESF, a global peaking factor of 8 and 6 (including stormwater allowance) are adopted according to the contributing population.
- 2.6.4. With reference to Table 5 in the Sewerage Manual (Part 1)² issued by the DSD in May 2013, slimed sewer of k_s of 0.6mm under “Poor” condition is assumed for both the sewers from the Subject Site and existing sewerage system in the worst-case scenario. The Colebrook-White Equation will be used to analyse the flow conditions. Equation (ii) for circular pipes flowing partially full is adopted to estimate the sewage flow for the Subject Site and following sewers.

¹ http://www.epd.gov.hk/epd/sites/default/files/epd/english/environmentinhk/water/guide_ref/files/gesf.pdf

² http://www.dsd.gov.hk/EN/Files/Technical_Manual/technical_manuals/Sewerage_Manual_1_Eurocodes.pdf

2.7 RESULTS AND DISCUSSION

- 2.7.1. The estimated average flow rate and total peak flow of the Proposed Development are approximately 59.0m³/day and 5.46L/s.
- 2.7.2. Sewage generated from the Proposed Development and surrounding catchment areas will be connected at the downstream of sewage network. The cumulative flow is not exceeded sewer capacity and no adverse sewerage impacts to the sewerage system are identified. Details of the sewage calculation are included in **Appendix B**.

3 CONCLUSION

- 3.1.1. A Social Welfare Facility (Residential Care Home for the Disabilities) is proposed to develop at various lots in D.D. 104, Nam Sang Wai. This is the SIA to support the application under Section 16 of the Town Planning Ordinance.
- 3.1.2. Based on the SIA results, it is found that the proposed sewerage system serving the area has sufficient capacity to cater for the sewage generation from the proposed development and the surrounding planned developments. Adverse sewerage impacts are not anticipated.

FIGURE 1
LOCATION OF THE PROJECT SITE AND ITS
SURROUNDING AREA

LEGEND:

 Site Boundary



	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20250530	20250530	20250530

Project Title
 Proposed Social Welfare Facilities (Residential Care Home for the Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

Drawing Title
 PROPOSED DEVELOPMENT LOCATION

Drawing No.	Rev.
FIGURE 1	0

Scale:
 A4 - 1:5500

FIGURE 2
EXISTING SEWERAGE SYSTEM

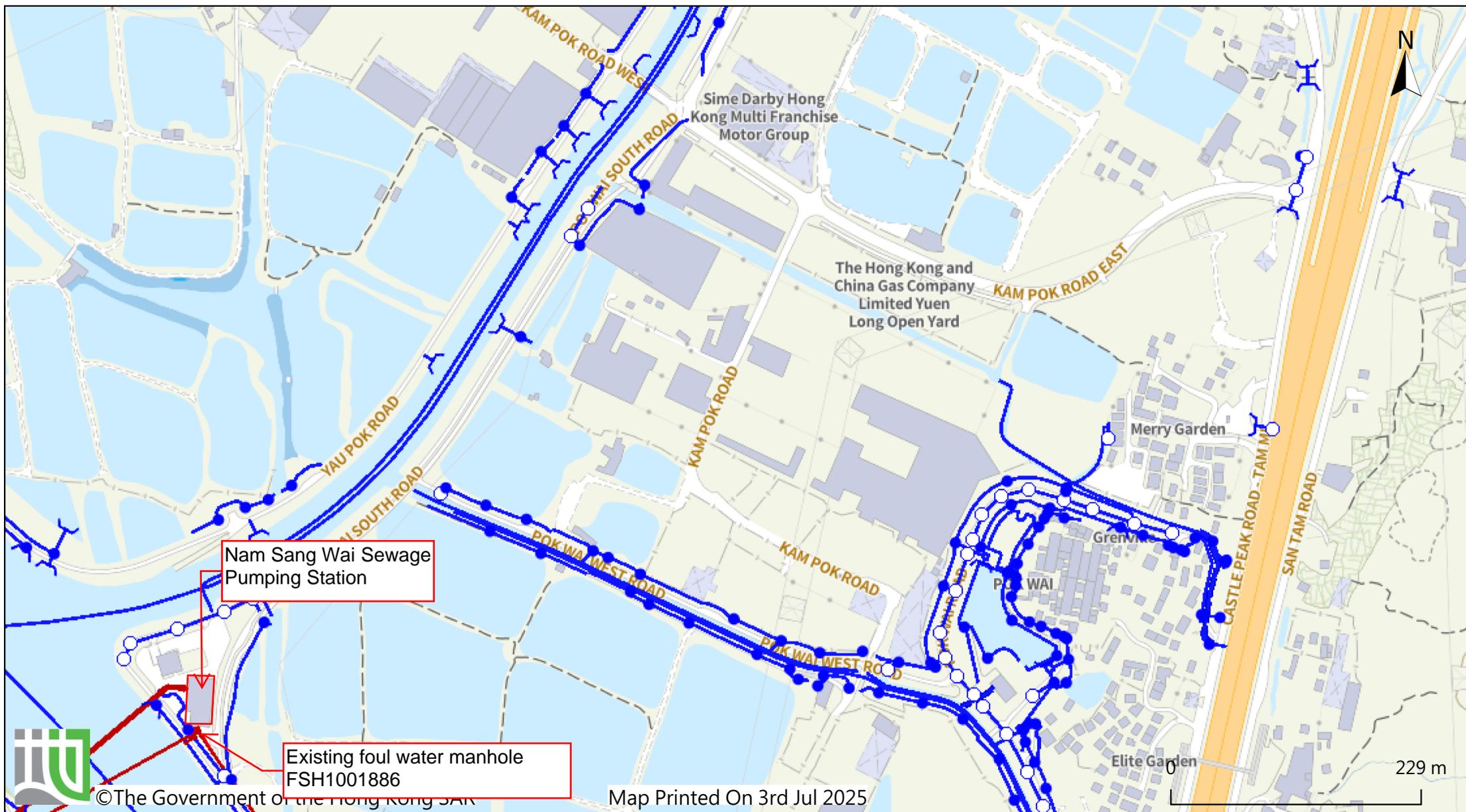
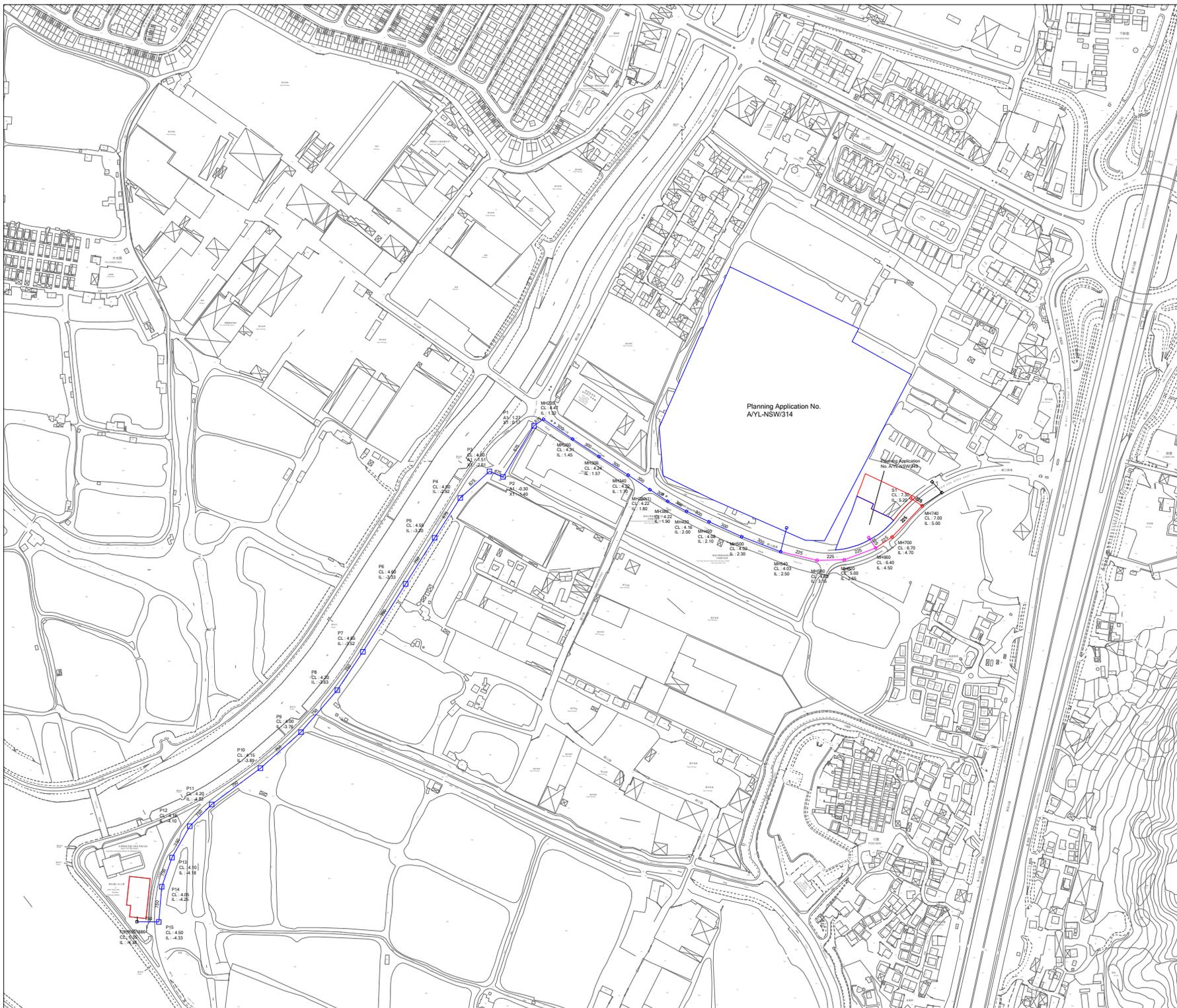


FIGURE 3
PROPOSED TERMINAL MANHOLE AND
CONNECTION

LEGEND:

- Site Boundary
- Proposed Manhole
- Proposed Sewer
- Existing Manhole
- Existing Sewer
- Proposed Manhole (by App. No. A/YL-NSW/314)
- Proposed Sewer (by App. No. A/YL-NSW/314)
- Proposed Manhole (by App. No. A/YL-NSW/349)
- Proposed Sewer (by App. No. A/YL-NSW/349)



	Prepared	Checked	Approved
Initial	VS	LY	HM
Date	20260112	20260112	20260112

Project Title
 Proposed Social Welfare Facilities (Residential Care Home for the Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

Drawing Title
 PROPOSED TERMINAL MANHOLE AND CONNECTION

Drawing No.	Rev.
FIGURE 3	0

Scale: A4 - 1:5500

APPENDIX A

MASTER LAYOUT PLAN

NOTES:

LEGEND:

- THE SITE
- SHARED EVA
- GOVERNMENT LAND
- OVERHEAD LINES
- EXISTING NOISE BARRIER

REV	DATE	DESCRIPTION	BY	CHKD
A	22.9.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

Do not scale from drawings. All dimensions must be checked and verified on site before any works are undertaken. Any discrepancies must be reported in writing to Architect.

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : MASTER LAYOUT PLAN

SCALE : 1:400 @A3

PROJECT NO: 25001_KPR

Drawing No. :

Rev:

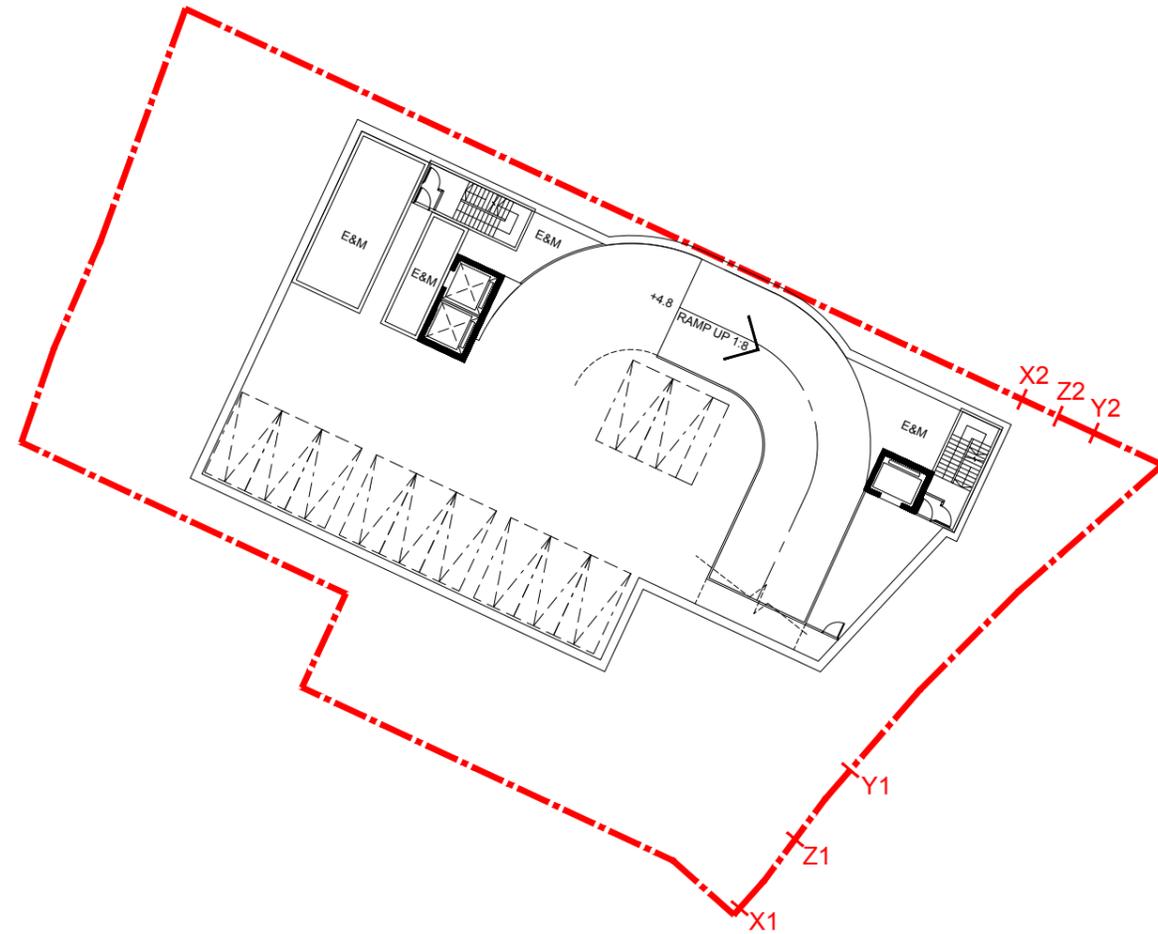
A

Date:

FIGURE 2 MAY 2025



NOTES:



REV	DATE	DESCRIPTION	BY	CHKD
B	22.9.2025	CONCEPT DESIGN	KC	PC
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

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BASEMENT FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3

DRAWING : BASEMENT FLOOR PLAN

SCALE : 1:400 @A3 Rev: B

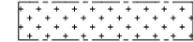
PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A102 MAY 2025

NOTES:

LEGEND:

 PROPOSED PEDESTRIAN ACCESS

REV	DATE	DESCRIPTION	BY	CHKD
B	22.9.2025	CONCEPT DESIGN	KC	PC
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

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PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

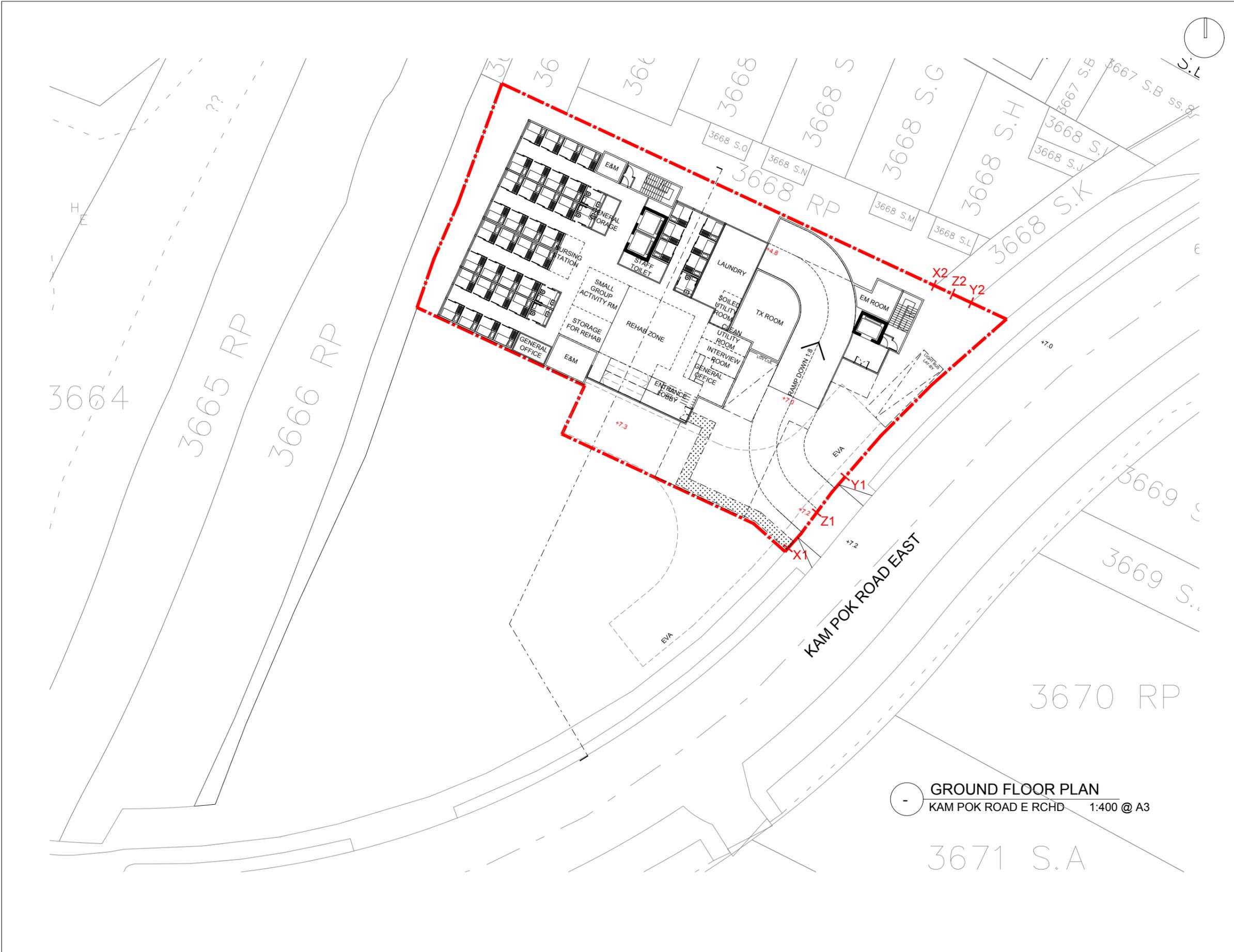
DRAWING : GROUND FLOOR PLAN

SCALE : 1:400 @A3

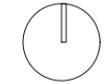
PROJECT NO: 25001_KPR

Drawing No. : CP-A103

Rev: B
Date: MAY 2025



GROUND FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3



1ST FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3

NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

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PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

