DeSPACE (International) Limited

Date: 16th October 2025

Pages: 1 + Attachments

BY HAND & BY EMAIL

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

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 (3)

References are made to the emails dated 25th August 2025, 9th September 2025 and 11th September 2025 from the Planning Department in relation to technical comments from various departments.

In order to address the comments, please find attached 4 hard copies of the response-to-comment (R to C) table with the revised parameters table and the revised Development Scheme at **Appendix 1,** the revised Environmental Assessment (EA) at **Appendix 2**, revised Sewerage Impact Assessment (SIA) at **Appendix 3,** revised Traffic Impact Assessment (TIA) at **Appendix 4** and Supplementary Traffic Information in response to TD's Comments at **Appendix 5**.

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

Greg Lam

[redacted]

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 9th September 2025 refers: **Comment from the Commissioner for Transport**	
Based on the revised TIA, please advise to the following points:	
General Comment: 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.	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"). 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.
Specific comment: 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.	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.
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.	
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	

<table>
<tr><td>service.</td><td></td></tr>
<tr><td>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.</td><td>Noted.</td></tr>
<tr><td>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.</td><td>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.</td></tr>
<tr><td>6. The proposed trip rate for RCHD</td><td>Please refer to Appendix A. [See Appendix 5 of the R-to-C table.]</td></tr>
<tr><td>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.</td><td>[See Appendix 5 of the R-to-C table.]
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.

Based on result in Appendix A, the estimated 24-hour breakdown of traffic generation of the Proposed RCHD is shown in Table R1.

TABLE R1 24-HOUR BREAKDOWN OF TRAFFIC GENEATION OF THE PROPOSED RCHD
<table>
<tr><th rowspan="2">Period</th><th colspan="4">Vehicle Type</th><th colspan="2">Traffic generation</th></tr>
<tr><th>Car</th><th>Taxi</th><th>LGV</th><th>Rehabus / Ambulance</th><th>veh/hr</th><th>pcu/hr</th></tr>
<tr><td>In</td><td colspan="6"></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>
</table></td></tr>
</table>

	Out 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.]

Email dated 11th September 2025 refers: **Comment from the Director of Environmental Protection**	
Based on the revised noise impact assessment chapter, please advise to the following points:	
1. The applicant is recommended to submit an updated Noise Impact Assessment under suitable mechanism (e.g., planning approval condition if the planning application is approved) to ensure that any changes in the layout of the proposed development after the planning approval can be taken into account and addressed in the updated NIA accordingly and thus full compliance with relevant noise criteria and relevant requirements under Professional Persons Environmental Consultative Committee Practice Notes, Hong Kong Planning Standards and Guidelines and Cap.400 Noise Control Ordinance.	Noted.
2. S3.3.1 (last RtC item 2i) i. The first sentence is still misleading and unclear. As it is not necessary to explain the control mechanism of NEL in the construction phase impact review, please consider removing it.	The first sentence is removed accordingly.
3. S3.4.10 (last RtC item 3) i. Noted that the endorsement of the traffic forecast by TD is to be provided. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g., traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.	Noted, the endorsement of the traffic forecast by TD will be provided once available.
4. S.3.4.14 (last RtC item 6) i. Please supplement the explanation in R-to-C to the noise chapter too. ii. Additionally, the consultant mentioned that a typical dormitory room is 40-50 m². Please clarify how the cells are separated (and if the walls are full height).	The Section is updated accordingly. From the layout, typically 1 dormitory room comprises of 8 beds enclosed by full height partitions with opening next to common toilet. No window facing the corridor.
5. S3.4.11 – S3.4.15, Appendix 3.2, fig 3.3 i. Since fixed glazing is proposed for the multi-purpose area in	Please note that acoustic windows are proposed to replace fixed glazing in previous submission.

Appendix 3.2 and Figure 3.3, please include these measures in the main text sections S3.4.11 to S3.4.15 where appropriate. ii. In the future NIA submission, based on the updated layout plan, please be advised to explore the application of acoustic windows and acoustic balconies for multi-purpose area too.	
6. Appendix 3.3 i. Please supplement the date and time for site survey.	The Appendix is updated accordingly.
7. Appendix 3.4.22 i. Please add "(Excluding Container Vehicle)" after the "public parking area".	The Section 3.4.22 is revised accordingly.
8. Appendix 3.4 and fig 3.4 , S3.4.23 i. There is a fixed noise assessment point located at 2F_N07, as indicated in Appendix 3.4. Please include the corresponding fixed noise assessment point in Figure 3.4. ii. Additionally, in the main text section S3.4.23 or any where appropriate, please provide an explanation for the selection of this fixed noise assessment point. It should be clarified if this point was chosen due to it being the most affected direction / the shortest distance to the noise sources. iii. Please also provide the calculation excel sheet for our checking.	The Figure is updated accordingly. The explanation is provided in S3.4.23. Noted.
9. Table 3.8 i. For better presentation, please directly present them with the "name" for such fixed noise source, rather than "open storage" under the column of "location",	The Table is revised accordingly.
10. Last RtC item 3 in Comments on road traffic noise model i. Please explain if "EVA" stands for emergency vehicle access. ii. For the proposal to remove a portion of the noise barrier for the entrance for EVA, please confirm if this has been discussed with the relevant authority. Additionally, please document this communication.	Yes, "EVA" stands for emergency vehicle access. In relation to the Traffic Impact Assessment and comments from Highways Development, the proposed removal of noise barrier is submitted for comment, the information is provided in S3.4.7. Details of modification please refer to Appendix 3.5.
11. Appendix 3.1, and last RtC item 7 in comments on road traffic noise model	Appendix 3.1 is updated accordingly.

i. As Link9 has been set to 100 km/h in accordance with the last RtC item 7 regarding comments on the road traffic noise model, please check and update the speed limit in Appendix 3.1 as well.	
12. Fixed noise assessment from existing source i. There is open storage located at the SW direction from the proposed development site. Please review and justify.	The shown open storage located at the SW direction near the Proposed Site are for storage of materials only. No noisy activities and noise generating equipment are expected in the area and therefore, not considered as noise source.
13. Fixed noise assessment from planning source i. Please include the discussion of planned fixed noise source in the main text, where appropriate. And state the possible noise mitigation measure in the planning and relevant noise standard.	Discussion of planned fixed noise source is provided in S3.4.16 to S3.4.20.
1. Appendix 3.4 and table 3.8 i. Distance are not tally, please check.	Table 3.8 is updated.
2. Appendix 3.4 and Road traffic noise model i. Coordinates for 2F_N07 are not tally, please check.	The coordinates of 2F_N01 in Appendix 3.4 is updated.
Email dated 25th August 2025 refers: **Comment from the Director of Environmental Protection**	
Based on the revised EA, please advise to the following points on the Air Quality Chapter:	
1. S.2.2.4 – Please delete "open" in line 3	New ASR was added for structures to the north of the site. Structures to the southeast of the site should be incorporated in A01. The corresponding Section, Table and Figure are updated accordingly.
2. S.2.3.1, Table 2.3 and Figure 2.1 – it is noted that there are some structures to the north and to the southeast of the site as shown below. Please review if these structures are considered as ASRs.	The approximate time period of different construction stages were provided in Table 2.4. A description is provided in Section 2.4.2.
3. Rtc 4(d) – The construction programme and relevant information are not provided in S.2.4.2. Please review.	The TD's endorsement on the road type is provided in Appendix 2.1.
4. Rtc 7(a) – Please be reminded to provide TD's endorsement on the road type once available.	The Section is revised accordingly.
5. S.2.5.5 – Please clarify which register is referring to.	Noted.
6. S.2.5.6 - Please be reminded that it should be the responsibility of the applicant and their consultant to ensure the validity of the information by their own site surveys. Should the information be subsequently found to be incorrect, the assessment results as	The Section is revised accordingly.

presented in the submission would be invalidated.	
7. S.2.6.2 – Please delete "chimney" in line 2 and 3.	New ASR was added for structures to the north of the site. Structures to the southeast of the site should be incorporated in A01. The corresponding Section, Table and Figure are updated accordingly.
Email dated 24th July 2025 refers: **Comment from the Director of Environmental Protection**	
Water Quality - S.4.2 - Please be reminded that ProPECC PN 2/23 has been superseded by ProPECC PN2/24; - S4.3.1 and Table 4.1 – Beside Kam Tin River, please review if there are others WSRs (e.g. ponds, watercourses) within the assessment area. Please also indicate the estimated distance of the WSRs to the project site;	The version is updated accordingly. Figure 4.1 and Table 4.1 is updated with others WSRs and its distance to the project site.
Waste Management - Construction Phase - S.5.3.3 - Please provide the estimated quantity of inert and non-inert C&D materials to be generated, including details on how much will be reused on-site and how much will be delivered or disposed of off-site. Please specify the outlets, such as Tuen Mun 38 Fill Bank and/or the WENT landfill; - S.5.3.6 - Provide the estimated quantity of chemical waste, e.g., in the order of a few liters per month; - S.5.3.9 - For general refuse, please provide the estimated quantity to be generated, specify the disposal outlet, and describe the arrangement of separating and handling recyclables; - Operation Phase - Please adopt the latest disposal figures and recovery rates from the Monitoring of Solid Waste 2023 report to calculate the generation rate. Please also specify the disposal outlet, such as the WENT landfill, and provide details on the arrangements for separating and handling recyclables; - S.5.4.4 Other waste: Please explain how the maximum amount of "other waste" to be generated, estimated at	Details of the waste generation is updated in Table 5.1 in S.5.3.3. Estimated quantity of chemical waste is updated accordingly. Estimated quantity of general refuse is updated accordingly. Latest disposal figures and recovery rates from the Monitoring of Solid Waste 2023 report have been adopted. The chemical waste and clinic waste generation rate is updated based on the Monitoring of Solid Waste 2023 report. The maximum amount of other waste is

approximately 1.608 kg per day during the operation phase, was derived; - Mitigation Measures - S.5.5.7 & S.5.5.8 - Remove the detailed description of chemical waste storage requirements; - Please include any measure and outlet for recycling of food waste; - Please clarify whether trip ticket system will be adopted and advise whether dump truck will be equipped by GPS monitoring;	generated from (0.001+0.003) x 268 = 1.07kg/day. The Section has been removed accordingly. Food waste is mentioned in S.5.5.10. Trip ticket system is mentioned in S.5.5.5.
<u>Land Contamination</u> - S.6.4.2 - From the aerial photos taken between 2019 and 2021, please elaborate on the types of storage visible and describe any visible ground conditions, if identifiable, to provide further justification for the conclusion that no land contamination impact is expected; - Please provide site walkover checklist and site photos; - Appendix 6.1 The EPD and FSD's response was not attached; and - The checking record for the Chemical Waste Producer (CWP) license should be provided, with an explanation of whether this has any implications for potential land contamination.	Elaboration on aerial photos is provided in S.6.4.2. Site walkover checklist and site photo are provided in Appendix 6.2 and 6.3. The EPD and FSD responses are supplemented in Appendix 6.1. No record of registered chemical waste producers was found on 10/7/2025 during the visit to the EPD Territory Control Office.

<u>Email dated 18th July 2025 refers:</u> <u>Comment from the Director of Environmental Protection</u>	
<u>Noise</u> 1. S3.2.1 i. "Good Practices on Pumping System Noise Control; and Good Practices on Ventilation System Noise Control" has been obsoleted and replaced by "Good Practices on the Control of Noise from Electrical & Mechanical Systems". Please note and update.	The guideline has been updated accordingly.
2. S3.3.1	

i. The statement of "There is no statutory control for noise arising from construction activities (except for percussive piling and the use of hand-held percussive breakers and air compressors) during non-restricted hours" is misleading and unclear. Please note that the Cap 400C&D Regulations require that such equipment comply with the noise emission standard and shall be fitted with NEL, rather than controlled under the aspect of “non-restricted hours/ restricted hour”. Please rephrase respective sentences. ii. Please also consider to replace the relevant part in S3.3.1 with below: "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 summarised in Table 3.1 below. "	The statement is revised accordingly. The statement is revised accordingly.
3. S3.4.2 i. Please suggest the type of area and justify the corresponding area sensitive rating. Please also add the following after this sub-section: *"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.*	The ASR is discussed and the sub-section is added in Section 3.4.3 and 3.4.4 accordingly.
4. S3.4.3 i. Please explicitly state the use of "Multi-purpose area" on the 1st floor to substantiate it doesn’t require a stringent road traffic noise standard lower than 70 dB(A).	The use of Multi-purpose area is explained accordingly.
5. S3.4.7 i. Please check if it is a typo for "Thee".	The typo is corrected accordingly.
6. S.3.4.8 i. Noted that the endorsement of the revised traffic forecast by TD is to be provided. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g., traffic consultant) that TD’s endorsed	The TD endorsement and written confirmation from traffic consultant to be provided once available.

methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.	
7. S.3.4.9 Table 3.6 and Appendix 3.2 i. From Appendix 3.2, the maximum L10(1 hr) under unmitigated would be 78 dB(A) at 2F_N01 and 2F_N02. This does not align with S.3.4.9 Table 3.6. Please check. Besides, it is suggested to further separate the table by floor for each facility / room type, for better presentation.	Table 3.6 is revised accordingly.
8. S.3.4.11 i. Please aware of the inconsistency of block letter for the name of PN.	The letter is revised accordingly.
9. S.3.4.12 and Fig.3.3, Appendix 3.2 i. As shown on Fig 3.3, the reference case for Type 2 AW(BT) is under room size of 18 m^2 with a specified window design, providing a noise attenuation of 7 dB(A). S.3.4.12 also suggests that noise reduction depends on room size. While Appendix 3.2 proposes the use of Type 2 AW(BT) at 23 NSPs, please provide the room size in the tentative layout and any room size correction, justifying a noise attenuation of 7 dB(A) by Type 2 AW(BT) are appropriate. ii. Additionally, it has been noted that absorptive material is suggested for 2F_N01 and 2F_N02, which is proposed to provide an additional noise attenuation of 1 dB(A). Please include this information in S.3.4.12 as well. Furthermore, please provide supporting details on the noise reduction efficiency and the design of how it is incorporated into the acoustic window in the appendix.	Please be clarified that the room size of dormitory is typically 40 to 50 m^2, which is larger than 18 m^2, therefore, no room size correction is included for conservative approach. According to the latest road traffic noise results, please note that no absorptive material is required.
10. S.3.4.16 i. In order to provide a guidance for future development, please supplement the prevailing background noise levels with full details of the prevailing background noise measurement, including personnel, equipment, weather, field observations, etc., shall be documented and included in the report for easy future reference.	Discussion of prevailing background noise measurement is added in Section 3.4.16.
11. S.3.4.18 and Table 3.7 i. Figure 3.3 is Location of Proposed Acoustic Window. Please update and provide the corresponding figure indicating the location of existing major noise sources. Please also attach the site inspection report with photo of the open storage in site visit. ii. The location of S01 is currently unknown, but it is reported to be approximately 100 meters away from the project site. If there are no building separations between S01 and the proposed site, we recommend conducting sound measurements and providing calculations for a noise assessment. This will help to demonstrate that open storage will not negatively impact the proposed site.	Location of existing major noise sources and site inspection record are presented in Figure 3.4 and Appenidx 3.3 respectively. Sound measurements are presented in Appenidx 3.3.

iii. There was a Section 16 application (Application No. A/YL-NSW/318) for the development of a public vehicle parking area with EV charging facilities near the project site. Please confirm whether this car park is currently in operation. Even though the development may cease operations (since the planning permission for the Section 16 application is for only 5 years) upon the commencement of the proposed development, it is important to note that similar fixed noise sources may arise. Please include this information under the identification of fixed noise sources for future reference.	Discussion of public vehicle parking is added in Section 3.4.22.
12. Figure 3.3 i. For 1st floor plan, the legend for blue line is missing, please indicated what the blue line means. Is it the acoustic window?	Figure 3.3 is revised for easy reference.
13. Appendix 3.2 i. Typo of "RCHE", please check should it be "RCHD". ii. Typo of "Multi-prupose room", please check should it be "multi-purpose room"	Appendix 3.2 is revised accordingly.
14. Figure 1.1 and Figure 3.1 i. Please separate the site boundary for the projects A/YL-NSW/348 and A/YL-NSW/349 respectively.	The Figure is revised accordingly.
15. Planning statement S6.3.2 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. 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.	Please be clarified that air conditioning will be provided for the project while openable window for ventilation is also provided for Dormitory. Noted.
<u>Comments on the Road Traffic Noise Model</u> 1. Please check the noise model, the unmitigated noise level in the model generated is not tally with the appendix 3.2.	Noise model and Appendix 3.2 are revised accordingly.
2. Please check and ensure the site boundary of A/YL/NSW/348 and A/YL/NSW/349 does not overlap in the model.	Noted.
3. There are breaks on the noise barrier in the model, please check, and revise if needed.	Refer to building plan in Appendix, part of the noise barrier will be removed for entrance of EVA.
4. Please provide information of the height of existing noise barrier, for our checking.	The height of existing noise barrier is obtained by site observation.
5. Texture depth is usually 1.2m, in the model it is 1.0m. Please check.	The texture depth is set to 1.2m accordingly.

6. Please check if the surface for the below segments at San Tin Highway, such as should it be bitumen instead of pervious?	Bitumen is set for the mentioned segments accordingly.
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.	The speed limit for flow link 9 is set to 100 km/h accordingly.

Email dated 27th June 2025 refers: **Comment from the Environmental Protection Department**	
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.	Note.
Air Quality 1. Section 2.2.2 and Table 2.1 - 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. b. Please revise “open road” in line 3 to “vehicular”.	 The section is revised accordingly. The section is revised accordingly.
3. 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. 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 estimtation is provided in Section 2.4.2 to 2.4.3 accordingly. The section is revised accordingly.

c. For the Comment #4(b) above, please consider if the control measures set out in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation will implemented to control the emissions and supplement in Section 2.4.2. d. Please provide the details about the construction programme of the proposed development and review if there are any concurrent projects within the assessment area such that there will be any cumulative construction air quality impact to be addressed.	The discussion is provided in Section 2.4.3 accordingly. The construction programme is provided in Section 2.4.2 accordingly.
5. Section 2.4.2 a. Please revise “dust” in line 1 to “air quality”. b. Please revise “minimise the dust impact” in line 3 to “control the air pollutant emissions”, and revise “fugitive dust” to “air quality”.	 The section is revised accordingly. The section is revised accordingly.
6. Section 2.4.3 a. Please revise “minimized” in line 1 to “controlled”. b. Please revise “dust” in line 2 to “air quality”. c. Please revise “suppression” in line 5 to “control”. d. Please propose any additional measures for the exhaust emissions from the use of construction machinery (e.g. if electrified NRMM will be used as far as practicable and exempted NRMM will be avoided, etc.) Please supplement in the additional bullets.	 The section is revised accordingly. The section is revised accordingly. The section is revised accordingly. Additional bullets is added accordingly
7. Section 2.5.2 and Table 2.4 a. Please clearly state that the road type of Kam Pok Road East is not available in the latest Annual Traffic Census (ATC) of the Transport Department (TD). TD’s endorsement on the road type of Kam Pok Road East should be sought in order to consider it as local distributor such that 5m buffer distance requirement in Table 3.1 of Chapter 9 of HKPSG can be applied. b. Please delete “of mechanical ventilation” in the 2nd last line, and revise “area” in the last line to “space”. c. Also please advise if there is any proposed carpark, PTI/public transport lay-by, etc. in the proposed development. If any, their air quality impacts should be assessed.	 TD’s endorsement to be provided once avaliable. The section is revised accordingly. Discussion of proposed carpark is added in section
8. Section 2.5 – Industrial/chimney emission a. Please review if there is any source of industrial/chimney emission within the assessment area. If any, their air quality impacts should be assessed with reference to Table 3.1 of Chapter 9 of HKPSG. Please supplement in a new sub-section under Section 2.5. b. As mentioned in Comment #3(a) above, it is noted that there are a number of industrial activities in the vicinity of the proposed development. Please review and further	 Discussion of industrial/chimney emission is added in Section2.5.5. Discussion of industrial/chimney emission is added in Section2.5.5.

supplement the findings identified in the vicinity to support there is no active/heavy industrial operation in the vicinity and hence no adverse I/R interface problem is anticipated. Please supplement in a new sub-section under Section 2.5.	
9. Section 2.5 – Odour emission - Please review if there is any source of odour emission within the assessment area (e.g. livestock farm, lard boiling factory, STP/SPS, temple with incense/joss paper burning, nullah, etc.), if any, their air quality/odour impacts should be assessed. Please supplement in a new sub-section under Section 2.5.	Discussion of odour emission is added in Section 2.5.6.
10. Section 2.6.1 a. Please add “and gaseous” after “Fugitive dust” in line 1. b. Please revise “dust” in line 2 to “air quality”. c. Please delete “at source to acceptable levels” in the 2nd last line, and add “adverse” before “air”. d. Please delete “to be adverse” in the last line.	 The section is revised accordingly. The section is revised accordingly. The section is revised accordingly. The section is revised accordingly.
11. Section 2.6.2 - Please supplement this section by incorporating the Comments #8 and #9 above.	The Section is revised accordingly.
12. Figure 2.2 a. The buffer distance should be measured from the edge of road kerb. Please update and present the buffer zone appropriately. b. Please show the road name of Kam Pok Road East clearly in the figure. c. Please add a remark “No air-sensitive use including openable window, fresh air intake and recreational use in open space shall be located within the buffer zone”.	Figure 2.2 is revised accordingly.

Email dated 25th August 2025 refers: **Comment from the Chief Engineer/Mainland North, Drainage Services Department**	
Based on the submitted SIA, please advise on the following points:	
3. Section 2.2,3: Please clarify sentence, i.e.'..... will be implemented and maintained by other development.".	Please refer to Section 2.4 to 2.5 for revise paragraph.
4. Figure 3: Information of existing sewerage system shown on the submitted sewerage plan is different from our sewerage record. The applicant should clarify discrepancies and advise whether modification of existing sewerage system is required and would be implemented by the applicant for the proposed development. Also, the applicant should clarify management and maintenance responsibilities of the proposed sewerage system after modification work (if any).	More information of existing sewerage system and proposed sewerage system including management and maintenance responsibilities are provided in Section 2.2 to 2.5.
5. Section 3.1.2 & Figure 3: The applicant should clarify whether 300 mm dia. sewers are existing sewers or newly proposed sewers. Also, the applicant should clarify words, i.e. '...existing sewerage system...'.	300 mm dia. sewers are proposed by approved planning application A/YL-NSW/314.
6. Figure 3: For Catchment A, the applicant should provide information regarding the proposed development at private lots (Lot No.: 3670 RP, 3671 RP, 3672 RP and 3673 RP in D.D. l 04). The applicant should also clarify whether Catchment B is referring to another planning application (No.: ANL-NSW/314). Besides, please clarify the mitigation measures if the sewerage works proposed under other planning applications, such as A/YL-NSW/314, Y/YL-MP/10 and etc., could not match with the programme of the proposed development.	Figure 3 is revised accordingly. For situation if the sewerage works proposed under other planning applications, such as A/YL-NSW/314, Y/YL-MP/10 and etc., could not match with the programme, there will be no population intake for the proposed development until proposed sewerage system becomes available. Relevant explanation is provided in Section 2.4.
7. Figure 3: Please clarify the '-' sign of cover levels and invert levels shown on the submitted drawing.	'-' sign refer to height below m.P.D. level.
8. Figure 3: The applicant should clarify invert levels of the proposed foul water manhole P3. Invert levels of the proposed sewerage facilities at the upstream shall be higher than that at the downstream.	The invert level is revised.
9. Figure 3: The ID nos of the existing government manholes to which sewerage connection is made should be indicated on the submitted sewerage plan.	Noted.
10. Figure 3: The applicant should clarify cover levels of the proposed manholes Pl-P15. Also, the applicant should clarify whether manhole El shown on the submitted sewerage plan is existing foul water manhole FSH1001886. The applicant should indicate cover level and invert levels of existing foul water manhole FSl-11001886 on the submitted sewerage plan for reference.	Cover levels are provided. Manhole E1 is revided to manhole FSH1001886.

11. Figure 3 & Appendix B: The applicant should clarify discrepancy of size of sewer connecting the proposed manholes MH235 and Pl. Also, the applicant should clarify invert level of the proposed sewer connecting to manhole E1.	Size of sewer and invert level is revised and corrected.
12. Appendix B': Design flow velocity is suggested to be within a range, i.e. 0.7 m/s to 3.0 in/s. The applicant should review hydraulic calculation for the sewers connecting the proposed manholes MH235 and P3.	Flow velocity is reviewed and all within 0.7 m/s to 3.0 m/s.
13. According to the submitted SIA, the applicant would like to connect the proposed sewerage system of the subject application site to existing sewerage system which has not yet been commissioned and the proposed sewerage system under other planning applications (No.: A/YL-NSW/314 and etc.). Satisfaction of the submission and implementation of SIA under the subject planning application is subject to acceptance and satisfactory implementation of SIA under other planning applications (No.: A/YL-NSW/314 and etc.).	Noted, further liaison with EPD/DSD and the other future developments near the Proposed Site would be in later stage.
14. Figure 3: The applicant should note that there are several planning applications/proposed developments in the vicinity of the application site and the sewerage system proposed under the subject planning application may have conflict with that proposed under other planning applications (No.: Y/YL-NSW/7 and etc.). The applicant should liaise and coordinate with EPD and other project proponents to confirm the proposed sewerage design and ascertain responsibilities of implementation and maintenance of the proposed sewerage works.	Noted, further liaison with EPD/DSD and the other future developments near the Proposed Site would be in later stage.
15. The SIA needs to meet full satisfaction of Sewerage Infrastructure Group (SIG) of Environmental Protection Department (EPD), the planning authority of sewerage infrastructure. Since there are various proposed developments which are planned to dispose sewage to Nam Sang Wai Sewage Pumping Station (NSWSPS), advice from SIG of EPD should be sought for holistically review of the sewerage arrangement and confirming whether capacity has been reserved at NSWSPS for the subject proposed development. Comments of this department on the sewerage aspect are subject to the views and agreement of EPD.	Noted, further liaison with EPD/DSD and the other future developments near the Proposed Site would be in later stage.

Email dated 18th July 2025 refers: **Comment from the Director of Environmental Protection**	
Based on the submitted SIA, please advise to the following points: 1. RtC item 1, Section 2.2.2, Figures 2 & 3 – As shown in Figure 2, there is no existing public sewerage along Kam Pok Road East and Pok Wai South Road. Please clarify and provide information to support the existence of sewer mentioned under S.2.2.2. Please supplement with information of the upgrading works under A/YL-NSW/314 proposed to be ultilised for discharging sewage from the application site. Please also clarify the party responsible for the construction of the sewers along Kam Pok Road East and Pok Wai South Road etc. proposed to serve the application site for sewage disposal as shown under Figure 3.	More information of existing sewerage and the proposed sewerage system is discussed in Section 2.2 to 2.5.
2. RtC item 2 & Appendix B – The hydraulic assessment should take into account the existing and planned developments utilising the proposed communal gravity sewer along Pok Wai South Road. Please revise.	Appendix B is revised, existing and planned developments have been considered.
3. As the current sewage disposal scheme solely relies on sewerage to be constructed by others, please provide a fallback disposal option in case of programme mismatch with the construction of such sewerage work to be carried out by others.	There will be no population intake for the proposed development until proposed sewerage system becomes available. Discussion is provided in Section 2.4.

Appendix 1

Revised Parameters Table and The Revised Development Scheme

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 Light Goods Vehicle (LGV) loading & unloading bay Light bus lay-by	 11 (including 1 disabled car parking space (3.5m x 5m)) 1 (3.5m x 7m) 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 or more

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

- EVA PLAN
KAM POK ROAD E RCHD 1:400 @ A3

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

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

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TOWN PLANNER

DeSPACE (International) Limited

ARCHITECT

Vessel International Limited
Syn Plus Design Limited

Syn Plus

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

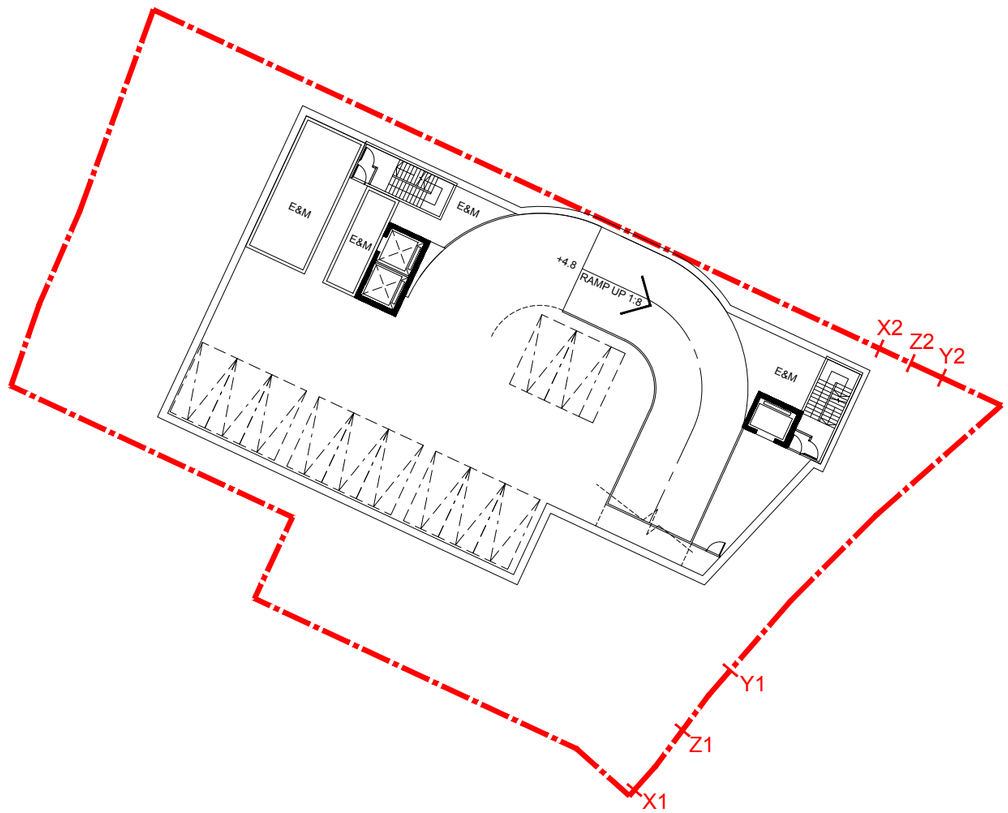
DRAWING : EVA PLAN

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

Rev: A

Drawing No. : FIGURE 2

Date: MAY 2025



- BASEMENT FLOOR 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

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TOWN PLANNER

DeSPACE (International) Limited

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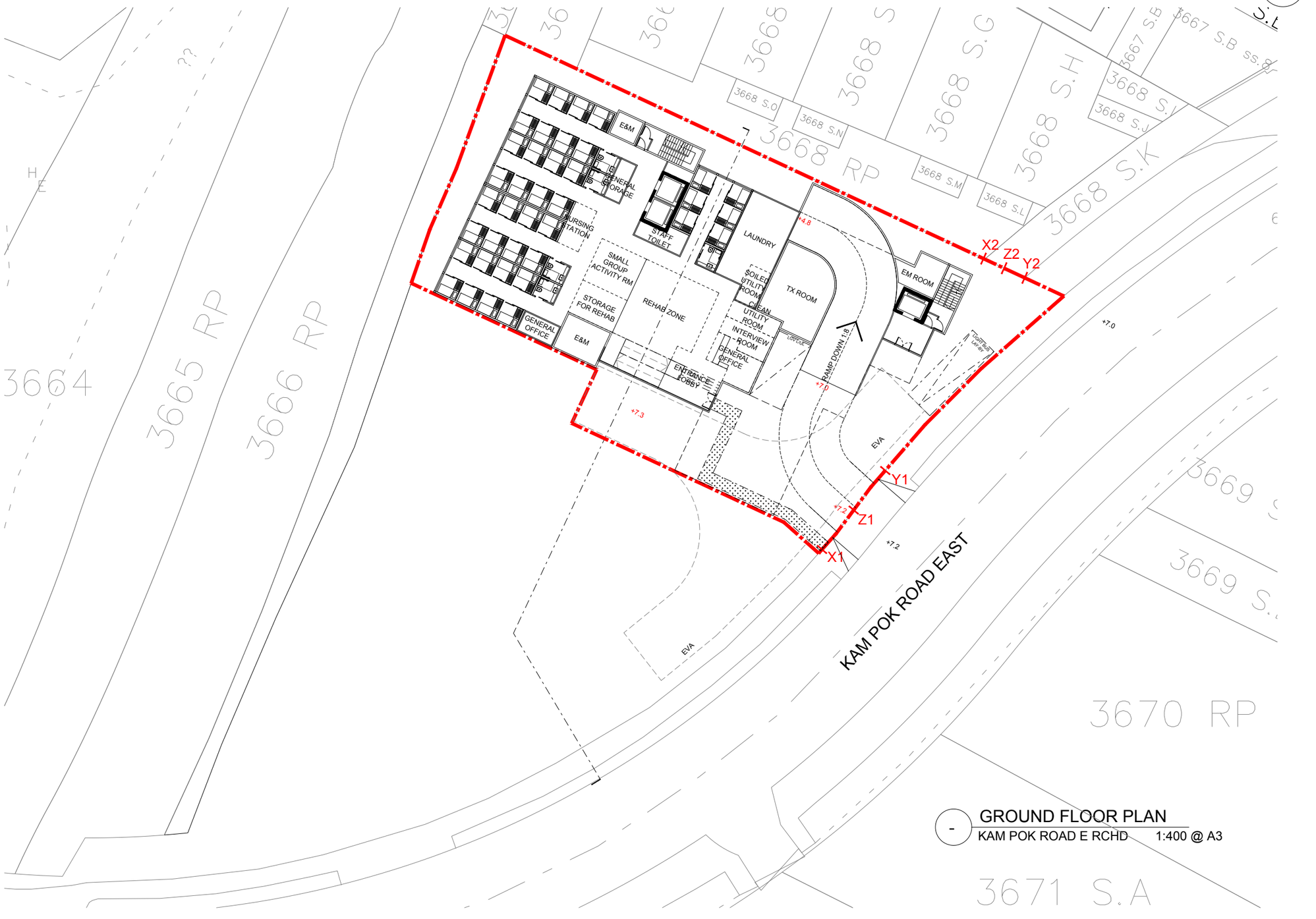
PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : BASEMENT FLOOR PLAN

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

Drawing No. : CP-A102
Date: MAY 2025



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

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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TOWN PLANNER

DeSPACE (International) Limited

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ARCHITECT

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Syn Plus Design Limited

Syn Plus

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
Rev: B

Drawing No. : CP – A103
Date: MAY 2025

- 1ST 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

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.

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TOWN PLANNER

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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
PROJECT NO : 25001_KPR
Rev: -

Drawing No. :
Date: MAY 2025

CP-A104

- 2ND 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

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.

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TOWN PLANNER

DeSPACE (International) Limited

ARCHITECT

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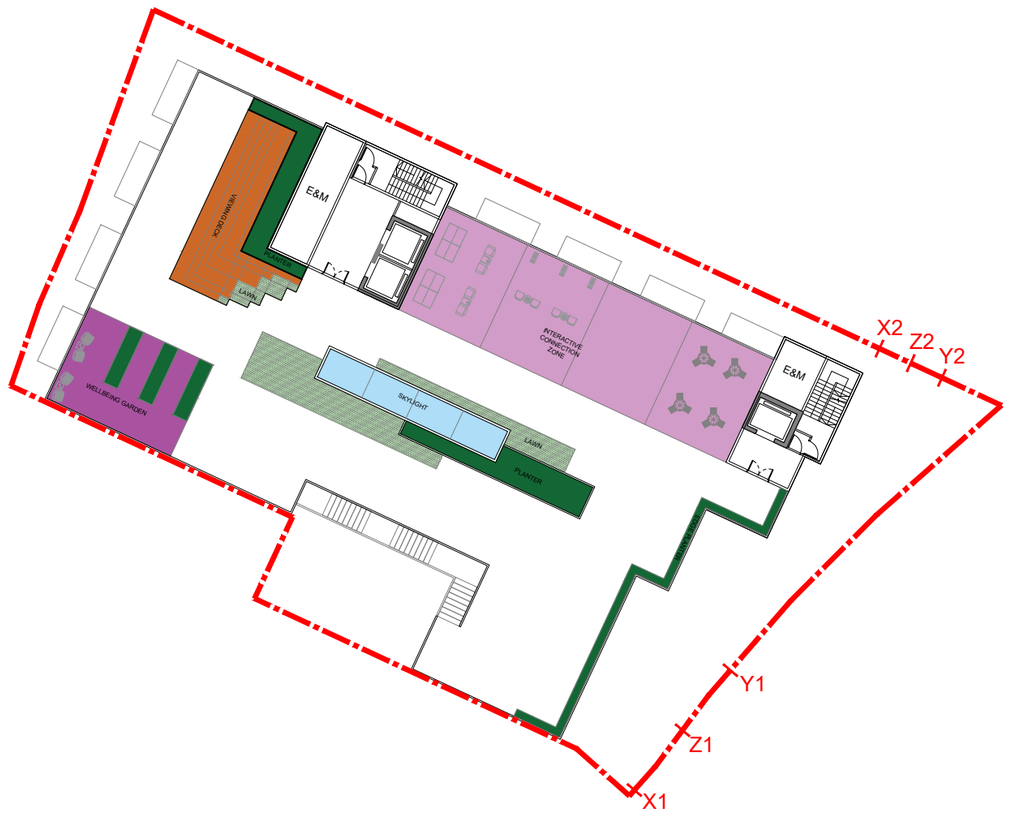
Syn Plus Design Limited

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 : SECOND FLOOR PLAN

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

Drawing No. :
Date: MAY 2025
CP-A105



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

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

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

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TOWN PLANNER

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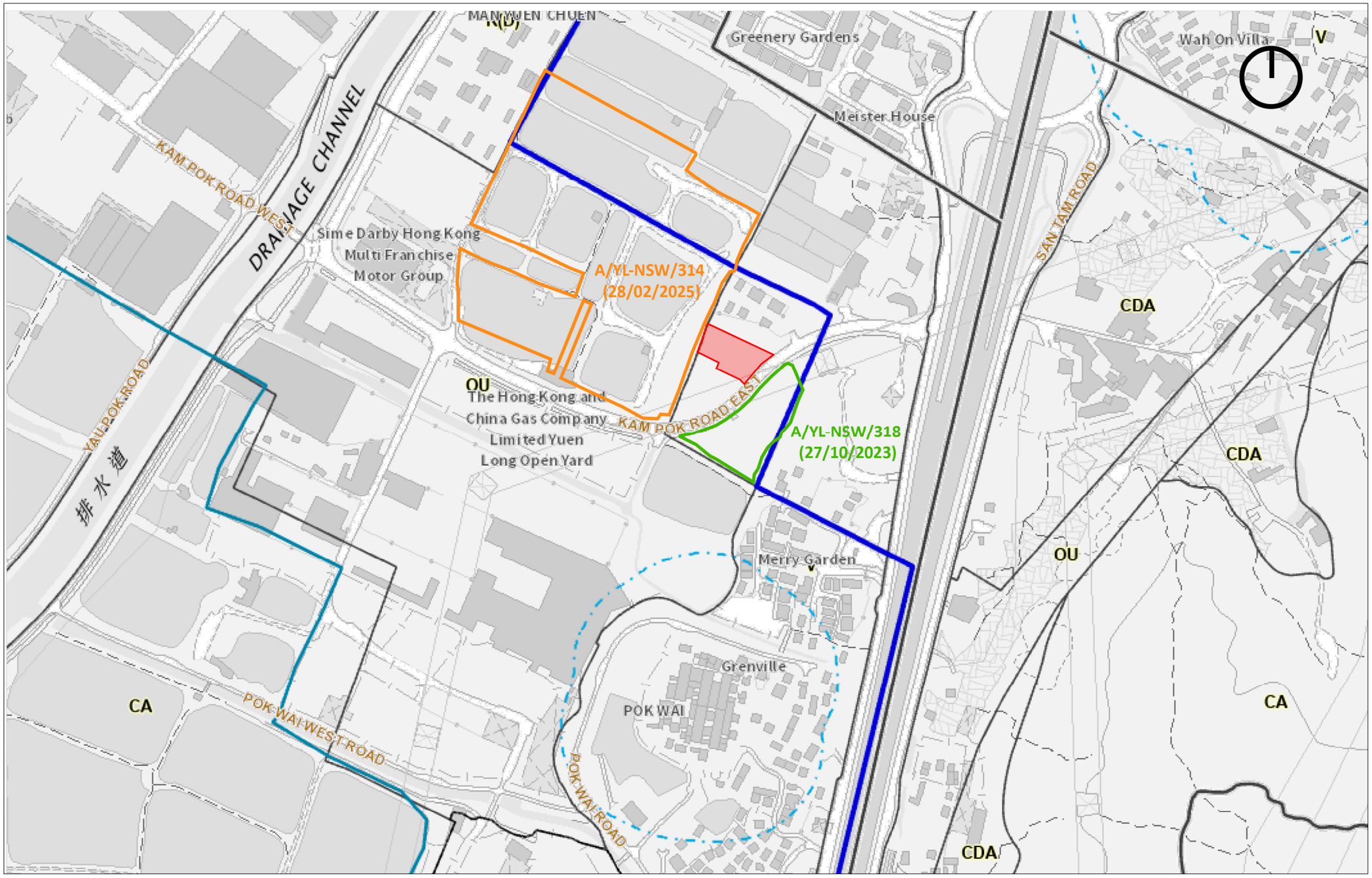
Syn Plus Design Limited

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
PROJECT NO : 25001_KPR
Rev: -

Drawing No. : CP-A106
Date: MAY 2025



NOTES:

LEGEND:

THE SITE

WETLAND BUFFER AREA

WETLAND CONSERVATION AREA

VILLAGE ENVIRON

REV	DATE	DESCRIPTION	BY	CHKD
-	9.5.2025	CONCEPT DESIGN	KC	PC

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CLIENT

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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 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: MAY 2025

FIGURE 1

- OPEN SPACE DIAGRAM
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

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

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TOWN PLANNER

DeSPACE (International) Limited

ARCHITECT

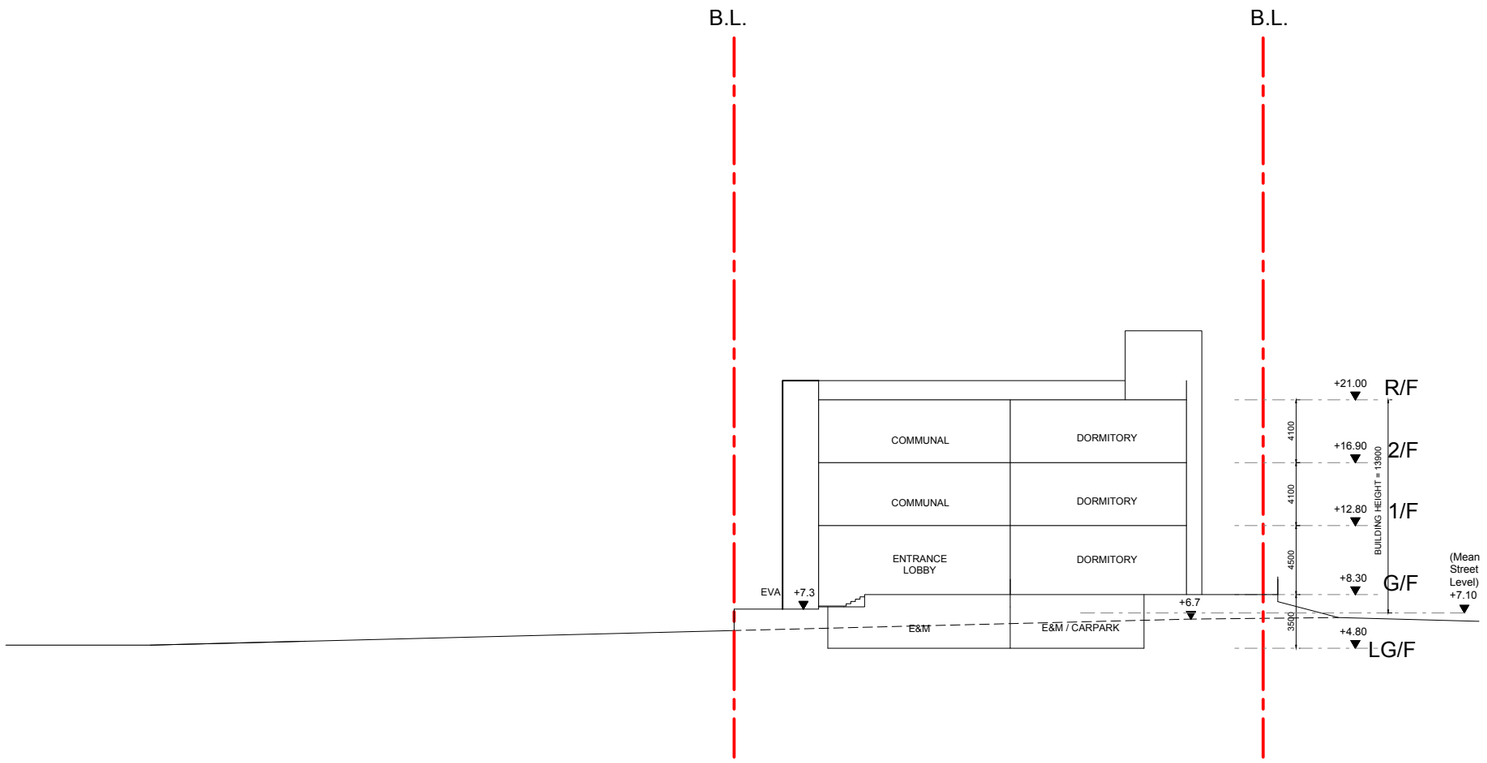
Vessel International Limited
Syn Plus Design Limited

PROJECT : Proposed Social Welfare Facilities (Residential Care Home for 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
Rev: A

Drawing No. : CP-A108
Date: MAY 2025



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

NOTES:

REV	DATE	DESCRIPTION	BY	CHKD
-	5.5.2025	CONCEPT DESIGN	KC	PC

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CLIENT

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TOWN PLANNER

DeSPACE (International) Limited

ARCHITECT

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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
PROJECT NO : 25001_KPR

Rev: —

Drawing No. : CP-A201

Date: MAY 2025

Form No. S16-I
表格第 S16-I 號

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	

1. 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。

2. 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 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. 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。

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1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ 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）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ 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	☑Site area 地盤面積 1605 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 3625.5 sq.m 平方米☑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 ☑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) 第(i)類 Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 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) 第(iii)類 Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☐ Type (iv) 第(iv)類 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☑ Type (v) 第(v)類 Use / development other than (i) to (iii) above 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 ☐About 約		
	Non-domestic part 非住用部分..... sq.m 平方米 ☐About 約		
	Total 總計 ..... sq.m 平方米 ☐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	
(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約 (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))
(b) Intended use/development 有意進行的用途／發展	

(iii) For Type (iii) application 供第(iii)類申請	
(a) Nature and scale 性質及規模	☐ Public utility installation 公用事業設施裝置 ☐ Utility installation for private project 私人發展計劃的公用設施裝置 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

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)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(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 …… m
☐	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	☑About 約
Proposed plot ratio 擬議地積比率	2.3	☑About 約
Proposed site coverage 擬議上蓋面積	70 %	☑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	
	☐ include 包括 ____ storeys of basements 層地庫	
	☑ 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)	☐About 約
	13.9 m 米	☑About 約

Part 6 (Cont'd) 第 6 部分 (續)

☐ 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 政府、機構或社區設施 (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)

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 Roon/ 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

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☐ 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)) ..... ☑ 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）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (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) Private Car Parking Spaces 私家車車位 — 11 (including 1 disabled carparking space) 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) — _____ — _____ —
	No 否	☐
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？	Yes 是	☑ (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) Taxi Spaces 的士車位 — Coach Spaces 旅遊巴車位 — Light Goods Vehicle Spaces 輕型貨車車位 — 1 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 — 1 _____ —
	No 否	☐

9. Impacts of Development Proposal 擬議發展計劃的影響

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。

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?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
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。)	Yes 是	☐ (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) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？			
	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑
	_____		
	_____		

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)

Please refer to the attached supplementary planning statement.
.....
.....
.....
.....
.....

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the attached supplementary planning statement.

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 16/10/2025 ..... (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

1. 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。

2. 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。

3. 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 ☑ About 約 (includes Government land of 包括政府土地 133 sq. m 平方米 ☑ 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	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	3625.5 ☑ About 約 ☐ Not more than 不多於	2.3 ☑About 約 ☐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 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	13.9	m 米 ☑ (Not more than 不多於)
			21	mPD 米(主水平基準上) ☑ (Not more than 不多於)
			3	Storeys(s) 層 ☑ (Not more than 不多於) *(☐Include 包括/☑ Exclude 不包括* ☐ *Carport 停車間* ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
			1	
		Composite 綜合用途		m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積			70 % ☑ 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 ☑ Not less than 不少於
		Public 公眾		sq.m 平方米 ☐ 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

	Chinese 中文	**English** 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☑
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☐
_____		
_____		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☑
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☑
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☑
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐
_____		
_____		

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。

Appendix 2

Revised 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

10 Oct 2025

Report No.: RT25285-EA-02C

Prepared By:

BeeXergy Consulting Limited (BXG)
Phone:
Address:

Email:

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-02C

Revision	Issue Date	Description	Author	Checker	Approver
0	20/05/2025	Issued for Comment	Various	LY	HM
A	08/07/2025	Issued for Comment	Various	LY	HM
B	25/07/2025	Updated AQIA and NIA	Various	LY	HM
C	10/10/2025	Response to Comment	Various	LY	HM

Prepared By:

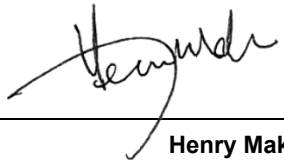
Various

Checked by

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.

TABLE OF CONTENT

FIGURES

APPENDICES

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 1605m^2, currently bounded by abanoned 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] ($\mu g/m^3$)	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 ($PM_{2.5}$) [iii]	24-hour	37.5	18
	Annual	15	N/A

Pollutant	Averaging Time	Concentration Limit [i] ($\mu g/m^3$)	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 10μm or less.

[iii] $PM_{2.5}$ means suspended particles in air with a nominal aerodynamic diameter of 2.5μm 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	*Type of Road*		
	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	*Difference in Height between Industrial Chimney Exit and the Site*		
	< 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:

a) 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.

b) 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.

c) 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.

d) 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 Error! Reference source not found.. The area of excavation is approximately 1605m^2, 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

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. 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	71
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 m^2, which is larger than 18 m^2 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 nosie standard, therefore, no adverse fixed noise impact to the Proposed Development is expected.

3.5. CONCLUSION

Construction Phase

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.

Operation Phase

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.

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 Fitments, 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 0.89 kg per worker per day, the maximum amount of general refuse to be generated will be about 13.35 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 0.89kg per person per day, the maximum amount of general refuse to be generated will be about 238.5kg 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 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. The ground condition was generally good. From 2019 to 2021, there were construction materials and construction equipment, such as metal steel, and casing, stored at the Project Site. 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 comtamination.

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

DrawingTitle

PROPOSED DEVELOPMENT LOCATION

Drawing No.

FIGURE 1

Rev.

0

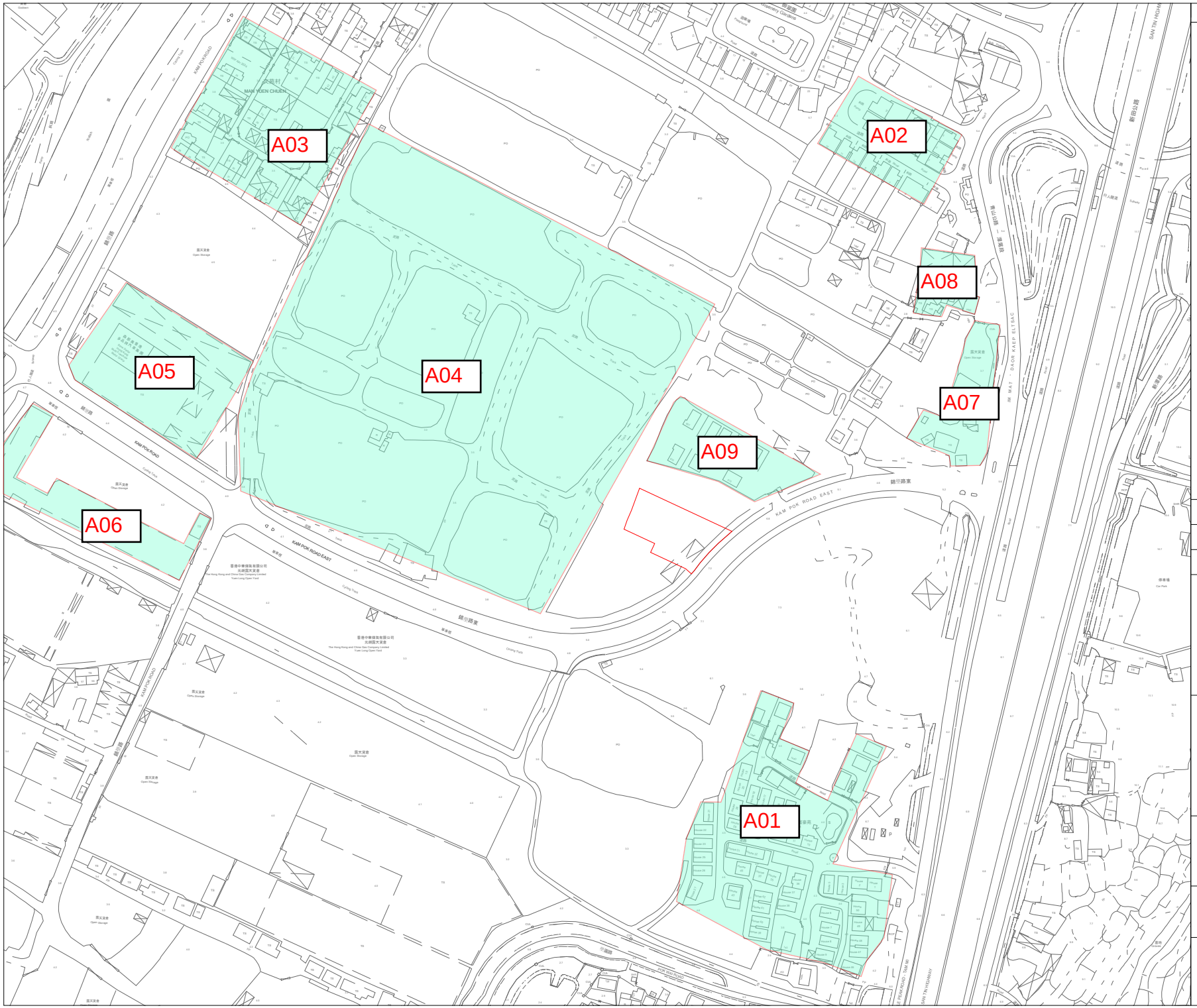
Scale:

A4 - 1:5500

BXG

BeeXergy Consulting Limited

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

DrawingTitle

LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS

Drawing No.	Rev.
FIGURE 2.1	0

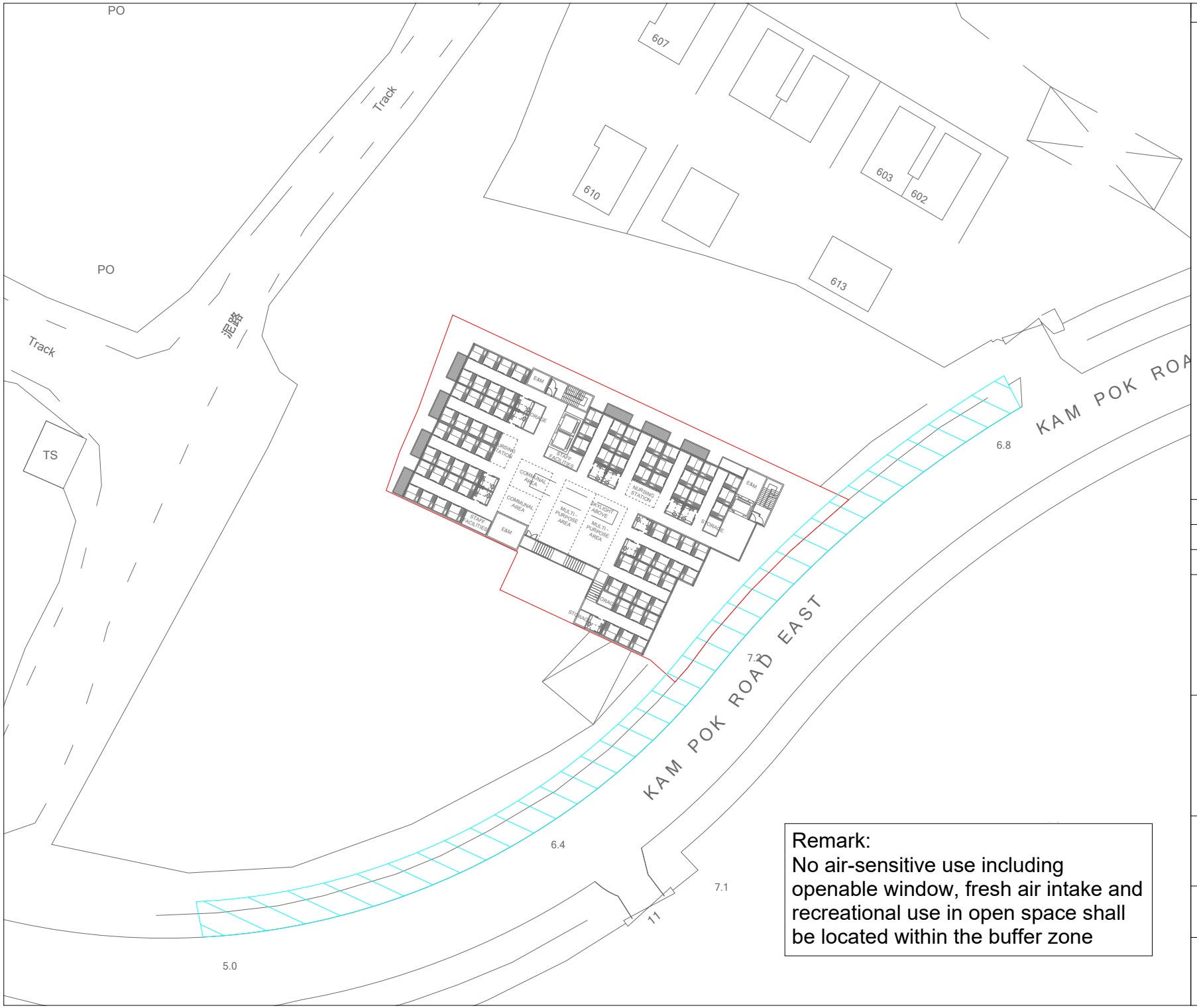
Scale:

A4 - 1:3000

BXG

BeeXergy Consulting Limited

FIGURE 2.2
BUFFER DISTANCES



LEGEND:

Site Boundary

5m Buffer Distance

	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

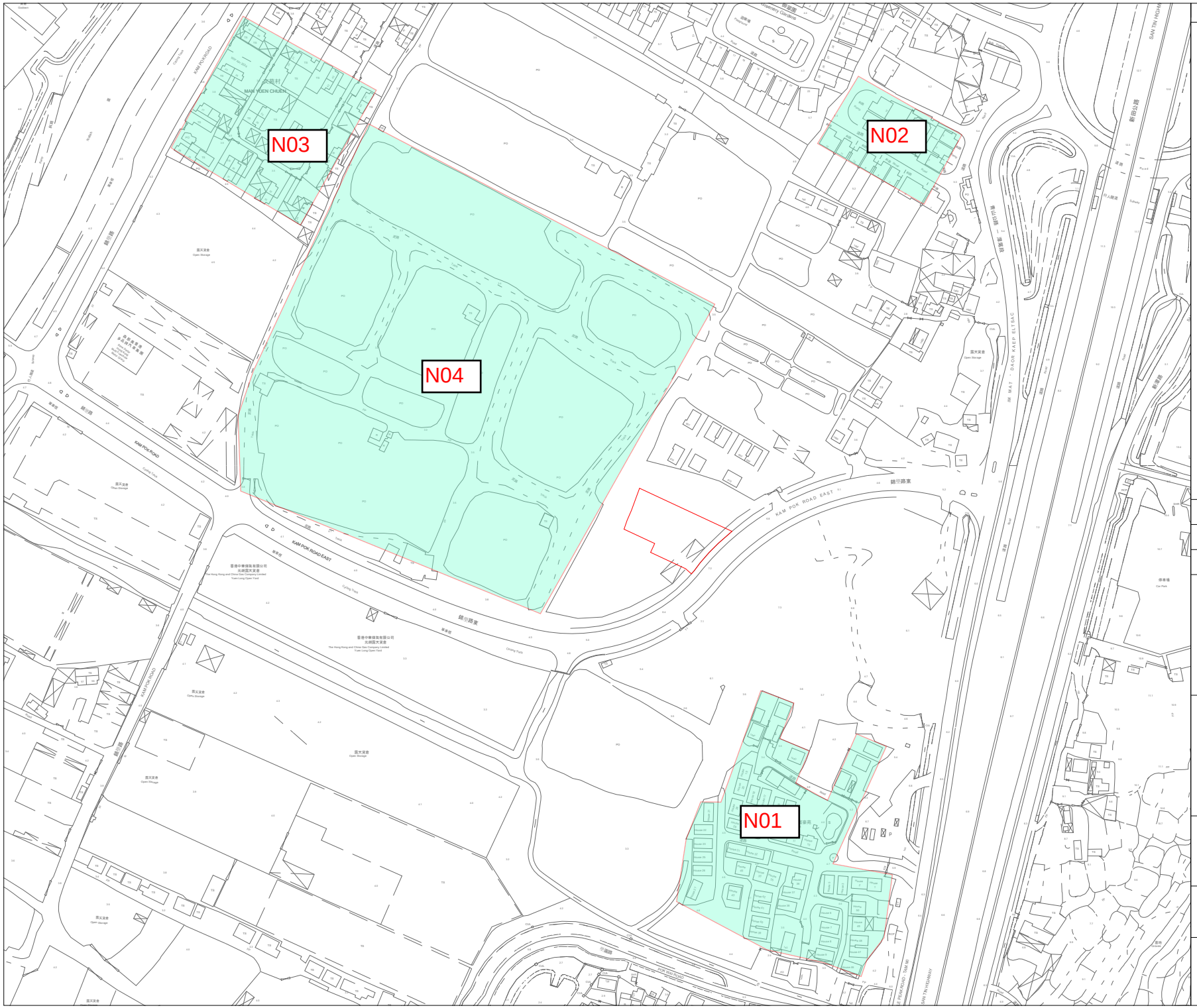
Scale:

A4 - 1:700

BXG

BeeXergy Consulting Limited

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

DrawingTitle

LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS

Drawing No.	Rev.
FIGURE 3.1	0

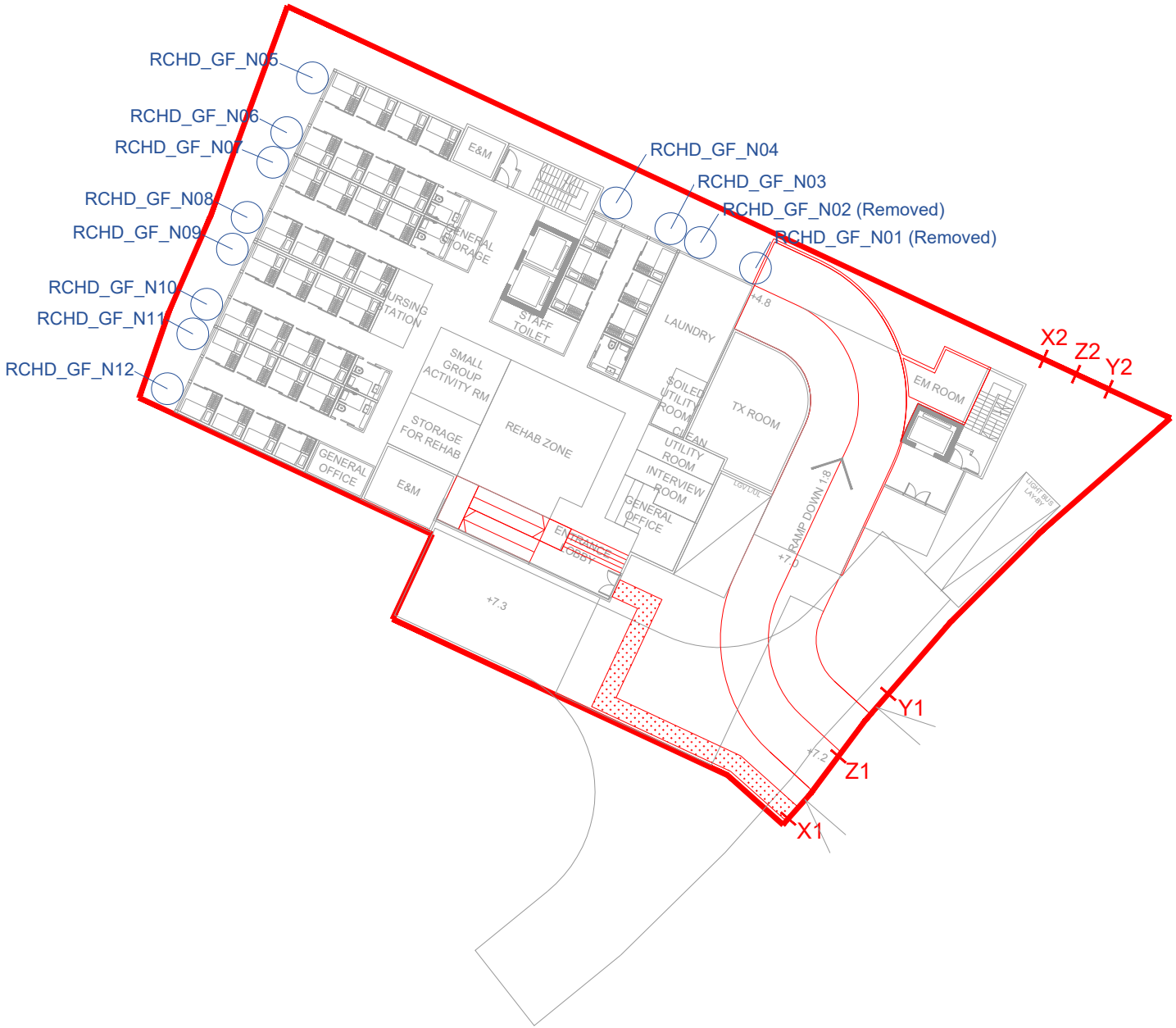
Scale:

A4 - 1:3000

BXG

BeeXergy Consulting Limited

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

BXG

BeeXergy Consulting Limited

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

BXG

BeeXergy Consulting Limited

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

BXG

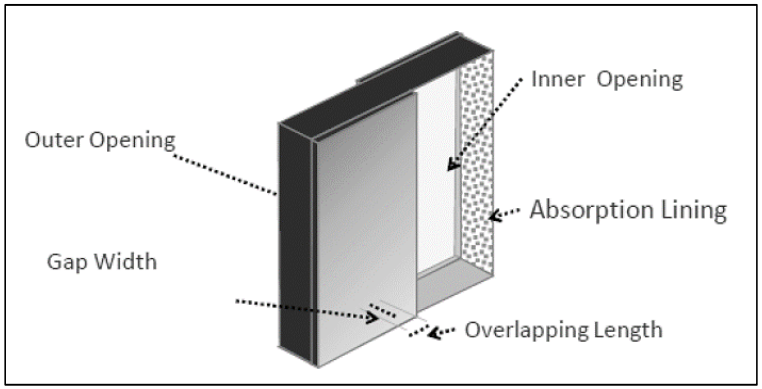
BeeXergy Consulting Limited

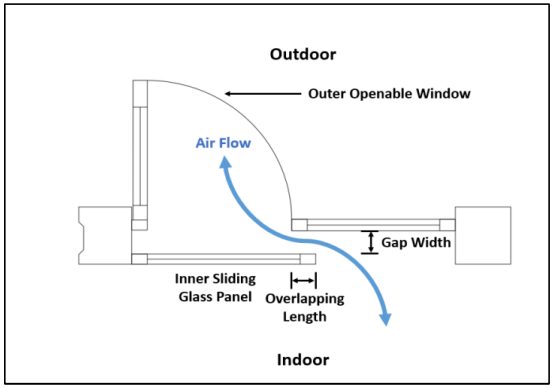
FIGURE 3.3
LOCATION OF PROPOSED ACOUSTIC WINDOW

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	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 Proposed Acoustic Window (1/F)

Figure No.	**Rev.**
Figure 3.3a	0

BXG

BeeXergy Consulting Limited

LEGEND:

Project Site

Type 2 AW (BT)

	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 Proposed Acoustic Window (2/F)

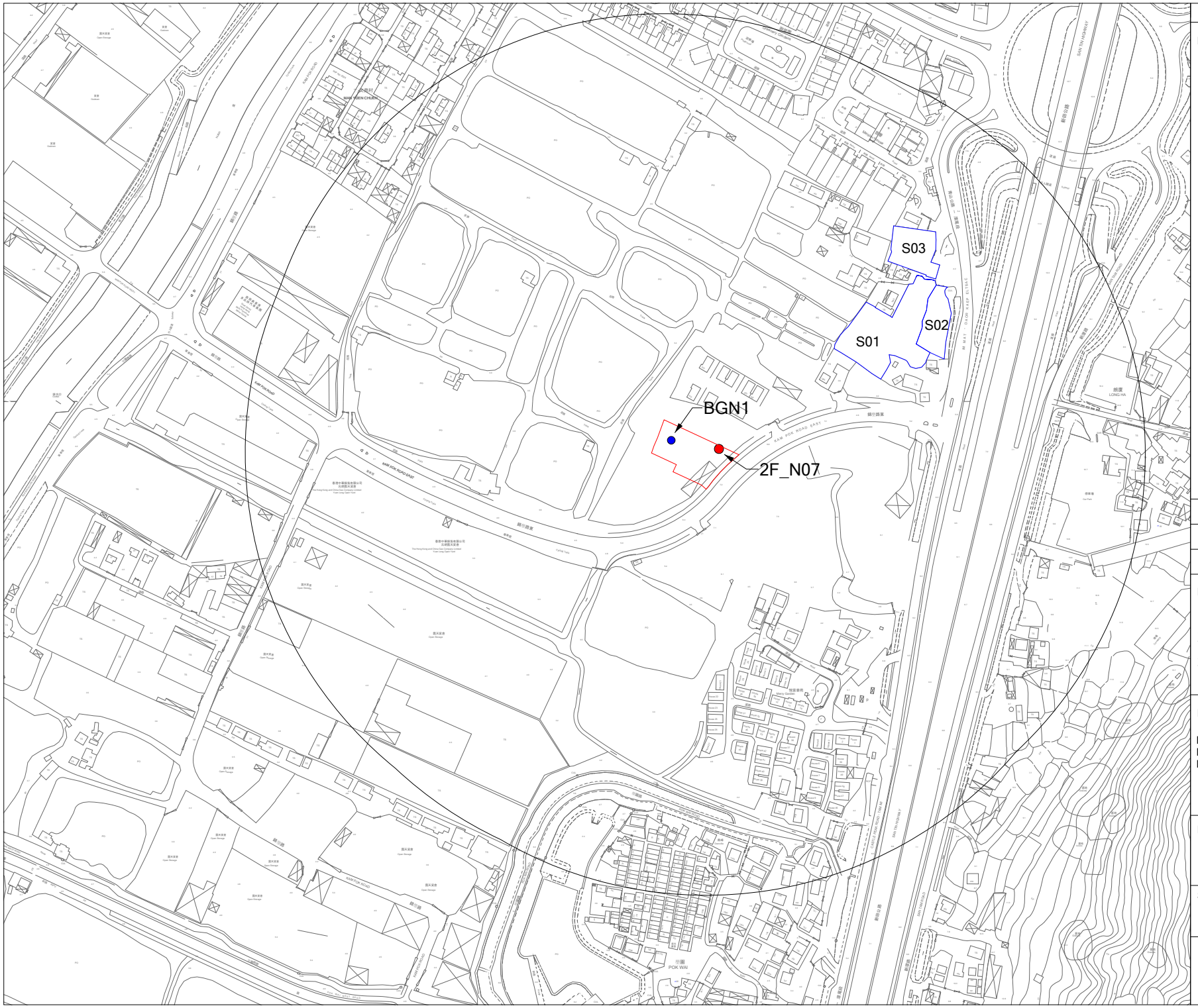
Figure No.	**Rev.**
Figure 3.3b	0

BXG

BeeXergy Consulting Limited

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.	Rev.
FIGURE 3.4	0

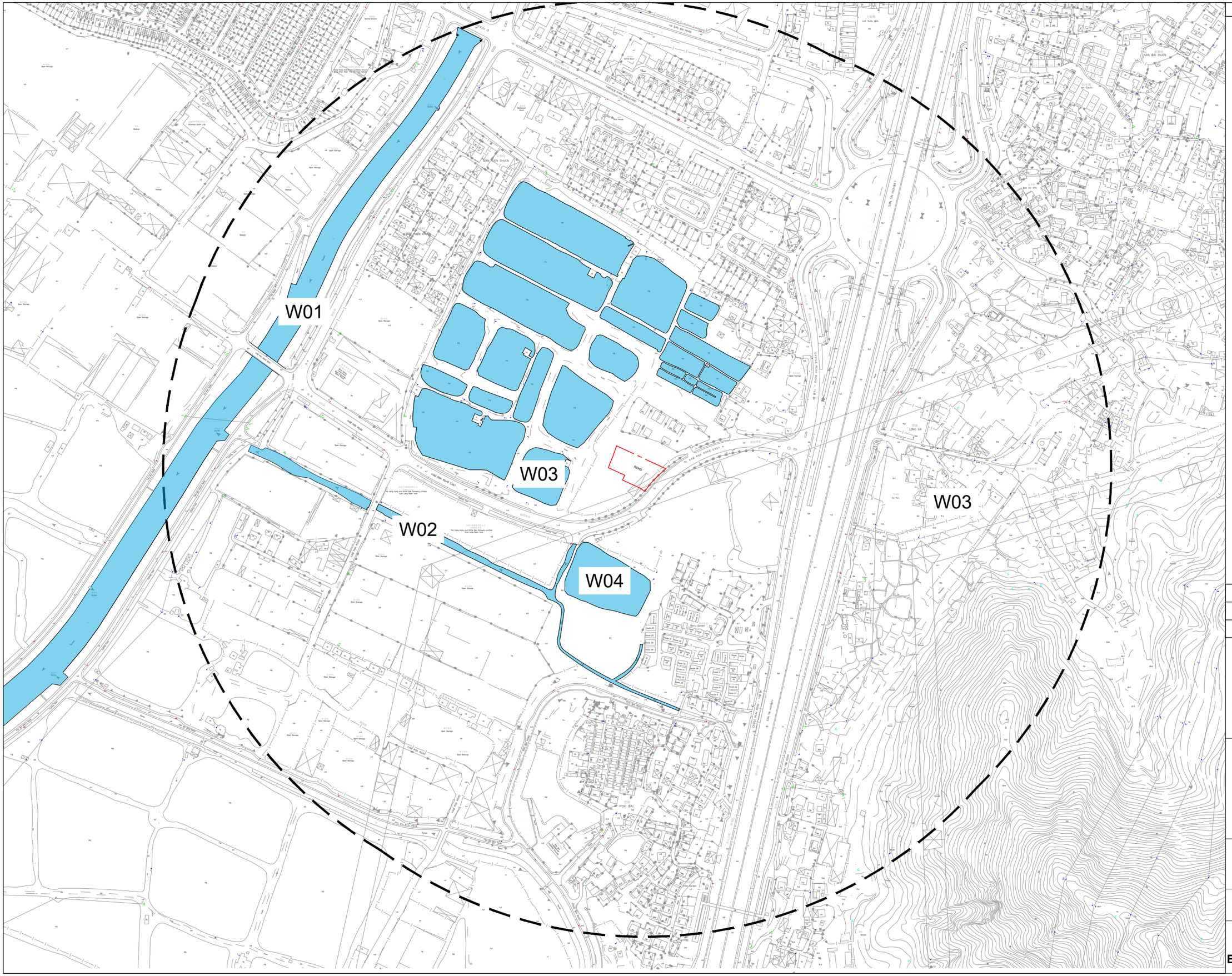
Scale:

A4 - 1:3700

BXG

BeeXergy Consulting Limited

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.

Figure 4.1

Rev.

1

Scale:

A3

BeeXergy Consulting Limited

FIGURE 6.1
AERIAL PHOTOS

LEGEND:

Site Boundary

	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

BXG

BeeXergy Consulting Limited

LEGEND:

Site Boundary

	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

BXG

BeeXergy Consulting Limited

APPENDIX 1.1
INDICATIVE BUILDING PLAN

- EVA PLAN
KAM POK ROAD E RCHD 1:400 @ A3

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

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

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TOWN PLANNER

DeSPACE (International) Limited

ARCHITECT

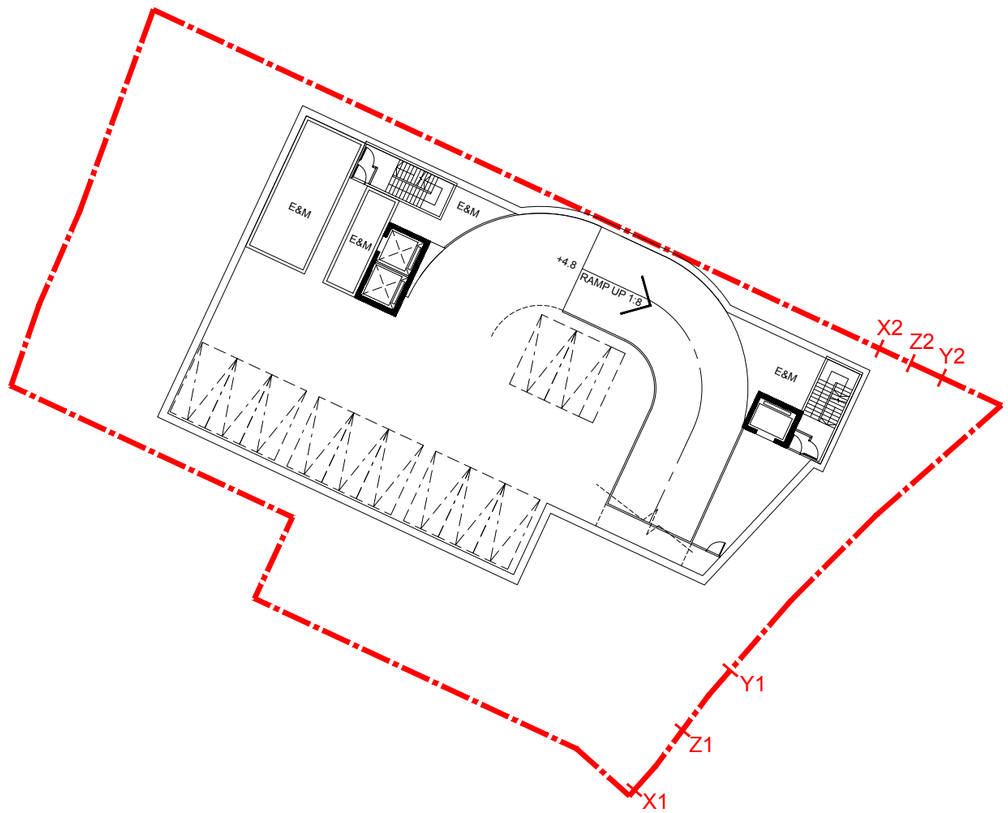
Vessel International Limited
Syn Plus Design Limited

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
Rev: A

Drawing No. : FIGURE 2
Date: MAY 2025



- BASEMENT FLOOR 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

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TOWN PLANNER

DeSPACE (International) Limited

ARCHITECT

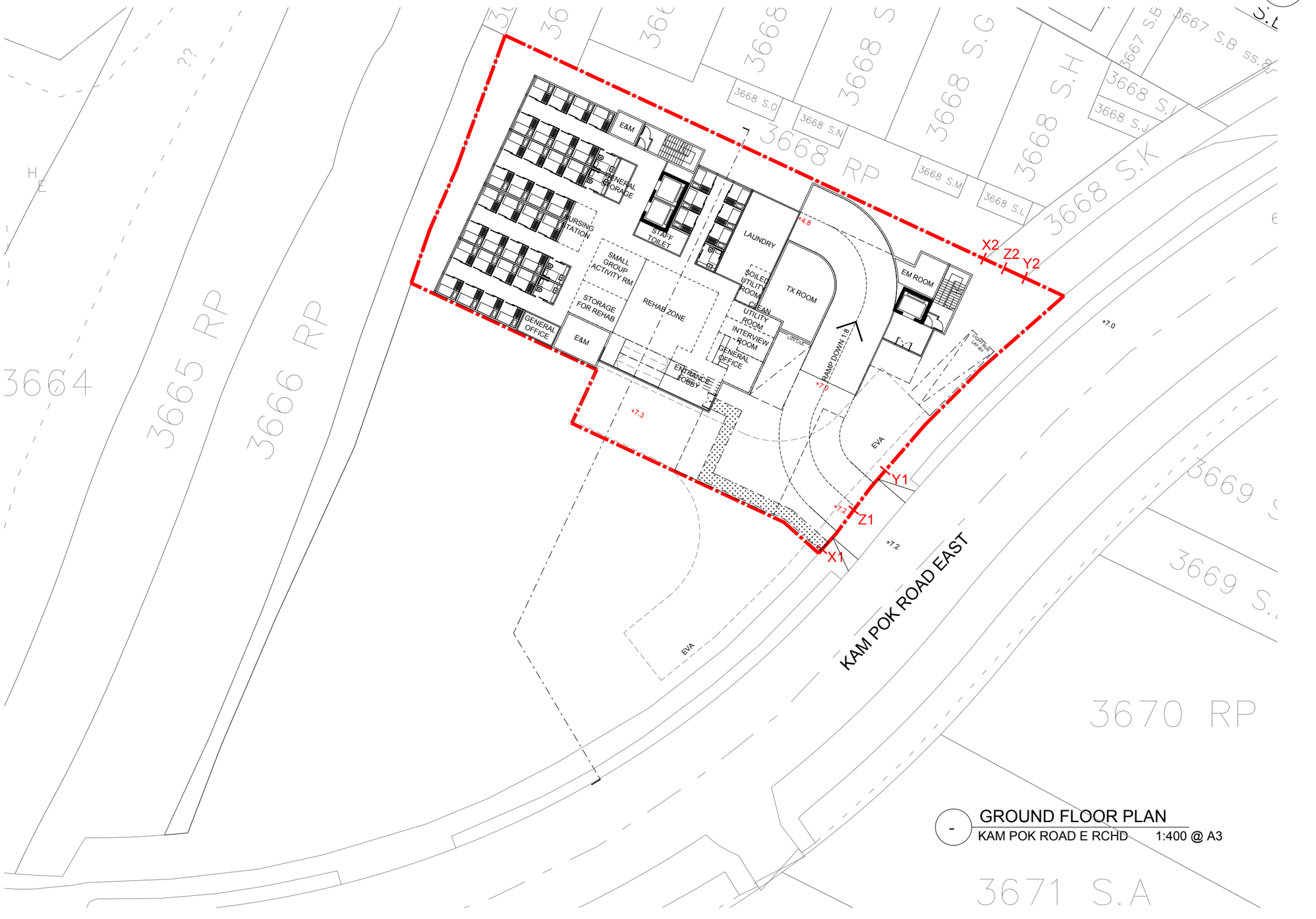
Vessel International Limited
Syn Plus Design Limited

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 : BASEMENT FLOOR PLAN

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

Drawing No. : CP-A102
Date: MAY 2025



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

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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TOWN PLANNER

DeSPACE (International) Limited

DeSPACE (International) Limited

ARCHITECT

Vessel International Limited
Syn Plus Design Limited

Syn Plus

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
Rev: B

Drawing No. : CP – A103
Date: MAY 2025

- 1ST 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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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
PROJECT NO : 25001_KPR
Rev: -

Drawing No. :
Date: CP-A104 MAY 2025

- 2ND 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

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.

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TOWN PLANNER

DeSPACE (International) Limited

ARCHITECT

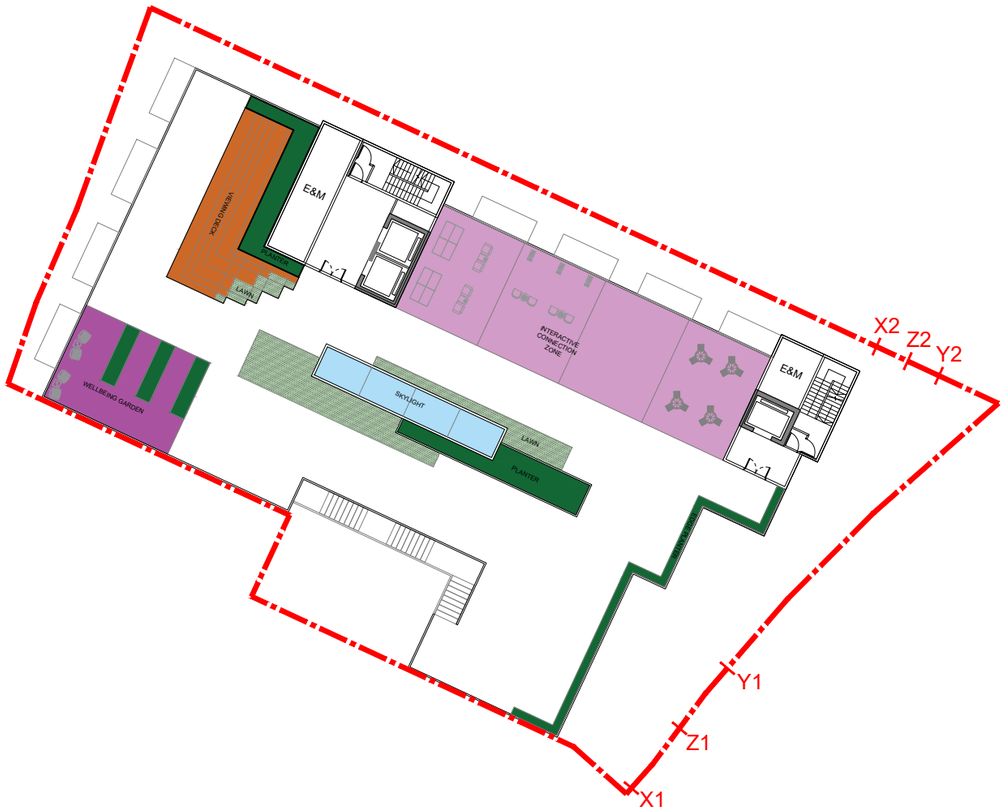
Vessel International Limited
Syn Plus Design Limited

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 : SECOND FLOOR PLAN

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

Drawing No. :
Date: CP-A105 MAY 2025



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

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

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

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TOWN PLANNER

DeSPACE (International) Limited

DeSPACE (International) Limited

ARCHITECT

Vessel International Limited
Syn Plus Design Limited

Syn Plus

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

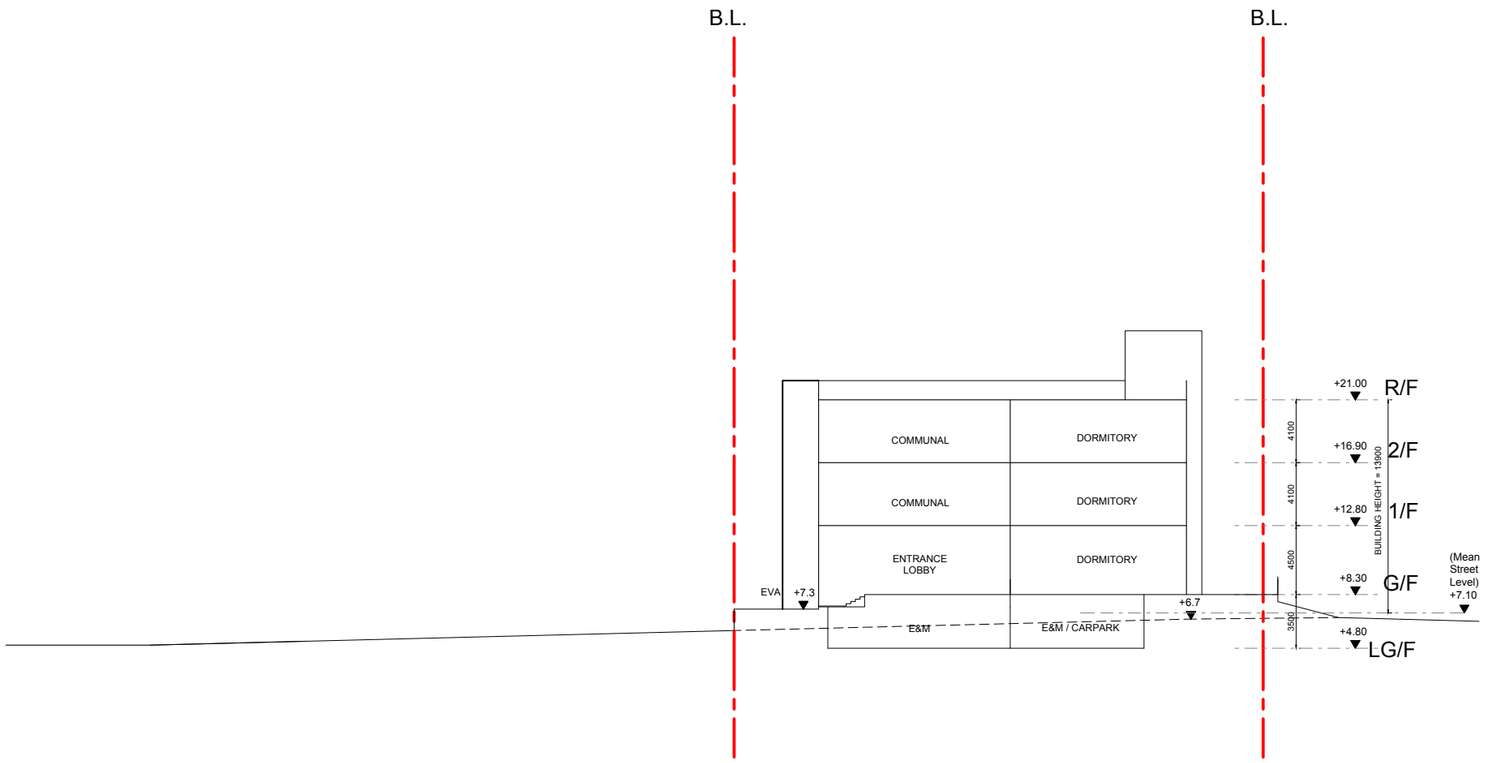
SCALE : 1:400 @A3

PROJECT NO : 25001_KPR

Rev: -

Drawing No. : CP-A106

Date: MAY 2025



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

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.

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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
PROJECT NO : 25001_KPR

Rev: —

Drawing No. : CP-A201

Date: MAY 2025

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.

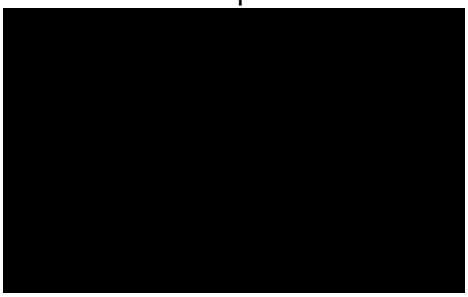
We refer to the Annual Traffic Census from Transport Department, Castle Peak Road – Tam Mi is classified as a Rural Road. With the consideration of the road connection with Castle Peak Road – Tam Mi, we have assumed as follows:

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

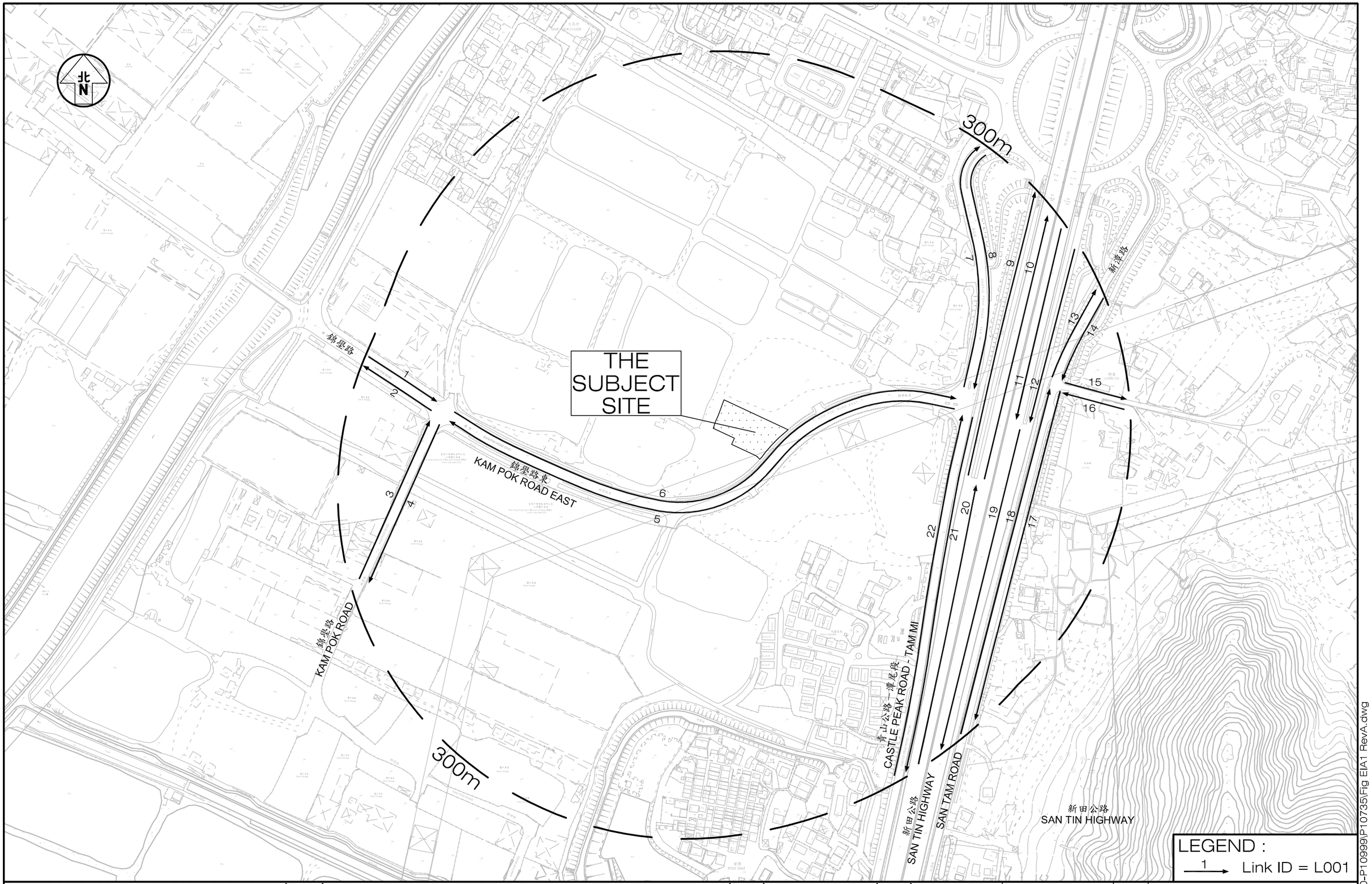
It is much appreciated if you could confirm if you agree to the road types above. Should you have any queries, please do not hesitate to contact the undersigned.

Thank you for your attention.