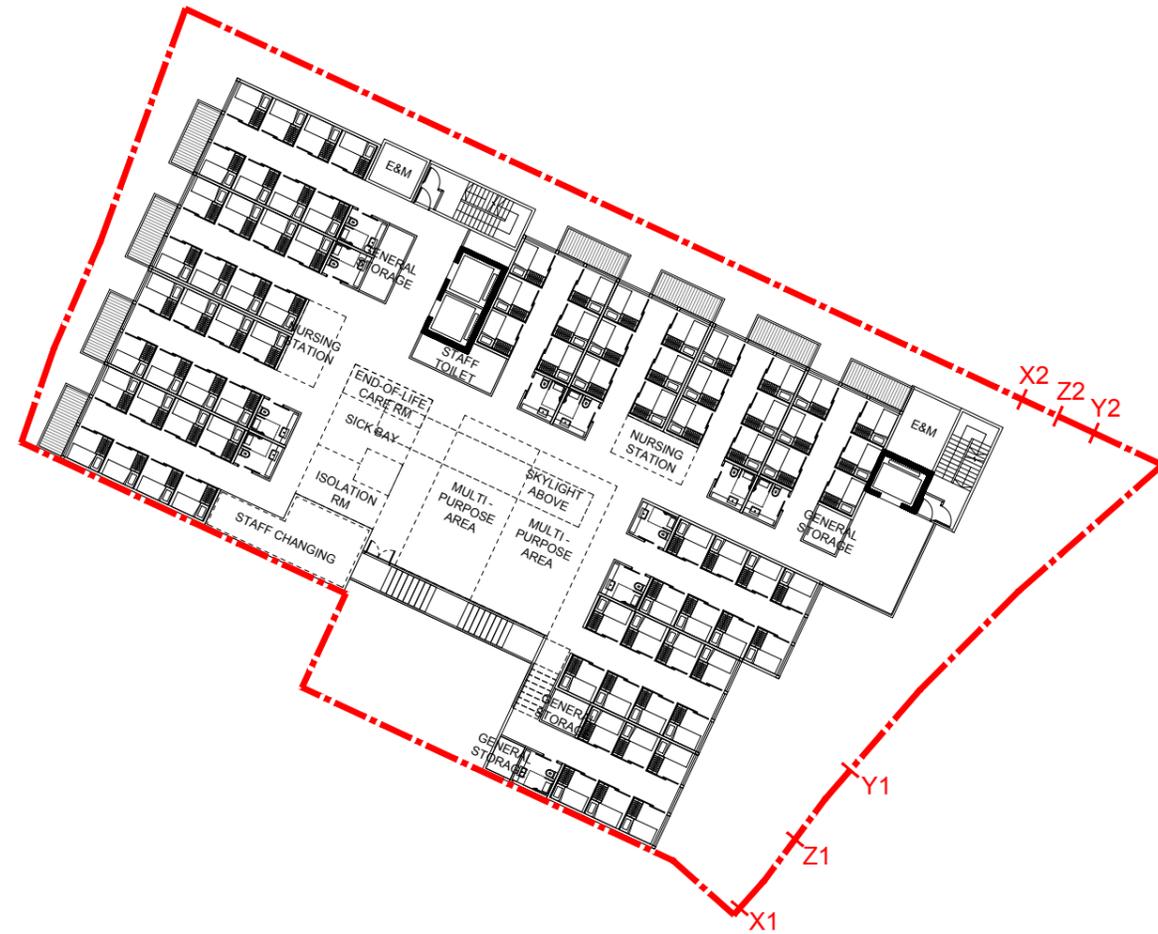
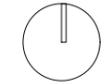
DRAWING : FIRST FLOOR PLAN

SCALE : 1:400 @A3 Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A104 MAY 2025



NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
A	9.7.2025	CONCEPT DESIGN	KC	PC
-	5.5.2025	CONCEPT DESIGN	KC	PC

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PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

2ND FLOOR PLAN
KAM POK ROAD E RCHD 1:400 @ A3

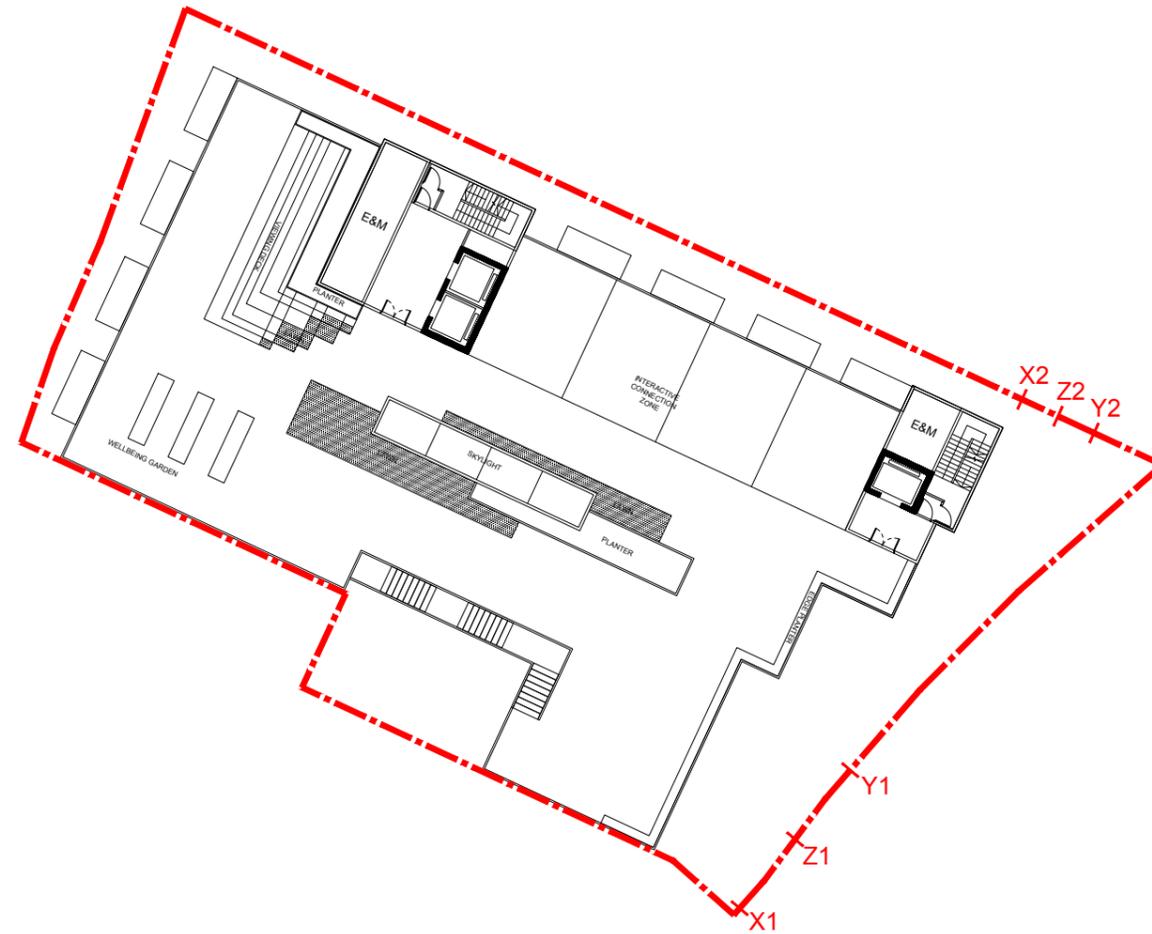
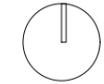
DRAWING : SECOND FLOOR PLAN

SCALE : 1:400 @A3 Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A105 MAY 2025



NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
-	5.5.2025	CONCEPT DESIGN	KC	PC

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TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

ROOF PLAN
KAM POK ROAD E RCHD 1:400 @ A3

DRAWING : ROOF PLAN

SCALE : 1:400 @A3 Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A106 MAY 2025



NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
-	5.5.2025	CONCEPT DESIGN	KC	PC

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TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited
Syn Plus Design Limited



PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

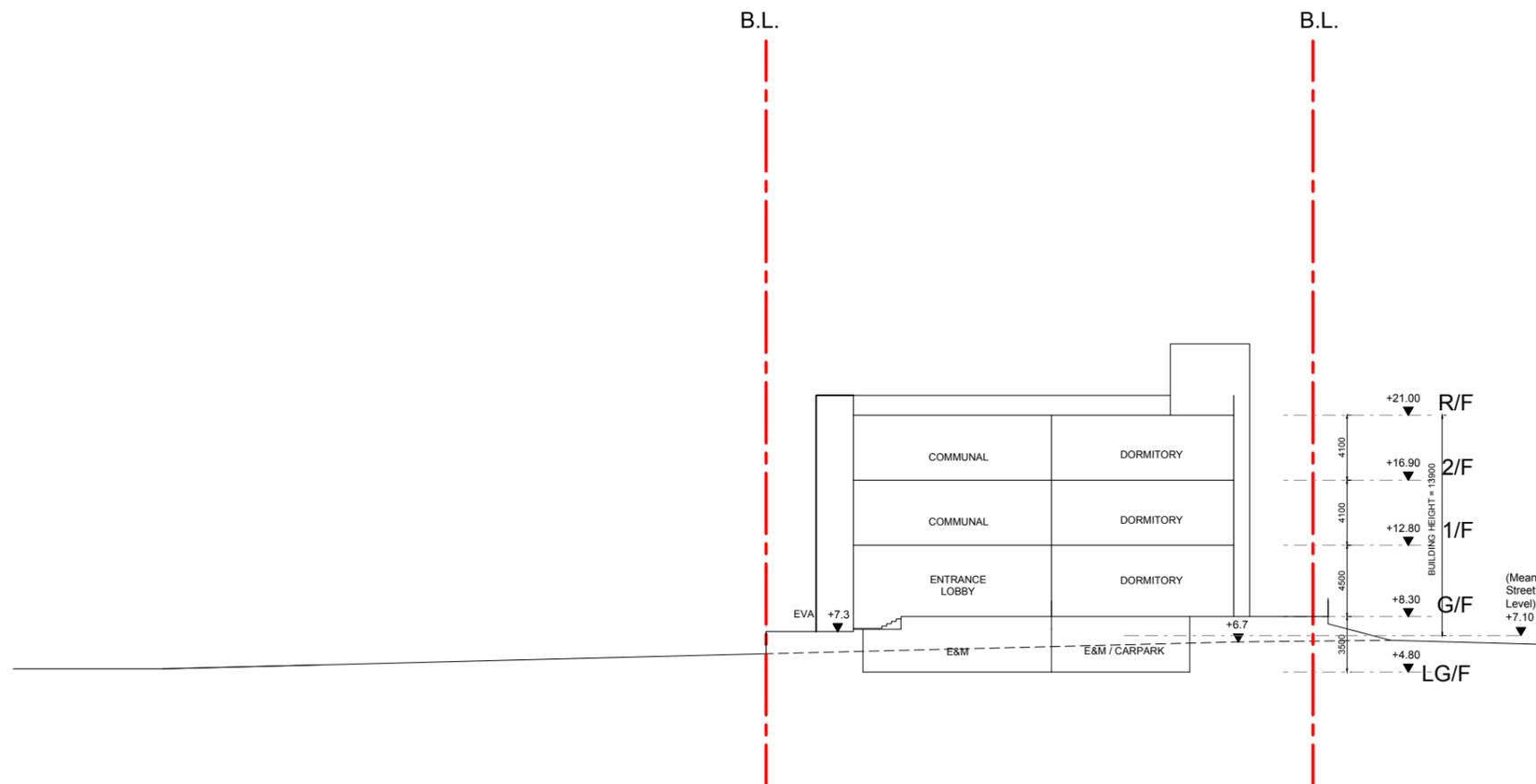
DRAWING : SCHEMATIC SECTION

SCALE : 1: 400 @A3 Rev: —

PROJECT NO: 25001_KPR

Drawing No. : Date:

CP-A201 MAY 2025



SCHEMATIC SECTION
KAM POK ROAD E RCHD 1:400 @ A3

APPENDIX B
SEWAGE CALCULATION AND HYDRAULIC
CAPACITY CHECK

APPENDIX B - CALCULATION OF SEWAGE FLOW

Development	GFA (m ²)	No. of Flat	Occupancy Density ^{(a), (b)} (Number of Persons) (Workers per GFA in 100m ²)	Estimated Population	Unit Flow Factor (m ³ /day)	Estimated Average Dry Weather Flow (m ³ /day)	Catchment Inflow Factor	Estimated Average Dry Weather Flow X Catchment Inflow Factor (m ³ /day)	Remarks
1) Proposed Development									
Residents in Proposed Development	3286	-	-	178	0.19	33.820	1.0	33.820	Estimated Population: The proposed development scheme will provide 178 bed spaces. Unit Flow Factor: 0.190m ³ /day for 'Institutional and special class' based on EPD's GESF Table T-1
Employees in Proposed Development		-	-	90	0.28	25.200		25.200	Estimated Population: Number of staff advised by Project Proponent . Unit Flow Factor: 0.280m ³ /day for 'Institutional and special class' based on EPD's GESF Table T-1
Total Average Daily Dry Weather Flow of Proposed Development (m³/day)								59.020	

Sewage Flow of Planned Development

Planning Application No.	ADWF (m3/day)	Contributing Population [1]
A/YL-NSW/349	64.72	240
A/YL-NSW/314	125.3	464
Y/YL-MP/7	1001.1	3708
Y/YL-MP/8	984.3	3646
Y/YL-MP/10	1972.76	7307
Y/YL-MP/11	1039.06	3848
Y/YL-NSW/7	1565	5796

Section	Contributing Development	Total ADWF (m3/day)	Total Contributing Population	Peaking Factor	Peak Flow (L/s)
MH740 to MH660	Proposed Development	59.020	268	8	5.46
MH660 to MH540	Proposed Development A/YL-NSW/349	123.740	508	8	11.46
MH540 to P3	Proposed Development A/YL-NSW/349 A/YL-NSW/314	249.040	972	8	23.06
P3 to P9	Proposed Development A/YL-NSW/349 A/YL-NSW/314 Y/YL-MP/7 Y/YL-MP/8 Y/YL-MP/10 Y/YL-MP/11	5246.260	19480	4	242.88
P9 to FSH1001886	Proposed Development A/YL-NSW/349 A/YL-NSW/314 Y/YL-MP/7 Y/YL-MP/8 Y/YL-MP/10 Y/YL-MP/11 Y/YL-NSW/7	6811.260	25276	4	315.34

Note:

[1] Contributing population = Project calculated total average flow (ADWF in m3/day) / 0.27 (m3/person/day)

Appendix B - Hydraulic Capacity of the Proposed and Downstream Sewers

Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Upstream Invert Level	Downstream Invert Level	g ⁽¹⁾	k _s ^{(1),(2)}	s ⁽¹⁾	v ⁽¹⁾	v ^{(1),(2)}	A	Q ⁽⁴⁾	Estimated Capacity	ADWF	Contributing Population	Peaking Factor	Peak Flow	Capacity	Compliance	Remarks
		mm	m	mPD	mPD	m/s ²	m	m/s	m/s	m ²	m ³ /s	L/s	m ³ /day	L/s			%			
S1	MH740	225	17.0	5.200	5.000	9.81	0.0006	0.018	1.306E-06	1.4151	0.0398	0.0563	56.27	59.02	268	8	5.46	9.7%	Yes	
MH740	MH700	225	12.0	5.000	4.700	9.81	0.0006	0.0250	1.306E-06	2.0704	0.0398	0.0823	82.32	59.02	268	8	5.46	6.6%	Yes	
MH700	MH660	225	27.0	4.700	4.500	9.81	0.0006	0.0074	1.306E-06	1.1196	0.0398	0.0445	44.52	59.02	268	8	5.46	12.3%	Yes	
MH660	MH620	225	42.0	4.500	3.650	9.81	0.0006	0.0202	1.306E-06	1.8611	0.0398	0.0740	74.00	123.74	508	8	11.46	15.5%	Yes	
MH620	MH580	225	31.0	3.650	3.150	9.81	0.0006	0.0161	1.306E-06	1.6597	0.0398	0.0660	65.99	123.74	508	8	11.46	17.4%	Yes	
MH580	MH540	225	38.0	3.150	2.500	9.81	0.0006	0.0171	1.306E-06	1.7097	0.0398	0.0680	67.98	123.74	508	8	11.46	16.9%	Yes	
MH540	MH500	300	46.0	2.500	2.300	9.81	0.0006	0.0043	1.306E-06	1.0286	0.0707	0.0727	72.71	249.04	972	8	23.06	31.7%	Yes	
MH500	MH460	300	40.0	2.300	2.100	9.81	0.0006	0.0050	1.306E-06	1.1042	0.0707	0.0781	78.05	249.04	972	8	23.06	29.5%	Yes	
MH460	MH420	300	27.0	2.100	2.000	9.81	0.0006	0.0037	1.306E-06	0.9482	0.0707	0.0670	67.02	249.04	972	8	23.06	34.4%	Yes	
MH420	MH380	300	24.0	2.000	1.900	9.81	0.0006	0.0042	1.306E-06	1.0066	0.0707	0.0712	71.16	249.04	972	8	23.06	32.4%	Yes	
MH380	MH380(1)	300	23.0	1.900	1.800	9.81	0.0006	0.0043	1.306E-06	1.0286	0.0707	0.0727	72.71	249.04	972	8	23.06	31.7%	Yes	
MH380(1)	MH340	300	29.0	1.800	1.700	9.81	0.0006	0.0034	1.306E-06	0.9144	0.0707	0.0646	64.63	249.04	972	8	23.06	35.7%	Yes	
MH340	MH300	300	38.0	1.700	1.570	9.81	0.0006	0.0034	1.306E-06	0.9107	0.0707	0.0644	64.37	249.04	972	8	23.06	35.8%	Yes	
MH300	MH260	300	35.0	1.570	1.450	9.81	0.0006	0.0034	1.306E-06	0.9117	0.0707	0.0644	64.44	249.04	972	8	23.06	35.8%	Yes	
MH260	MH235	300	39.0	1.450	1.320	9.81	0.0006	0.0033	1.306E-06	0.8987	0.0707	0.0635	63.53	249.04	972	8	23.06	36.3%	Yes	
MH235	P1	675	13.0	1.320	1.270	9.81	0.0006	0.0038	1.306E-06	1.6166	0.3578	0.5785	1157.03	249.04	972	8	23.06	2.0%	Yes	Twin pipe
P1	P2	675	66.0	0.170	-0.300	9.81	0.0006	0.0071	1.306E-06	2.2057	0.3578	0.7893	1578.57	249.04	972	8	23.06	1.5%	Yes	Twin pipe
P2	P3	675	16.0	-1.400	-1.510	9.81	0.0006	0.0069	1.306E-06	2.1669	0.3578	0.7754	1550.84	249.04	972	8	23.06	1.5%	Yes	Twin pipe
P3	P4	675	43.0	-2.610	-2.920	9.81	0.0006	0.0072	1.306E-06	2.2194	0.3578	0.7942	1588.38	5246.26	19480	4	242.88	15.3%	Yes	Twin pipe
P4	P5	675	52.0	-2.920	-3.200	9.81	0.0006	0.0054	1.306E-06	1.9158	0.3578	0.6856	1371.14	5246.26	19480	4	242.88	17.7%	Yes	Twin pipe
P5	P6	750	60.0	-3.200	-3.330	9.81	0.0006	0.0022	1.306E-06	1.2920	0.4418	0.5708	1141.60	5246.26	19480	4	242.88	21.3%	Yes	Twin pipe
P6	P7	750	88.0	-3.330	-3.520	9.81	0.0006	0.0022	1.306E-06	1.2897	0.4418	0.5698	1139.58	5246.26	19480	4	242.88	21.3%	Yes	Twin pipe
P7	P8	750	50.0	-3.520	-3.630	9.81	0.0006	0.0022	1.306E-06	1.3020	0.4418	0.5752	1150.45	5246.26	19480	4	242.88	21.1%	Yes	Twin pipe
P8	P9	750	61.0	-3.630	-3.760	9.81	0.0006	0.0021	1.306E-06	1.2813	0.4418	0.5660	1132.09	5246.26	19480	4	242.88	21.5%	Yes	Twin pipe
P9	P10	750	59.0	-3.760	-3.890	9.81	0.0006	0.0022	1.306E-06	1.3031	0.4418	0.5757	1151.35	6811.26	25276	4	315.34	27.4%	Yes	Twin pipe
P10	P11	750	67.0	-3.890	-4.030	9.81	0.0006	0.0021	1.306E-06	1.2685	0.4418	0.5604	1120.85	6811.26	25276	4	315.34	28.1%	Yes	Twin pipe
P11	P12	750	34.0	-4.030	-4.100	9.81	0.0006	0.0021	1.306E-06	1.2591	0.4418	0.5562	1112.48	6811.26	25276	4	315.34	28.3%	Yes	Twin pipe
P12	P13	750	40.0	-4.100	-4.180	9.81	0.0006	0.0020	1.306E-06	1.2407	0.4418	0.5481	1096.27	6811.26	25276	4	315.34	28.8%	Yes	Twin pipe
P13	P14	750	34.0	-4.180	-4.250	9.81	0.0006	0.0021	1.306E-06	1.2591	0.4418	0.5562	1112.48	6811.26	25276	4	315.34	28.3%	Yes	Twin pipe
P14	P15	750	39.0	-4.250	-4.330	9.81	0.0006	0.0021	1.306E-06	1.2567	0.4418	0.5552	1110.41	6811.26	25276	4	315.34	28.4%	Yes	Twin pipe
P15	FSH1001886	750	24.0	-4.330	-4.380	9.81	0.0006	0.0021	1.306E-06	1.2666	0.4418	0.5596	1119.16	6811.26	25276	4	315.34	28.2%	Yes	Twin pipe