Regards,

Tommy Law
CKM Asia Limited
Traffic and Transportation Planning Consultant


APPENDIX 3.1
TRAFFIC FORECAST DATA



Project Title

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

J7400

Figure Title

LOCATION OF TRAFFIC DATA

Figure No.	Revision
EIA1	A

Designed by	Drawn by	Checked by
K C	C C L	–

Scale in A3	Date
1 : 3,000	26 MAY 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants

[redacted]

T:\Proposal\P10000-P10999\P10735\Fig EIA1 RevA.dwg

YEAR 2045 TRAFFIC FORECAST

Date: 23 May 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	460	49%	51%
L008	Castle Peak Road - Tam Mi (SB)	Fairview Park Interchange	Kam Pok Road East	50	RR	290	51%	49%
L009	San Tin Highway (NB)	San Tin Highway	Fairview Park Interchange	100	DD	820	72%	28%
L010	San Tin Highway (NB)	San Tin Highway	San Tin Highway	100	PD	3,940	68%	32%
L011	San Tin Highway (SB)	San Tin Highway	San Tin Highway	100	PD	3,610	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	340	62%	38%
L014	San Tam Road (SB)	Fairview Park Interchange	Unnamed Road	50	RR	700	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	700	68%	32%
L018	San Tam Road (NB)	Fung Kat Heung Road	Unnamed Road	50	RR	330	62%	38%
L019	San Tin Highway (SB)	San Tin Highway	Yuen Long Highway	100	PD	4,740	61%	39%
L020	San Tin Highway (NB)	Yuen Long Highway	San Tin Highway	100	PD	4,760	69%	31%
L021	Castle Peak Road - Tam Mi (SB)	Kam Pok Road East	Access Road to Merry Garden	50	RR	160	62%	38%
L022	Castle Peak Road - Tam Mi (NB)	Access Road to Merry Garden	Kam Pok Road East	50	RR	370	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 bu
PD – Primary Distributor
DD – District Distributor
LD – Local Distributor
RR – Rural Road

YEAR 2045 TRAFFIC FORECAST

Date: 23 May 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	450	56%	44%
L008	Castle Peak Road - Tam Mi (SB)	Fairview Park Interchange	Kam Pok Road East	50	RR	270	51%	49%
L009	San Tin Highway (NB)	San Tin Highway	Fairview Park Interchange	100	DD	880	73%	27%
L010	San Tin Highway (NB)	San Tin Highway	San Tin Highway	100	PD	3,750	71%	29%
L011	San Tin Highway (SB)	San Tin Highway	San Tin Highway	100	PD	3,900	68%	32%
L012	San Tin Highway (SB)	Fairview Park Interchange	San Tin Highway	50	DD	680	76%	24%
L013	San Tam Road (NB)	Unnamed Road	Fairview Park Interchange	50	RR	330	67%	33%
L014	San Tam Road (SB)	Fairview Park Interchange	Unnamed Road	50	RR	700	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	700	66%	34%
L018	San Tam Road (NB)	Fung Kat Heung Road	Unnamed Road	50	RR	330	67%	33%
L019	San Tin Highway (SB)	San Tin Highway	Yuen Long Highway	100	PD	4,570	69%	31%
L020	San Tin Highway (NB)	Yuen Long Highway	San Tin Highway	100	PD	4,630	71%	29%
L021	Castle Peak Road - Tam Mi (SB)	Kam Pok Road East	Access Road to Merry Garden	50	RR	160	62%	38%
L022	Castle Peak Road - Tam Mi (NB)	Access Road to Merry Garden	Kam Pok Road East	50	RR	340	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 bu
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, $L_{10\ (1\ hour)}$, dB(A)	Proposed Noise Mitigation Measures	Estimated Noise Attenuation, dB(A)	Mitigated Noise Level, $L_{10\ (1\ hour)}$, dB(A)	Compliance
						AM				
G/F	GF_N03	RCHD Dormitory	+8.30	+9.5	70	68	N/A	N/A	68	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	69	N/A	N/A	69	Yes
	1F_N04	RCHD Dormitory			70	**71**	Type 2	7	64	Yes
	1F_N05	RCHD Dormitory			70	**71**	Type 2	7	64	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	70	N/A	N/A	70	Yes
	1F_N09	RCHD Dormitory			70	70	N/A	N/A	70	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	70	N/A	N/A	70	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	**72**	Type 2	7	65	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	63	N/A	N/A	63	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	Ngiht 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		-	-	

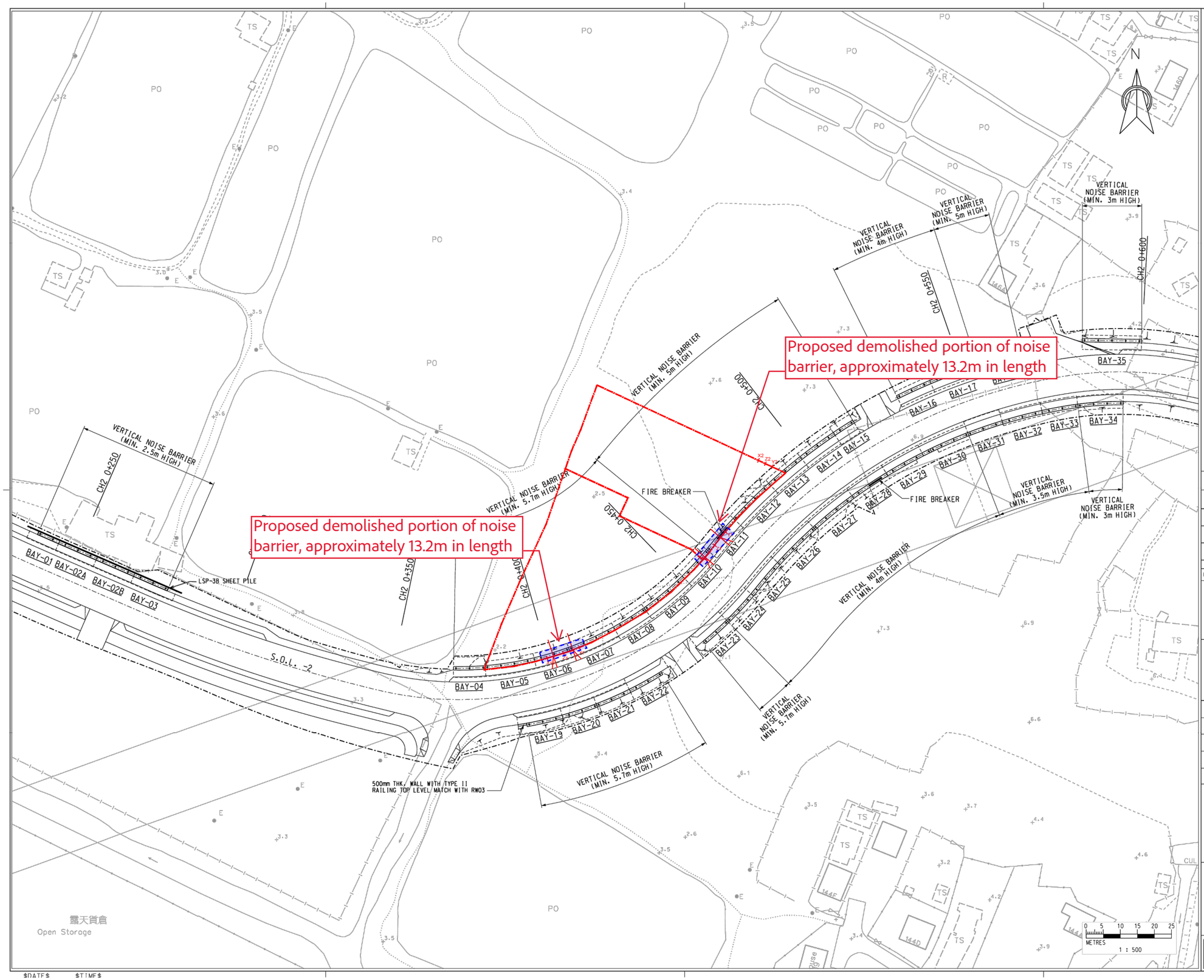
APPENDIX 3.5
MODIFICATION PLAN OF EXISTING NOISE BARRIER

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 :

- SITE BOUNDARY
- NOISE BARRIER
- FIRE BREAKER
- 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	Checked JM
Design Team Leader SNG		Date DEC 2010
Approved KTC		Date DEC 2010

Project

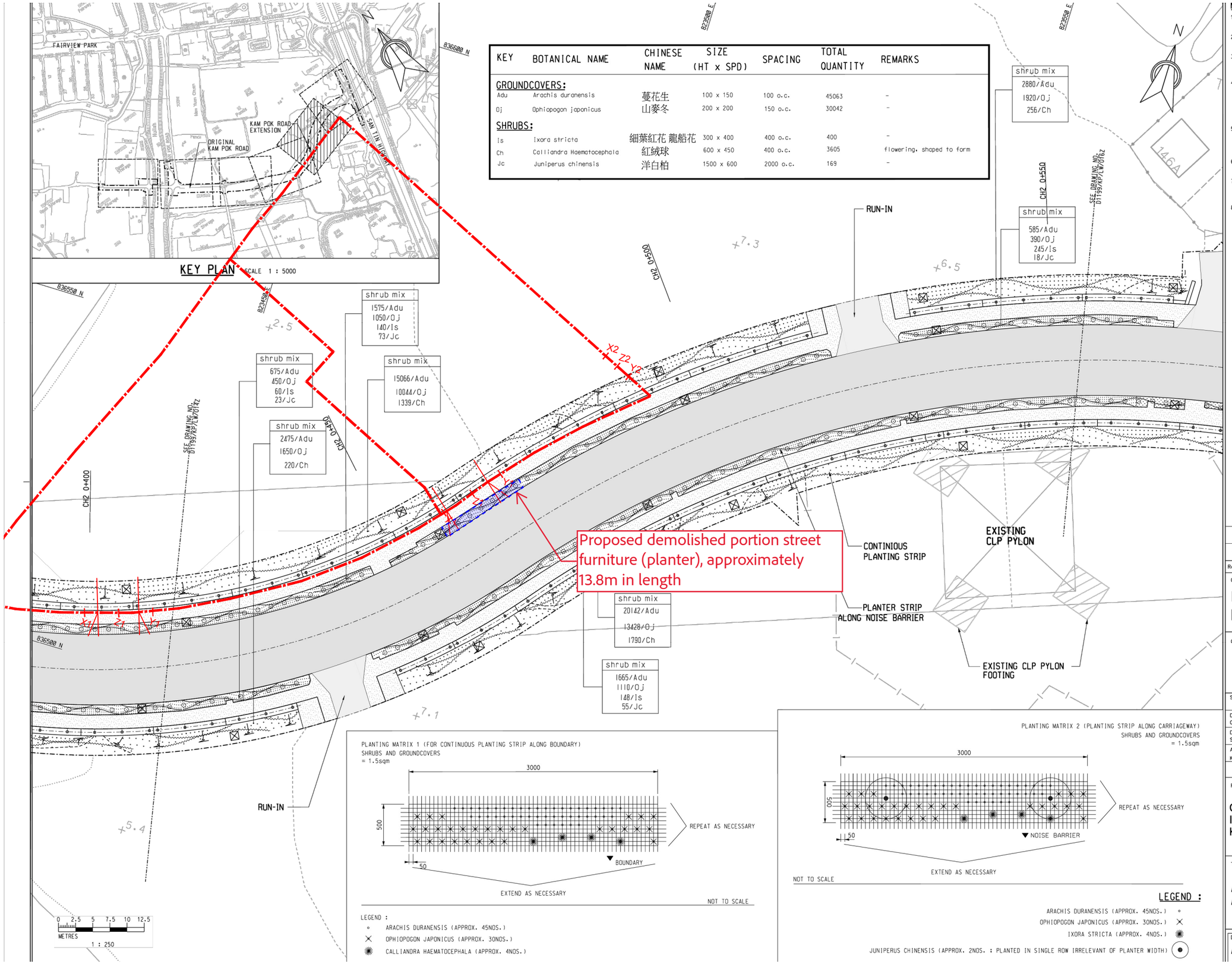
Contract No. HY/2010/09
Improvement and Extension of Kam Pok Road

Title

NOISE BARRIER LAYOUT PLAN

Drawing No.	Stage	Rev.
D1199/KP/NB/011		Z

$DATE$ $TIME$ $FILE$



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	-

PLANTING MATRIX 1 (FOR CONTINUOUS PLANTING STRIP ALONG BOUNDARY)
SHRUBS AND GROUNDCOVERS
= 1.5sqm

NOT TO SCALE

LEGEND :
- ARACHIS DURANENSIS (APPROX. 45NOS.)
- OPHIOPOGON JAPONICUS (APPROX. 30NOS.)
- CALLIANDRA HAEMATOCEPHALA (APPROX. 4NOS.)

PLANTING MATRIX 2 (PLANTING STRIP ALONG CARRIAGEWAY)
SHRUBS AND GROUNDCOVERS
= 1.5sqm

NOT TO SCALE

LEGEND :
- ARACHIS DURANENSIS (APPROX. 45NOS.)
- OPHIOPOGON JAPONICUS (APPROX. 30NOS.)
- IXORA STRICTA (APPROX. 4NOS.)
- JUNIPERUS CHINENSIS (APPROX. 2NOS. : PLANTED IN SINGLE ROW IRRELEVANT OF PLANTER WIDTH)

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 GROUNDCOVER 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 (@ 40M INTERVAL)

Rev.	Description of Revision	Date	Ckd.
Z	AS BUILT	APR 15	SIGNED Y.S. LUK (E/ANT1-5)
A	GENERAL REVISION	AUG 13	SIGNED K.K. FONG (E/ANT1-5)

Client: 路政署（工程部） HIGHWAYS DEPARTMENT WORKS DIVISION

Consultants: MANNINGS (Asia) Consultants Limited

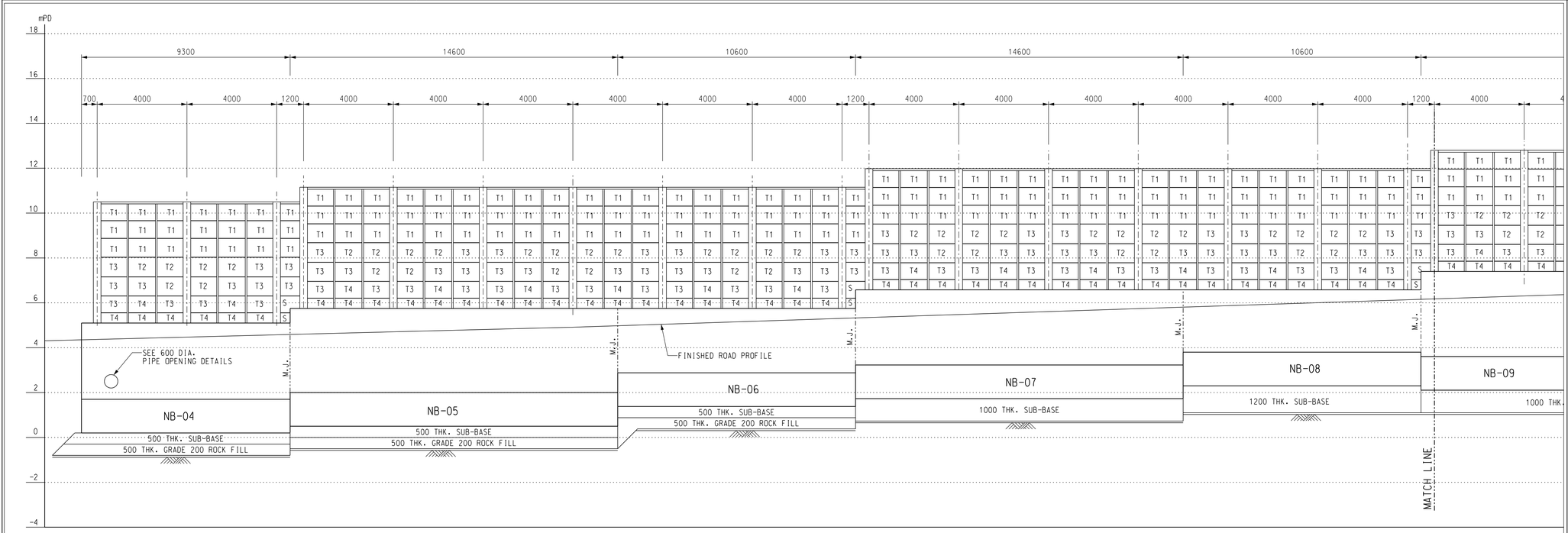
Scale in A1: 1 : 250	Date: FEB 2011
Designed: GK	Drawn: SAN
Checked: JM	
Design Team Leader: SNG	Date: FEB 2011
Approved: KTC	Date: FEB 2011

Project: Contract No. HY/2010/09 Improvement and Extension of Kam Pok Road

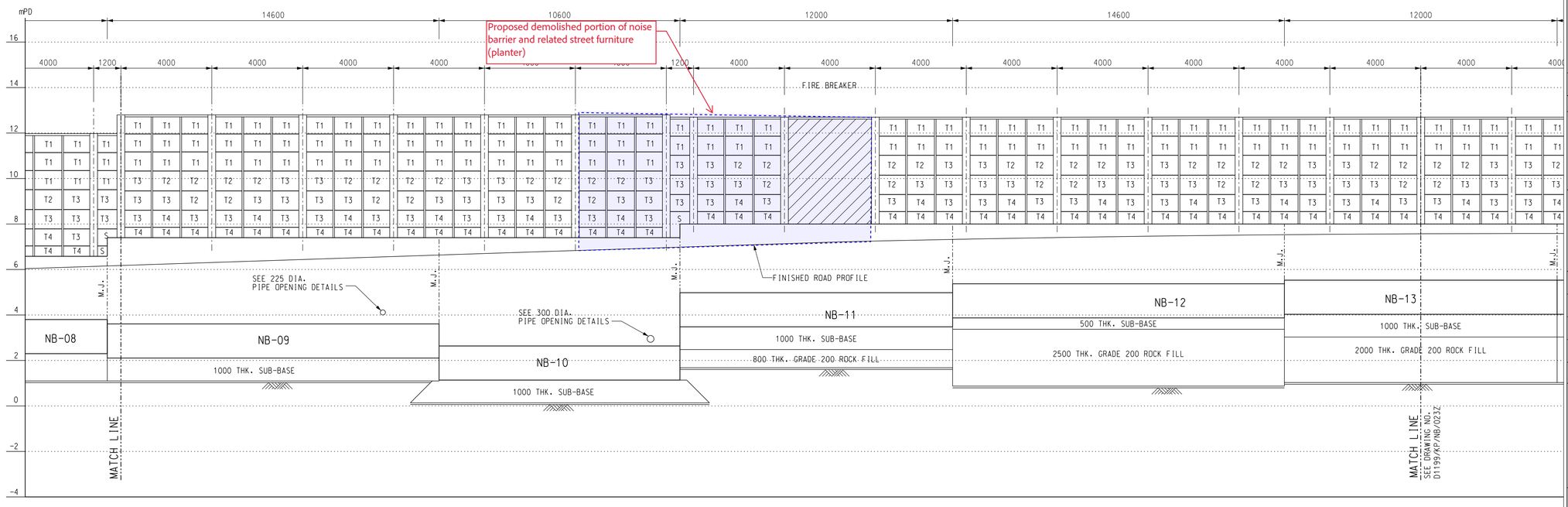
Title: *LANDSCAPE LAYOUT PLAN*

(SHEET 5 OF 6)

Drawing No.	Stage	Rev.
D1199/KP/LW/015		Z



ELEVATION FROM NB-04 TO NB-15



ELEVATION FROM NB-04 TO NB-15

0 1 2 3 4 5
METRES
1 : 100

NOTES :

1. FOR NOTES & LEGEND REFER TO DRAWING NO. D1199/KP/NB/021Z.
2. FOR ALL PIPE OPENING DETAILS REFER TO DRAWING NO. D1199/KP/NB/0182.
3. ALL PIPES ARE SHOWN FOR INDICATIVE ONLY.

Rev.	Description of Revision	Date	Ckd.
Z	AS BUILT	OCT 13	SIGNED K.K. FONG FE/ANT-5-3

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

(SHEET 2 OF 4)

Drawing No.	Stage	Rev.
D1199/KP/NB/022		Z

$DATE$ $TIME$ $FILE$

APPENDIX 6.1
ENQUIRIES TO GOVERNMENTAL AUTHORITY

本署檔案
OUR REF :
來函檔案
YOUR REF : W25185/RCHD-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
上禾輋路一號
沙田政府合署 10 樓

By email only ([redacted])

3 July 2025

[redacted]

(Attn: Mr. Leo YU)

Dear Mr. YU,

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

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

Outlook

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: [redacted]

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.

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]

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: [redacted]

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]

[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	[redacted]

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	
	▪ How many underground storage tanks do you have on site?	No	
	▪ What are the tanks constructed of?	No	
	▪ What are the contents of these tanks?	No	
	▪ Are the pipelines above or below ground?	No	
	▪ If the pipelines are below ground, has any leak and integrity testing been performed?	No	
	▪ 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	
	• When did the spill occur?	-	
	• What were the substances spilled?	-	
	• What was the quantity of material spilled?	-	
	• Did you notify the relevant departments of the spill?	-	
	• What were the actions taken to clean up the spill?	-	
	• 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

Appendix 3

Revised 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

14 Oct 2025

Report No: RT25285-SIA-02B

Prepared By:

BeeXergy Consulting Limited (BXG)
Phone:
Address:

Email:

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-02A

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

Prepared By:

Various

Checked by

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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LIST OF APPENDICES

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 1603m^2, currently bounded by abanoned 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 1,603m^2. 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 MH580) can also sever the Proposed Development. The proposed communal sewers will also become public sewers and maintained by relevant government department such as DSD. 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**. The proposed communal sewers ranged from twin 675 mm to twin 750 mm for sewer P3 to FSH1001886 along the Pok Wai South Road which will be sufficient to cater the additional sewage due to other nearby developments.

2.4 PROPOSED SEWERAGE FACILITIES

2.4.1. New terminal manhole (namely S1, MH700 and MH740) will be built to collect the sewage generated from the Proposed Development and connect to the communal sewer 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 are not available at the time of completion of the Proposed Development, there will be no population intake until proposed sewerage system becomes available, or otherwise the Project Proponent will, after liaison with DSD and the other future developments near the Proposed Site, construct the sewers in order to secure discharge during operation of Proposed Development should a population intake be required.

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 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 and handed over to the DSD for future maintenance.

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 2.1** below are adopted in the assessment and the surrounding catchments are shown in **Figure 3**.

Table 2.1 Unit Flow Factors and Catchment Inflow Factors Extracted from GESF

Parameter	Value	Justification
Population		
Residents in Proposed Development	178 people	178 beds
Employees in Proposed Development	90 people	Advised by Project Proponent

[1] http://www.epd.gov.hk/epd/sites/default/files/epd/english/environmentinhk/water/guide_ref/files/gesf.pdf

Unit Flow Factors		
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.
Catchment Inflow Factor (P_{CIF})		
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.

2.7 RESULTS AND DISCUSSION

2.7.1. The estimated average flow rate and total peak flow of the Proposed Development are approximately 59.0m^3/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 generally no more than 30% of sewer capacity and no adverse sewerage impacts to the existing sewerage system are identified. Therefore, no upgrading or improvement works of the sewerage system are required. Details of the sewage calculation are included in **Appendix B**.

[2] http://www.dsd.gov.hk/EN/Files/Technical_Manual/technical_manuals/Sewerage_Manual_1_Eurocodes.pdf

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 existing sewerage system serving the area has sufficient capacity to cater for the sewage generation from the proposed development and the surrounding catchment areas. Adverse sewerage impacts are not anticipated, and thus no upgrading or improvement works are required.

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

DrawingTitle

PROPOSED DEVELOPMENT LOCATION

Drawing No.	Rev.
FIGURE 1	0

Scale:

A4 - 1:5500

BXG

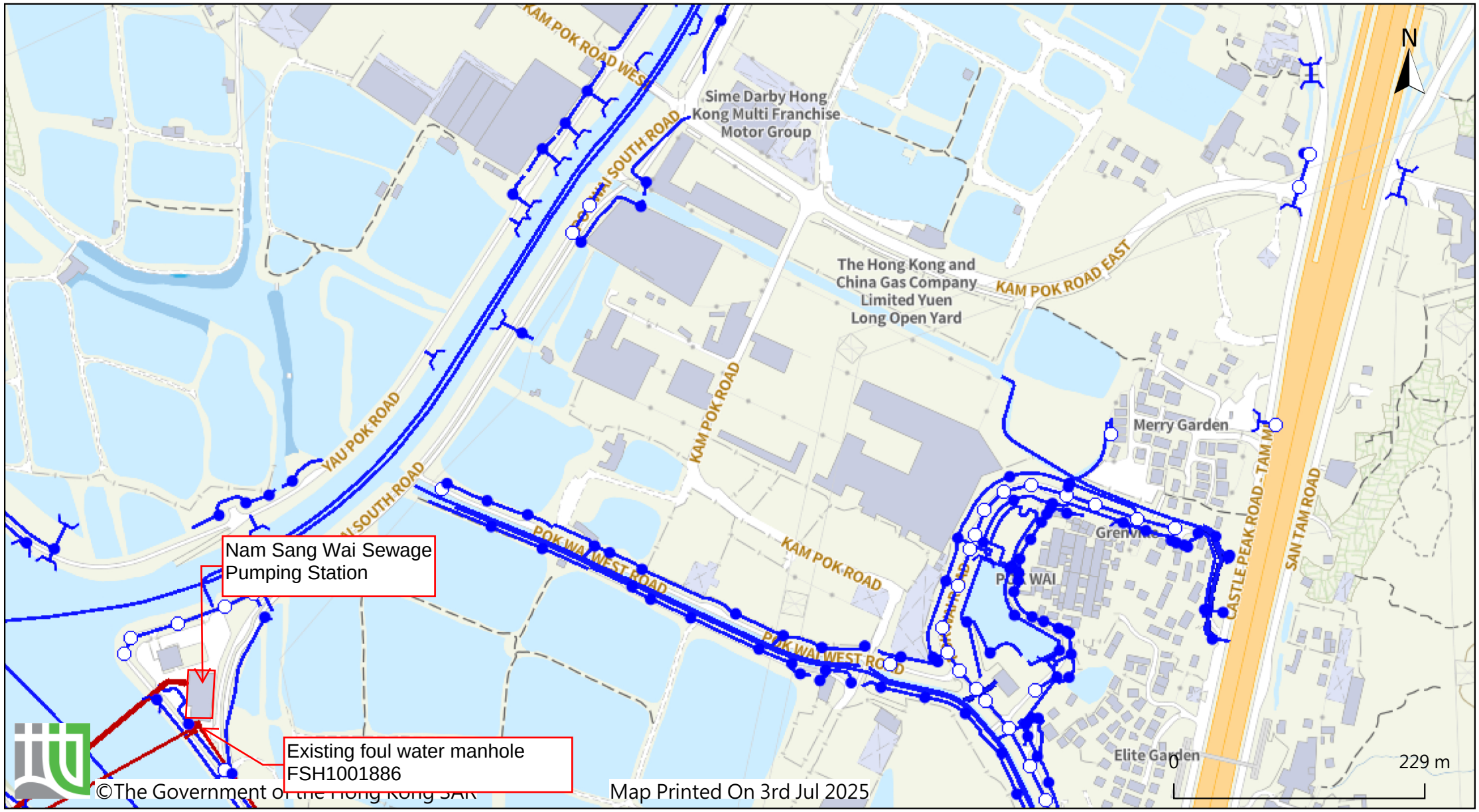
BeeXergy Consulting Limited

FIGURE 2

EXISTING SEWERAGE SYSTEM

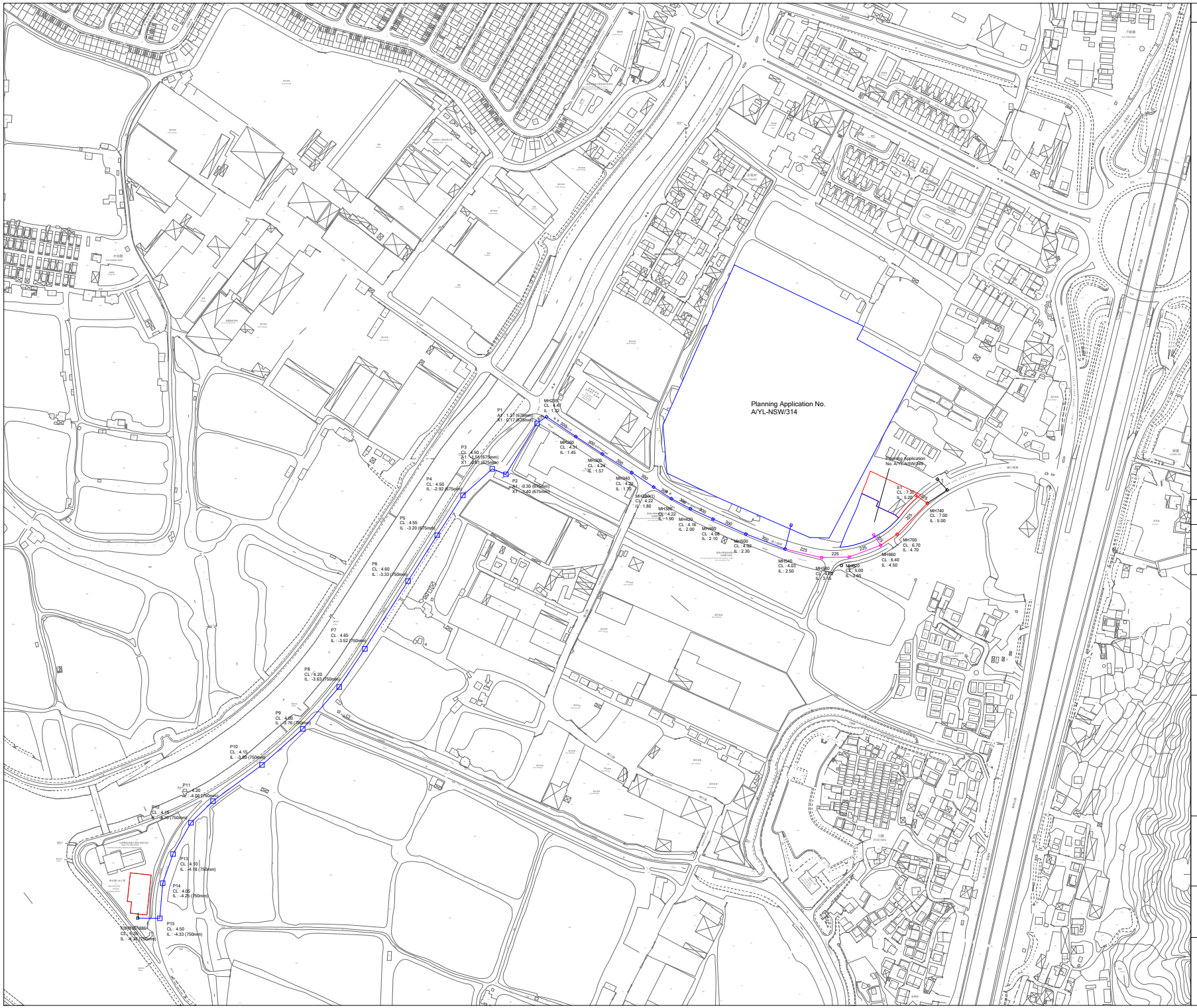
GEOINFO MAP
地理資訊地圖

Go to map: https://www.map.gov.hk/gm/geo:22.4667,114.0469?z=4514



Powered by GeoInfo Map: https://www.map.gov.hk

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	20251014	20251014	20251014

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

BXG

BeeXergy Consulting Limited

APPENDIX A
MASTER LAYOUT PLAN

- EVA PLAN
KAM POK ROAD E RCHD 1:400 @ A3

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

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.

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TOWN PLANNER

DeSPACE (International) Limited

ARCHITECT

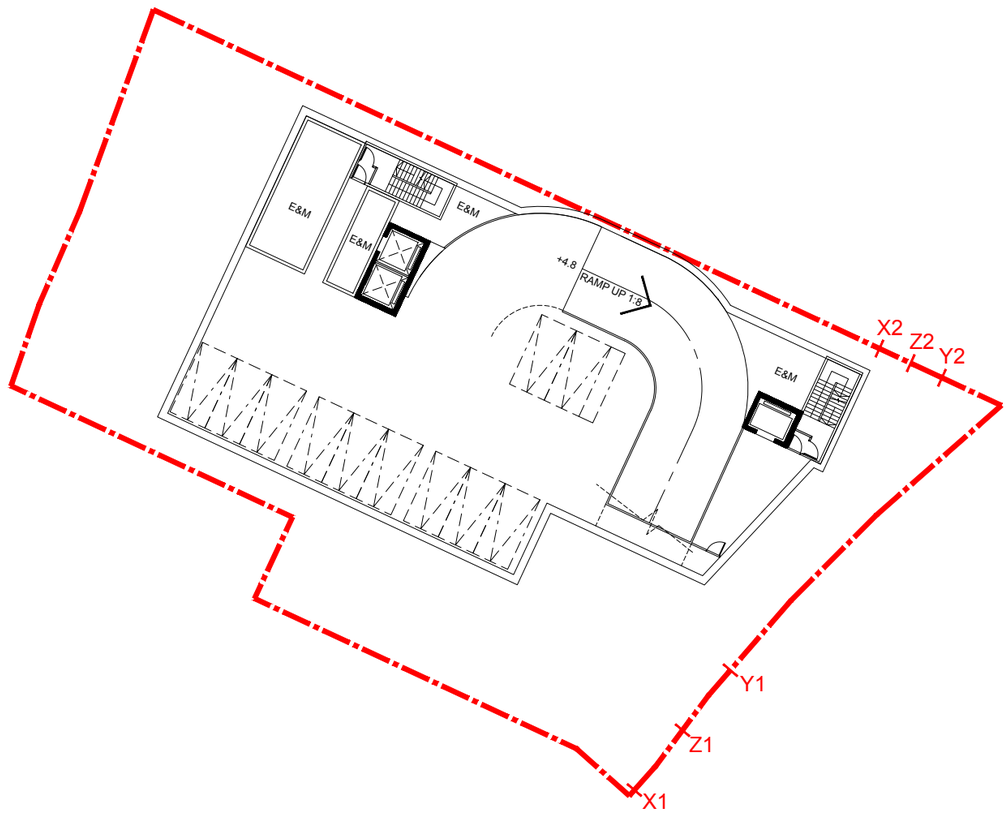
Vessel International Limited
Syn Plus Design Limited

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
Rev: A

Drawing No. : FIGURE 2
Date: MAY 2025



- BASEMENT FLOOR 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

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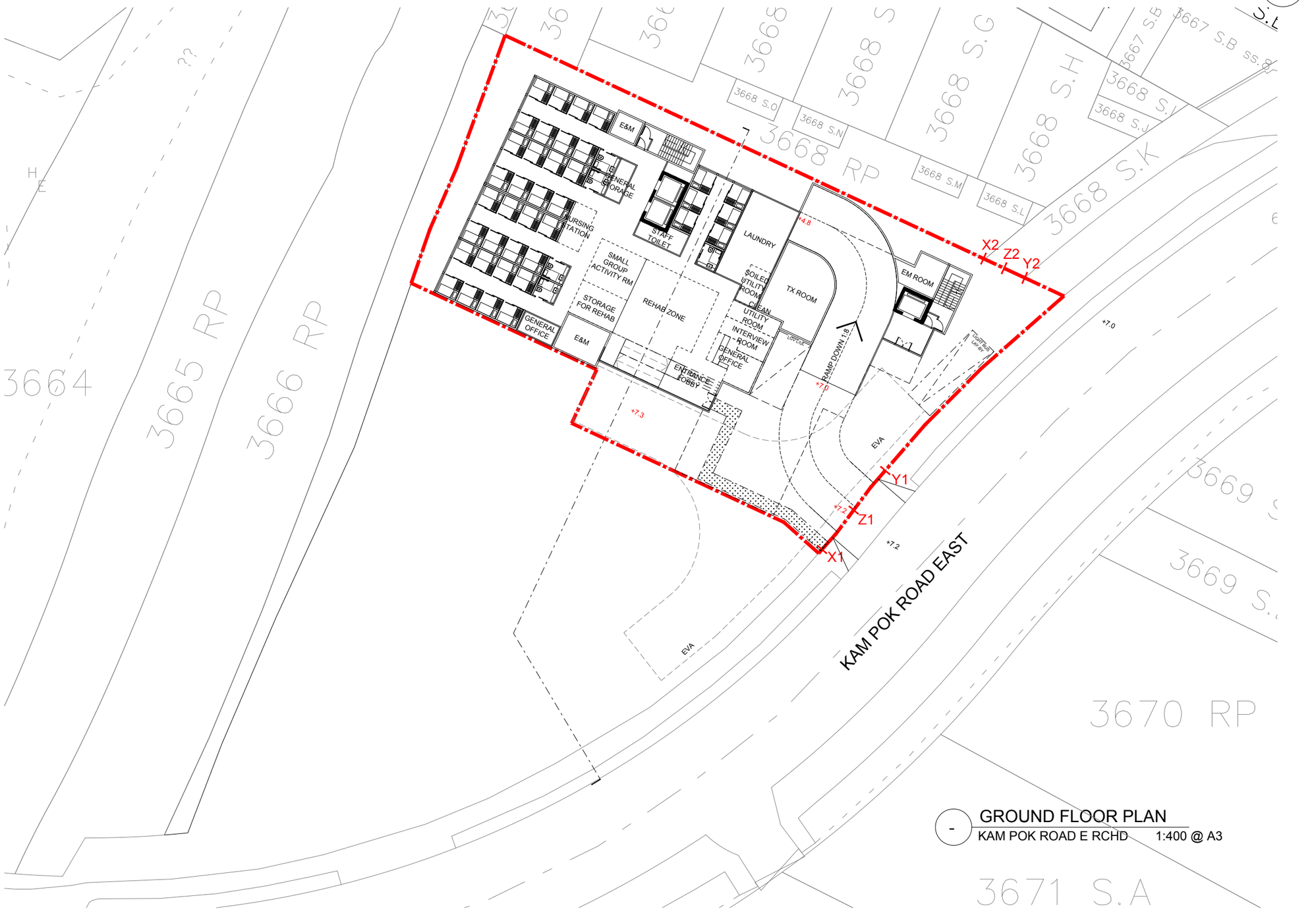
PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : BASEMENT FLOOR PLAN

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

Drawing No. : CP-A102
Date: MAY 2025



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

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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Syn Plus

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
Rev: B

Drawing No. : CP – A103
Date: MAY 2025

- 1ST 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

DRAWING : FIRST FLOOR PLAN

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

Drawing No. :
Date: CP-A104 MAY 2025

- 2ND 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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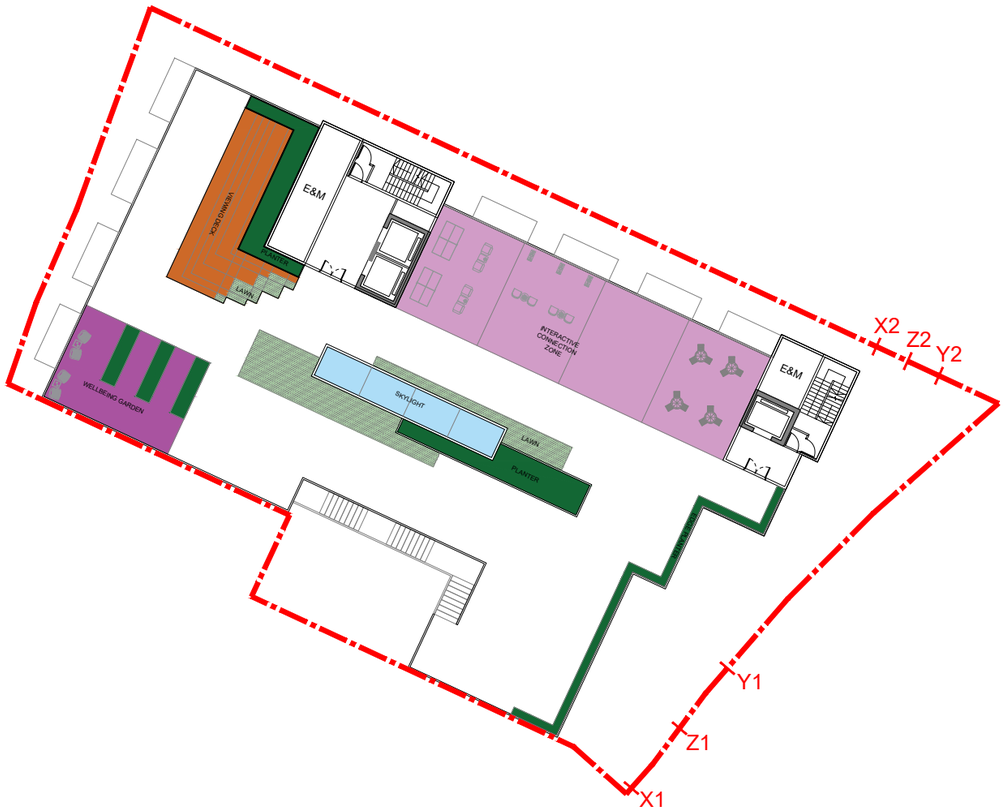
PROJECT : Proposed Social Welfare Facilities (Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

DRAWING : SECOND FLOOR PLAN

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

Drawing No. :
Date: CP-A105 MAY 2025



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

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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TOWN PLANNER

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DeSPACE (International) Limited

ARCHITECT

Vessel International Limited
Syn Plus Design Limited

Syn Plus

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

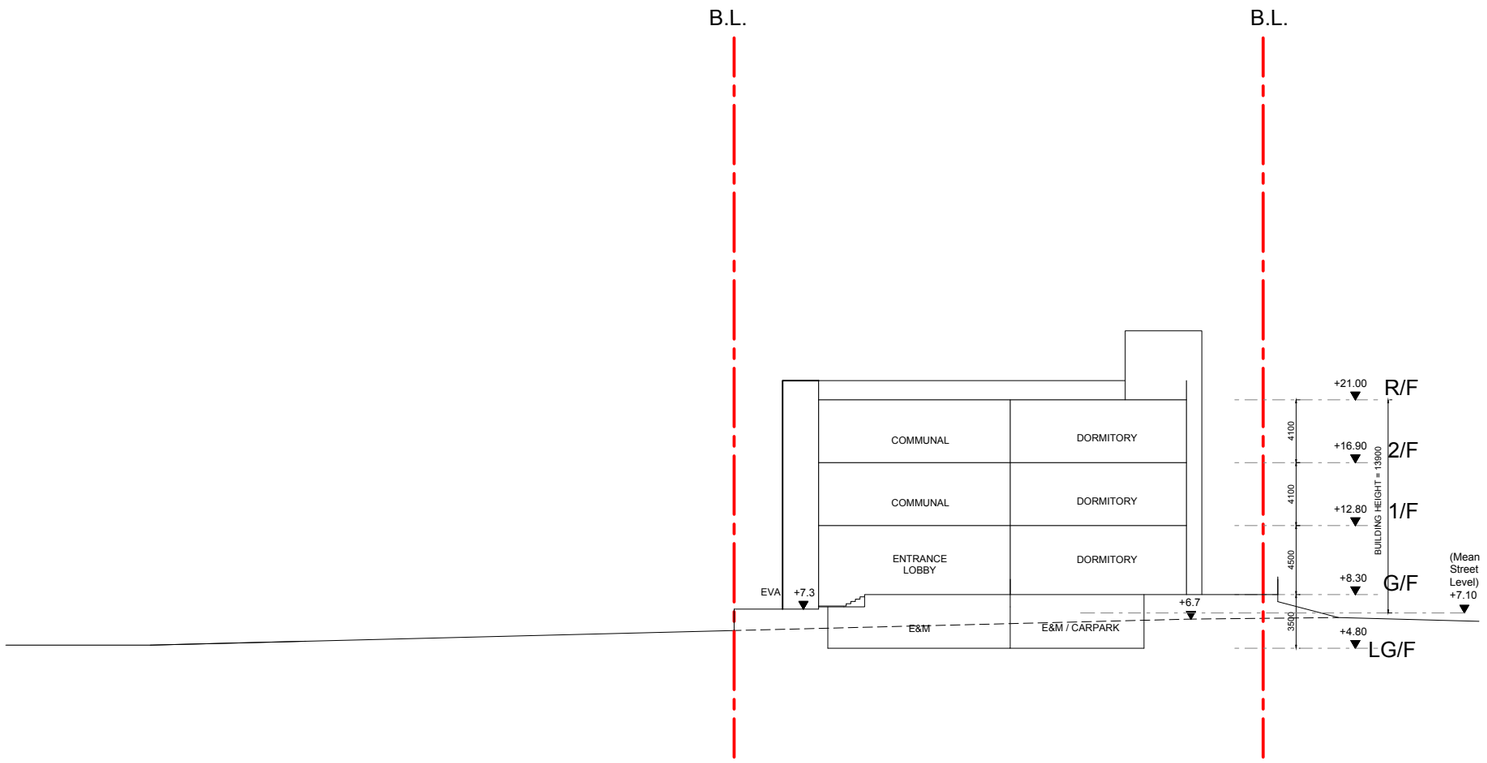
SCALE : 1:400 @A3

PROJECT NO : 25001_KPR

Rev: -

Drawing No. : CP-A106

Date: MAY 2025



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

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
PROJECT NO : 25001_KPR

Rev: —

Drawing No. : CP-A201

Date: MAY 2025

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 Avaerage Daily Dry Weather Flow of Proposed Development (m^3/day)								**59.020**	

Sewage Flow of Planned Development

Planning Application No.	ADWF (m3/day)	Contributing Populatoin
A/YL-NSW/349	64.72	298
A/YL-NSW/314	125.3	464
Y/YL-MP/10	1972.76	6878
Y/YL-NSW/7	1565	5742

Section	Contributing Development	Total ADWF (m3/day)	Total Contributing Population	Peaking Factor	Peak Flow (L/s)
MH660 to MH540	Proposed Development	59.020	268	8	5.46
MH660 to MH540	Proposed Development A/YL-NSW/349	123.740	566	8	11.46
MH540 to P3	Proposed Development A/YL-NSW/348 A/YL-NSW/314	249.040	1030	6	17.29
P3 to P8	Proposed Development A/YL-NSW/348 A/YL-NSW/314 Y/YL-MP/10	2221.800	7908	5	128.58
P8 to FSH1001886	Proposed Development A/YL-NSW/348 A/YL-NSW/314 Y/YL-MP/10 Y/YL-NSW/7	3786.800	13650	4	175.31

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], [3]	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^2/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	0.0118	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	566	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	566	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	566	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	1030	6	17.29	23.8%	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	1030	6	17.29	22.2%	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	1030	6	17.29	25.8%	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	1030	6	17.29	24.3%	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	1030	6	17.29	23.8%	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	1030	6	17.29	26.8%	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	1030	6	17.29	26.9%	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	1030	6	17.29	26.8%	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	1030	6	17.29	27.2%	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	1030	6	17.29	1.5%	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	1030	6	17.29	1.1%	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	1030	6	17.29	1.1%	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	2221.80	7908	5	128.58	8.1%	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	2221.80	7908	5	128.58	9.4%	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	2221.80	7908	5	128.58	11.3%	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	2221.80	7908	5	128.58	11.3%	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	2221.80	7908	5	128.58	11.2%	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	2221.80	7908	5	128.58	11.4%	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	3786.80	13650	4	175.31	15.2%	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	3786.80	13650	4	175.31	15.6%	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	3786.80	13650	4	175.31	15.8%	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	3786.80	13650	4	175.31	16.0%	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	3786.80	13650	4	175.31	15.8%	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	3786.80	13650	4	175.31	15.8%	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	3786.80	13650	4	175.31	15.7%	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 claculated by the Colebrook-White Equation for circular pipes:

$$V = -\sqrt{(8gDs)}\,\log\left(\frac{ks}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

where V = mean velocity (m/s)

g = gravitational acceration (m/s^2)

D = internal pipe diameter (m)

s = slope

ks = roughness coefficient(m)

v = kinematic viscosity of fluid (m^2/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 70,000m^3/day (ADWF). It provides primary and sec... ...he Shan Pui River and then to Deep Bay.

Existing public sewers under Approved Planning Application No. A/YL-NSW/314

2.2.3 The public sewerage facility located c... ...ge Pumping Station (SPS), as shown in ...

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 Sewage Flows for Sewage 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**.

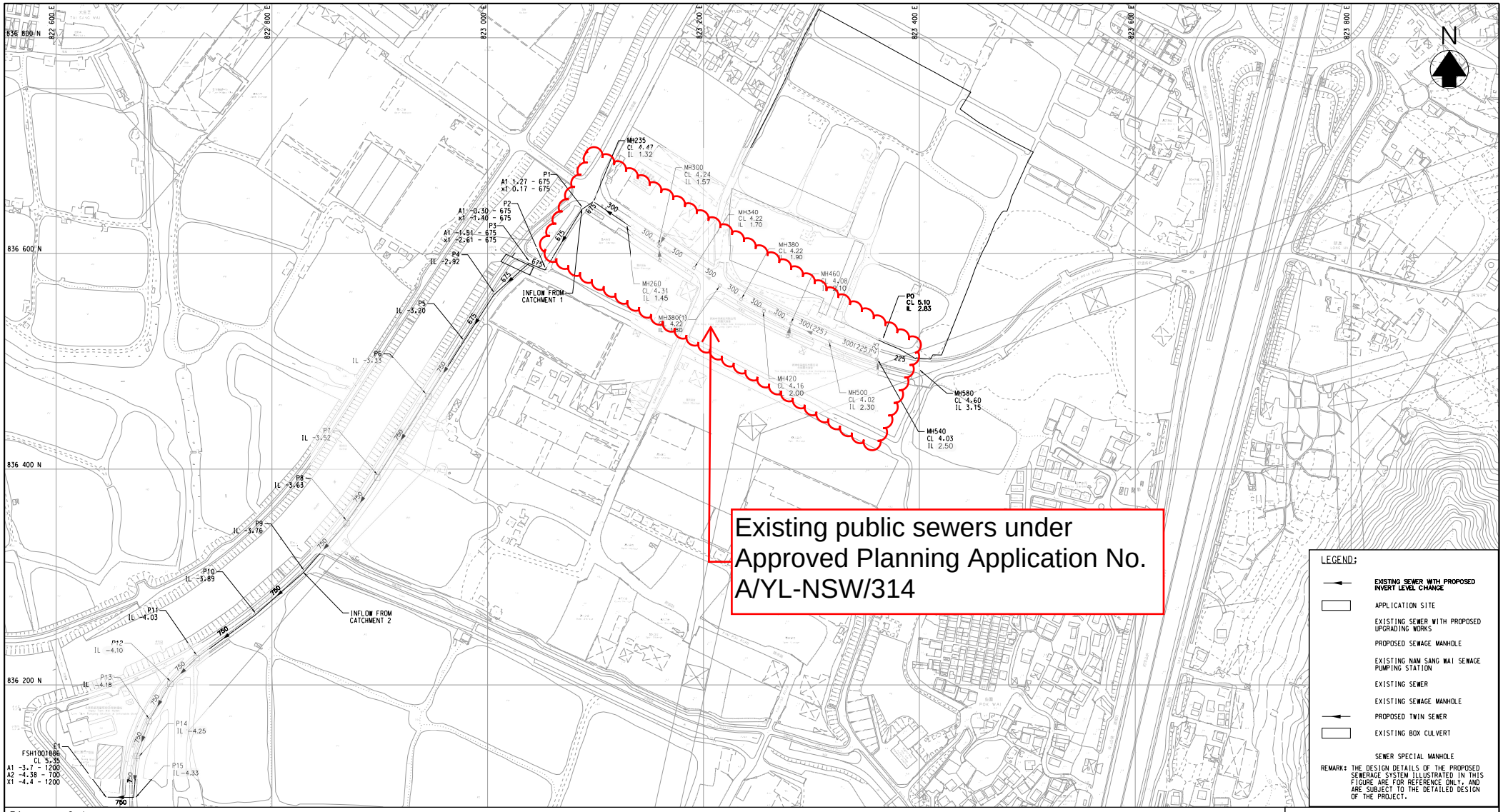

Figure: 2.1

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

RAMBOLL

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Checked by:	NH
Rev:	6.1
Date:	Aug 2023

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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

Note:

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 m^3/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 sys rawings of the proposed sewers and the existing **.3**.

2.5.3 It is understood there are other planned r, none of these have a solid development schedu roposed sewer P1 to E1 as shown in **Figure 2.1** 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 m^3/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 m^3/d from nearby developments, is provided in

Planned communal gravity sewers under Approved Planning Application No. A/YL-NSW/314

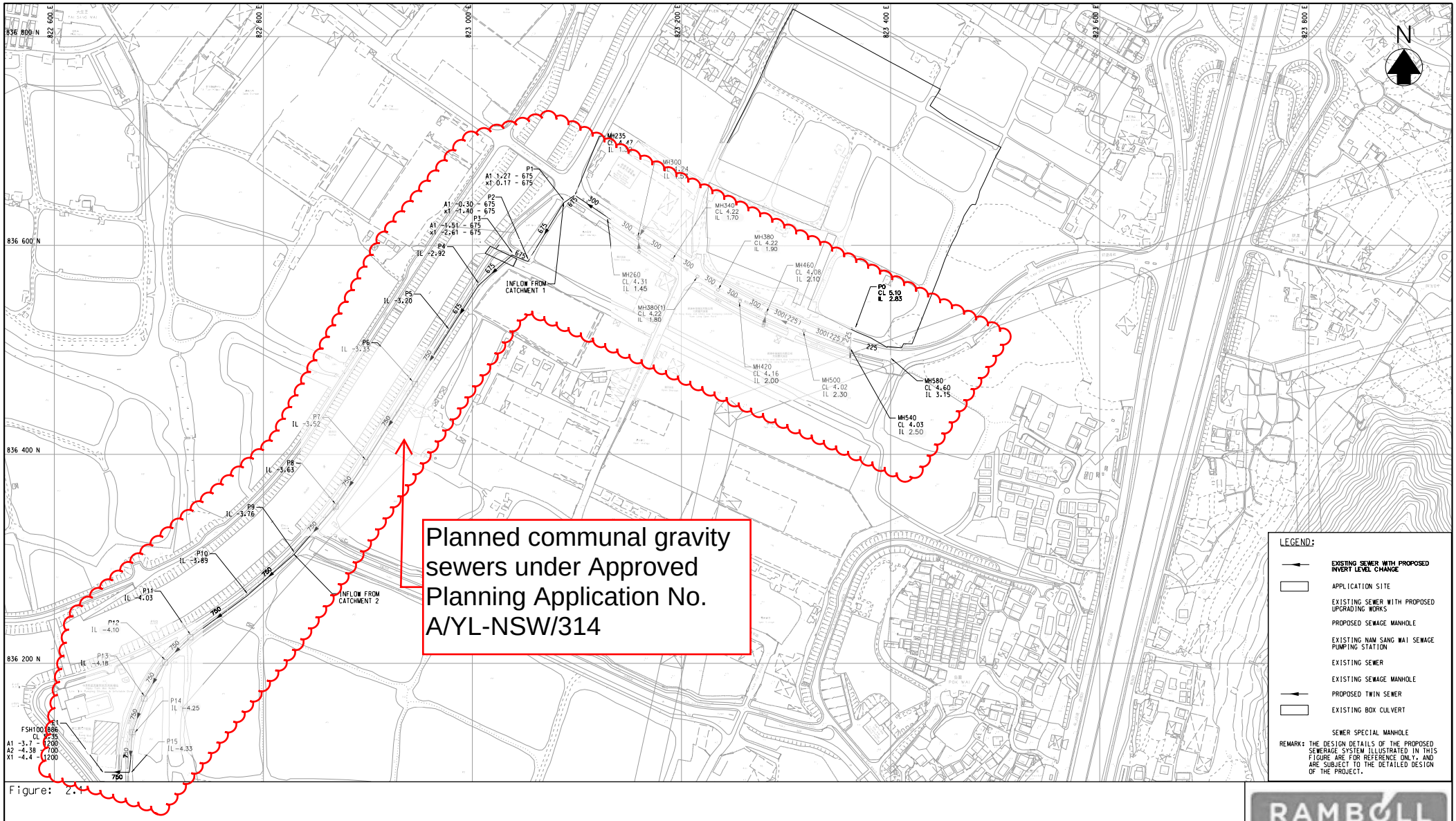

Figure: 2.1

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

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Rev:	6.1
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Plot date : 2023/11/16 User : Che15680

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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 is the planned development in the upstream
4) Catchment 2 is the application Y/YL-NSW/7, the ADWF is obtained from the approved SIA Report at October 2023

Catchment 1. ADWF	=			13435	m3/day		Proposed Deve. ADWF	=	125.3	m3/day		Catchment 2, ADWF	=	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			

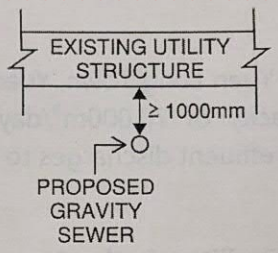
Pipe	Diameter (mm)	Diameter for calculation	Orginal Diameter	Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Pipe Length (m)	Gradient (1 in)	Roughness (mm)	No. of Pipes	Inflow	ADWF (m^3/s)	Contributing Population	Peak Factor	Design Peak Flowrate (m^3/s)	Full Bore Velocity (m/s)	Full Bore Capacity (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 MH380(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	38.830	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 42,921m^3/day in ADWF and the average daily flow recorded in December 2021 is around 3,600m^3/day (see **Annex 3**). Based on the calculations shown in **Table 2**, the estimated sewage to be generated from the Proposed Development is 1,565m^3/day, which is only equivalent to 3.6% of existing NWSPS 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.

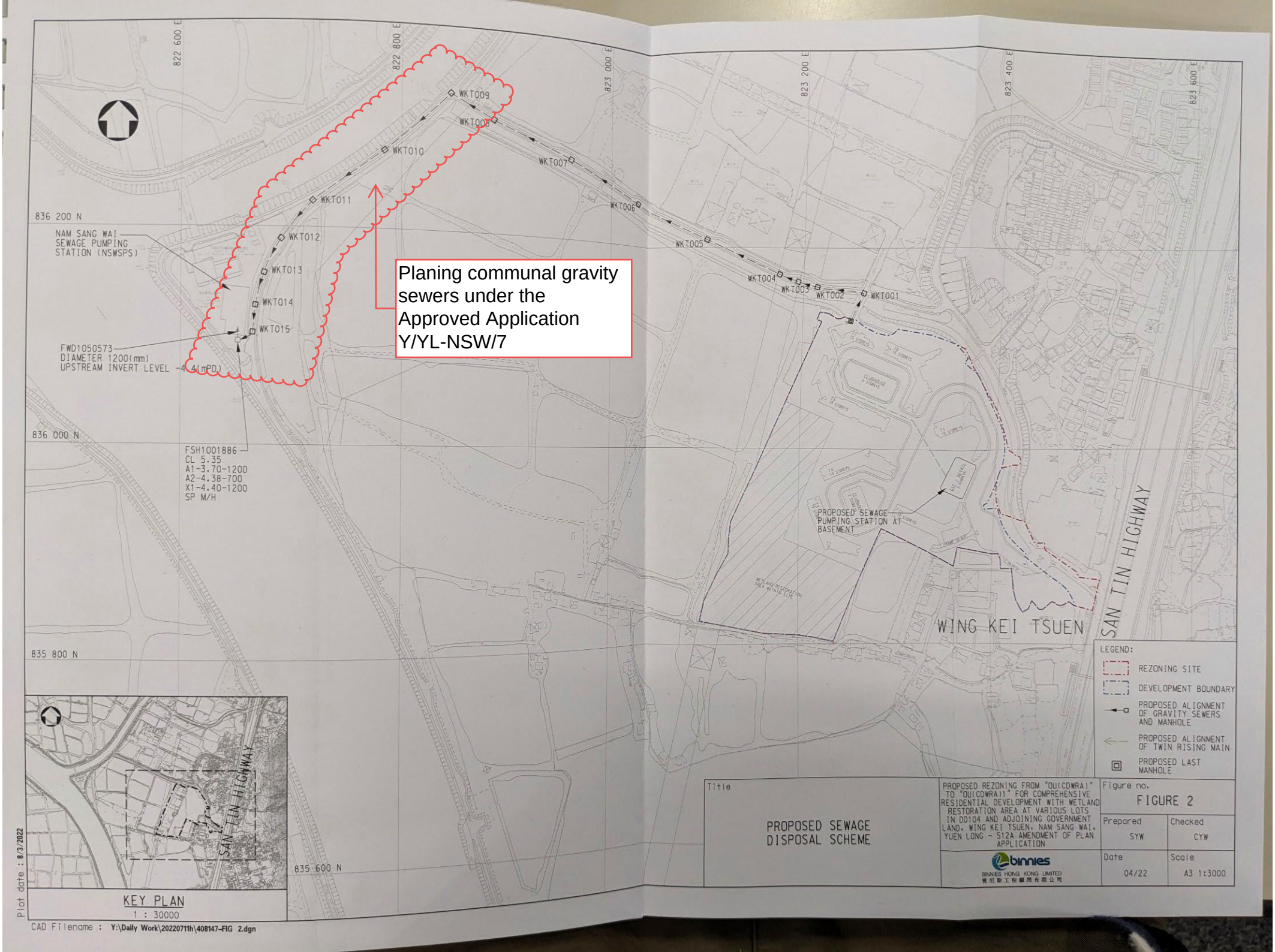
Table 3 – Matrix of construction and maintenance responsibilities

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

Matrix of construction and maintenance responsibilities under the Approved Application Y/YL-NSW/7

5. EVALUATION OF THE STRATEGY AND RECOMMENDATIONS

5.1 Regional sewerage strategy


822 600 E
822 800 E
823 000 E
823 200 E
823 400 E
823 600 E
836 200 N
836 000 N
835 800 N
835 600 N
WKT009
WKT008
WKT010
WKT007
WKT011
WKT006
WKT012
WKT005
WKT013
WKT004
WKT014
WKT003
WKT002
WKT001
WKT015
NAM SANG WAI SEWAGE PUMPING STATION (NSWSPS)
FWD1050573
DIAMETER 1200(mm)
UPSTREAM INVERT LEVEL -4.44(mPD)
FSH1001886
CL 5.35
A1-3.70-1200
A2-4.38-700
X1-4.40-1200
SP M/H
Planing communal gravity sewers under the Approved Application Y/YL-NSW/7
PROPOSED SEWAGE PUMPING STATION AT BASEMENT
WING KEI TSUEN
SAN TIN HIGHWAY
KEY PLAN
1 : 30000
LEGEND:
REZONING SITE
DEVELOPMENT BOUNDARY
PROPOSED ALIGNMENT OF GRAVITY SEWERS AND MANHOLE
PROPOSED ALIGNMENT OF TWIN RISING MAIN
PROPOSED LAST MANHOLE
Title
PROPOSED SEWAGE DISPOSAL SCHEME
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
Figure no.
FIGURE 2
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BINNIES HONG KONG LIMITED
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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

Details of the planned communal gravity sewers under the Approved Application No. Y/YL-NSW/7

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	20.00	300
WKT004	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING	80.00	300
WKT005	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING	80.00	300
WKT006	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING	80.00	300
WKT007	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING	80.00	300
WKT008	HDPE	1.51	OK	0.166	0.287	0.258	64.46	OK	TYPE B BEDDING	45.00	300
WKT009	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING	80.00	300
WKT010	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING	80.00	300
WKT011	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING	45.00	300
WKT012	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING	35.00	300
WKT013	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING	30.00	300
WKT014	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING	25.00	300
WKT015	HDPE	1.75	OK	0.320	0.535	0.481	66.56	OK	TYPE B BEDDING	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 m^3/d) and the estimated sewage flow from light public housing (i.e., 1,061 m^3/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. 1,973m^3/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.

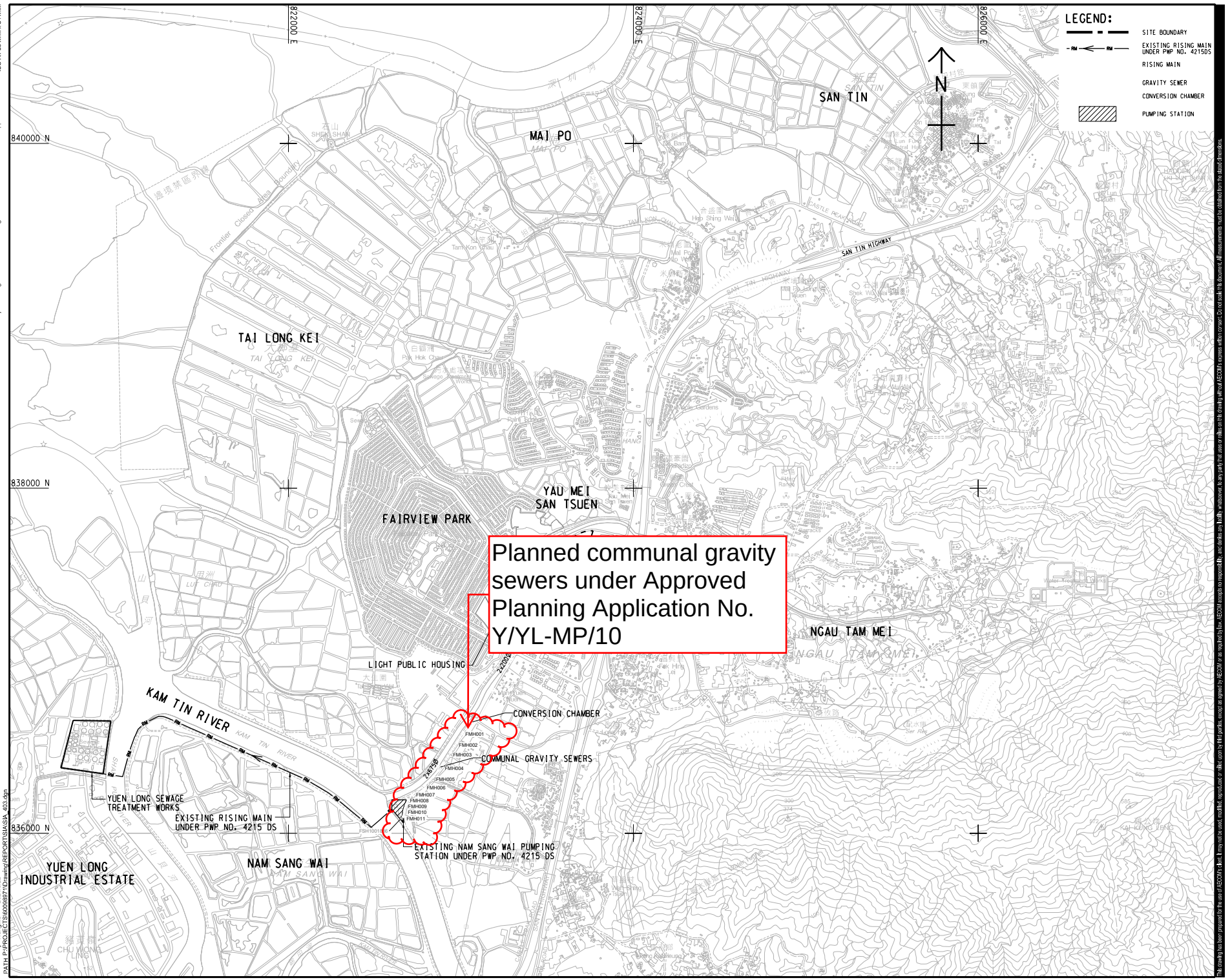
4.2.3. It is noted a light public housing site is located within the vicinity. The location of the light public housing site is as shown in **Figure 3**. The sewage (i.e. ADWF=1,061m^3/day) generated will be conveyed to NSWSPS via exclusive sewage rising [illegible] site only.

Planned communal gravity sewers under Approved Planning Application No. Y/YL-MP/10

4.3. Pro[illegible]

4.3.1. The [illegible]ed 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.



AECOM

PROJECT

S.12A PLANNING APPLICATION ON THE DRAFT MAI PO & FAIRVIEW PARK OZP NO. S/YL-MP/7 REZONING FROM "RESIDENTIAL (GROUP D)" TO "RESIDENTIAL (GROUP C) 1" ZONE FOR A PROPOSED RESIDENTIAL DEVELOPMENT AT VARIOUS LOTS IN D.D. 104 AND THE ADJOINING GOVERNMENT LAND IN YUEN LONG, N.T.

CLIENT

CONSULTANT

AECOM Asia Company Ltd.
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SUB-CONSULTANTS

ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE / **DIMENSION UNIT**

A3 1 : 20000 | METRES

KEY PLAN

PROJECT NO. / **AGREEMENT NO.**

60098971

SHEET TITLE

EXISTING AND PLANNED SEWERAGE NETWORK PLAN

SHEET NUMBER

60098971/SIA/FIGURE 3

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:
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Plot File by: WangMi9 2024/8/22
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Hydraulic Assessment of Proposed Communal Sewer

AECOM

V of water = 0.000001 **m^2/s** 20˚C

Manhle No.		Pipe																
		Cover Level		Invert Level		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	Remark
U/S	D/S	U/S	D/S	U/S	D/S														
		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 m^3/day) / 0.27 (m^3/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 slimed 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 commual gravity sewer need to cater for design sewage flow of at least 15,500 m^3/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 4

Revised 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
October 2025

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

CONTENTS

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

TABLES

NUMBER

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

FIGURES

NUMBER

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 carriageway2-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 vehicular assess of Proposed RCHD is 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 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.

Swept Path Analysis

3.6 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.: 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
2	TPB ref.: A/YL-MP/205-1: Lots 3054 S.A RP, 3098 RP (Part), 3108 (Part), 3109 (Part), 3100 (Part), 3110, 3111, 3112, 3113, 3114, 3115 RP, 3119 RP, 3122 RP, 3123, 3124, 3126, 3131 S.A, 3131 S.B, 3131 S.C, 3131 S.D, 3131 RP, 3132, 3138, 3146, 3147 RP (Part), 3148, 3150 RP, 3156 RP, 3158 RP, 3162, 3163, 3164 S.A, 3164 RP, 3167, 3168, 3171, 3173, 3176, 3177, 3178, 3179, 3180 RP, 3181 RP, 3182 RP, 3189 RP, 3190, 3191, 3192 RP, 3193RP and 3194 RP in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long, New Territories	Residential	Around 71 flats
3	TPB ref.: A/YL-MP/344: Lots 50 S.A and 77 in D.D.101, Wo Shang Wai, Mai Po, Yuen Long	Residential	Around 789 flats
4	TPB ref.: A/YL-NTM/178: Lots 435(Part), 436(Part), 438, 439, 442-444, 445(Part), 446-454, 456(Part), 457(Part), 459, 460, 461(Part), 462(Part), 463(Part), 464(Part), 465-474, 476, 478-483, 484(Part), 485, 486(Part), 492495(Part), 516-518, 520, 521(Part), 522(Part), 541(Part), 542(Part), 543-545, 547-552, 555, 556, 559, 560, 562, 563(Part), 564(Part), 572(Part), 573, 574, 575(Part), 576(Part) and Adjoining Government Land in DD 105, Shek Wu Wai, Ngau Tam Mei, Yuen Long	Residential	Around 322 flats
5	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
6	TPB ref.: A/YL-MP/247: Lots 3054 S.B RP and 3055 in D.D.104, near Yau Mei San Tsuen, Yuen Long	Residential	Around 105 flats
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

Site	Address	Use	Development Parameter (Approx.)
8	TPB ref.: Y/YL-NSW/4: Lots 594, 595 (Part), 600 (Part) , 1288 S.B RP (Part), 1289 S.B RP (Part) and 1292 S.B RP (Part) in D.D. 115, Nam Sang Wai, Yuen Long	Residential	Around 57 flats
9	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 RCHE	Around 1518 flats, office with 1800m^2 GFA and RCHE with no more than 10 beds
10	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

Traffic Generated by the Proposed RCHD

4.7 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.