Note:

(1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The mean velocity (V) is calculated by the Colebrook-White Equation for circular pipes:

$$V = -\sqrt{(8gDs)} \log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

where V = mean velocity (m/s)

g = gravitational acceleration (m/s²)

D = internal pipe diameter (m)

s = slope

k_s = roughness coefficient(m)

v = kinematic viscosity of fluid (m²/s)

(3) The value of k_s = 0.6mm is used for the calculation of existing pipe for conservative approach and 0.6mm for proposed new clayware pipe in poor condition based on DSD's "Sewerage Manual" Table 5: Recommended roughness values

(4) Peak flow (Q) is calculated by Q = V x A

APPENDIX C
EXISTING SEWERS IDENTIFIED UNDER
APPROVED APPLICATION NO. A/YL-NSW/314

2. SEWERAGE IMPACT ASSESSMENT (“SIA”)

2.1 Introduction

2.1.1 The Proposed Development is a comprehensive development scheme to include wetland restoration proposal. This section gives a brief discussion on the current environmental legislation and standards and assess the impacts arising from the proposed development. Recommendations of mitigation measures have been made if there is any adverse effect induced by the proposed development.

2.2 Existing and Planned Sewerage Infrastructure

2.2.1 The site currently falls within the Yuen Long / Kam Tin sewerage catchment and is classified as an ~~unsewered area under the Yuen Long / Kam Tin Sewerage Master Plan (YLKT SMP)~~. A set of existing 225mm public sewerage system (from feature no. MH540 to MH235) is identified along Kam Pok Road East, which is currently not in use and could serve the Project Site.

2.2.2 The existing Yuen Long Sewage Treatment Works (YLSTW) serves Yuen Long Town, Yuen Long Industrial Estate and Kam Tin areas with a design capacity of 70,000m³/day (ADWF). It provides primary and secondary treatment to the effluent, which is discharged to the Shan Pui River and then to Deep Bay.

2.2.3 The public sewerage facility located at the Project Site is a Sewerage Pumping Station (SPS), as shown in Figure 2-1.

Existing public sewers under Approved Planning Application No. A/YL-NSW/314

2.3 Assessment Methodology and Assumptions

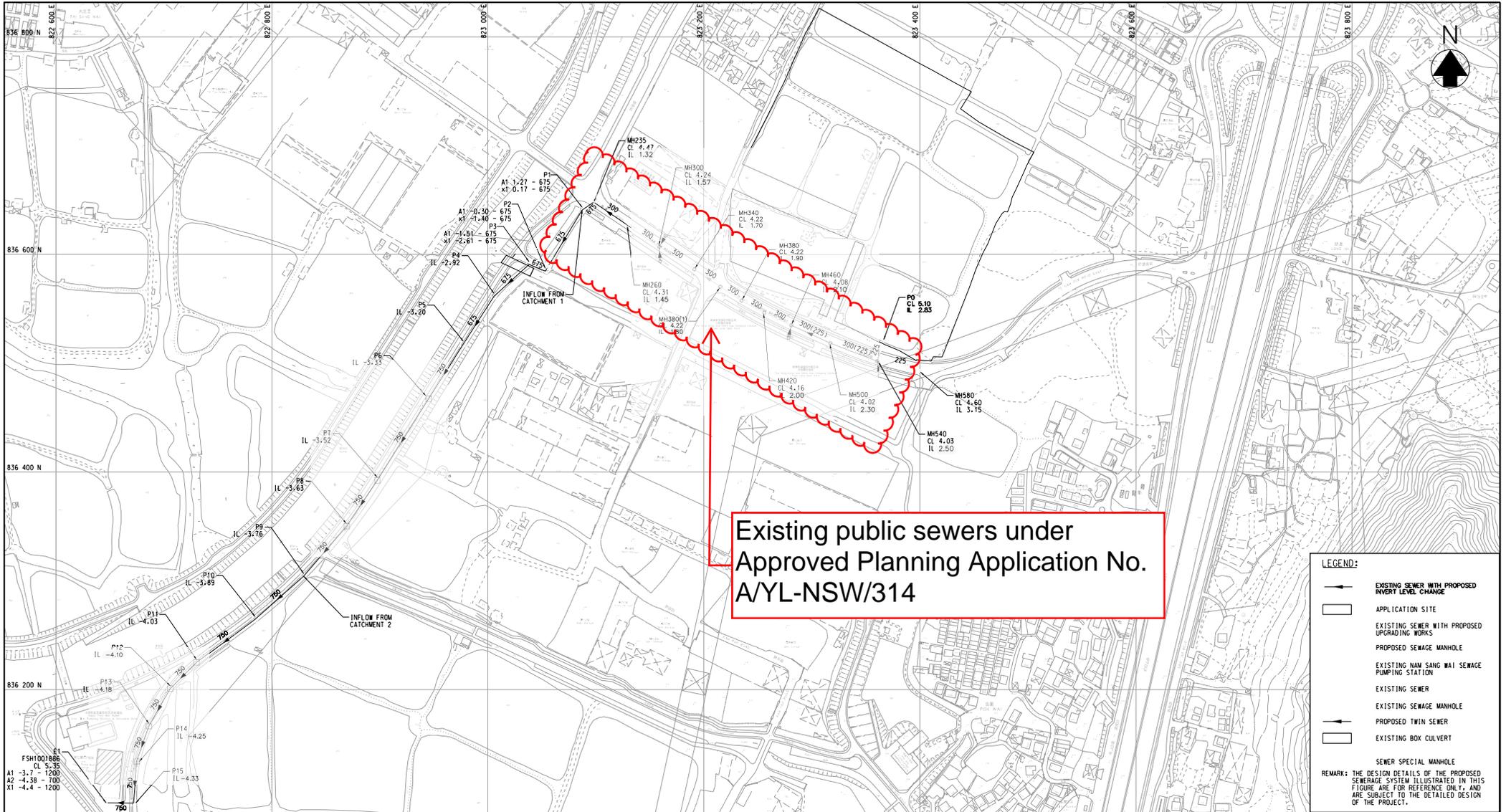
2.3.1 An analysis of the capacity of the sewage pipes and the SPS has been carried out to evaluate the adequacy of the proposed sewerage system. The design assumptions and basis are shown in **Table 2-1**.

Table 2-1 Design Assumption and Basis

Items	Values
Design Standard	DSD Sewerage Design Manual, Part 1 & 2
Flow Formula Used	Colebrook White Formula
Unit Flow Factor	EPD Guideline for Estimating Sewerage Flows for Sewerage Infrastructure Planning (GESF) 0.37 m ³ /d/head (Domestic, Private R3) for residents 0.28 m ³ /d/head (Commercial, J11) for clubhouse staff 1.58 m ³ /d/head (Restaurant, J10) for restaurant

2.4 Estimate of Sewage Flow

2.4.1 The sewage flow to be generated from the projected residential population, as well as activities at the clubhouse and the associated facilities has been estimated following “EPD Guideline for Estimating Sewerage Flows for Sewerage Infrastructure Planning”. Major contributions of sewage flow from the Proposed Development include projected 270 residents. The estimated sewage flow is shown in **Table 2-2**.



Existing public sewers under
Approved Planning Application No.
A/YL-NSW/314

LEGEND:

- EXISTING SEWER WITH PROPOSED INVERT LEVEL CHANGE
- APPLICATION SITE
- EXISTING SEWER WITH PROPOSED UPGRADING WORKS
- PROPOSED SEWAGE MANHOLE
- EXISTING NAM SANG WAI SEWAGE PUMPING STATION
- EXISTING SEWER
- EXISTING SEWAGE MANHOLE
- PROPOSED TWIN SEWER
- EXISTING BOX CULVERT
- SEWER SPECIAL MANHOLE

REMARK: THE DESIGN DETAILS OF THE PROPOSED SEWERAGE SYSTEM ILLUSTRATED IN THIS FIGURE ARE FOR REFERENCE ONLY, AND ARE SUBJECT TO THE DETAILED DESIGN OF THE PROJECT.

Figure: 2.1		
Title: PROPOSED SEWERAGE SYSTEM FOR THE APPLICATION SITE	Drawn by: CL	
Project: PLANNING APPLICATION FOR PROPOSED COMPREHENSIVE DEVELOPMENT SCHEME TO INCLUDE WETLAND RESTORATION PROPOSAL AND PROPOSED FILLING OF PONDS/LAND AND EXCAVATION OF LAND IN "OU(CDWRA)" ZONE AT VARIOUS LOTS IN D.D. 104, NORTH OF KAM POK ROAD EAST, POK WAI, YUEN LONG, NEW TERRITORIES	Checked by: NH	
	Rev: 6.1	
	Date: Aug 2023	

APPENDIX D
PLANNED COMMUNAL GRAVITY SEWERS
UNDER OTHER APPROVED APPLICATION

Total Flow from Proposed Development			
Flow rate	=	125.3	m ³ /day
Contributing population *	=	464	People
Peaking factor	=	8	– (Table T-5 of GESF for population <1,000 incl. stormwater allowance)
Peak flow	=	11.60	litre/sec
<p>Note:</p> <ol style="list-style-type: none"> 1. According to the submitted planning statement for current proposed development, the concerned dwellings will comprise 2-storeys to 4-storeys housing units with an average household size is assumed to be 3 people. 2. * according to the calculation method in GESF for the so-called "Contributing Population" for peaking factor selection. 			

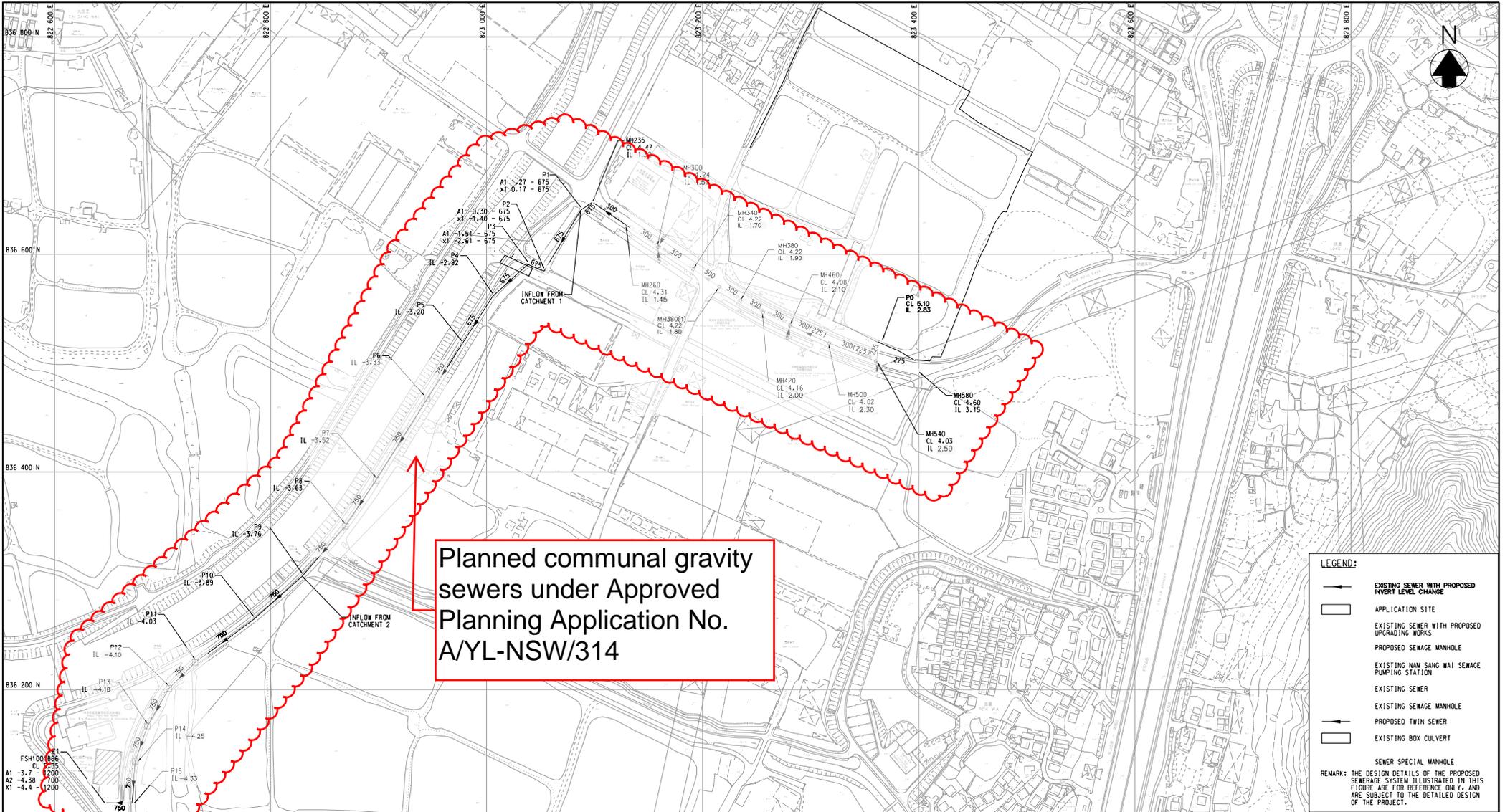
2.4.2 The average flow and the peak flow from the Application Site will be approximately 125.3 m³/day and 11.60 L/s, respectively.

2.5 Sewerage Impact Assessment

2.5.1 It is proposed that the sewage generated from the Proposed Development will be discharged into the existing 225mm diameter communal sewer at the south of the Application Site for disposal at YLSTW via Nam Sang Wai SPS (**Figure 2.1** refers). Relevant proposed upgrading works and proposed change in invert levels at some of the existing sewers, are also illustrated in **Figure 2.1** such as those between sewer MH540 to MH460, and between MH460 and MH235. The hydraulic checking of existing and proposed sewers starting from the discharge point to Nam Sang Wai SPS is provided in **Appendix 2.1** and it is found to be adequate to serve the Proposed Development with upgrading and modification works on several sewer segments.

2.5.2 There are existing stormwater pipe and box culvert along Pok Wai South Road, which are in vicinity of the proposed sewage system. **Planned communal gravity sewers under Approved Planning Application No. A/YL-NSW/314** drawings **2.3**.

2.5.3 It is understood there are other planned developments in the vicinity of the proposed sewer P1 to E1 as shown in **Figure 2.1**. However, none of these have a solid development schedule. The proposed sewer P1 to E1 should become public sewers. Manhole P1, P2 and P3 are designed as backdrop manhole to cater for the high velocity flow and to avoid the box culvert located at the outfall at Pok Wai South Road at the same time. In order to ensure there is sufficient capacity reserved, a sensitivity test has also been undertaken and provided in **Appendix 2.2**. It is understood that the gravity sewer P1 to E1 should have sufficient capacity to cater the additional sewage of around 15,000 m³/d due to other nearby developments (**Appendix 4.1** refers). This is considered to be a very conservative approach. It is therefore suggested to provide twin 675 mm to 750 mm gravity sewers for sewer P1 to E1 along the Pok Wai South Road. The design checking of proposed sewage system, considering a capacity of 15,000 m³/d from nearby developments, is provided in



Planned communal gravity
sewers under Approved
Planning Application No.
A/YL-NSW/314

LEGEND:

- EXISTING SEWER WITH PROPOSED INVERT LEVEL CHANGE
- APPLICATION SITE
- EXISTING SEWER WITH PROPOSED UPGRADING WORKS
- PROPOSED SEWAGE MANHOLE
- EXISTING NAM SANG WAI SEWAGE PUMPING STATION
- EXISTING SEWER
- EXISTING SEWAGE MANHOLE
- PROPOSED TWIN SEWER
- EXISTING BOX CULVERT
- SEWER SPECIAL MANHOLE

REMARK: THE DESIGN DETAILS OF THE PROPOSED SEWERAGE SYSTEM ILLUSTRATED IN THIS FIGURE ARE FOR REFERENCE ONLY, AND ARE SUBJECT TO THE DETAILED DESIGN OF THE PROJECT.

Figure: 2.1		
Title: PROPOSED SEWERAGE SYSTEM FOR THE APPLICATION SITE		
Project: PLANNING APPLICATION FOR PROPOSED COMPREHENSIVE DEVELOPMENT SCHEME TO INCLUDE WETLAND RESTORATION PROPOSAL AND PROPOSED FILLING OF PONDS/LAND AND EXCAVATION OF LAND IN "OU(CDWRA)" ZONE AT VARIOUS LOTS IN D.D. 104, NORTH OF KAM POK ROAD EAST, POK WAI, YUEN LONG, NEW TERRITORIES	Drawn by: CL	Checked by: NH
	Rev: 6.1	Date: Aug 2023

User : Che15660
Plot date : 2023/11/16

Appendix 2.2 Hydraulic Calculation of the Proposed Sewers for the Application Site (Sensitivity Analysis)

Note:

- 1) Colebrook-White's equation is adopted for full-bore pipe velocity calculation.
- 2) Backwash Flowrate generated by swimming pool from developments, if any, has been included in the Design Peak Flowrate.
- 3) Catchment 1 is the planned development in the upstream
- 4) Catchment 2 is the application Y/YL-NSW/7, the ADFW is obtained from the approved SIA Report at October 2023

Catchment 1, ADFW = 13435 m³/day Proposed Deve. ADFW = 125.3 m³/day Catchment 2, ADFW = 1565 m³/day
 = 13435/3600/24 = 125.3/3600/24 = 1565/3600/24
 = 0.1555 m³/s = 0.0015 m³/s = 0.0181 m³/s

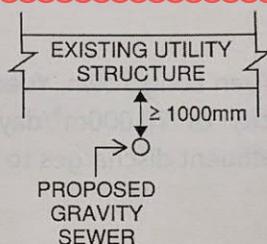
Pipe	Diameter (mm)	Diameter for calculation	Original Diameter	Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Pipe Length (m)	Gradient (1 in)	Roughness (mm)	No. of Pipes	Inflow	ADWF (m ³ /s)	Contributing Population	Peak Factor	Design Peak Flowrate (m ³ /s)	Full Bore Velocity (m/s)	Full Bore Capacity (m ³ /s)	Utilization (%)
P0 to MH540	225	225	225	2.83	2.50	18,910	57	3,000	1	Proposed Deve.	0.0015	464	8	0.012	1.354	0.054	21.6%
MH540 to MH500	300	300	300	2.50	2.30	46,020	230	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.819	0.058	20.0%
MH500 to MH460	300	300	300	2.30	2.10	39,640	198	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.882	0.062	18.6%
MH460 to MH420	300	300	300	2.10	2.00	27,370	274	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.751	0.053	21.9%
MH420 to MH380	300	300	300	2.00	1.90	23,630	236	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.808	0.057	20.3%
MH380 to MH300(1)	300	300	300	1.90	1.80	23,230	232	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.815	0.058	20.1%
MH380(1) to MH340	300	300	300	1.80	1.70	28,910	289	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.730	0.052	22.5%
MH340 to MH300	300	300	300	1.70	1.57	38,240	294	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.724	0.051	22.7%
MH300 to MH260	300	300	300	1.57	1.45	34,900	291	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.728	0.051	22.5%
MH260 to MH235	300	300	300	1.45	1.32	38,840	299	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.718	0.051	22.9%
MH235 to P1	300	300	300	1.32	1.27	12,590	252	3,000	1	Proposed Deve.	0.0015	464	8	0.012	0.783	0.055	21.0%
P1 to P2	675	675	675	0.17	-0.30	65,790	140	3,000	2	Catchment 1, Proposed Deve.	0.1569	50,223	4.05684	0.637	1.794	1.284	49.6%
P2 to P3	675	675	675	-1.40	-1.51	16,250	148	3,000	2	Catchment 1, Proposed Deve.	0.1569	50,223	4.05684	0.637	1.746	1.250	50.9%
P3 to P4	675	675	675	-2.61	-2.92	43,380	140	3,000	2	Catchment 1, Proposed Deve.	0.1569	50,223	4.05684	0.637	1.794	1.284	49.6%
P4 to P5	675	675	675	-2.92	-3.20	52,150	186	3,000	2	Catchment 1, Proposed Deve.	0.1569	50,223	4.05684	0.637	1.555	1.113	57.2%
P5 to P6	750	750	750	-3.20	-3.33	59,790	460	3,000	2	Catchment 1, Proposed Deve.	0.1569	50,223	4.05684	0.637	1.058	0.935	68.1%
P6 to P7	750	750	750	-3.33	-3.52	88,210	464	3,000	2	Catchment 1, Proposed Deve.	0.1569	50,223	4.05684	0.637	1.053	0.931	68.4%
P7 to P8	750	750	750	-3.52	-3.63	50,460	459	3,000	2	Catchment 1, Proposed Deve.	0.1569	50,223	4.05684	0.637	1.060	0.936	68.0%
P8 to P9	750	750	750	-3.63	-3.76	61,240	471	3,000	2	Catchment 1, Proposed Deve.	0.1569	50,223	4.05684	0.637	1.046	0.924	68.9%
P9 to P10	750	750	750	-3.76	-3.89	59,460	457	3,000	2	Catchment 1, Catchment 2, Proposed Deve.	0.1751	56,020	3.991	0.699	1.061	0.938	74.5%
P10 to P11	750	750	750	-3.89	-4.03	67,200	480	3,000	2	Catchment 1, Catchment 2, Proposed Deve.	0.1751	56,020	3.991	0.699	1.036	0.915	76.3%
P11 to P12	750	750	750	-4.03	-4.10	34,060	487	3,000	2	Catchment 1, Catchment 2, Proposed Deve.	0.1751	56,020	3.991	0.699	1.029	0.909	76.8%
P12 to P13	750	750	750	-4.10	-4.18	39,540	494	3,000	2	Catchment 1, Catchment 2, Proposed Deve.	0.1751	56,020	3.991	0.699	1.021	0.902	77.5%
P13 to P14	750	750	750	-4.18	-4.25	33,830	483	3,000	2	Catchment 1, Catchment 2, Proposed Deve.	0.1751	56,020	3.991	0.699	1.032	0.912	76.6%
P14 to P15	750	750	750	-4.25	-4.33	36,830	485	3,000	2	Catchment 1, Catchment 2, Proposed Deve.	0.1751	56,020	3.991	0.699	1.030	0.910	76.7%
P15 to E1	750	750	750	-4.33	-4.38	23,630	473	3,000	2	Catchment 1, Catchment 2, Proposed Deve.	0.1751	56,020	3.991	0.699	1.044	0.923	75.7%

Details of the planned communal gravity sewers under the Approved Application No. A/YL-NSW/314

with necessary manholes will be constructed from the Proposed Development and connect to the existing NSWSPS. No private land will be affected for making such connection.

4.1.3 As per EPD request, the proposed gravity sewers have taken account the sewage flow from other sites in the vicinity leading to NSWSPS via Pok Wai South Road. The proposed sewage disposal scheme, proposed sewer longitudinal profile and calculations of design flow and manhole schedule are shown in **Figure 2**, **Figure 3** and **Annex 4** respectively. Clearance of not less than 1000mm will be maintained between the proposed sewers and existing utility structures (i.e. 2 cells 4000x2950 Box Culvert at J/O Kam Pok Road and Pok Wai West Road and 4 cells 2500x2000 trunk box culvert at Pok Wai South Road near Pok Wai West Road).

planned communal gravity sewers under Approved Planning Application No. Y/YL-NSW/7



Section showing the interface between existing utility structure and proposed gravity sewer

4.1.4 The design capacity of NSWSPS is 42,921m³/day in ADWF and the average daily flow recorded in December 2021 is around 3,600m³/day (see **Annex 3**). Based on the calculations shown in **Table 2**, the estimated sewage to be generated from the Proposed Development is 1,565m³/day, which is only equivalent to 3.6% of existing NSWSPS design capacity and 2.2% of existing YLSTW design capacity. Therefore, it is considered that sewage generated by the Proposed Development would not overload NSWSPS and YLSTW.

4.1.5 A matrix for different type of proposed sewerage system is provided in **Table 3** to summarize the construction and maintenance responsibilities.

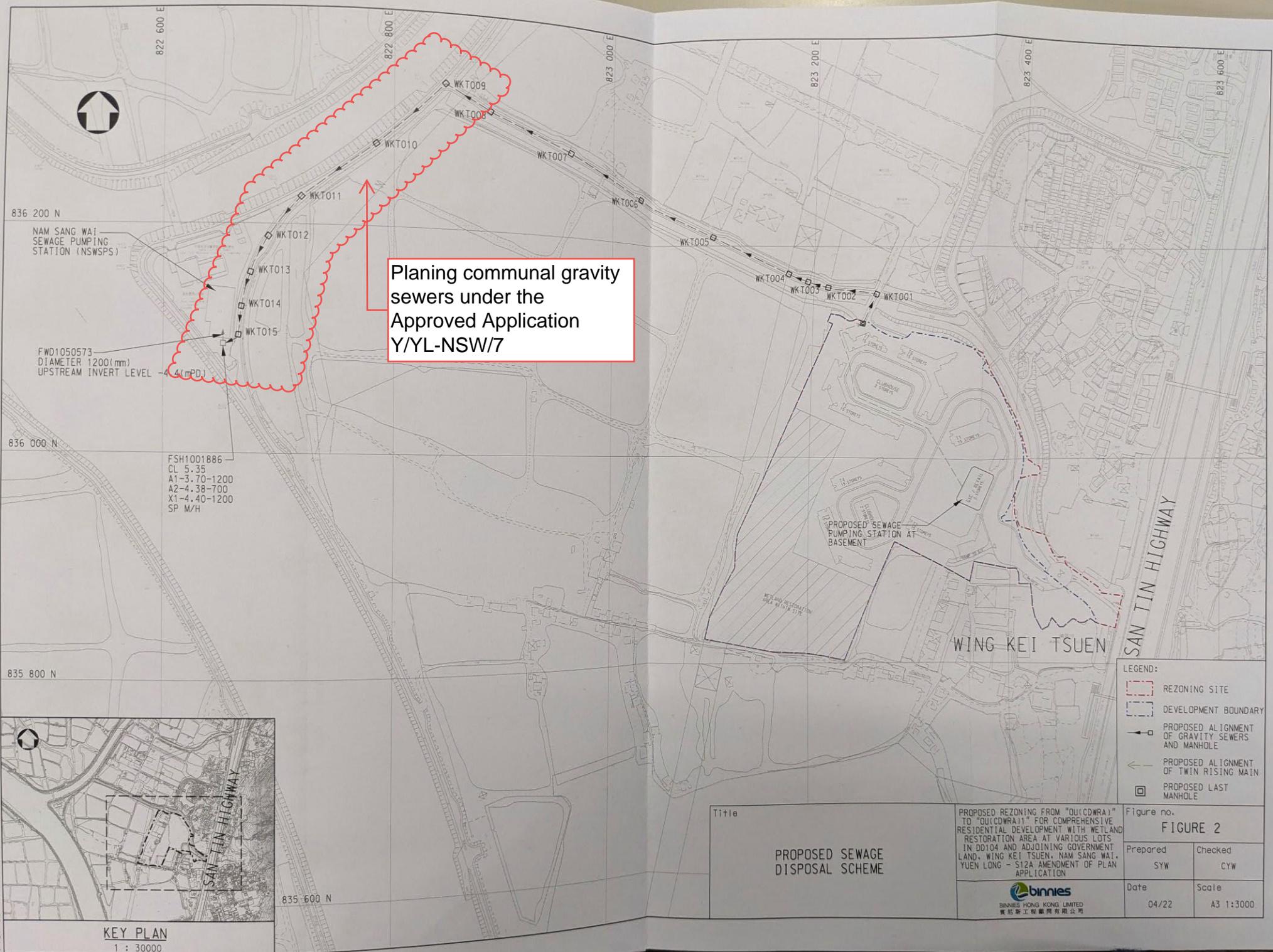
Table 3 – Matrix of construction and maintenance responsibilities

Element	Location	Construction Responsibility	Maintenance Responsibility
Proposed Sewage Pumping Station	Within Development Boundary	The Developer	The Developer
Proposed Rising Mains	Within Development Boundary	The Developer	The Developer
Proposed Terminal Manhole	Within Development Boundary	The Developer	The Developer
Proposed Sewers and Manholes	Outside Development Boundary	The Developer	DSD

5. EVALUATION OF THE STRATEGY AND RECOMMENDATIONS

5.1 Regional sewerage strategy

Matrix of construction and maintenance responsibilities under the Approved Application Y/YL-NSW/7



Planing communal gravity sewers under the Approved Application Y/YL-NSW/7

NAM SANG WAI SEWAGE PUMPING STATION (NSWSPS)

FWD1050573
DIAMETER 1200(mm)
UPSTREAM INVERT LEVEL -4.4(mPD)

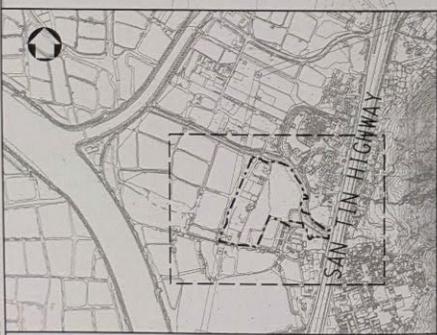
FSH1001886
CL 5.35
A1-3.70-1200
A2-4.38-700
X1-4.40-1200
SP M/H

PROPOSED SEWAGE PUMPING STATION AT BASEMENT

WING KEI TSUEN

LEGEND:

- REZONING SITE
- DEVELOPMENT BOUNDARY
- PROPOSED ALIGNMENT OF GRAVITY SEWERS AND MANHOLE
- PROPOSED ALIGNMENT OF TWIN RISING MAIN
- PROPOSED LAST MANHOLE



KEY PLAN
1 : 30000

Title PROPOSED SEWAGE DISPOSAL SCHEME	Figure no. FIGURE 2	
	Prepared SYW	Checked CYW
Date 04/22		Scale A3 1:3000

PROPOSED REZONING FROM "QUICDWR1" TO "QUICDWR11" FOR COMPREHENSIVE RESIDENTIAL DEVELOPMENT WITH WETLAND RESTORATION AREA AT VARIOUS LOTS IN DD104 AND ADJOINING GOVERNMENT LAND, WING KEI TSUEN, NAM SANG WAI, YUEN LONG - S12A AMENDMENT OF PLAN APPLICATION



BINNIES HONG KONG LIMITED
賓尼新工程顧問有限公司

Plot date : 8/3/2022

**PROPOSED REZONING FROM "OU(CDWRA)" TO "OU(CDWRA)1"
FOR COMPREHENSIVE RESIDENTIAL DEVELOPMENT WITH WETLAND RESTORATION AREA
AT VARIOUS LOTS IN DD104 AND ADJOINING GOVERNMENT LAND,
WING KEI TSUEN, NAM SANG WAI, YUEN LONG – S12A AMENDMENT OF PLAN APPLICATION**

Manhole Schedule - Wing Kei Tsuen

Manhole No.	Manhole type	Backdrop manhole required	Manhole type (Combine)	To Manhole	From Manhole	Ground Level (mPD)	PIPE IN			PIPE OUT			
							Invert Level (mPD)	Pipe Size (mm) DN	Pipe Size (mm) OD	Invert Level (mPD)	IL Check	Pipe Size (mm) DN	Pipe Size (mm) OD
WKT000	L	-	L	WKT001	WKT000	4.70	-0.27	351.35	400.00	-0.36	OK	351.35	400.00
WKT001	L	No	L	WKT002	WKT001	4.60	-0.36	491.85	560.00	-0.50	OK	491.85	560.00
WKT002	L	No	L	WKT003	WKT002	4.90	-0.50	491.85	560.00	-0.56	OK	491.85	560.00
WKT003	L	No	L	WKT004	WKT003	4.85	-0.56	491.85	560.00	-0.63	OK	491.85	560.00
WKT004	L	No	L	WKT005	WKT004	4.80	-0.63	491.85	560.00	-0.90	OK	491.85	560.00
WKT005	L	No	L	WKT006	WKT005	4.75	-0.90	491.85	560.00	-1.16	OK	491.85	560.00
WKT006	L	No	L	WKT007	WKT006	4.70	-1.16	491.85	560.00	-1.43	OK	491.85	560.00
WKT007	L	No	L	WKT008	WKT007	4.50	-1.43	491.85	560.00	-1.70	OK	491.85	560.00
WKT008	Special Type 1	No	Special Type 1	WKT009	WKT008	4.70	-1.70	491.85	560.00	-1.85	OK	491.85	560.00
WKT009	L	No	L	WKT010	WKT009	4.20	-1.85	623.60	710.00	-2.11	OK	623.60	710.00
WKT010	L	No	L	WKT011	WKT010	4.00	-2.11	623.60	710.00	-2.38	OK	623.60	710.00
WKT011	Special Type 1	No	Special Type 1	WKT012	WKT011	4.15	-2.38	623.60	710.00	-2.53	OK	623.60	710.00
WKT012	Special Type 1	No	Special Type 1	WKT013	WKT012	4.20	-2.53	623.60	710.00	-2.65	OK	623.60	710.00
WKT013	Special Type 1	No	Special Type 1	WKT014	WKT013	4.15	-2.65	623.60	710.00	-2.75	OK	623.60	710.00
WKT014	Special Type 1	No	Special Type 1	WKT015	WKT014	4.10	-2.75	623.60	710.00	-2.83	OK	623.60	710.00
WKT015	Special Type 1	No	Special Type 1	Existing	WKT015	4.05	-2.83	623.60	710.00	-2.88	OK	623.60	710.00

Manhole No.	Material of pipe	Velocity (m/s)	Velocity check	Cumulative Design Flow (m3/s)	Full Bore Capacity (m3/s)	Full Bore Capacity with 10% reduction (m3/s)	Usage percentage (%)	Capacity check	TYPE OF BEDDING
WKT000	HDPE	1.22	OK	0.072	0.118	0.107	67.98	OK	TYPE B BEDDING
WKT001	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING
WKT002	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING
WKT003	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING
WKT004	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING
WKT005	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING
WKT006	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING
WKT007	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING
WKT008	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING
WKT009	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING
WKT010	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING
WKT011	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING
WKT012	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING
WKT013	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING
WKT014	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING
WKT015	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING

Details of the planned communal gravity sewers under the Approved Application No. Y/YL-NSW/7

20.00	300
80.00	300
80.00	300
80.00	300
80.00	300
80.00	300
45.00	300
80.00	300
45.00	300
35.00	300
30.00	300
25.00	300
15.00	300

Table 4-2: Comparison of Additional Sewage Flow with Capacity of Public Sewerage

Sewerage Facilities	Design Capacity (m ³ /day) ⁽¹⁾	Current Average Daily Flow (m ³ /day)	Estimated Future Flow ⁽²⁾ (m ³ /day)	Total Future Flow (m ³ /day)	Spare Capacity (m ³ /day)
NSWSPS	42,921	3,900	16,561	20,461	22,460

Notes:

- 1) For NSWSPS and YLEPP, the design capacity and current average daily flow comparison refer to ADWF.
- 2) The estimated future flow includes the EPD initial estimation for the communal gravity sewers (i.e., 15,500 m³/d) and the estimated sewage flow from light public housing (i.e., 1,061 m³/d). The estimated sewage flow from light public housing is based on the technical schedule of "Light Public Housing at Yau Pok Road, Yuen Long - Project Profile". **Appendix 3 and 4** refers.

4.2.2. The sewage from the Development (i.e. 1,973m³/day) merely occupies 5% of the design capacity of existing NSWSPS, 2% of the design capacity of existing YLEPP (phase I) and 1% of the design capacity of planned YLEPP (Phase II). Hence no adverse impact on the existing NSWSPS, existing YLEPP (Phase I) and planned YLEPP (Phase II) is envisaged. The assessment also shows that the existing and planned sewerage system would be sufficient to cater for the proposed development.

4.2.3. It is noted a light public housing site is located within the vicinity. The location of the light public housing site is as shown in **Figure 3**. The sewage (i.e. ADWF=1,061m³/day) generated will be conveyed to NSWSPS via exclusive sewage rising mains from the site only.