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

4.8 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

4.9 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)

4.10 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

4.11 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	26%	34%	25%	32%
J3	The Fairview Roundabout	Roundabout / RFC	0.660	0.743	0.662	0.745

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

4.12 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

4.13 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

4.14 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%

4.15 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.

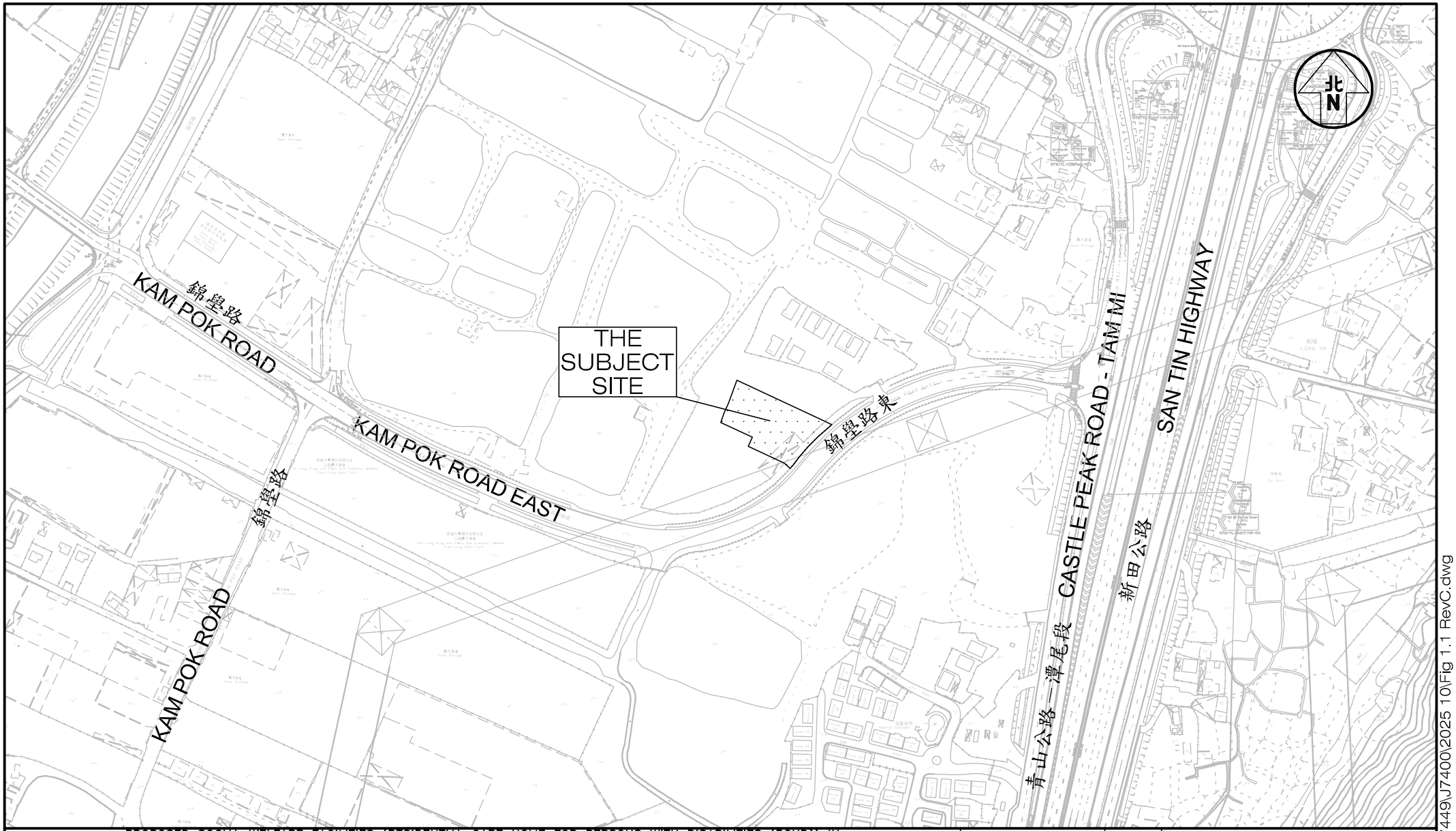
5.3 The internal transport facilities for the Proposed RCHD are provided based on the operational needs with the reference to 3 surveyed RCHDs.

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.

Figures



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
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

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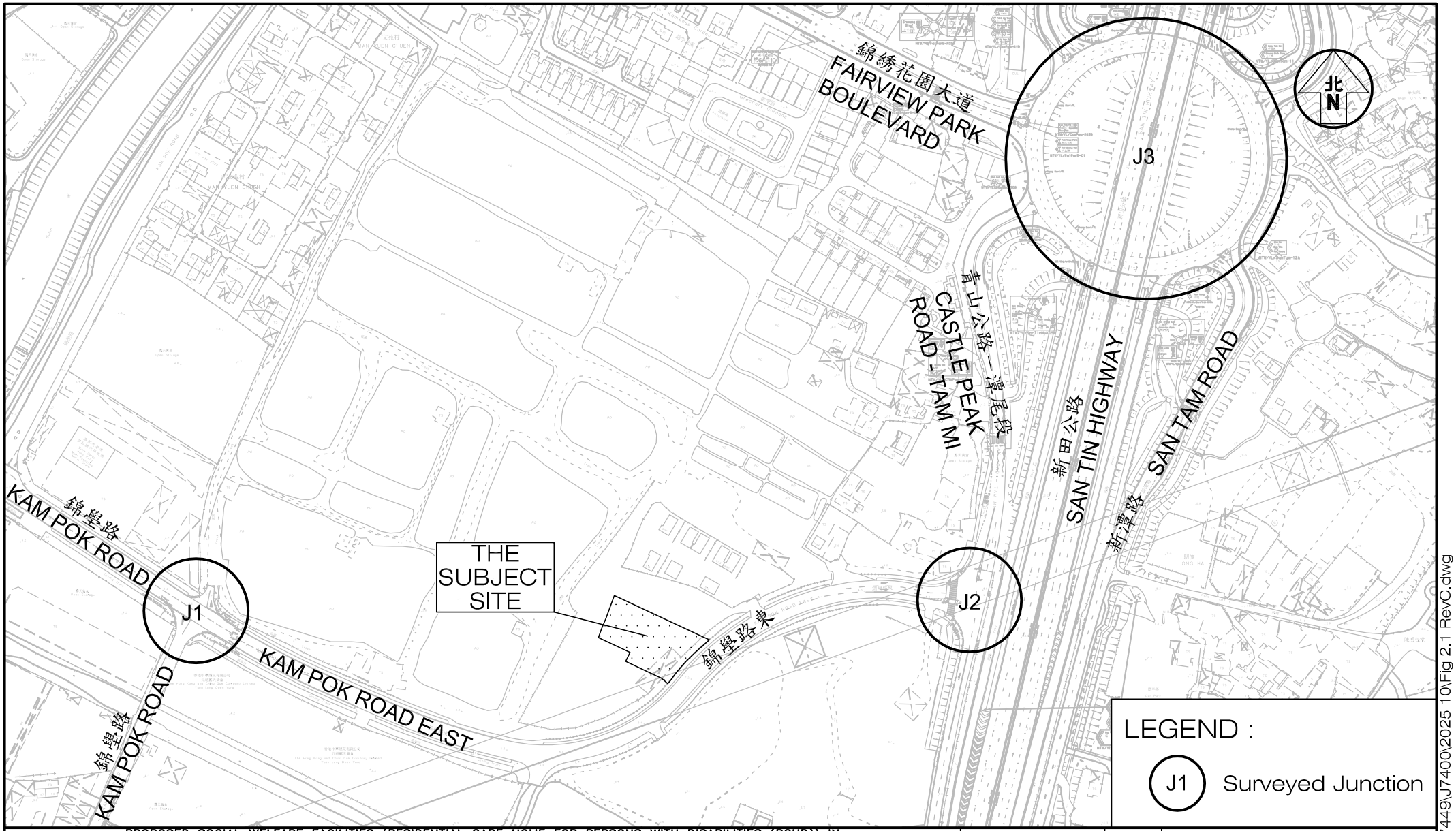

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Figure Title	LOCATION OF SURVEYED JUNCTIONS		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 3000 / Date 03 OCT 2025

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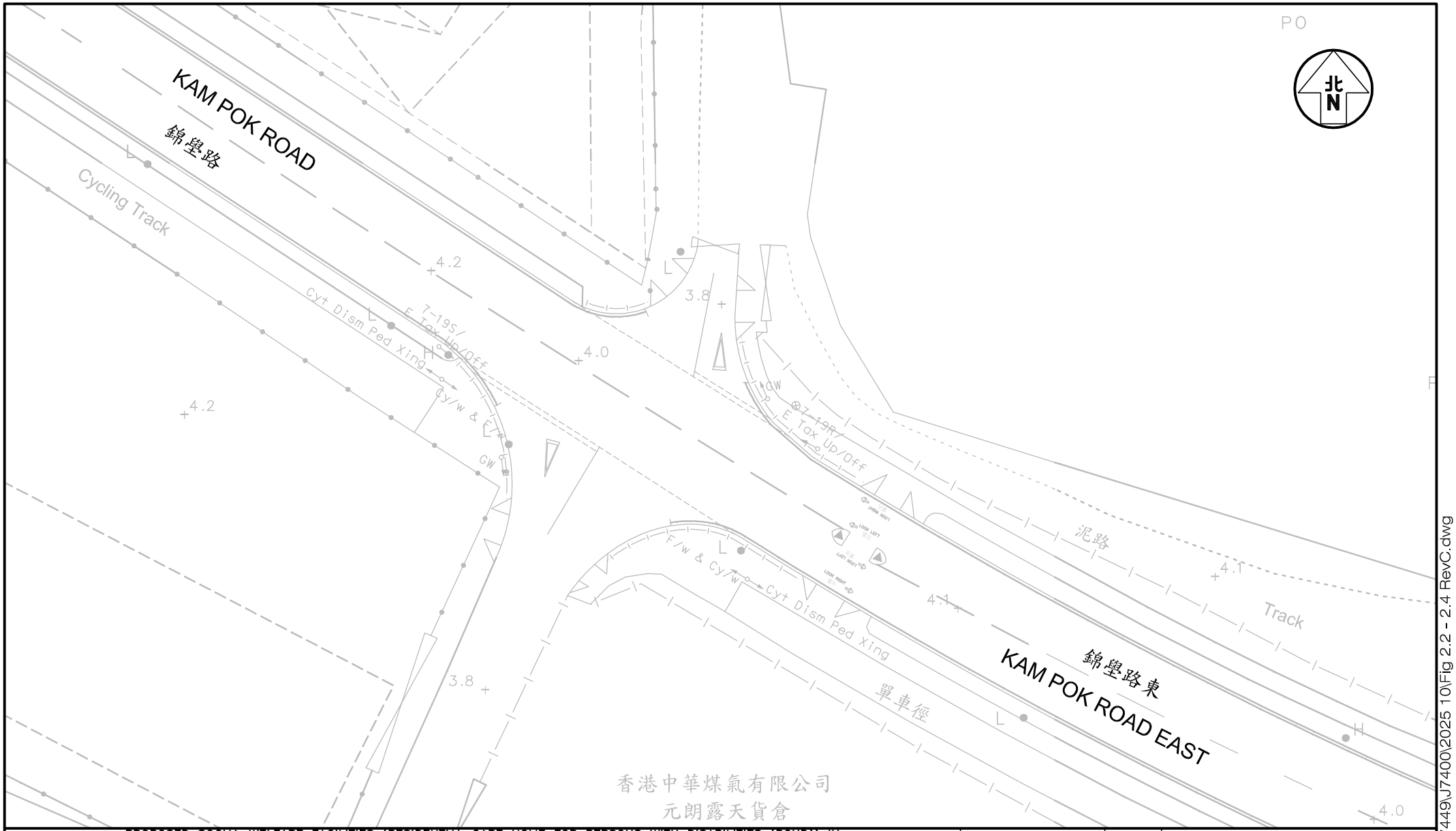

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Figure Title	EXISTING JUNCTION LAYOUT OF KAM POK ROAD / KAM POK ROAD EAST		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 500 / Date 03 OCT 2025

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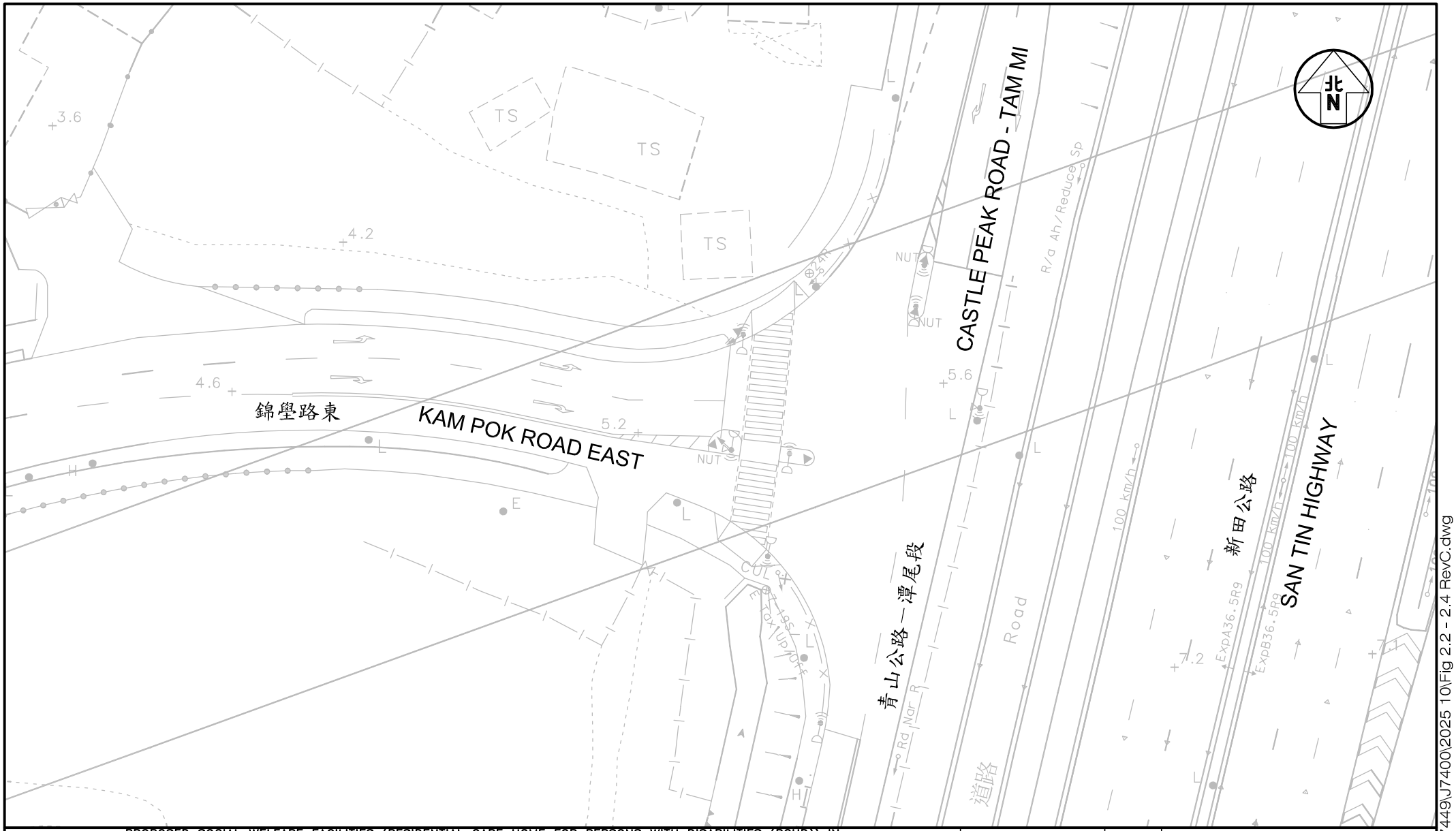

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Figure Title	EXISTING JUNCTION LAYOUT OF CASTLE PEAK ROAD – TAM MI / KAM POK ROAD	Designed by L C H / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 03 OCT 2025

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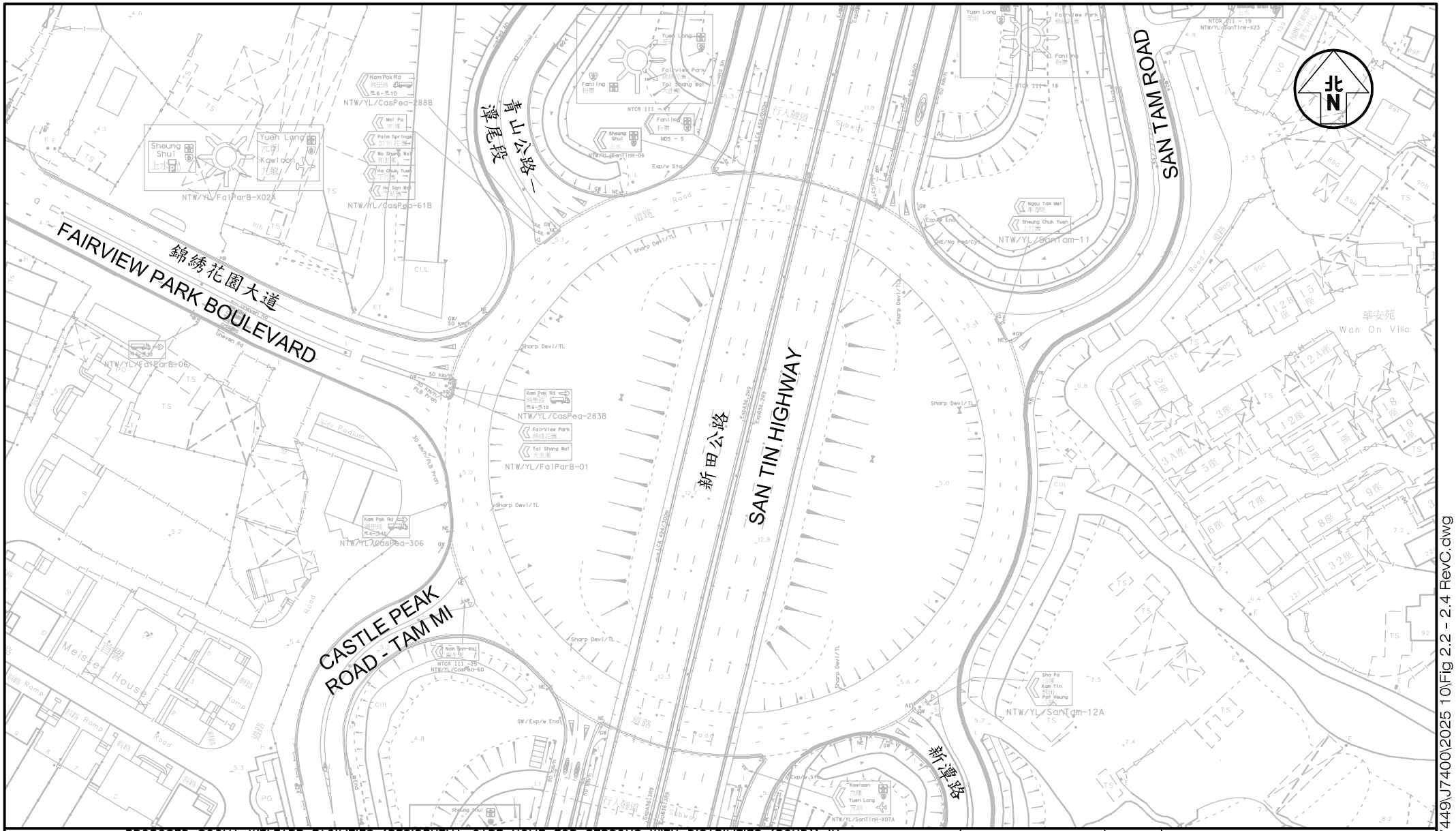

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Figure Title	EXISTING JUNCTION LAYOUT OF THE FAIRVIEW PARK ROUNDABOUT		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 1250 / Date 03 OCT 2025

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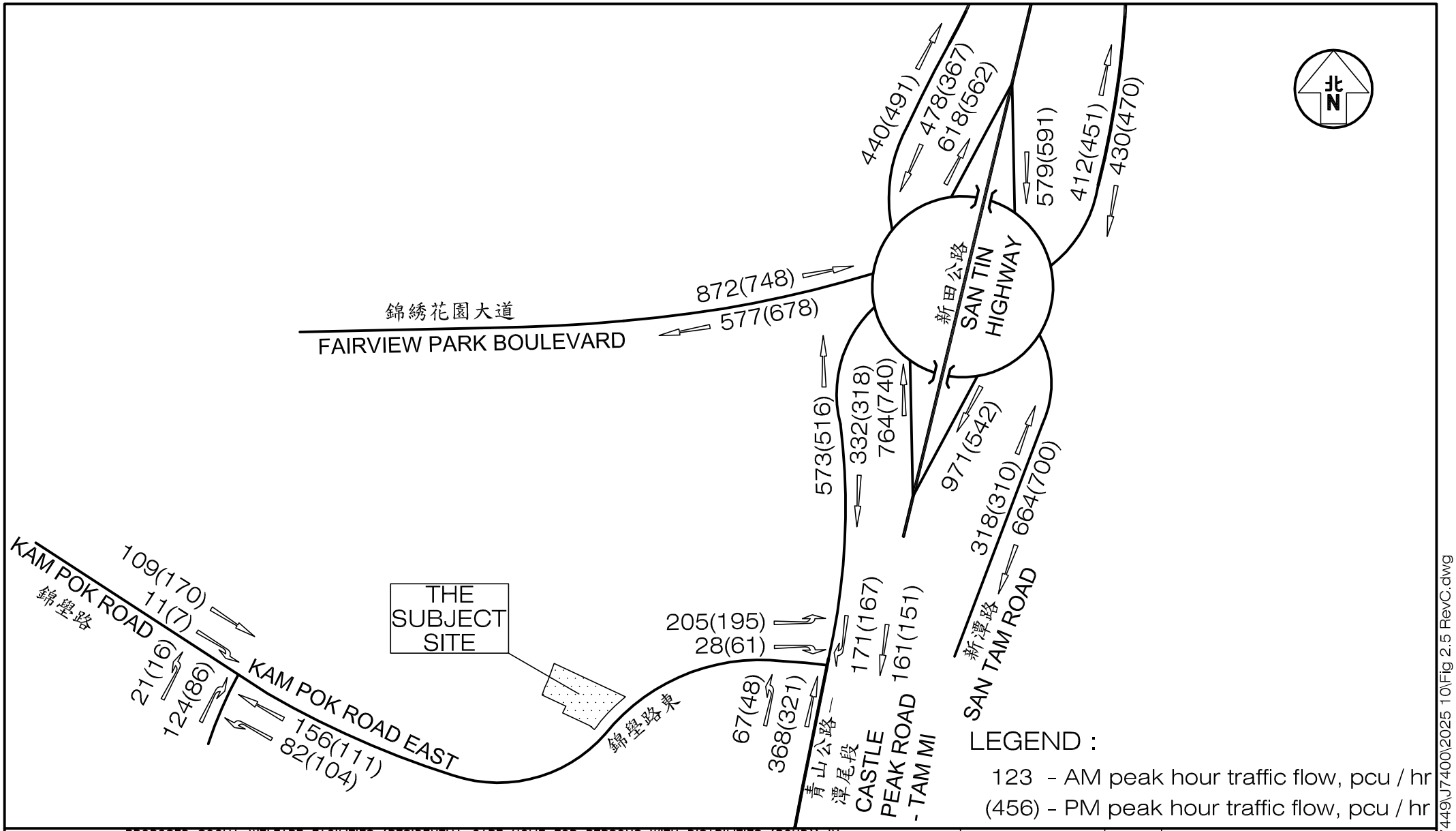

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Figure Title	EXISTING PEAK HOUR TRAFFIC FLOWS	Designed by L C H / Drawn by N C M / Checked by K C	Scale in A4 N.T.S. / Date 03 OCT 2025

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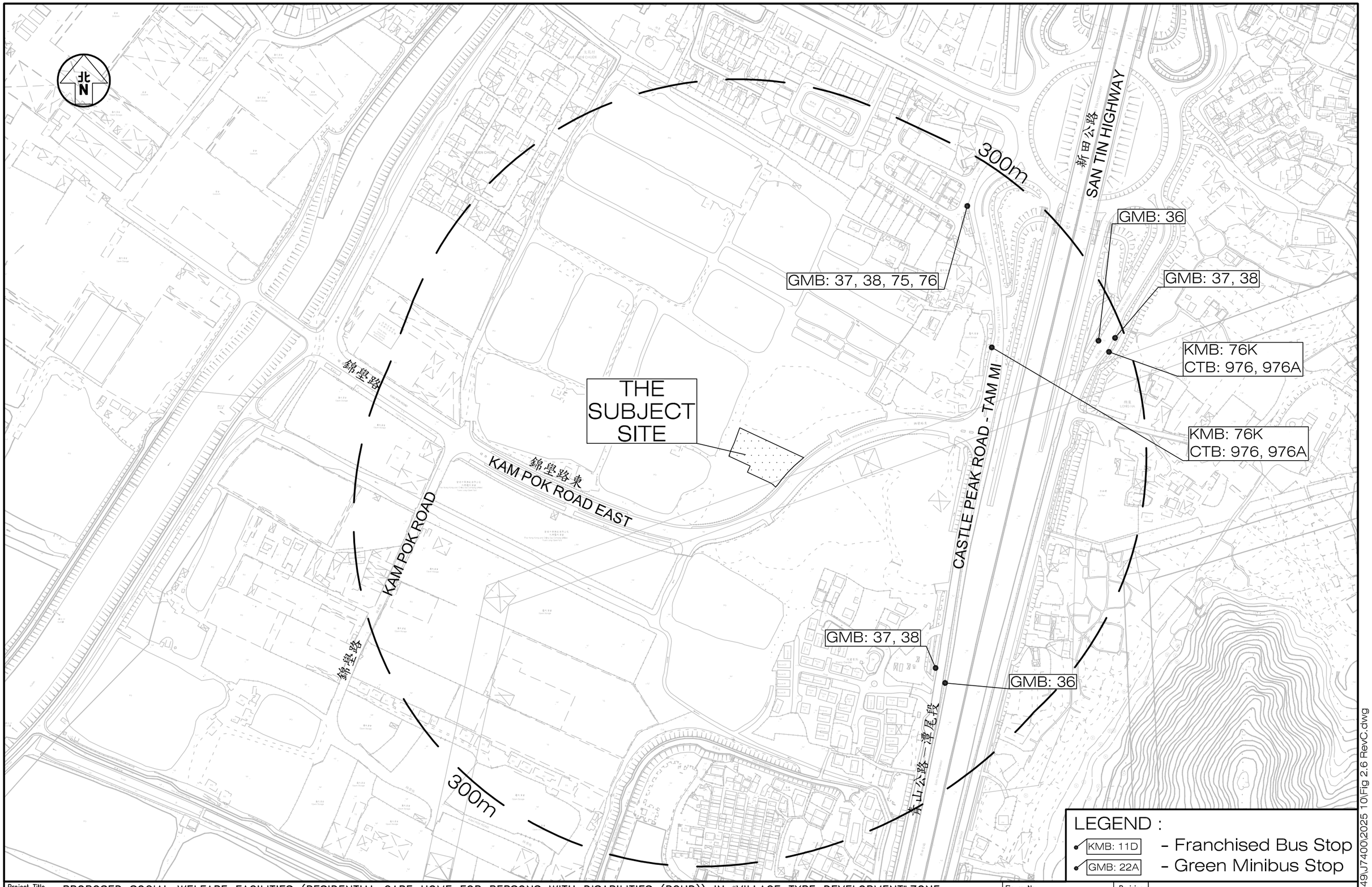

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Figure Title	THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE		Designed by L C H / Drawn by N C M / Checked by K C / Scale in A3 1 : 3,000 / Date 03 OCT 2025

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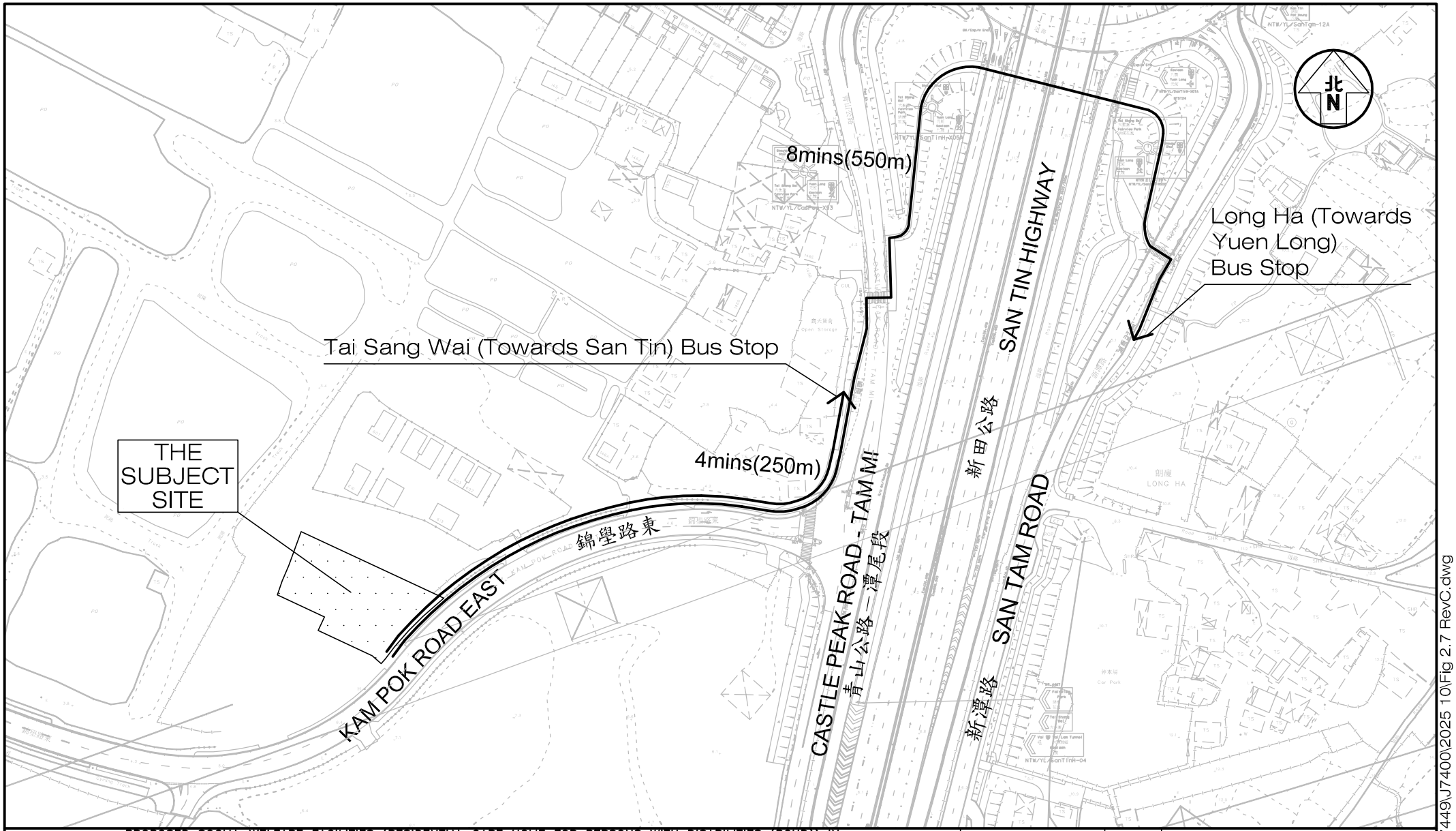

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Figure Title	THE WALKING PATH BETWEEN THE PROPOSED RCHD AND THE NEARBY FRANCHISED BUS STOPS		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 2000 / Date 03 OCT 2025