4.3. Proposed Planned communal gravity sewers under Approved Planning Application No. Y/YL-MP/10

4.3.1. The sewage from the proposed development will be conveyed to a private underground sewage pumping station (SPS) located at the western boundary of the site. It is proposed that twin 200mm dia. rising mains will lay along Kam Pok Road to convey the sewage to a proposed common conversion chamber at Pok Wai South Road. The conversion chamber connected to proposed communal gravity sewers downstream is designed to cater for other existing and planned developments within the area. The proposed communal gravity sewers and manholes also facilitate future discharge of sewage from other development in the vicinity. The proposed downstream communal gravity sewers and manholes are proposed public sewerage system serving multiple users. The sewer will be constructed to discharge the sewage from the proposed development to the existing NSWSPS and ultimately discharge to YLEPP. The proposed alignment of the rising mains and the gravity sewers is shown in **Figure 3**. The tentative location of the proposed private SPS is shown in **Figure 4**.

4.3.2. Hydraulic checking of the proposed rising mains has been conducted. It is found to be adequate to serve the proposed development, **Appendix 2** refers.

V of water = 0.000001 m³/s 20 °C

Manhole No.		Cover Level				Invert Level				Pipe											Remark
U/S	D/S	U/S	D/S	U/S	D/S	Nominal Outside Diameter (OD)	Nominal Diameter (DN)	Length	Flow Area	Pipe Gradient	Pipe Velocity	Capacity (Twin Pipe)	Roughness ⁽⁴⁾	Accumulated ADWF ⁽⁵⁾	Contributing Population	Peaking Factor ⁽⁶⁾	Estimated Peak Discharge	Capacity Check			
		mPD	mPD	mPD	mPD	mm	mm	m	m ²	(1 in)	m/s	m ³ /s	mm	m ³ /d			m ³ /s	%			
Conversion Chamber	FMH001	4.50	4.50	-2.68	-2.87	800	675	75.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH001	FMH002	4.50	4.55	-2.87	-3.04	800	675	70.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH002	FMH003	4.55	4.60	-3.04	-3.22	800	675	70.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH003	FMH004	4.60	4.65	-3.22	-3.41	800	675	75.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH004	FMH005	4.65	4.20	-3.41	-3.61	800	675	80.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH005	FMH006	4.20	4.00	-3.61	-3.81	800	675	80.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH006	FMH007	4.00	4.15	-3.81	-4.01	800	675	80.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH007	FMH008	4.15	4.20	-4.01	-4.12	800	675	45.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH008	FMH009	4.20	4.15	-4.12	-4.21	800	675	35.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH009	FMH010	4.15	4.10	-4.21	-4.28	800	675	30.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH010	FMH011	4.10	4.05	-4.28	-4.34	800	675	25.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			
FMH011	FSH1001886	4.05	5.35	-4.34	-4.38	800	675	15.0	0.36	400	1.09	0.78	1.5	15,500	57,408	3.98	0.713	91			

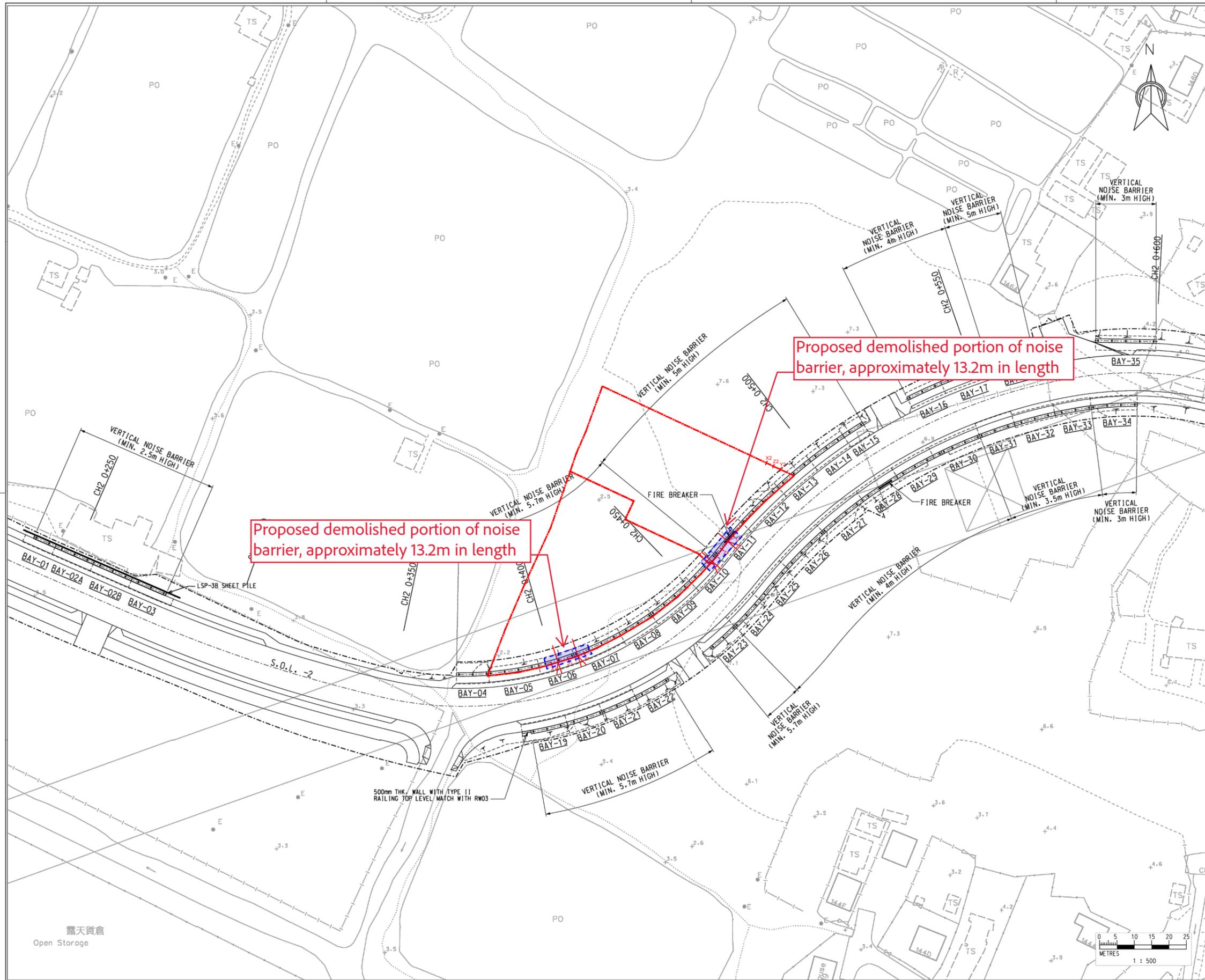
Note:

1. Contributing population = Projected Flow + Flow from Development (ADWF in m³/day) / 0.27 (m³/person/day).
2. Peaking factor with stormwater allowance is adopted.
3. The proposed gravity sewer shall be constructed to discharge the sewage to from the both R(D) and REC Development and other residential development which has similar sewerage arrangement in the vicinity to the existing NSWSPS and ultimately to YLEPP.
4. Concrete sewers slied to about half depth; velocity, when flowing half full, approximately 1.2 m/s, normal condition is as
5. Base on EPD initial estimation, the communal gravity sewer need to cater for design sewage flow of at least 15,500 m³/d.
6. The communal gravity sewer is subject to detailed design, the hydraulic calculation demonstrate the feasibility in terms of

Details of the planned communal gravity sewers under the Approved Application No. Y/YL-MP/10

Appendix 6

Modification Plans of Noise Barrier and Street Furniture



- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN MPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).

- LEGEND :**
- [Dashed line] SITE BOUNDARY
 - [Double line] NOISE BARRIER
 - [Single line] FIRE BREAKER
 - [Thick line] LSP-3B SHEET PILE



Proposed demolished portion of noise barrier, approximately 13.2m in length

Proposed demolished portion of noise barrier, approximately 13.2m in length

Rev.	Description of Revision	Date	Ckd.
Z	AS BUILT	OCT 13	SIGNED
E	SHEET PILE ADDED	DEC 12	SIGNED
D	GENERAL REVISION	JUN 12	SIGNED
C	GENERAL REVISION	JAN 12	SIGNED
B	GENERAL REVISION	JAN 12	SIGNED
A	GENERAL REVISION	NOV 11	JM

Client
 路政署 (工程部)
 HIGHWAYS DEPARTMENT
 WORKS DIVISION

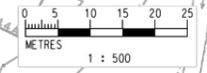
Consultants
MANNINGS
 (Asia) Consultants Limited

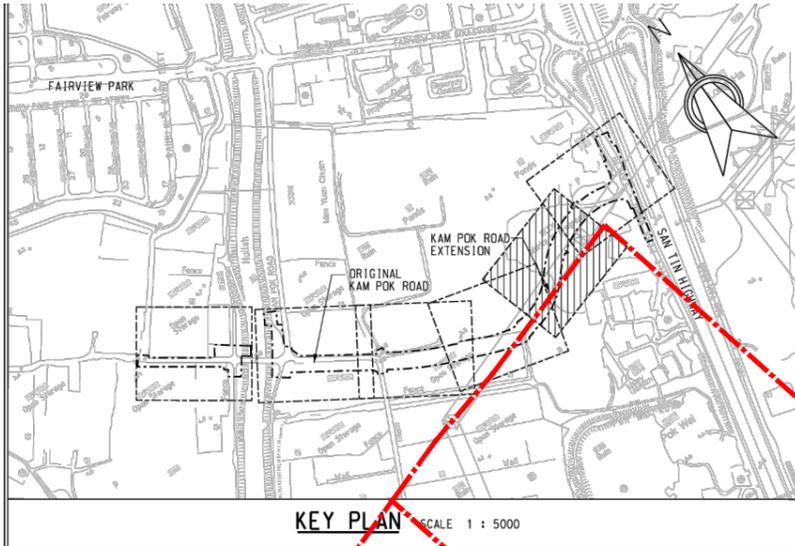
Scale in A1 1 : 500	Date DEC 2010	
Designed FT	Drawn TWN	Checked JM
Design Team Leader SNG	Date DEC 2010	
Approved KTC	Date DEC 2010	

Project
 Contract No. HY/2010/09
 Improvement and Extension of
 Kam Pok Road

Title
 NOISE BARRIER
 LAYOUT PLAN

Drawing No. D1199/KP/NB/011	Stage Z	Rev. Z
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KEY	BOTANICAL NAME	CHINESE NAME	SIZE (HT x SPD)	SPACING	TOTAL QUANTITY	REMARKS
GROUNDCOVERS:						
Adu	Arachis duranensis	蔓花生	100 x 150	100 o.c.	45063	-
Oj	Ophiopogon japonicus	山麥冬	200 x 200	150 o.c.	30042	-
SHRUBS:						
Is	Ixora stricta	細葉紅花 龍船花	300 x 400	400 o.c.	400	-
Ch	Calliandra haematocephala	紅絨球	600 x 450	400 o.c.	3605	flowering, shaped to form
Jc	Juniperus chinensis	洋白柏	1500 x 600	2000 o.c.	169	-

- NOTES :**
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 - ALL LEVELS ARE IN MPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).
 - ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR LANDSCAPE AND ALL RELEVANT DRAWINGS AND SPECIFICATIONS.
 - ALL PLANTS TO BE TRUE TO SPECIES; PLANTS TO BE HEALTHY AND WITH THE HABIT AND SIZE OF THE PLANT SPECIFIED. PLANTS TO BE FREE FROM PESTS, DISEASE, PARASITES, DISCOLORATION AND DAMAGE AND SHALL HAVE A VIGOROUS FIBROUS ROOT SYSTEM WITH WELL DEVELOPED SHAPE FOR THE SPECIES AS SPECIFIED.
 - ALL PLANTS AND TREES SHALL BE PLANTED ON GRADE AND OPEN-BOTTOM PLANTERS. TREE LOCATIONS SHALL BE REFERRED TO RELEVANT APPROVED TREE REMOVAL APPLICATION.
 - SOIL LEVEL SHALL BE LOWERED BY 50MM FROM THE FINISHED LEVEL AND SLIGHTLY MOUND TO CENTRE.
 - SOIL MIX TO BE BACKFILLED TO A DEPTH OF 600MM WHERE SHRUB AND GROUND COVER PLANTINGS SHALL BE LOCATED AND 1200MM WHERE TREES SHALL BE LOCATED.
 - ORIGINAL SUB-SOIL SHALL BE BROKEN UP TO FACILITATE NATURAL DRAINAGE.

- LEGEND :**
- SITE BOUNDARY
 - C/W CARRIAGEWAY
 - F/P FOOTPATH
 - C/T CYCLE TRACK
 - RUN-IN
 - VERTICAL NOISE BARRIER
 - RETAINING WALL
 - PEDESTRIAN CROSSING
 - PLANTING
 - TRANSPLANTED TREES
 - COMPENSATORY TREES
 - ⊗ WATER POINT @ 40M INTERVAL

Z	AS BUILT	APR 15	SIGNED
A	GENERAL REVISION	AUG 13	SIGNED
Rev.	Description of Revision	Date	Ckd.

Client
 路政署 (工程部)
 HIGHWAYS DEPARTMENT
 WORKS DIVISION

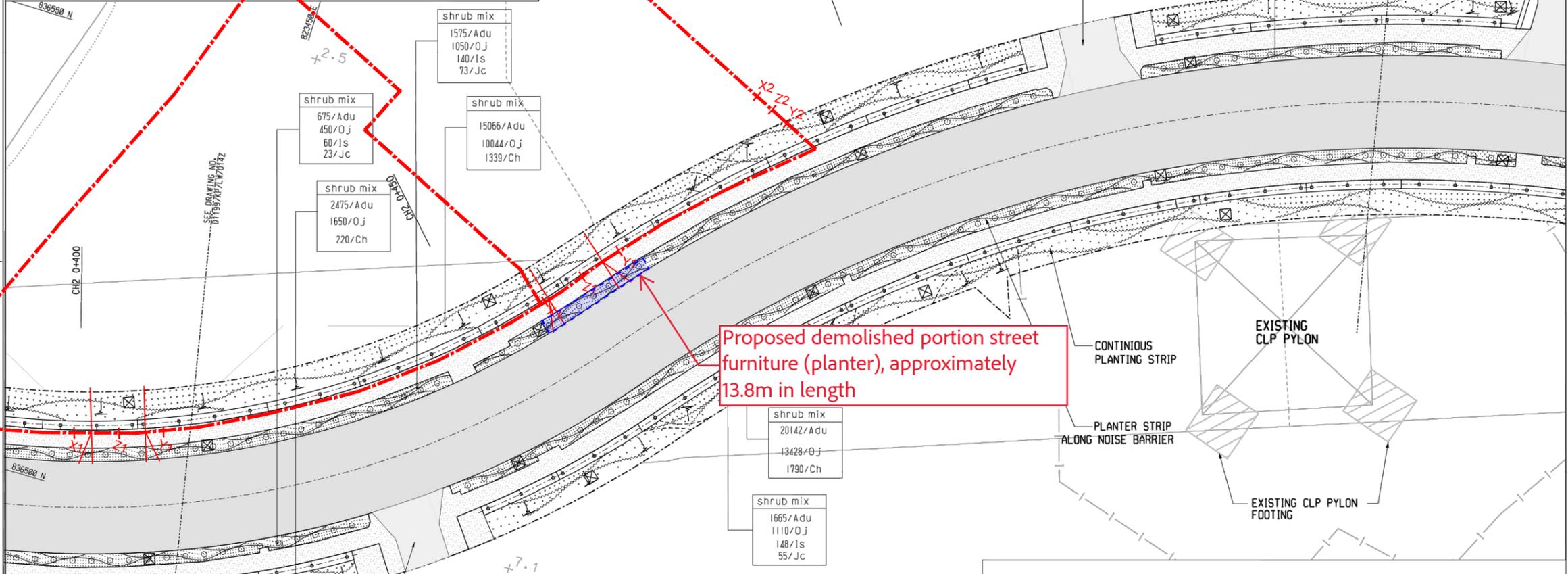
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Scale In At	Date	
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Designed GK	Drawn SAN	Checked JM
Design Team Leader	Date	FEB 2011
Approved KTC	Date	FEB 2011

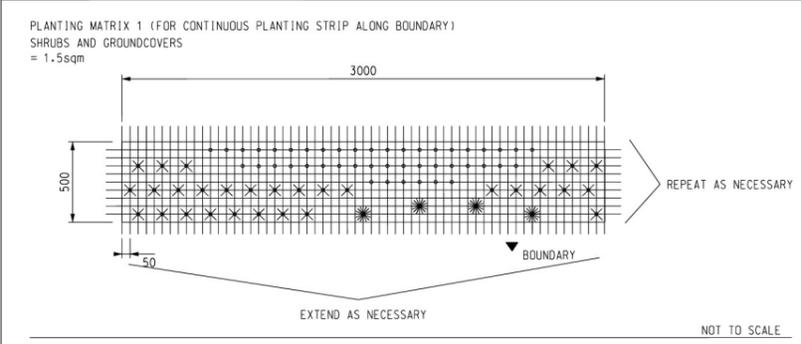
Project
Contract No. HY/2010/09
Improvement and Extension of Kam Pok Road

Title
LANDSCAPE LAYOUT PLAN

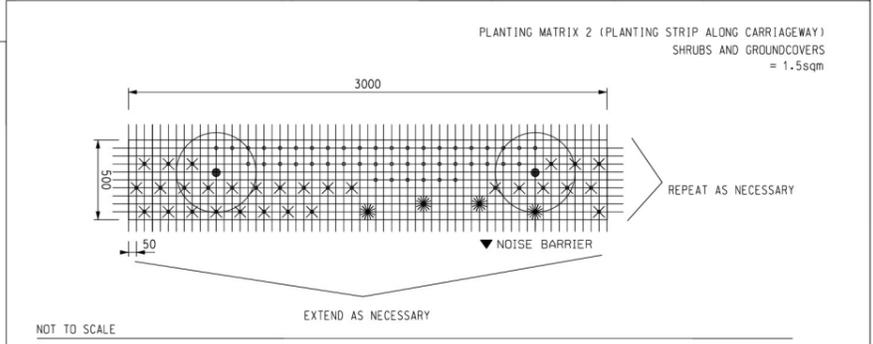
Drawing No.	Stage	Rev.
D1199/KP/LW/015		Z



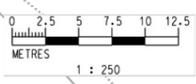
Proposed demolished portion street furniture (planter), approximately 13.8m in length

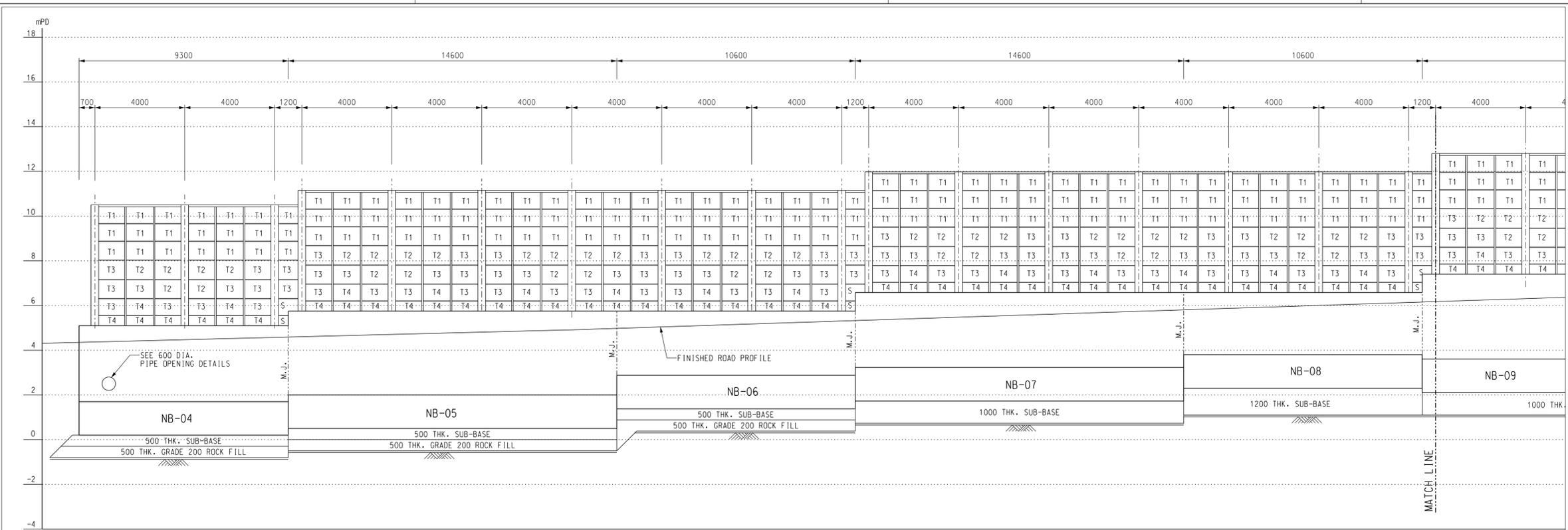


- LEGEND :**
- ARACHIS DURANENSIS (APPROX. 45NDS.)
 - ⊗ OPHIOPOGON JAPONICUS (APPROX. 30NDS.)
 - ⊗ CALLIANDRA HAEMATOCEPHALA (APPROX. 4NDS.)

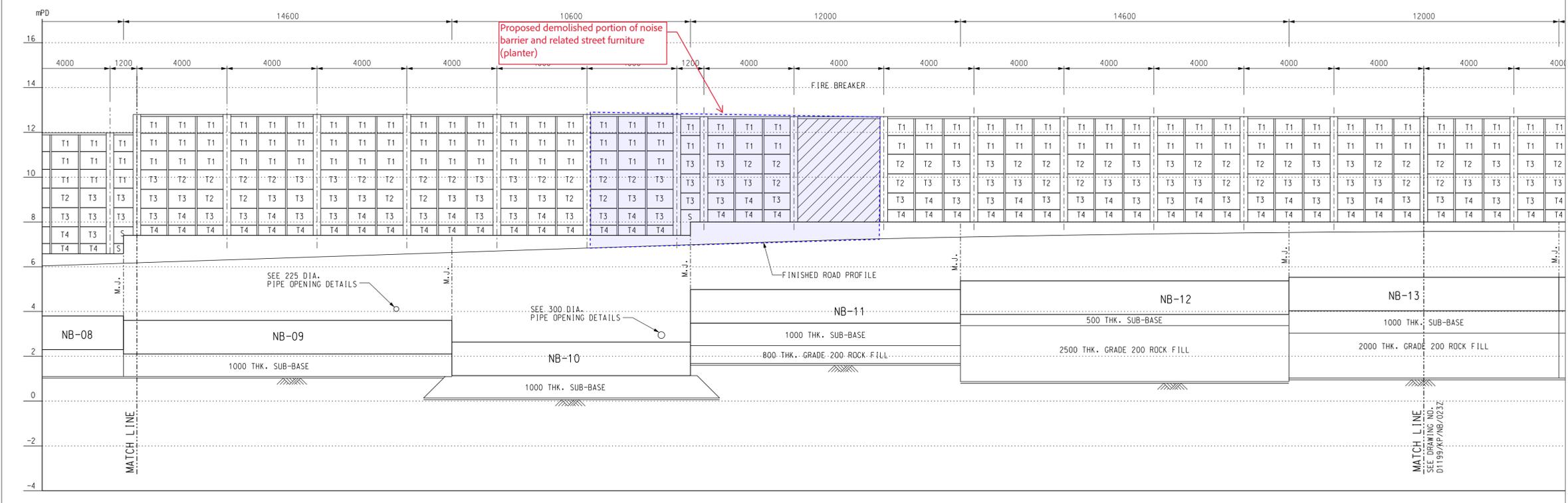


- LEGEND :**
- ARACHIS DURANENSIS (APPROX. 45NDS.)
 - ⊗ OPHIOPOGON JAPONICUS (APPROX. 30NDS.)
 - ⊗ IXORA STRICTA (APPROX. 4NDS.)
 - JUNIPERUS CHINENSIS (APPROX. 2NDS. ; PLANTED IN SINGLE ROW IRRELEVANT OF PLANTER WIDTH)





ELEVATION FROM NB-04 TO NB-15



ELEVATION FROM NB-04 TO NB-15

- NOTES :**
- FOR NOTES & LEGEND REFER TO DRAWING NO. D1199/KP/NB/021Z.
 - FOR ALL PIPE OPENING DETAILS REFER TO DRAWING NO. D1199/KP/NB/018Z.
 - ALL PIPES ARE SHOWN FOR INDICATIVE ONLY.

Rev.	AS BUILT	Oct 13	SIGNED M.S. FONG RE/NT1-53
Rev.	Description of Revision	Date	Ckd.

Client
 路政署 (工程部)
 HIGHWAYS DEPARTMENT
 WORKS DIVISION

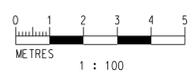
Consultants
MANNINGS
 (Asia) Consultants Limited

Scale in A1 1 : 100	Date DEC 2010	
Designed GK	Drawn TWN	Checked JM
Design Team Leader SNG	Date DEC 2010	
Approved KTC	Date DEC 2010	

Project
 Contract No. HY/2010/09
 Improvement and Extension of
 Kam Pok Road

Title
 NOISE BARRIER
 ELEVATIONS

Drawing No. D1199/KP/NB/022	Stage	Rev. Z
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Appendix 7

Email correspondence with HyD and LCSD

Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349

11 messages

Jeffrey Kwok DeSPACE <[REDACTED]>

27 January 2026 at 11:22

To: eap33a@lcsd.gov.hk

Cc: Ajjum Distinction CHAN/PLAND <adchan@pland.gov.hk>, [REDACTED], Greg Lam <[REDACTED]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[REDACTED]>

Dear Jaco and Stanley,

Further to our conversation, please see the attached drawings for your information. We would like to have your offices' initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.
2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey KwokDeSPACE (International) Limited
[REDACTED]

2 attachments **Planter Amendment for RCHD (A_YL-NSW_348).pdf**
3247K **Planter Amendment for RCHE (A_YL-NSW_349).pdf**
3453K

Jeffrey Kwok DeSPACE <[REDACTED]>

27 January 2026 at 14:58

To: eap33a@lcsd.gov.hk

Cc: Ajjum Distinction CHAN/PLAND <adchan@pland.gov.hk>, [REDACTED], Greg Lam <[REDACTED]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[REDACTED]>

Dear Jaco,

As requested, please see attached site photos for your reference. Thank you.





Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok



DeSPACE (International) Limited



[Quoted text hidden]

Jeffrey Kwok DeSPACE <[REDACTED]>
To: deyle.nt@hyd.gov.hk

27 January 2026 at 15:05

Dear Stanley,

Please find below forwarded emails.

Further to our conversation, please see the attached drawings for your information. We would like to have your office's initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.
2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok



DeSPACE (International) Limited



[Quoted text hidden]

kin.man.choi@hyd.gov.hk <kin.man.choi@hyd.gov.hk>
To: Jeffrey Kwok DeSPACE <[REDACTED]>
Cc: kit.wan.leung@hyd.gov.hk

27 January 2026 at 18:00

Dear Jeffrey

Please be advised that HyD maintains landscape hardworks e.g dwarf walls/ planter walls along Kam Pok Road East only, in accordance with DEVB TCW No. 6/2015. The proposed modification of the vegetation area (planters) along the public road should be subject to the agreement of LCSD (maintenance department) and TD (if traffic management related).

We have no particular comments on the proposal from the highway maintenance point of view. Thanks !

Best Regards,
Stanley CHOI
DE/YL(E), HyD
2762 4905



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From: "Jeffrey Kwok DeSPACE" <[REDACTED]>
To: deyle.nt@hyd.gov.hk
Date: 27/01/2026 15:05
Subject: Fwd: Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349

Dear Stanley,

Please find below forwarded emails.

Further to our conversation, please see the attached drawings for your information. We would like to have your office's initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.
2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok

[REDACTED]
[REDACTED]
[REDACTED]

----- Forwarded message -----

From: **Jeffrey Kwok DeSPACE** <[REDACTED]>
Date: Tue, 27 Jan 2026 at 14:58
Subject: Re: Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349
To: <eap33a@lcsd.gov.hk>
Cc: Aiyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, <[REDACTED]>, Greg Lam

Dear Jaco,

As requested, please see attached site photos for your reference. Thank you.





Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok

[REDACTED]
[REDACTED]
[REDACTED]

On Tue, 27 Jan 2026 at 11:22, Jeffrey Kwok DeSPACE <[REDACTED]> wrote:
Dear Jaco and Stanley,

Further to our conversation, please see the attached drawings for your information. We would like to have your offices' initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.
2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok

[Quoted text hidden]

Jeffrey Kwok DeSPACE <[REDACTED]>
To: eap33a@lcsd.gov.hk, eyclam@lcsd.gov.hk

29 January 2026 at 16:36

Dear Edwin and Jaco,

As per our conversation, please see the attached photos and video of the concerned planters for your information. There seems to be NO auto irrigation system installed.
If you require additional information, please do not hesitate to let me know. Thank you.

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok



DeSPACE (International) Limited

[Redacted]

Planter.zip

[Quoted text hidden]

Jaco HM TSANG <jhmtsang@lcsd.gov.hk>

2 February 2026 at 10:59

To: Jeffrey Kwok DeSPACE <[Redacted]>

Cc: [Redacted], Greg Lam <[Redacted]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[Redacted]>

Dear Jeffrey,

I refer to your email dated 27 Jan regarding the captioned.

As the vegetation and irrigation at the subject locations are under LCSD's maintenance. Hence, please find our comment as follow:

- The irrigation system would be affected by the proposed works, the project proponent is required to submit reinstatement proposal for LCSD and EMSD's consideration and comment.
- With the proposed trimming of vegetation to <1.05m would significant affect the health and appearance of the existing vegetation, the trimming proposal is not agreeable. In stead, the project proponent could consider removing all existing vegetation at the subject locations and arrange re-provision of *Ixora chinensis* with the below specification

Height: 300mm
Spread: 300mm
Spacing: 100mm

- The project proponent is required to provide work and re-provision schedule for LCSD's comment and consideration.

In view of your tight time schedule, please submit the above mentioned proposal in next stage when available. Thank you.

Regards,
Jaco TSANG
EA(P)33A / LCSD
Tel. No. : 3549 6619

From: "Jeffrey Kwok DeSPACE" <[Redacted]>

To: eap33a@lcsd.gov.hk, eyclam@lcsd.gov.hk

Date: 29/01/2026 16:37

Subject: Re: Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349

Dear Edwin and Jaco,

As per our conversation, please see the attached photos and video of the concerned planters for your information. There seems to be NO auto irrigation system installed.

If you require additional information, please do not hesitate to let me know. Thank you.

Should you have any queries, please contact me at [Redacted].

Regards,
Jeffrey Kwok

[Redacted]
[Redacted]
[Redacted]

_Planter.zip

On Tue, 27 Jan 2026 at 14:58, Jeffrey Kwok DeSPACE <[Redacted]> wrote:

Dear Jaco,

As requested, please see attached site photos for your reference. Thank you.

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok

[REDACTED]
[REDACTED]
[REDACTED]

On Tue, 27 Jan 2026 at 11:22, Jeffrey Kwok DeSPACE <[REDACTED]> wrote:
Dear Jaco and Stanley,

Further to our conversation, please see the attached drawings for your information. We would like to have your offices' initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.
2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok

[REDACTED]
[REDACTED]
[REDACTED]

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Jeffrey Kwok DeSPACE <[REDACTED]>

2 February 2026 at 11:05

To: Chi Kong LEUNG <chikongleung@td.gov.hk>

Cc: Ajum Distinction CHAN/PLAND <adchan@pland.gov.hk>, CKM Asia <[REDACTED]>, Greg Lam <[REDACTED]>, [REDACTED]

Dear Donald,

As required, please see the forwarded email from HyD regarding the initial views on the planter alteration proposal. Thank you.

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok



DeSPACE (International) Limited

[Quoted text hidden]

[Quoted text hidden]

Jeffrey Kwok DeSPACE <[REDACTED]>

2 February 2026 at 15:33

To: CKM Asia <[REDACTED]>

Dear Tommy,

Please see attached drafts for your review. Thanks.

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok



DeSPACE (International) Limited

[Quoted text hidden]

2 attachments

Planter Alteration Proposal (RCHD).pdf
1570K

Planter Alteration Proposal (RCHE).pdf
2226K

Jeffrey Kwok DeSPACE <[REDACTED]>

2 February 2026 at 16:06

To: Chi Kong LEUNG <chikongleung@td.gov.hk>

Cc: Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, CKM Asia <[REDACTED]>, Greg Lam <[REDACTED]>, [REDACTED]

Dear Donald,

As discussed, please find the attached draft drawings in response to the comments from LCSD and HyD for your perusal. Thank you.

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok



DeSPACE (International) Limited

[Quoted text hidden]

2 attachments

Planter Alteration Proposal (RCHE).pdf
2226K

Planter Alteration Proposal (RCHD).pdf
1617K

Jeffrey Kwok DeSPACE <[REDACTED]>

3 February 2026 at 13:35

To: Jaco HM TSANG <jhmtsang@lcsd.gov.hk>

Cc: [REDACTED], Greg Lam <[REDACTED]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[REDACTED]>, Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, awymak@pland.gov.hk, Travis Tsz Ki KWOK/PLAND <ttkkwok@pland.gov.hk>

Dear Jaco,

Further to our conversation and in response to your comments yesterday, please see the attached draft drawings that reflect the preliminary planter alteration proposal for your review.

We understand the need to submit a proposal for work and re-provision schedule in the next stage. After the necessary work and re-provision by the applicant at his own cost, the management and maintenance responsibility is proposed to be transferred to the LCSD.

Should you have any queries, please contact me at 24933626.

Regards,
Jeffrey Kwok



DeSPACE (International) Limited

[Quoted text hidden]

2 attachments

Planter Alteration Proposal (RCHE).pdf
2226K

Planter Alteration Proposal (RCHD).pdf
1617K

Jaco HM TSANG <jhmtsang@lcsd.gov.hk>

3 February 2026 at 15:36

To: Jeffrey Kwok DeSPACE <[REDACTED]>

Cc: Chung Yeung TAM <cyetam@lcsd.gov.hk>, Kenix HK LEUNG <khokleung@lcsd.gov.hk>, Edwin YC LAM <eyclam@lcsd.gov.hk>, [REDACTED], Greg Lam <[REDACTED]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[REDACTED]>, Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, awymak@pland.gov.hk, Travis Tsz Ki KWOK/PLAND <ttkkwok@pland.gov.hk>

Dear Jeffrey,

I refer to your submitted drafted drawings.

LCSD's agreement must be sought in relation to the reinstatement plan prior to works commencement, and one year DLP is required. We have no particular comment to add at this stage upon further information received. Thanks.

Regards,
Jaco TSANG
EA(P)33A / LCSD
Tel. No. : 3549 6619

From: "Jeffrey Kwok DeSPACE" <[REDACTED]>

To: "Jaco HM TSANG" <jhmtsang@lcsd.gov.hk>

Cc: [REDACTED], "Greg Lam" <[REDACTED]>, "Chi Kong LEUNG" <chikongleung@td.gov.hk>, "CKM Asia" <[REDACTED]>, "Ajyum Distinction CHAN/PLAND" <adchan@pland.gov.hk>, awymak@pland.gov.hk, "Travis Tsz Ki KWOK/PLAND" <ttkkwok@pland.gov.hk>

Date: 03/02/2026 13:36

Subject: Re: Re: Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349

Dear Jaco,

Further to our conversation and in response to your comments yesterday, please see the attached draft drawings that reflect the preliminary planter alteration proposal for your review.

We understand the need to submit a proposal for work and re-provision schedule in the next stage. After the necessary work and re-provision by the applicant at his own cost, the management and maintenance responsibility is proposed to be transferred to the LCSD.

Should you have any queries, please contact me at [REDACTED].

Regards,
Jeffrey Kwok

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

[附件檔 "Planter Alteration Proposal (RCHE).pdf" 已被 Jaco HM TSANG/LCSD/HKSARG 刪除] [附件檔 "Planter Alteration Proposal (RCHD).pdf" 已被 Jaco HM TSANG/LCSD/HKSARG 刪除]

[Quoted text hidden]

Appendix 8

Photomontages

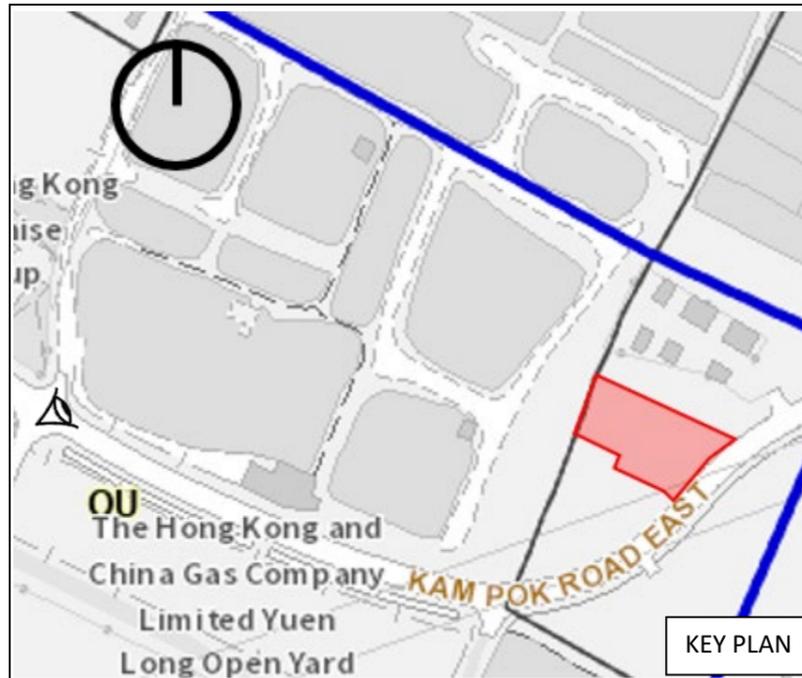


Figure No.	Figure Title	Date	Prepared by
Viewpoint 1	Viewpoint 1: View from the Junction of Kam Pok Road and Kam Pok Road East Facing East	July 2025	 DeSPACE (International) Limited

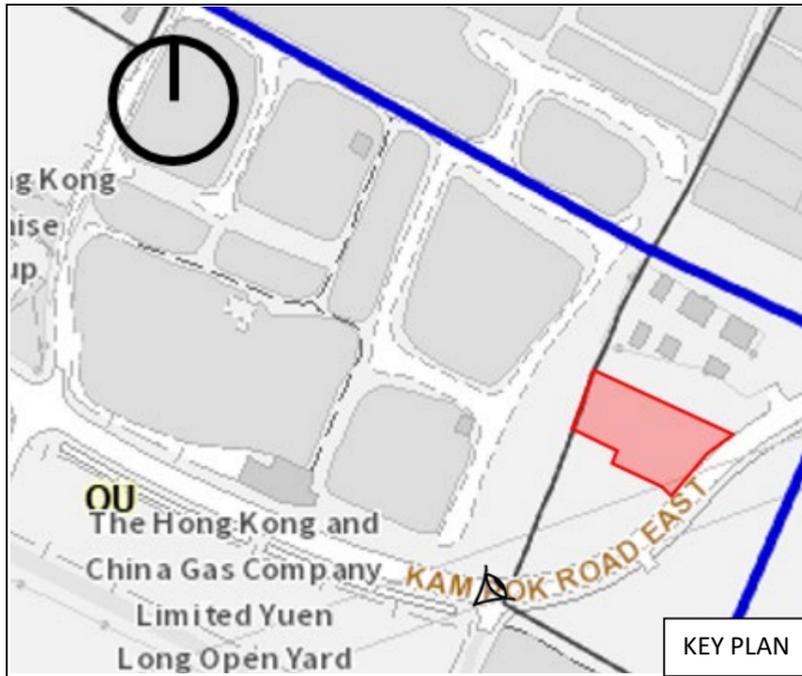


Figure No.	Figure Title	Date	Prepared by
Viewpoint 2	Viewpoint 2: View from Kam Pok Road East facing Northeast	July 2025	 DeSPACE (International) Limited

Appendix 9

LC Paper No. CB(1)775/10-11(01)

For information

Legislative Council Panel on Transport

Improvement and Extension of Kam Pok Road

PURPOSE

This paper informs Members of our proposal to upgrade **6829TH** – Improvement and Extension of Kam Pok Road (the Project) to Category A for the provision of a direct route connecting Tai Sang Wai to Castle Peak Road (Tam Mi), and to relieve the traffic at the junction of Fairview Park Boulevard and Kam Pok Road at Yuen Long.