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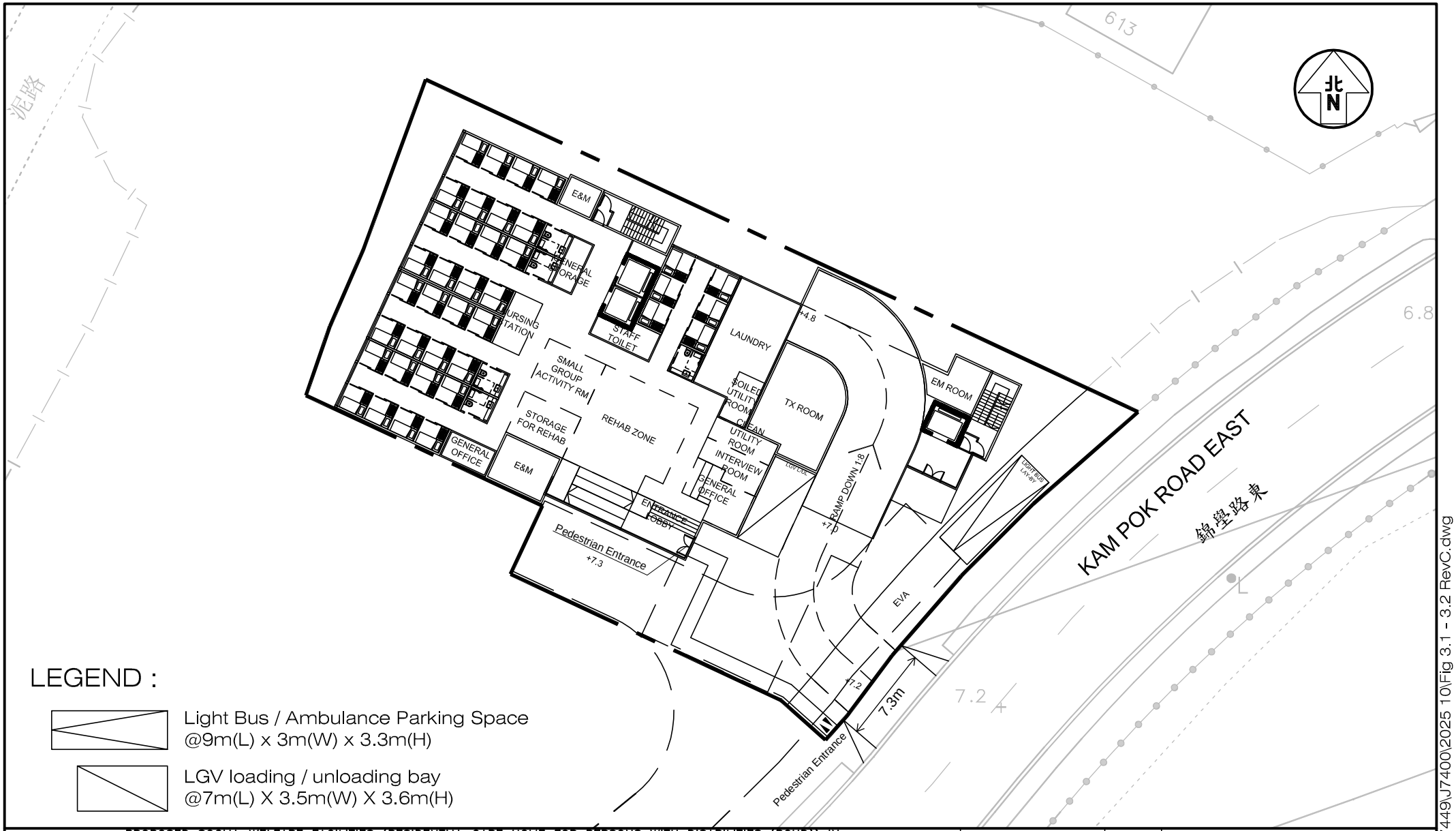

LEGEND :

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	J7400	Figure No. 3.1 / Revision C
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

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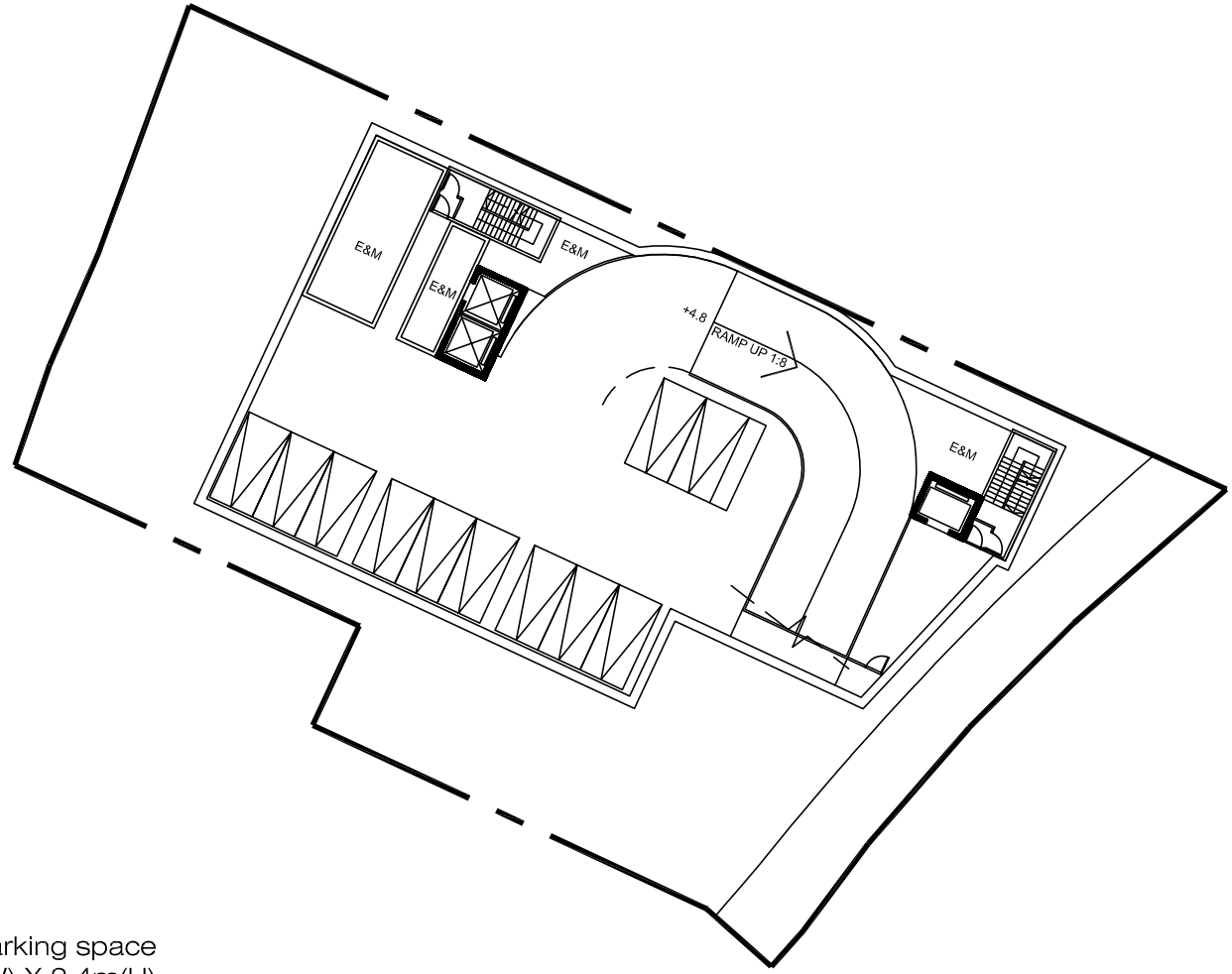

LEGEND :

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	J7400	Figure No. 3.2	Revision C
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	

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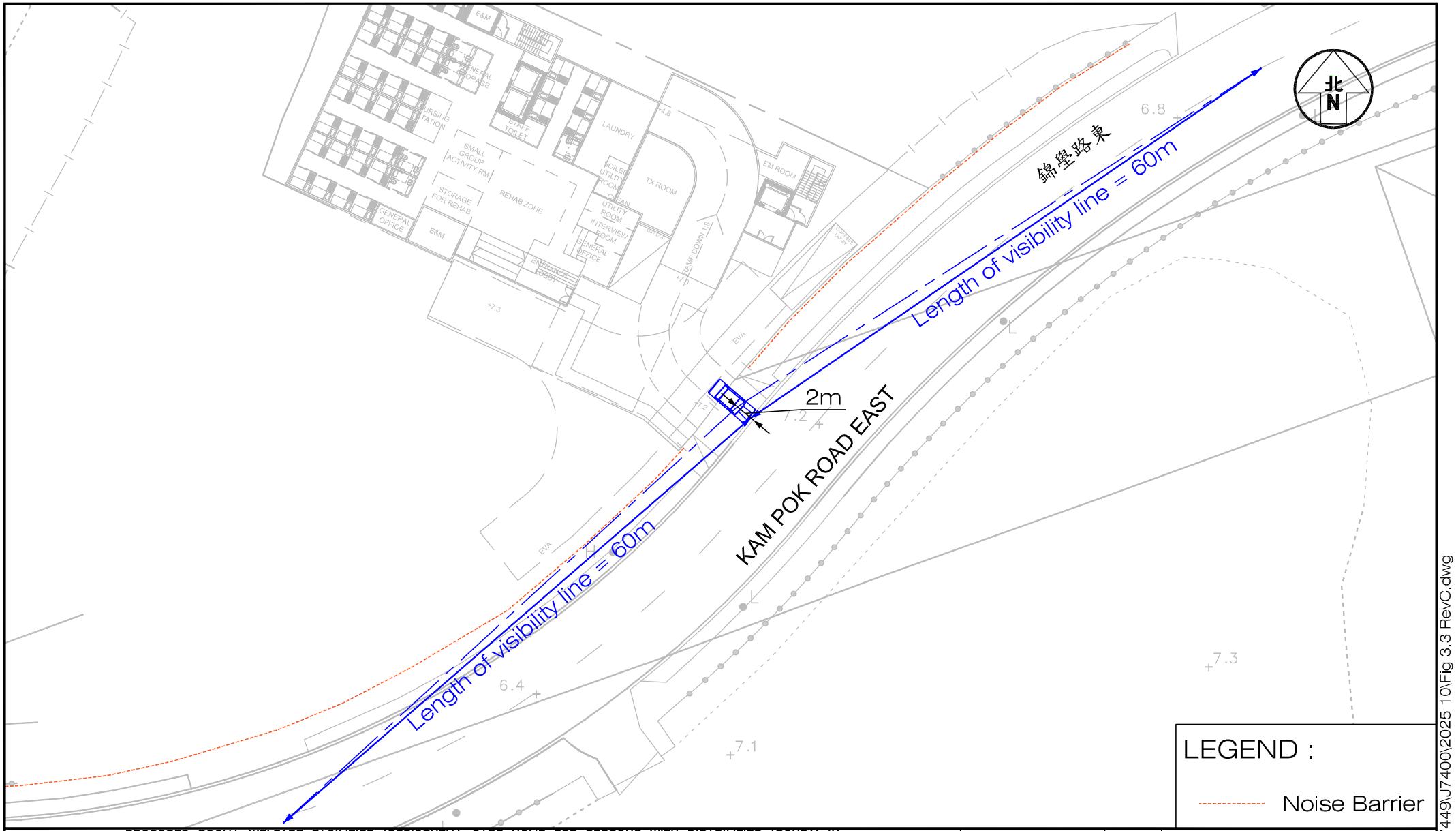

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. 3.3	Revision 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	

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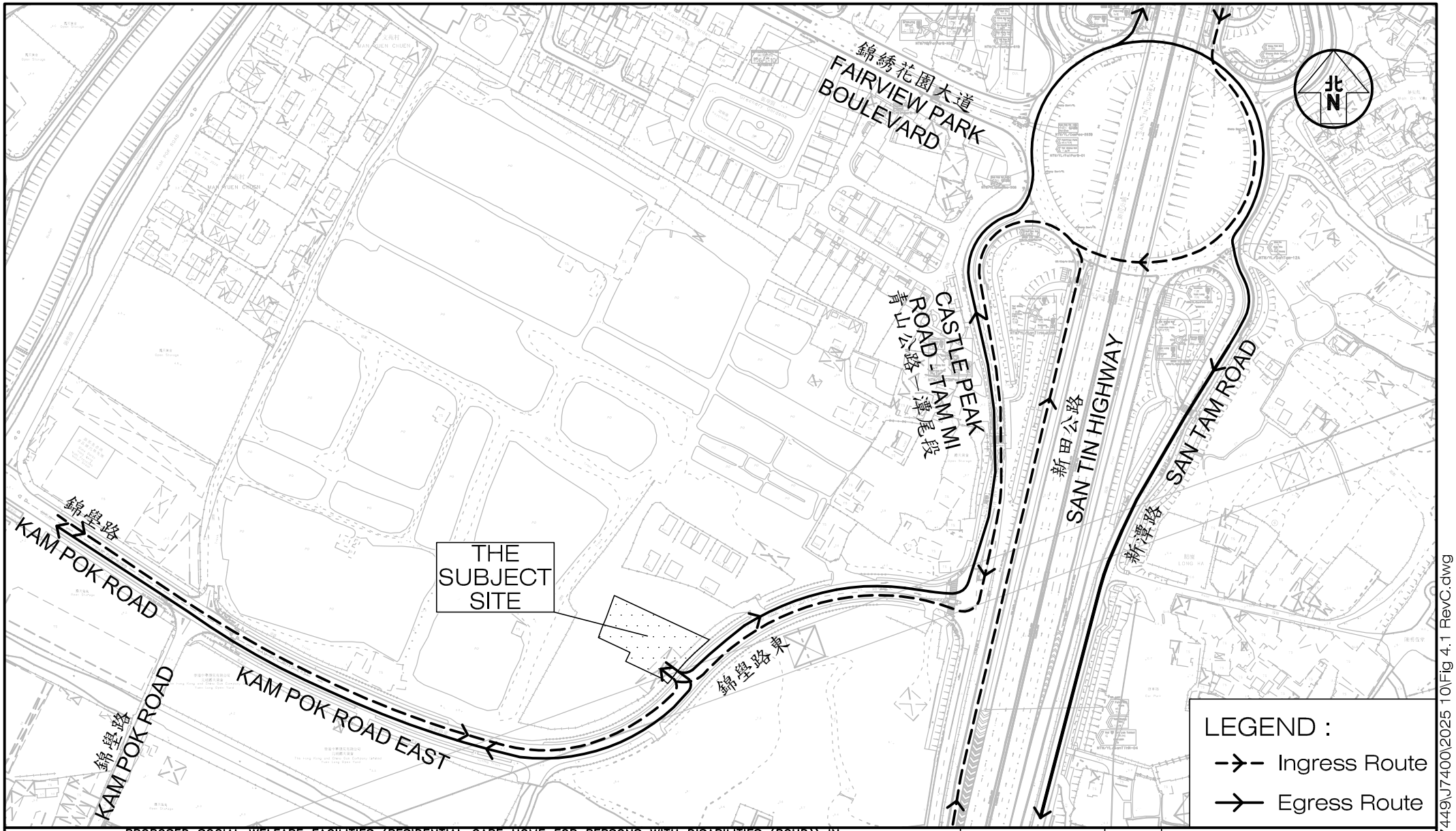
T:\JOB\J7400-J7449\J7400\2025 10\Fig 3.3 RevC.dwg



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. 4.1 / Revision C
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

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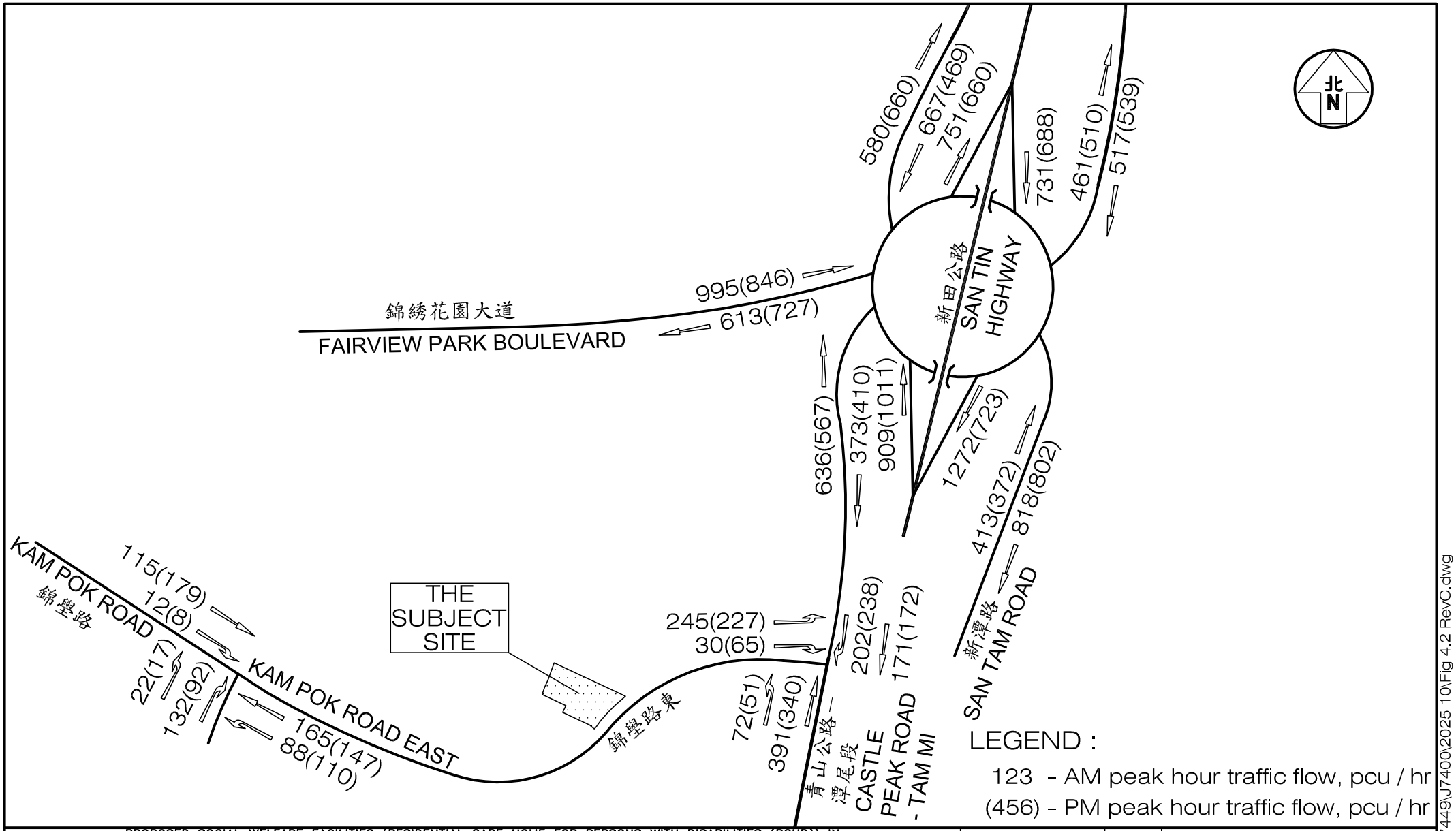
T:\JOB\J7400-J7449\J7400\2025 10\Fig 4.1 RevC.dwg



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. 4.2 / Revision C
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 03 OCT 2025

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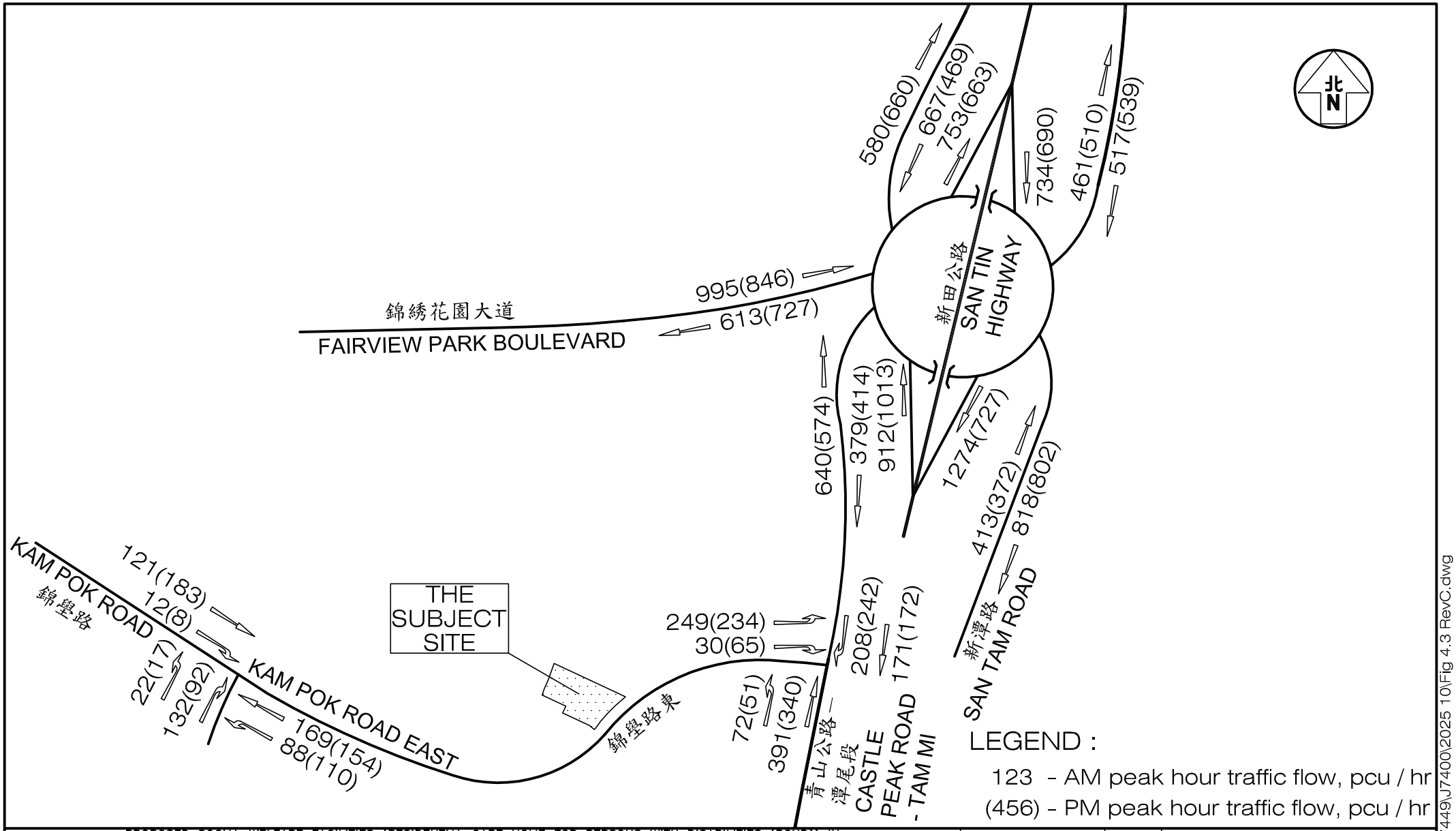

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. 4.3 / Revision C
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 03 OCT 2025

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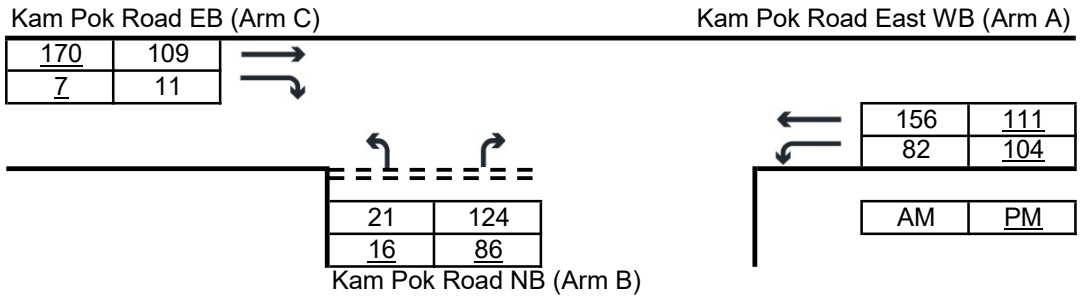
Appendix 1 – Calculation

Priority Junction Analysis

Junction:	Kam Pok Road / Kam Pok Road East				
Design Year:	2025	Job Number:	J7400	Date:	3 Oct 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-rCB	30			Y	0.6447

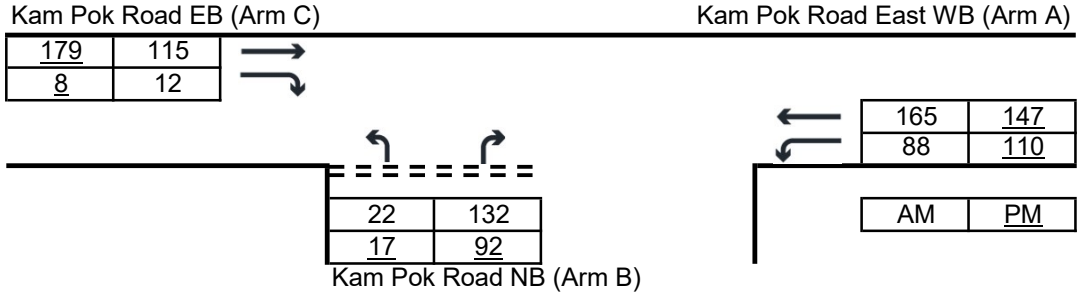
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	109	170	Q-BA	444	444
q-CB	11	7	Q-BC	595	602
q-AB	82	104	Q-CB	714	719
q-AC	156	111	Q-BAC	461	463
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:	3 Oct 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-rCB	30			Y	0.6447

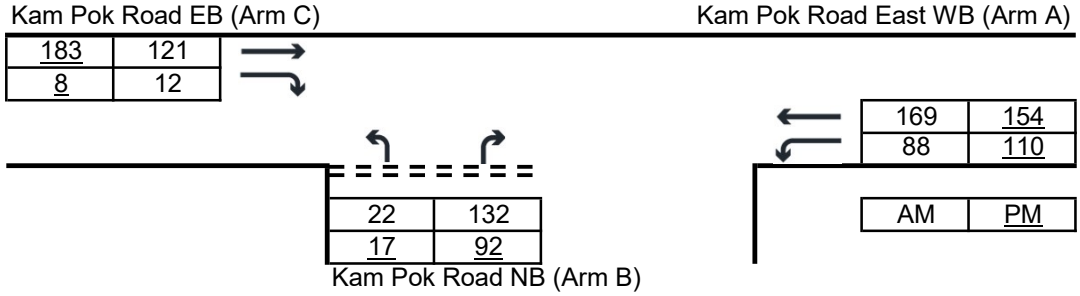
Analysis :

Traffic Flows, pcu/hr	AM	PM	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:	3 Oct 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-rCB	30			Y	0.6447

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
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

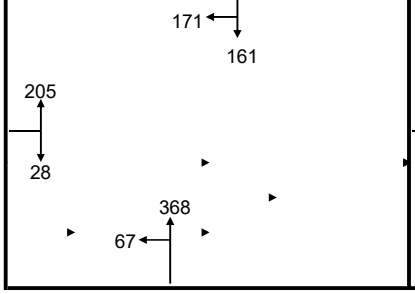
Scenario: Existing Condition P. 4

Design Year: 2025 Designed By: Checked By: Date: 3 Oct 2025

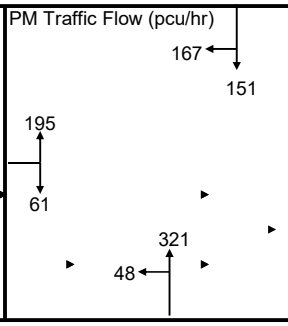
Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road - LT+SA	A1	1	3.50	20.0		17	1940	435	0.224	0.224	14	1945	369	0.190	0.190
Tam Mi NB															
Castle Peak Road - Tam Mi SB SA	B1	2	3.30				2085	161	0.077			2085	151	0.072	
RT	B2	2	3.40	15.0		100	1905	171	0.090	0.090	100	1905	167	0.088	0.088
Kam Pok Road EB LT	C1	3	3.50	28.0		100	1865	205	0.110	0.110	100	1865	195	0.105	0.105
RT	C2	3	3.50	13.0		100	1887	28	0.015		100	1887	61	0.032	

pedestrian phase	D(p)	4		min crossing time =	13	sec GM +	12	sec FGM =	25	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

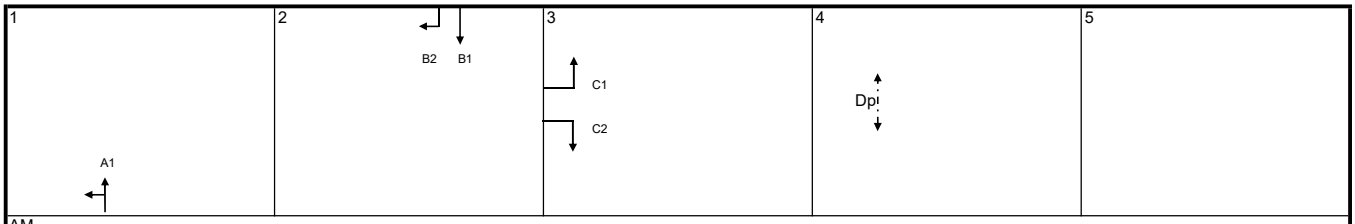


S=1940+100(W–3.25) S=2080+100(W–3.25)

S_M=S÷(1+1.5f/r) S_M=(S–230)÷(1+1.5f/r)

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.424		0.382	
L (s)	40		40	
C (s)	94		94	
practical y	0.517		0.517	
R.C. (%)	22%		35%	

Note:



AM																				
G =	I/G =	6	G =	I/G =	5	G =	I/G =	5	G =	25	I/G =	2	G =	I/G =						
G =	I/G =		G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =						
PM																				
G =	I/G =	6	G =	I/G =	5	G =	I/G =	5	G =	25	I/G =	2	G =	I/G =						
G =	I/G =		G =	I/G =		G =	I/G =		G =		I/G =		G =	I/G =						

Signal Junction Analysis

Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7400

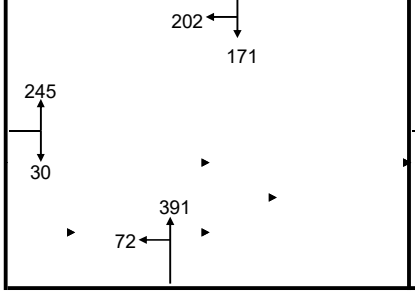
Scenario: Future Condition (Without Proposed RCHD) P. 5

Design Year: 2033 Designed By: Checked By: Date: 3 Oct 2025

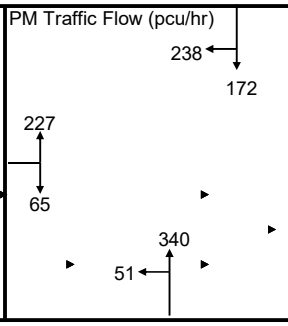
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road - Tam Mi NB	LT+SA	A1	1	3.50	20.0		14	1945	463	0.238	0.238	10	1950	391	0.201	0.201
Castle Peak Road - Tam Mi SB	SA	B1	2	3.30				2085	171	0.082			2085	172	0.082	
	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	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

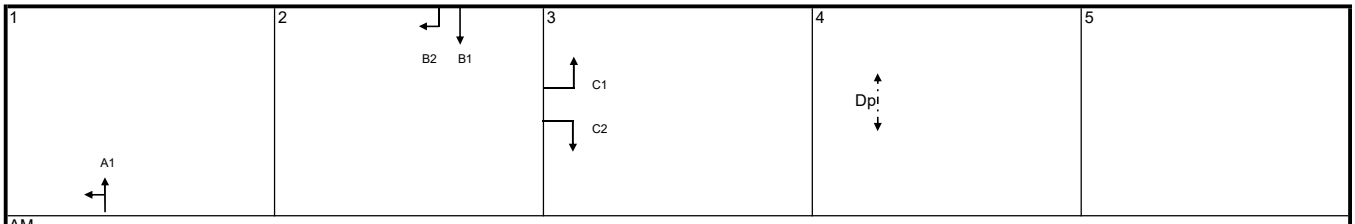


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.475		0.447	
L (s)	40		40	
C (s)	120		120	
practical y	0.600		0.600	
R.C. (%)	26%		34%	

Note:



AM	G =		I/G =	6	G =		I/G =	5	G =		I/G =	5	G =	25	I/G =	2	G =		I/G =	
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =	
PM	G =		I/G =	6	G =		I/G =	5	G =		I/G =	5	G =	25	I/G =	2	G =		I/G =	
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =	

Signal Junction Analysis

Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7400

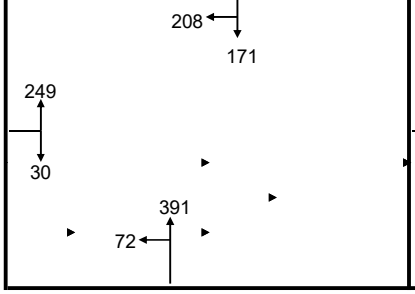
Scenario: Future Condition (With Proposed RCHD) P. 6

Design Year: 2033 Designed By: Checked By: Date: 3 Oct 2025

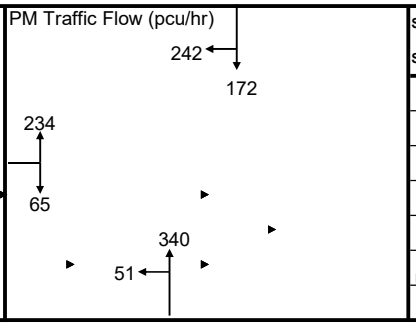
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road - Tam Mi NB	LT+SA	A1	1	3.50	20.0		14	1945	463	0.238	0.238	10	1950	391	0.201	0.201
Castle Peak Road - Tam Mi SB	SA	B1	2	3.30				2085	171	0.082			2085	172	0.082	
	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	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

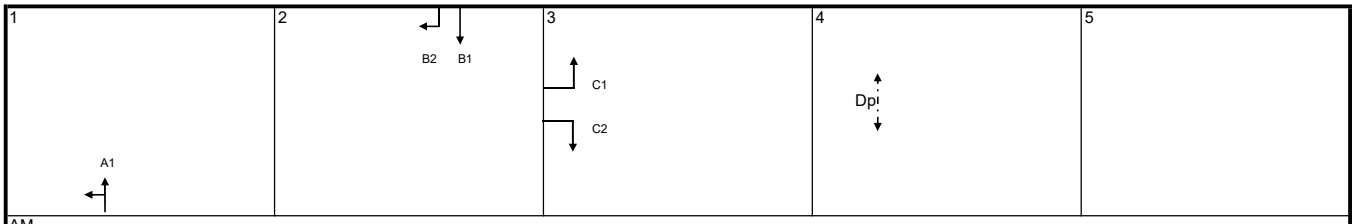


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.481		0.453	
L (s)	40		40	
C (s)	120		120	
practical y	0.600		0.600	
R.C. (%)	25%		32%	