PROJECT SCOPE

2. The scope of **6829TH** (the Project) comprises –
 - (a) construction of a new section of single two-lane carriageway of approximately 490 metres (m) in length and 10.3m in width with associated footpaths of 2m in width connecting the existing Kam Pok Road to Castle Peak Road (Tam Mi);
 - (b) improvement of a section of Kam Pok Road of approximately 145m in length (east of Pok Wai South Road) to a single two-lane carriageway of 10.3m in width with associated footpaths of 2m in width;
 - (c) improvement of a road section of approximately 155m in length between Yau Pok Road and Man Yuen Road to a single two-lane carriageway of 7.3m in width with associated footpaths of 2m in width;
 - (d) construction of sections of cycle tracks of 360m in length and 3.5m in width along a section of Kam Pok Road; and

- (e) ancillary works including drainage, water supplies, slope and landscaping works; construction of vertical noise barriers; and provision of lighting.

———— A layout plan showing the proposed works is at **Enclosure 1**. An artist's impression showing the roads concerned after completion of the Project is at
———— **Enclosure 2**.

3. We have substantially completed the detailed design for the Project. We plan to commence the construction works in May 2011 for substantial completion and opening to traffic in December 2012 and full completion in March 2013¹.

JUSTIFICATIONS

4. The existing roads connecting the open storage yards and port back-up sites in Tai Sang Wai and areas to the south of Fairview Park Boulevard (through which traffic can gain access to the external road network via the Fairview Park Boulevard Roundabout of San Tin Highway) are mostly sub-standard single-lane unpaved village roads without road lighting, drainage system and road markings, which are grossly inadequate for carrying traffic with a high composition of heavy goods vehicles. At present, the bulk of the traffic from Tai Sang Wai (mainly heavy good vehicles generated by the open storage and port back-up operations in the area) prefers to use Kam Pok Road (a private single two-lane road) and Fairview Park Boulevard (a private dual two-lane road), being the shortest route, as opposed to Kam Pok Road and Castle Peak Road (Tam Mi), to gain access to the external road network via the Fairview Park Boulevard Roundabout of San Tin Highway. This gives rise to the following problems –

- (a) There have been conflicts between the residents of Fairview Park, villagers of San Tin and operators of the nearby warehouses / container yards over the use of Fairview Park Boulevard. The owners of Fairview Park claimed that only Fairview Park residents and those who had been given permission by them have the right of way through the Fairview Park Boulevard.
- (b) The relatively large volume of container and heavy vehicle traffic generated by the open storage and port back-up operations using

¹ Landscaping works and installation of an irrigation system and noise barriers will be conducted between December 2012 and March 2013.

the Fairview Park Boulevard, which is in fact designed for and mainly used by residential traffic, has given rise to safety concerns.

5. Moreover, according to the relevant approved Outline Zoning Plan, the existing open storage and port back-up sites in Tai Sang Wai will be phased out and converted into residential and/or recreational developments. The existing sub-standard roads will not be able to cope with the future developments in Tai Sang Wai and the existing road junction at Fairview Park Boulevard and Kam Pok Road². Additional traffic from the future developments at Tai Sang Wai would strain the already tight capacity of the junction. It may also be inappropriate to require the future traffic from the Tai Sang Wai development to access the external road network via Fairview Park Boulevard given the concern regarding the right of way set out in paragraph 4(a) above. Therefore, there is a need to provide one more route for external access other than Fairview Park Boulevard.

6. With the completion of the Project, there will be a direct and convenient alternative link between the existing open storage and port back-up sites in Tai Sang Wai and Castle Peak Road (Tam Mi). Also, the Project will reduce the amount of traffic going through the Fairview Park Boulevard / Kam Pok Road junction³ and will help meet the anticipated traffic demand arising from the developments of the Tai Sang Wai area. As the heavy vehicles from Tai Sang Wai are expected to use the new road for accessing the external road network due to shorter travelling time, the volume of heavy goods vehicle traffic on Fairview Park Boulevard is expected to reduce. This will help segregate residential and freight traffic, and in turn improve road safety and resolve the problem arising from the right of way of Fairview Park Boulevard.

FINANCIAL IMPLICATIONS

7. We estimate the cost of the Project to be \$148.6 million in money-of-the-day (MOD) prices, made up as follows –

² On completion of the future development in the area in the longer term, this junction will be operating beyond its capacity by 36% in the peak hours.

³ With the new road to handle traffic between Tai Sang Wai and Castle Peak Road (Tam Mi), the junction at Fairview Park Boulevard and Kam Pok Road is expected to be able to operate with a 15% reserve capacity at peak hours in the long term.

	\$ million	
(a) Road and drainage works	26.3	
(b) Underground box structure and piling works for road formation	48.1	
(c) Water works	3.8	
(d) Noise barriers	30.7	
(e) Slope and landscaping works	11.0	
(f) Lighting	3.0	
(g) Contingencies	<u>10.1</u>	
	Sub-total <u>133.0</u>	(in September 2010 prices)
(h) Provision for price adjustment	<u>15.6</u>	
	Total <u>148.6</u>	(in MOD prices)

8. We estimate that the proposed works will create about 152 jobs (132 for labourers and another 20 for professional/technical staff) providing a total employment of 3 009 man-months.

PUBLIC CONSULTATION

9. We consulted the San Tin Rural Committee and the Traffic and Transport Committee of the Yuen Long District Council on 20 July 2009 and 24 July 2009 respectively. Members of both Committees supported the implementation of the Project.

10. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) on 25 September 2009. We received eight objections of which seven remained unresolved and one was

withdrawn conditionally. Details of these unresolved objections⁴ and the Administration's response are at **Enclosure 3**.

11. Having considered the unresolved objections, the Chief Executive-in-Council authorised the proposed works under the Ordinance on 5 October 2010 and the notice of authorisation was gazetted on 12 November 2010.

ENVIRONMENTAL IMPLICATIONS

12. The Project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We are conducting an Environmental Review (ER) for the project. The preliminary findings of the ER indicate that the project will not cause long-term adverse environmental impacts with implementation of the proposed mitigation measures.

13. We will incorporate the environmental mitigation measures recommended in the ER Report into the works contract to control pollution arising from construction works within established standards and guidelines. These measures include the use of quiet construction plant and temporary noise barriers to mitigate noise generation from construction activities; frequent cleaning and watering of the site and provision of wheel-washing facilities to reduce dust nuisance; and adoption of good site practices set out in the Recommended Pollution Control Clauses issued by the Environmental Protection Department. For mitigating the traffic noise impact during operation of the project, we will provide noise barriers to protect the sensitive receivers located in the vicinity as proposed in the ER Report. Furthermore, we will implement the Environmental Monitoring and Audit (EM&A) programme recommended in the ER Report. We have included in the project estimate the cost for implementation of the environmental mitigation measures recommended in the ER Report and the EM&A programme.

14. During planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. suitable excavated materials and demolition materials) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception

⁴ Under the Ordinance, an objection which is not withdrawn or is withdrawn with conditions is treated as an unresolved objection and will be submitted to the Chief Executive-in-Council for consideration.

facilities⁵. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimise the generation of construction waste.

15. We will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip-ticket system.

16. We estimate that the Project will generate in total about 24 000 tonnes of construction waste. Of these, we will reuse about 2 000 tonnes (8.3%) of inert construction waste on site and deliver about 19 000 tonnes (79.2%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of about 3 000 tonnes (12.5%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be about \$0.9 million for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne⁶ at landfills).

HERITAGE IMPLICATIONS

17. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/building, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

18. A total of 35 private lots will be affected by the Project and the total area to be resumed is about 15 939 square metres (m²). No building lot

⁵ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

⁶ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m³), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

will be resumed. There are 95 structures to be cleared within the private land, of which no domestic structure is involved. The Project also involves clearance of about 7 955 m² of Government land with 10 non-domestic structures. The estimated cost of land acquisition and clearance is about \$54 million. The cost of land acquisition will be charged to **Head 701 - Land Acquisition**.

TREE PROPOSAL

19. Of the 104 trees within the project boundary, 70 trees will be felled and 34 trees will be transplanted off-site. None of the affected trees are important trees⁷. We will incorporate planting proposals as part of the Project, including an estimation of about 101 trees and 278 000 shrubs which totals to approximately 7 980 m² of planting area.

THE WAY FORWARD

20. We intend to seek the funding support of the Public Works subcommittee and Finance Committee of the Legislative Council in January 2011 and February 2011 respectively to fully upgrade the Project to Category A. Subject to funding approval, we plan to start construction works in May 2011 for substantial completion and opening to traffic in December 2012 and full completion in March 2013.

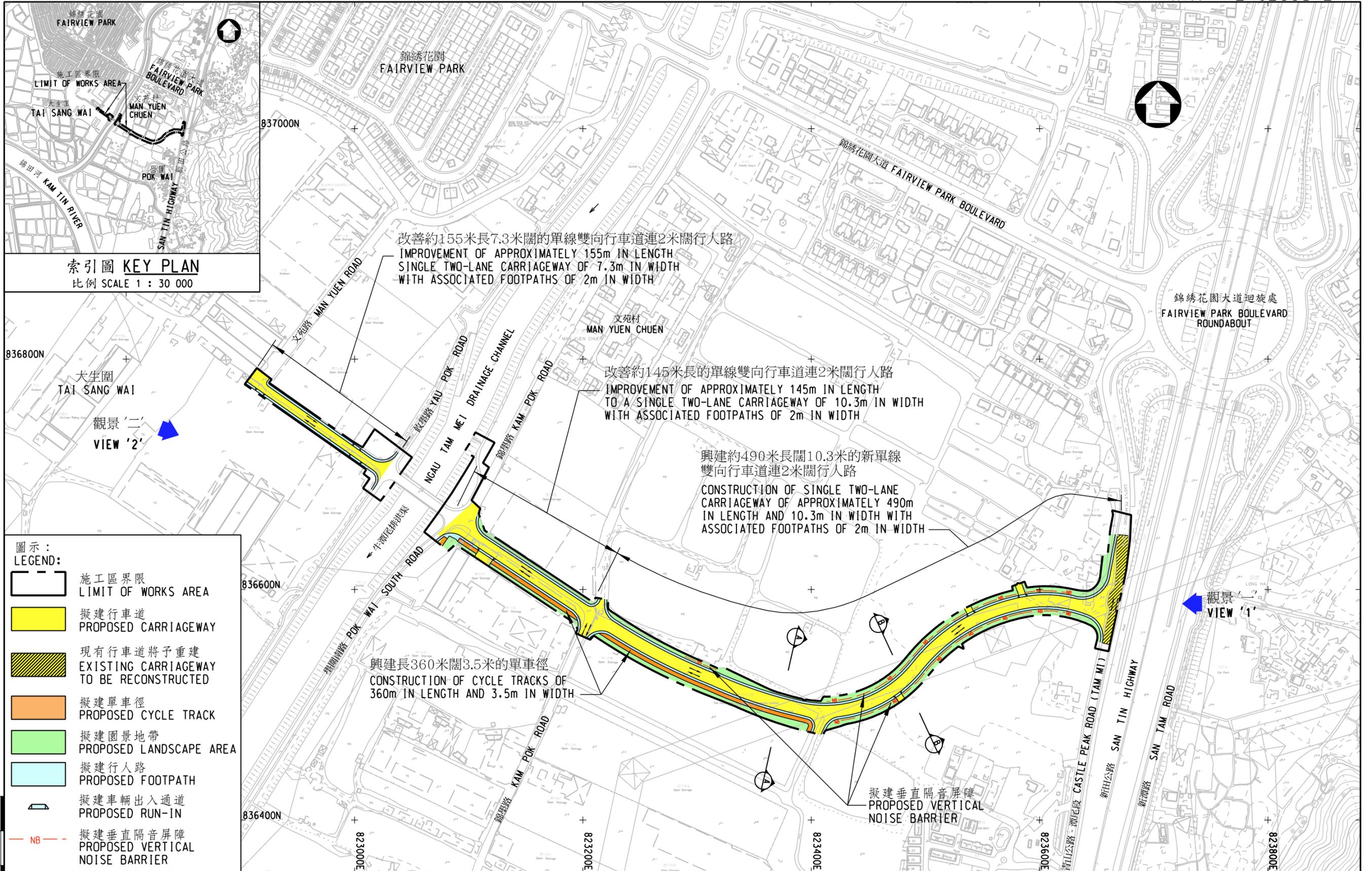
ADVICE SOUGHT

21. Members are invited to note the content of this paper.

Transport and Housing Bureau December 2010

⁷ “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of important persons or events;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree size, shape and any special features), e.g. trees with curtain-like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal to or exceeding 1.0 m (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m.



索引圖 KEY PLAN
比例 SCALE 1 : 30 000

圖示： LEGEND:

- 施工區界限 LIMIT OF WORKS AREA
- 擬建行車道 PROPOSED CARRIAGEWAY
- 現有行車道將予重建 EXISTING CARRIAGEWAY TO BE RECONSTRUCTED
- 擬建單車徑 PROPOSED CYCLE TRACK
- 擬建園景地帶 PROPOSED LANDSCAPE AREA
- 擬建行人路 PROPOSED FOOTPATH
- 擬建車輛出入通道 PROPOSED RUN-IN
- 擬建垂直隔音屏障 PROPOSED VERTICAL NOISE BARRIER

50 mm SCALE 1 : 1

改善約155米長7.3米闊的單線雙向行車道連2米闊行人路
IMPROVEMENT OF APPROXIMATELY 155m IN LENGTH SINGLE TWO-LANE CARRIAGEWAY OF 7.3m IN WIDTH WITH ASSOCIATED FOOTPATHS OF 2m IN WIDTH

改善約145米長的單線雙向行車道連2米闊行人路
IMPROVEMENT OF APPROXIMATELY 145m IN LENGTH TO A SINGLE TWO-LANE CARRIAGEWAY OF 10.3m IN WIDTH WITH ASSOCIATED FOOTPATHS OF 2m IN WIDTH

興建約490米長闊10.3米的新單線雙向行車道連2米闊行人路
CONSTRUCTION OF SINGLE TWO-LANE CARRIAGEWAY OF APPROXIMATELY 490m IN LENGTH AND 10.3m IN WIDTH WITH ASSOCIATED FOOTPATHS OF 2m IN WIDTH

興建長360米闊3.5米的單車徑
CONSTRUCTION OF CYCLE TRACKS OF 360m IN LENGTH AND 3.5m IN WIDTH

擬建垂直隔音屏障
PROPOSED VERTICAL NOISE BARRIER

圖則名稱 drawing title
工程計劃項目第 829TH 號
錦學路的改善及擴建工程 - 平面圖
PWP ITEM No. 829TH
IMPROVEMENT AND EXTENSION OF KAM POK ROAD - LAYOUT PLAN

	職位 post	姓名 name	簽署 initial	日期 date
設計 designed	E/NT3-3	W.K. FONG	SIGNED	06.12.10
繪圖 drawn	TO/3-3	H.S. LAM	SIGNED	06.12.10
核對 checked	E/NT3-3	W.K. FONG	SIGNED	06.12.10
批核 approved	SE/NT3	P.L. KAN	SIGNED	06.12.10

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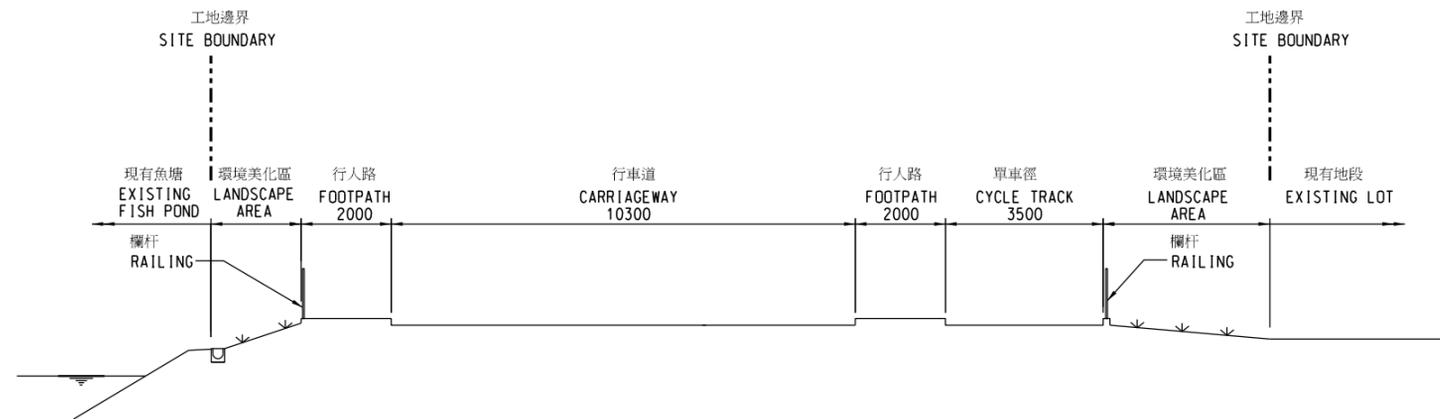
比例 scale 1 : 3 000

辦事處 office
工程部
WORKS DIVISION

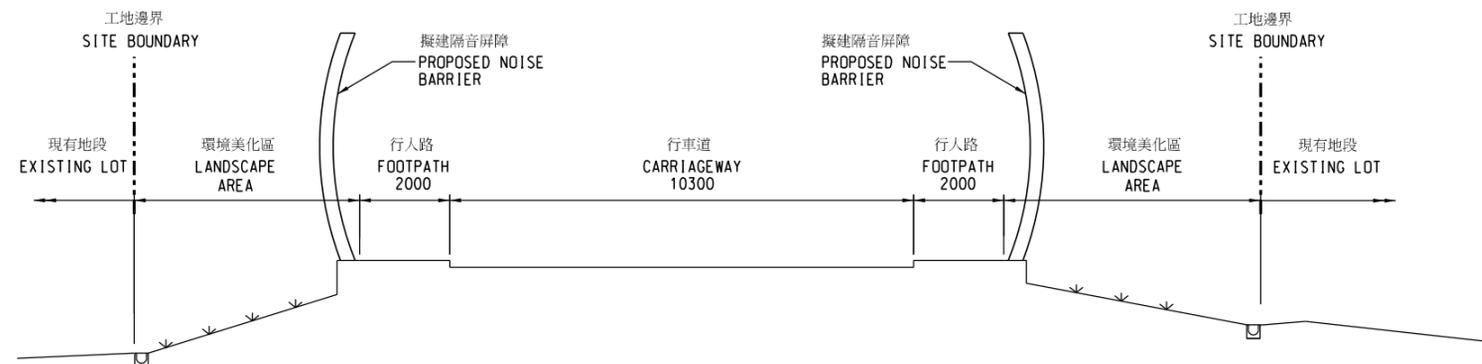
圖則編號 drawing no.
HWDYL073B-SP0008

HIGHWAYS DEPARTMENT HONG KONG 路政署

- 註釋：
NOTES:
1. 除特別註明外，所有量度均以毫米為單位。
ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. 所有水平均以米為單位並在香港主水平基準上。
ALL LEVELS ARE IN METRE ABOVE HONG KONG PRINCIPAL DATUM.



切面圖 SECTION A-A



切面圖 SECTION B-B

50 mm SCALE 1 : 1

圖則名稱 drawing title

工程計劃項目第 829TH 號
錦學路的改善及擴建工程 - 切面圖

PWP ITEM No. 829TH
IMPROVEMENT AND EXTENSION OF KAM POK ROAD - SECTIONS

	職位 post	姓名 name	簽署 initial	日期 date
設計 designed	E/NT3-3	W.K. FONG	SIGNED	09.11.10
繪圖 drawn	T0/3-3	H.S. LAM	SIGNED	09.11.10
核對 checked	E/NT3-3	W.K. FONG	SIGNED	09.11.10
批核 approved	SE/NT3	P.L. KAN	SIGNED	09.11.10

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比例 scale A3
1 : 150

圖則編號 drawing no.
HWDYL073B-SP0004

辦事處 office
工程部
WORKS DIVISION

HIGHWAYS DEPARTMENT
HONG KONG 路政署



50 mm SCALE 1 : 1

觀景 '一' VIEW '1'

觀景 '二' VIEW '2'

圖則名稱 drawing title 工程計劃項目第 829TH 號 錦學路的改善及擴建工程 - 完成後的構思圖 PWP ITEM No. 829TH IMPROVEMENT AND EXTENSION OF KAM POK ROAD - ARTIST'S IMPRESSION AFTER COMPLETION		職位 post	姓名 name	簽署 initial	日期 date	版權所有不得翻印 COPYRIGHT RESERVED 辦事處 office 工程部 WORKS DIVISION	比例 scale	A3	圖則編號 drawing no. HWDYL073B-SP0009
	設計 designed	E/NT3-3	W.K. FONG	SIGNED	08.12.10		圖示 DIAGRAMMATIC		
	繪圖 drawn	TO/3-3	H.S. LAM	SIGNED	08.12.10				
	核對 checked	E/NT3-3	W.K. FONG	SIGNED	08.12.10				
	批核 approved	SE/NT3	P.L. KAN	SIGNED	08.12.10				



**Objections under the Roads (Works, Use and Compensation) Ordinance
in respect of 6829TH – Improvement and Extension of Kam Pok Road**

Objection No. 1

The objector owns a piece of land along Castle Peak Road (Tam Mi) where he operates his business. He has no objection to the implementation of the project but requested the provision of a run-in (from either the new road or Castle Peak Road (Tam Mi)) for gaining vehicular access to his lot as he claimed that there are two existing vehicular accesses to his lot. That said, the objector admitted that the existing vehicular access via adjacent private lots to his lot was only paved by him after gazettal of the project in September 2009 and that the other vehicular access was constructed by him without obtaining necessary approval from concerned Government departments.

2. Given the circumstances, the Administration has advised the objector that his request for the provision of a run-in for gaining vehicular access to his lot was not justified and would not be entertained. In response to our explanation, the objector maintained his objection. Hence, the objection is unresolved.

Objection No. 2

3. The objector represents a group of villagers of Pok Wai and his major concerns are that the new road would affect vehicular access to his land located next to the new road; the new road would cause noise nuisance to Pok Wai village; and the Administration should compensate for the loss of land within the Village Type Development zone (V-Zone) due to construction of the new road by re-zoning equivalent land in the vicinity as V-Zone.

4. The Administration has responded to the objector that a run-in would be provided on the new road in front of his lot and that noise barriers would be provided on both sides of the new road within the V-Zone to mitigate traffic noise due to the project as shown on the gazettal documents. The expansion of the V-Zone would require amendments to the Outline Zoning Plan and the approval of the Town Planning Board (TPB).

5. In response to our explanation, the objector indicated that he has no objection to the implementation of the project but maintained his objection for the reason that the Government should compensate for the loss of land within

the V-Zone due to construction of the new road. Hence, the objection is unresolved.

Objection No. 3

6. The objector represents a group of villagers of Pok Wai and his major concerns are that the new road would cause noise nuisance to Pok Wai village and that the new road would require resumption of land within the V-Zone. In response, the Administration has advised the objector that noise barriers would be provided on both sides of the new road within the V-Zone to mitigate traffic noise due to the project as shown on the gazettal documents and that the issue of compensation for the loss of land within the V-Zone would require amendments to the Outline Zoning Plan and the approval of the TPB.

7. In response to the Administration's explanation, the objector maintained his objection for the reason that the Government should compensate for the loss of land within the V-Zone due to construction of the new road. Hence, the objection is unresolved.

Objection No. 4

8. The objector's major concerns are that there is no imminent need for the construction of the new road; the new road would cause noise nuisance to Pok Wai village; and the new road would require resumption of land for the construction of small house within the V-Zone, affecting the construction of small houses by indigenous villagers.

9. The Administration has advised the objector that the new road would provide a new access for Tai Sang Wai and Pok Wai and also tie in with village type and comprehensive developments in the area in the long term. Noise barriers would be provided on both sides of the new road within the V-Zone to mitigate traffic noise due to the project as shown on the gazettal documents. The project would also include construction of other basic infrastructures, such as sewers and water mains, which would facilitate V-type development.

10. Subsequent to a meeting with representatives from relevant government departments, the objector confirmed that his land within the V-Zone would not be affected by the project. Notwithstanding the above, the objector maintained his objection. Hence, the objection is unresolved.

Objection No. 5

11. The objector's major concerns are that the new road would require resumption of land within the V-Zone which would not be beneficial to Pok Wai; the provision of noise barriers on both sides of the new road within the V-Zone would affect vehicular access to a piece of land located next to the new road owned by him; and the project would require resumption of most part of another piece of land owned by him leaving behind only a very small parcel of land which would not be of any use for future development and he requested the Government to resume the whole of the land.

12. In response, the Administration has advised the objector that the new road would provide a new access for Tai Sang Wai and Pok Wai, and also for village type and comprehensive developments in the area in the long term. A run-in would be provided on the new road in front of his lot as shown on the gazettal documents. According to the established practice for land resumption, resumption of private land for the implementation of Government projects would be kept to a minimum as far as possible and based on the land required for the project. The remaining parcel of land owned by him would be bigger than 0.01 acre, and under the existing land resumption policy, his request for resumption of the whole lot could not be entertained.

13. In response to the Administration's explanation, the objector maintained his objection. Hence, the objection is unresolved.

Objection No. 6

14. The objector is a company which is concerned about resumption of part of the land currently used by it as storage yard. However, it would consider withdrawing the objection on the condition that there would be fair compensation for the resumption of the company's land and that a run-in abutting the new road for vehicular access to the remaining land would be provided.

15. In response, the Administration has advised the objector that resumption of private land for the implementation of government projects would be kept to a minimum as far as possible and based on the land required for the project, and that there is no objection to providing a run-in abutting the new road for vehicular access to the remaining land. The objector subsequently advised that it would be prepared to withdraw the objection subject to a run-in abutting the new road for vehicular access to the remaining land being provided, and that ex-gratia compensation rates for the resumed land

being not less than the fair open market value at the time of resumption. As withdrawal of the objection is conditional, the objection is considered unresolved.

Objection No. 7

16. The objectors are village representatives (VRs) of Pok Wai and are mainly concerned about the fact that the Administration has not fully addressed the earlier 11 requests put forward by both the Chairman of the San Tin Rural Committee (STRC) and the VRs of Pok Wai, in particular the request for compensation for the loss of land within the V-Zone due to construction of the new road.

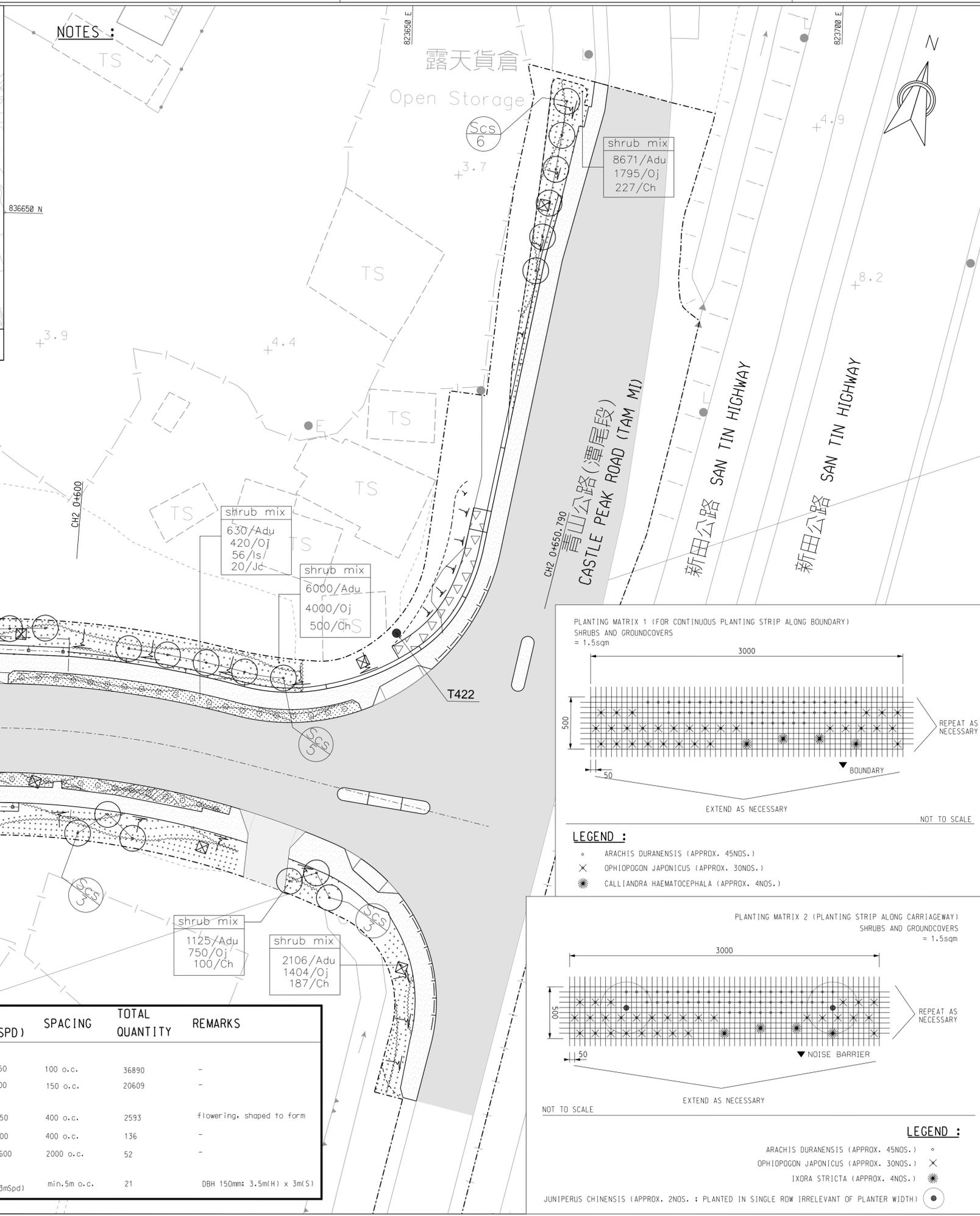
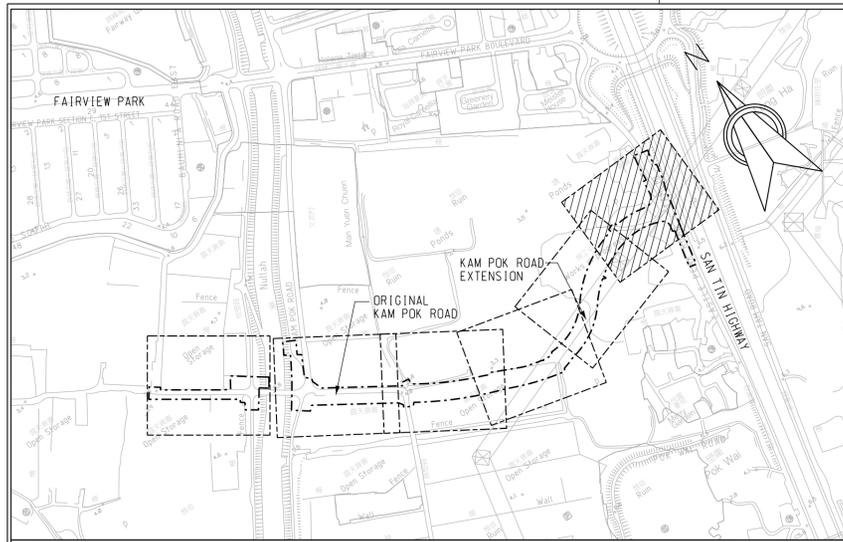
17. The Administration has responded to the objectors that both the STRC (with the objectors themselves being members of the Committee) and the Traffic and Transport Committee of the Yuen Long District Council at the meetings held on 20 July 2009 and 24 July 2009 respectively supported the implementation of the project. Since then, the Administration has followed up closely the 11 requests with some of them already included in the project and some being handled by concerned Government departments separately. The issue of compensation for the loss of land within the V-Zone would require amendments to the Outline Zoning Plan and the approval of the TPB. Indeed, the objectors indicated on a previous occasion that they agreed that the V-Zone issue be handled separately in order not to delay the project. In response to the explanation, the objectors maintained their objection. Hence, the objection is unresolved.

Objection No. 8

18. The objector was mainly concerned about resumption of part of the land he has currently rented for business under a tenancy agreement. The objector advised that the land resumption would significantly affect the investments he has put in over the years. Nevertheless, he would offer to the land owner to continue to rent the remaining land for his business and that he would maintain his objection unless a run-in on the new road for gaining vehicular access to the remaining land would be provided.

19. The Administration has responded to the objector that it did not receive any objection from the concerned land owner. The Administration has also pointed out that his request for the provision of a run-in on the new road would not be accepted as the proposed run-in would be located at the road bend

and very close to Castle Peak Road (Tam Mi), which would be undesirable and unsatisfactory from the road safety point of view. If the objector considered that he was eligible for any type of ex-gratia compensation, he could make his application to the Lands Department under the “Ex-gratia Allowances Payable for Land Resumptions and Clearances” arrangements under the department. In response to the explanation, the objector maintained his objection. Hence, the objection is unresolved.



- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN mPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).
 3. ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR LANDSCAPE AND ALL RELEVANT DRAWINGS AND SPECIFICATIONS.
 4. ALL PLANTS TO BE TRUE TO SPECIES; PLANTS TO BE HEALTHY AND WITH THE HABIT AND SIZE OF THE PLANT SPECIFIED. PLANTS TO BE FREE FROM PESTS, DISEASE, PARASITES, DISCOLORATION AND DAMAGE AND SHALL HAVE A VIGOROUS FIBROUS ROOT SYSTEM WITH WELL DEVELOPED SHAPE FOR THE SPECIES AS SPECIFIED.
 5. ALL PLANTS AND TREES SHALL BE PLANTED ON GRADE AND OPEN-BOTTOM PLANTERS. TREE LOCATIONS SHALL BE REFERRED TO RELEVANT APPROVED TREE REMOVAL APPLICATION.
 6. SOIL LEVEL SHALL BE LOWERED BY 50MM FROM THE FINISHED LEVEL AND SLIGHTLY MOUNDED TO CENTRE.
 7. SOIL MIX TO BE BACKFILLED TO A DEPTH OF 600MM WHERE SHRUB AND GROUND COVER PLANTINGS SHALL BE LOCATED AND 1200MM WHERE TREES SHALL BE LOCATED.
 8. ORIGINAL SUB-SOIL SHALL BE BROKEN UP TO FACILITATE NATURAL DRAINAGE.

- LEGEND :**
- SITE BOUNDARY
 - C/W CARRIAGEWAY
 - F/P FOOTPATH
 - C/T CYCLE TRACK
 - RUN-IN
 - VERTICAL NOISE BARRIER
 - RETAINING WALL
 - PEDESTRIAN CROSSING
 - PLANTING
 - TRANSPLANTED TREES
 - COMPENSATORY TREES
 - ⊗ WATER POINT (Ø 40M INTERVAL)

Rev.	Description of Revision	Date	Ckd.
Z	AS BUILT	APR 15	SIGNED
E	GENERAL REVISION	AUG 13	SIGNED
D	GENERAL REVISION	JUL 13	SIGNED
C	GENERAL REVISION	JAN 13	SIGNED
B	GENERAL REVISION	JUN 12	SIGNED
A	GENERAL REVISION	08-02-12	SIGNED

Client
 路政署 (工程部)
 HIGHWAYS DEPARTMENT WORKS DIVISION

Consultants
MANNINGS
 (Asia) Consultants Limited

Scale in A1	Date
1 : 250	FEB 2011

Designed	Drawn	Checked
GK	SAN	JM

Design Team Leader	Date
SNG	FEB 2011

Approved	Date
KTC	FEB 2011

Project
Contract No. HY/2010/09
Improvement and Extension of Kam Pok Road

Title
LANDSCAPE LAYOUT PLAN

(SHEET 6 OF 6)
 Drawing No. **D1199/KP/LW/016** Stage Rev. **Z**

KEY	BOTANICAL NAME	CHINESE NAME	SIZE (HT x SPD)	SPACING	TOTAL QUANTITY	REMARKS
GROUNDCOVERS:						
Adu	Arachis duranensis	蔓花生	100 x 150	100 o.c.	36890	-
Oj	Ophiopogon japonicus	山麥冬	200 x 200	150 o.c.	20609	-
SHRUBS:						
Ch	Calliandra haematocephala	紅絨球	600 x 450	400 o.c.	2593	flowering, shaped to form
Is	Ixora stricta	細葉紅花 龍船花	500 x 400	400 o.c.	136	-
Jc	Juniperus chinensis	洋白柏	1500 x 600	2000 o.c.	52	-
COMPENSATORY TREES:						
Scs	Schima superba	木荷	HS (3.5mHt. x 3mSpd)	min. 5m o.c.	21	DBH 150mm: 3.5m(H) x 3m(S)