Note:



AM	G =		I/G =	6	G =		I/G =	5	G =		I/G =	5	G =	25	I/G =	2	G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		
PM	G =		I/G =	6	G =		I/G =	5	G =		I/G =	5	G =	25	I/G =	2	G =		I/G =		
	G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		G =		I/G =		

Roundabout Analysis

Junction: The Fairview Park Roundabout | Job Number: J7400
Scenario: Existing Condition | P. 7
Design Year: 2025 | Designed By: | Checked By: | Date: 3 Oct 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(∅-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)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	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: 3 Oct 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	156	79	148	74	995	1652
From B	32	12	165	37	57	229	104	636	2274
From C	222	55	55	139	167	75	196	909	1638
From D	31	20	78	15	61	180	28	413	1729
From E	67	36	194	126	11	49	34	517	1681
From F	168	100	120	161	27	32	123	731	1447
From G	57	92	216	184	59	38	21	667	1598
Total	613	373	1272	818	461	751	580	4868	

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	110	103	286	68	846	1476
From B	73	17	94	49	83	125	126	567	1912
From C	245	146	36	155	134	42	253	1011	1756
From D	72	20	52	26	71	103	28	372	1965
From E	107	22	170	150	15	40	35	539	1827
From F	134	85	60	188	56	30	135	688	1706
From G	66	62	120	124	48	34	15	469	1734
Total	727	410	723	802	510	660	660	4492	

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(∅-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)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	9.09	3640.95	1.00	0.99	2754.13	0.59	1753	1856	995	846	0.567	0.456
From B	7.15	3640.95	1.00	0.98	2166.74	0.51	989	1170	636	567	0.643	0.485
From C	7.51	3640.95	1.00	1.01	2274.80	0.53	1423	1361	909	1011	0.639	0.743
From D	7.72	3640.95	1.00	1.02	2339.01	0.53	1440	1311	413	372	0.287	0.284
From E	7.19	3640.95	1.00	0.98	2180.08	0.51	1296	1223	517	539	0.399	0.441
From F	7.12	3640.95	1.00	0.98	2157.57	0.51	1385	1257	731	688	0.528	0.547
From G	5.69	3640.95	1.00	1.00	1722.94	0.45	1010	949	667	469	0.660	0.494
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: 3 Oct 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	156	79	148	74	995	1658
From B	32	12	167	37	57	231	104	640	2274
From C	222	58	55	139	167	75	196	912	1640
From D	31	20	78	15	61	180	28	413	1734
From E	67	36	194	126	11	49	34	517	1686
From F	168	103	120	161	27	32	123	734	1450
From G	57	92	216	184	59	38	21	667	1604
Total	613	379	1274	818	461	753	580	4878	

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	110	103	286	68	846	1480
From B	73	17	98	49	83	128	126	574	1912
From C	245	148	36	155	134	42	253	1013	1759
From D	72	20	52	26	71	103	28	372	1970
From E	107	22	170	150	15	40	35	539	1832
From F	134	87	60	188	56	30	135	690	1708
From G	66	62	120	124	48	34	15	469	1738
Total	727	414	727	802	510	663	660	4503	

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(∅-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)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	9.09	3640.95	1.00	0.99	2754.13	0.59	1750	1854	995	846	0.569	0.456
From B	7.15	3640.95	1.00	0.98	2166.74	0.51	989	1170	640	574	0.647	0.491
From C	7.51	3640.95	1.00	1.01	2274.80	0.53	1422	1359	912	1013	0.641	0.745
From D	7.72	3640.95	1.00	1.02	2339.01	0.53	1437	1309	413	372	0.287	0.284
From E	7.19	3640.95	1.00	0.98	2180.08	0.51	1294	1220	517	539	0.400	0.442
From F	7.12	3640.95	1.00	0.98	2157.57	0.51	1384	1256	734	690	0.530	0.549
From G	5.69	3640.95	1.00	1.00	1722.94	0.45	1007	947	667	469	0.662	0.495
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	J7400	Figure No. SP1 / Revision C
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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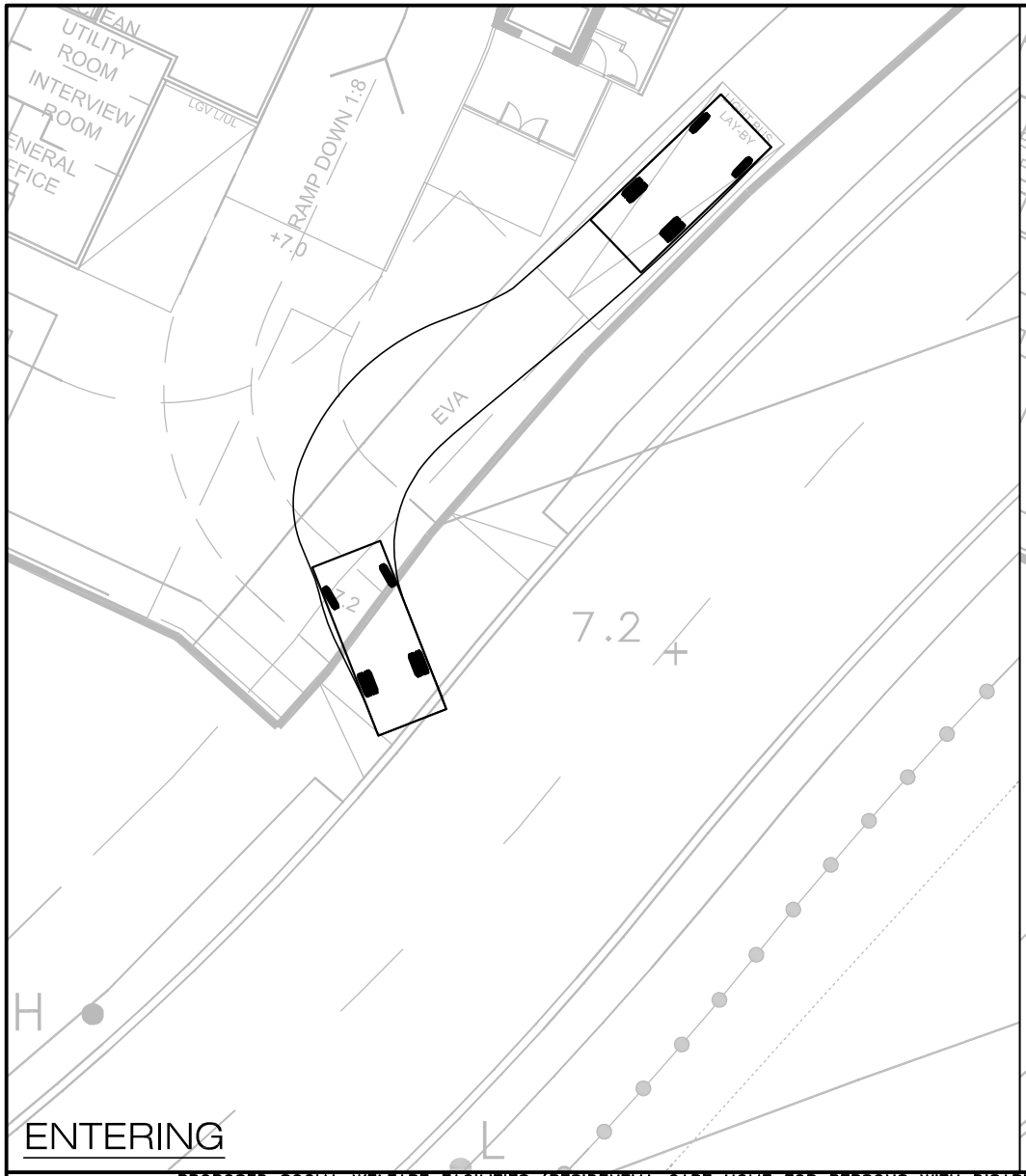

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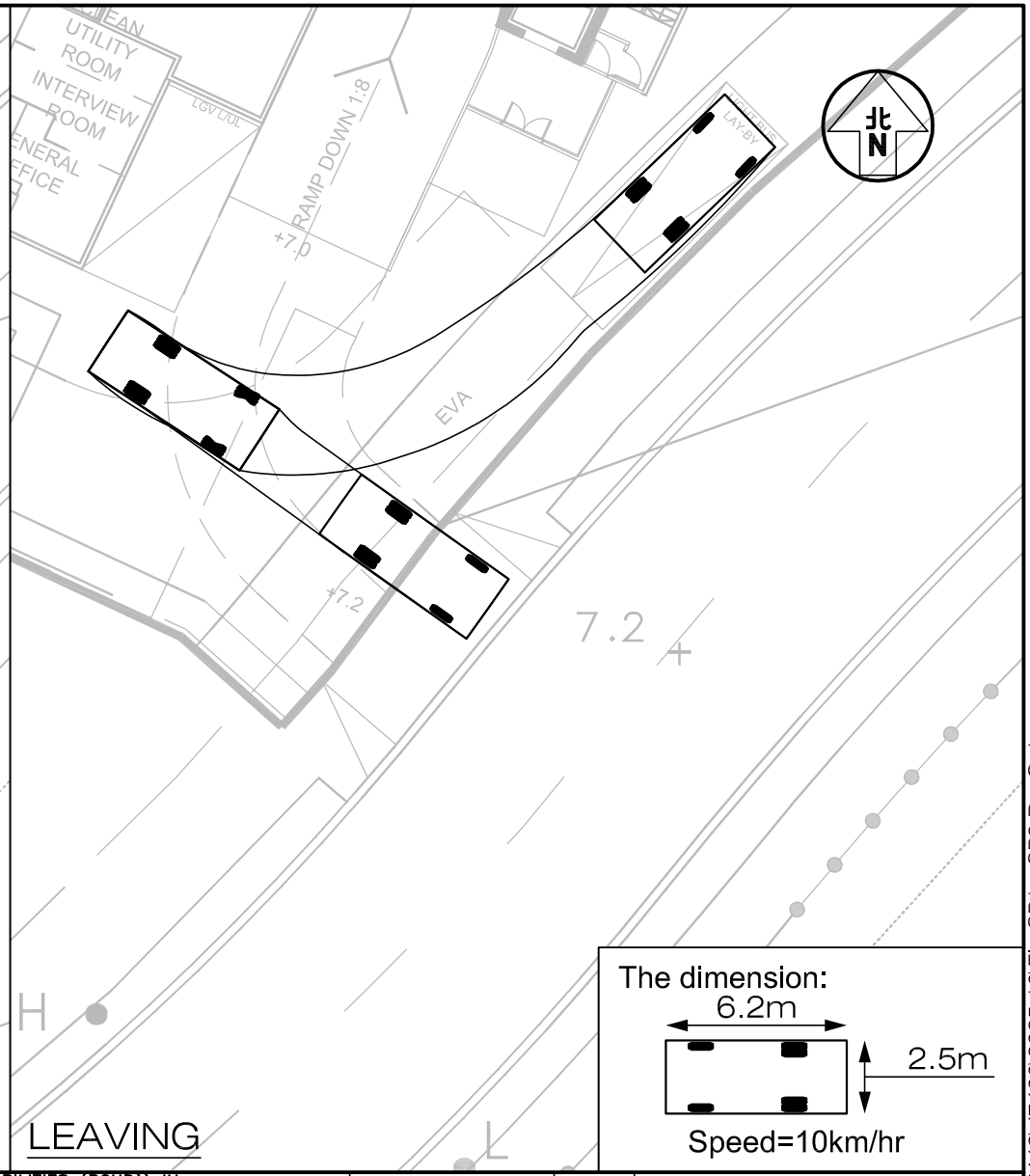

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Speed=10km/hr

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

Figure No.	SP2	Revision	C
Designed by	L C H	Drawn by	N C M
Checked by	K C		
Scale in A4	1 : 250	Date	03 OCT 2025

CKM Asia Limited
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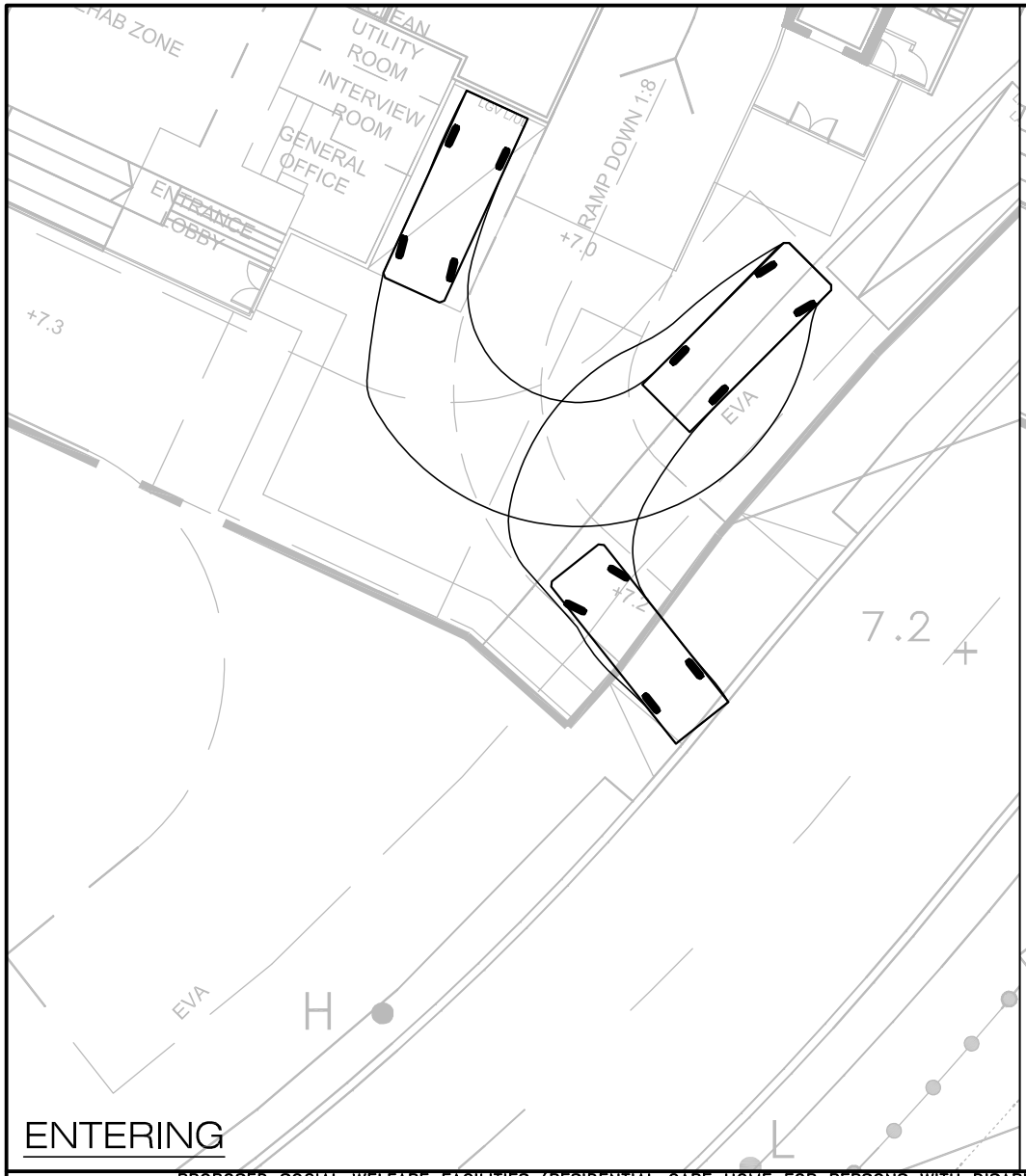

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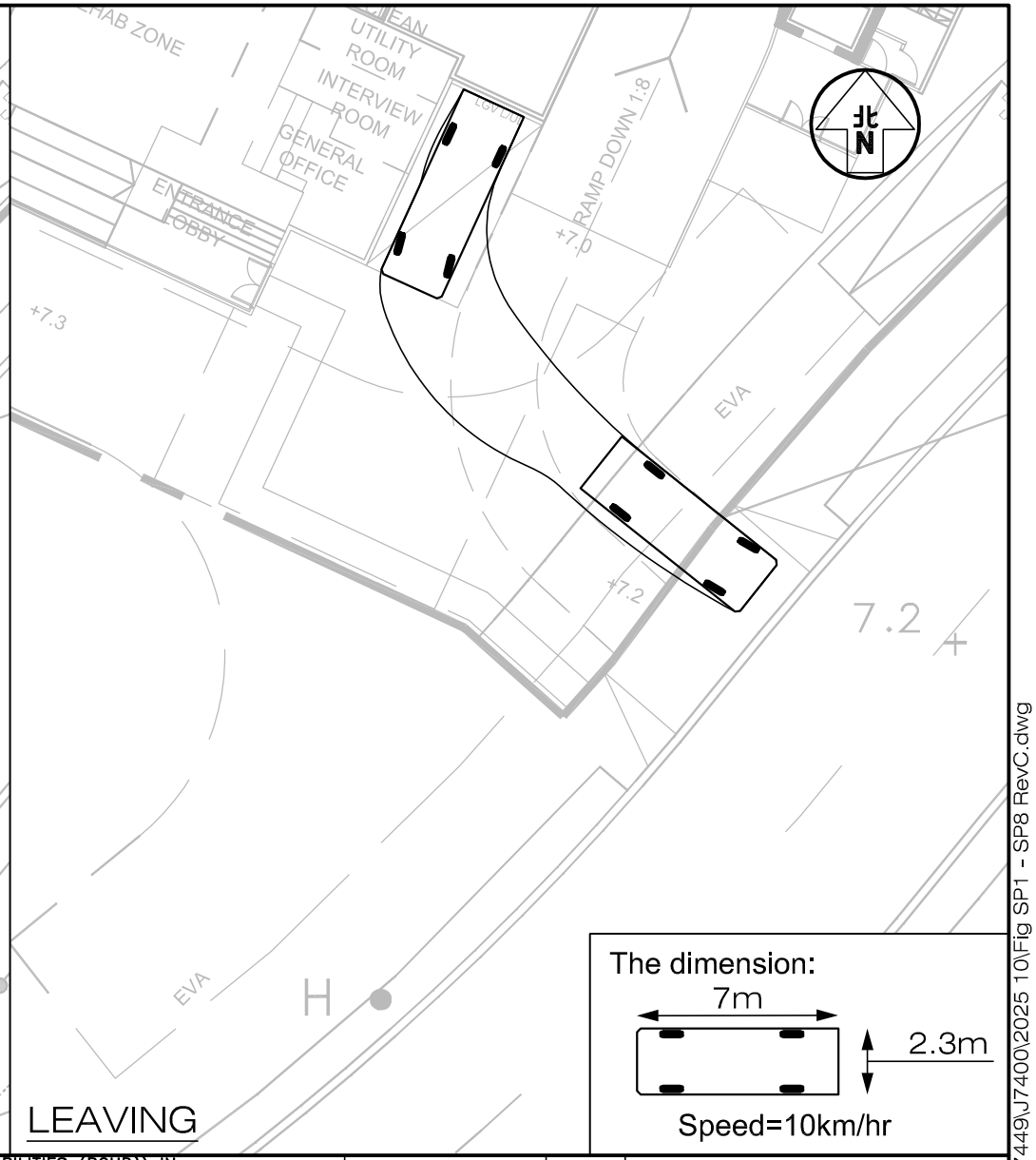

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The dimension:

Speed=10km/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. SP3 / Revision C
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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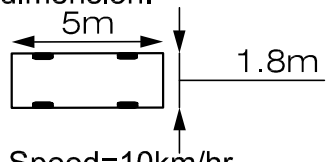

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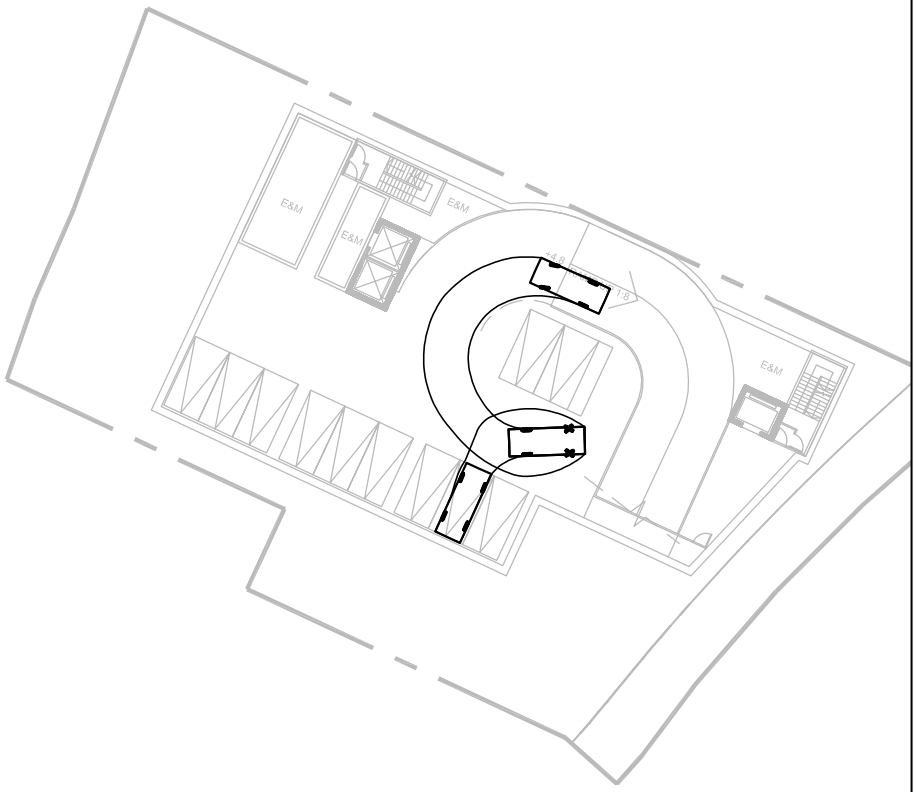

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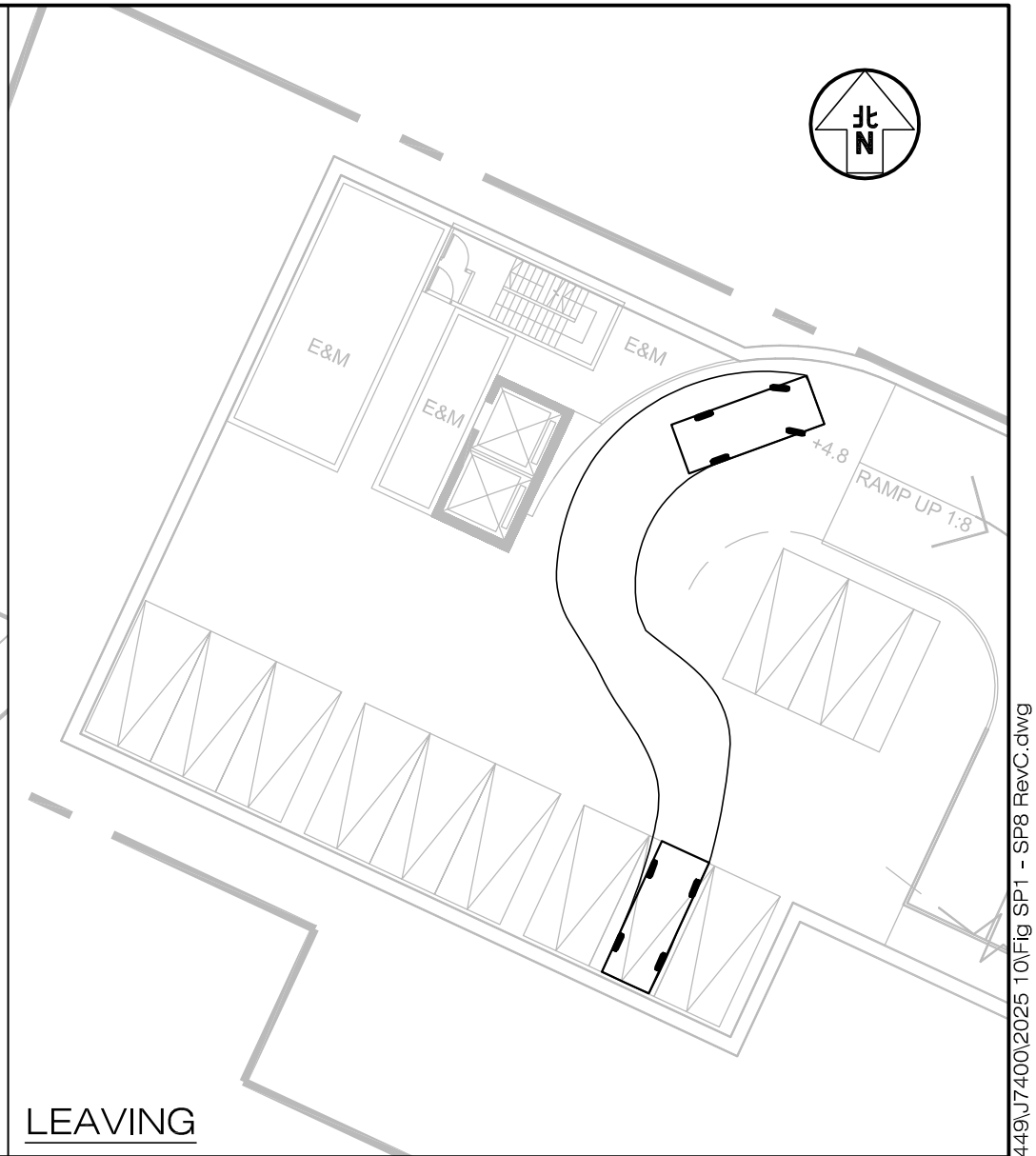

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Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. SP4 / Revision C
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

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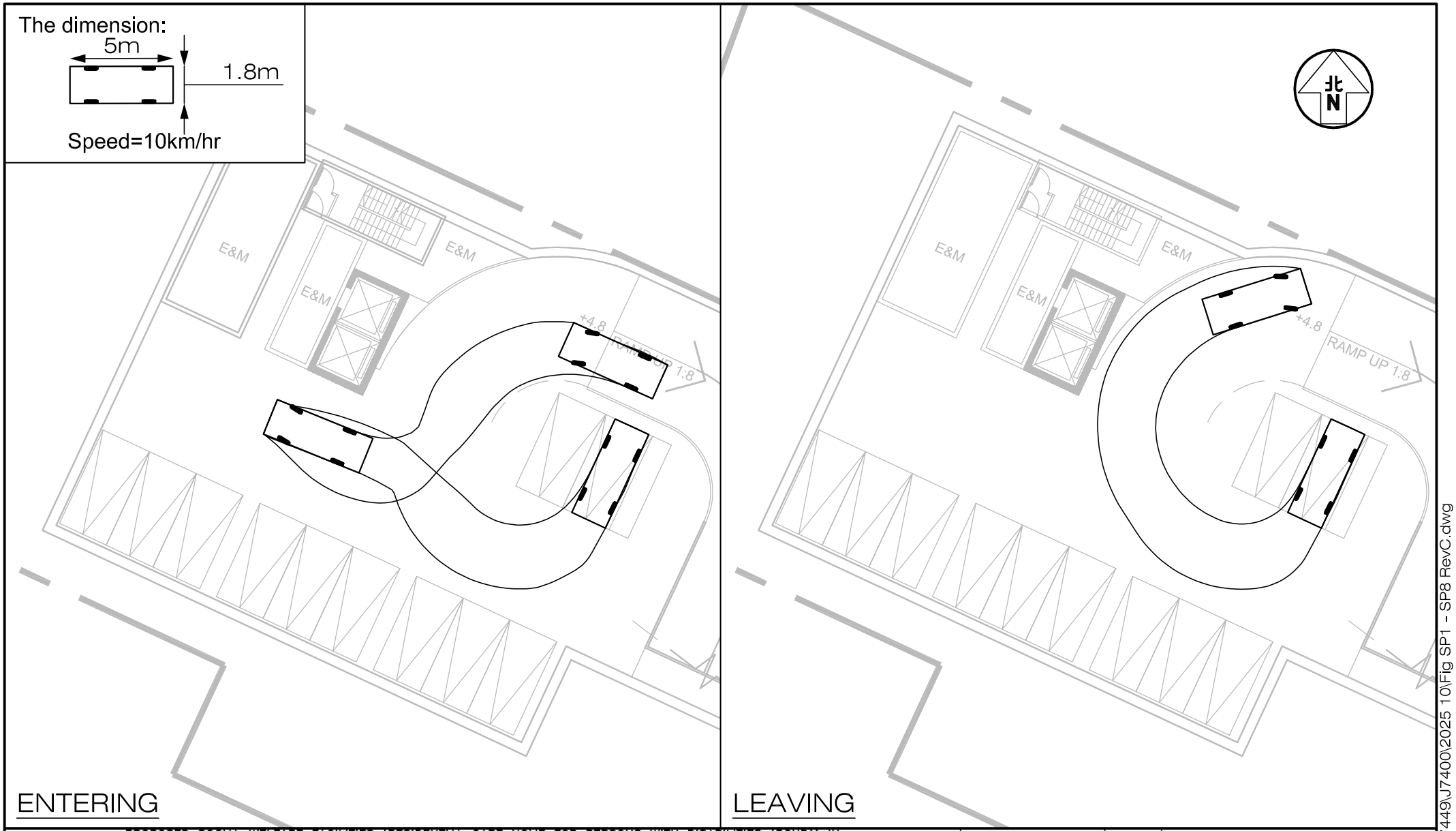

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Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE ON B/F		Designed by L C H / Drawn by N C M / Checked by K C	
			Scale in A4 1 : 250 / Date 03 OCT 2025	

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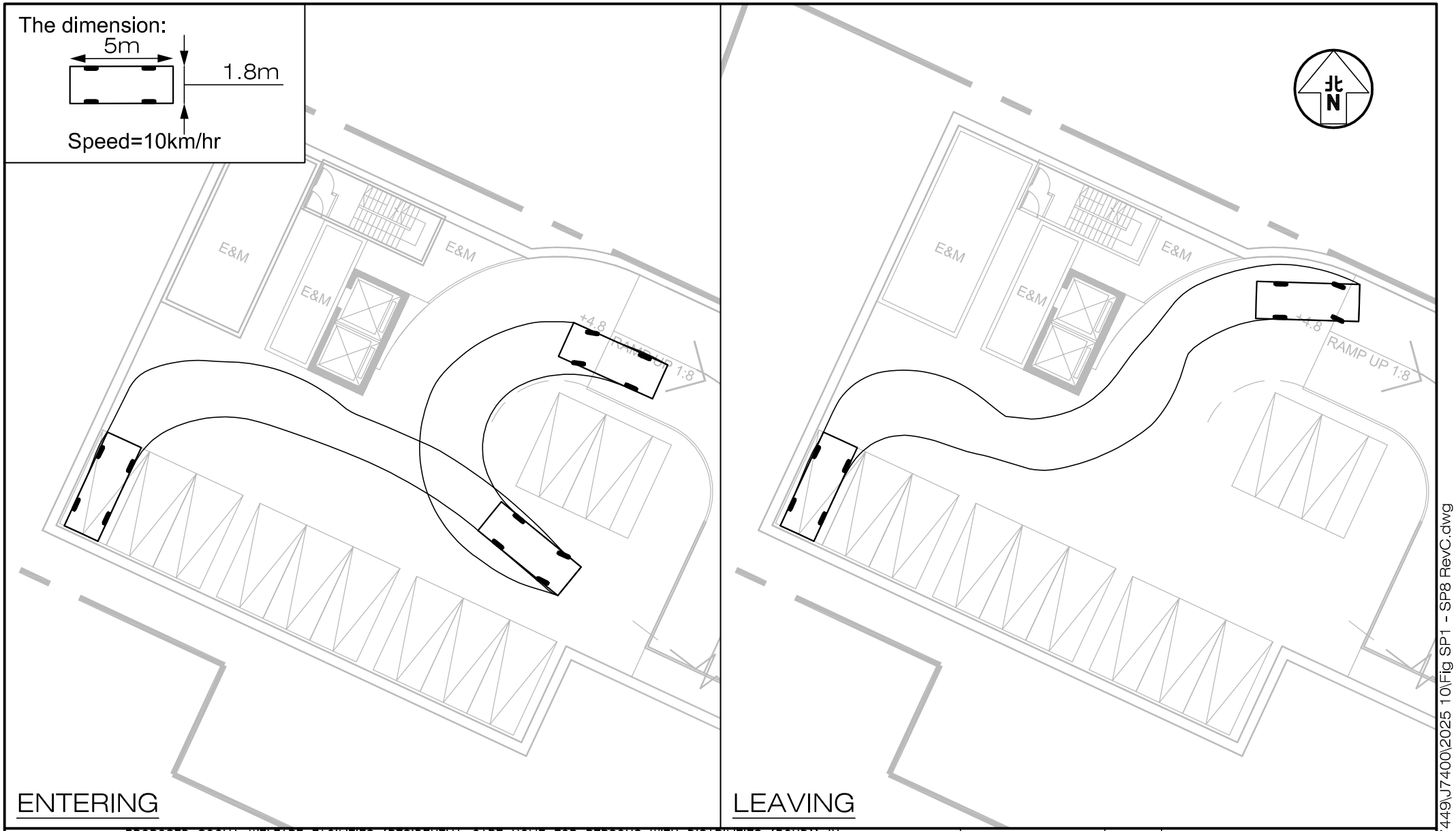

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. SP6	Revision C
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	

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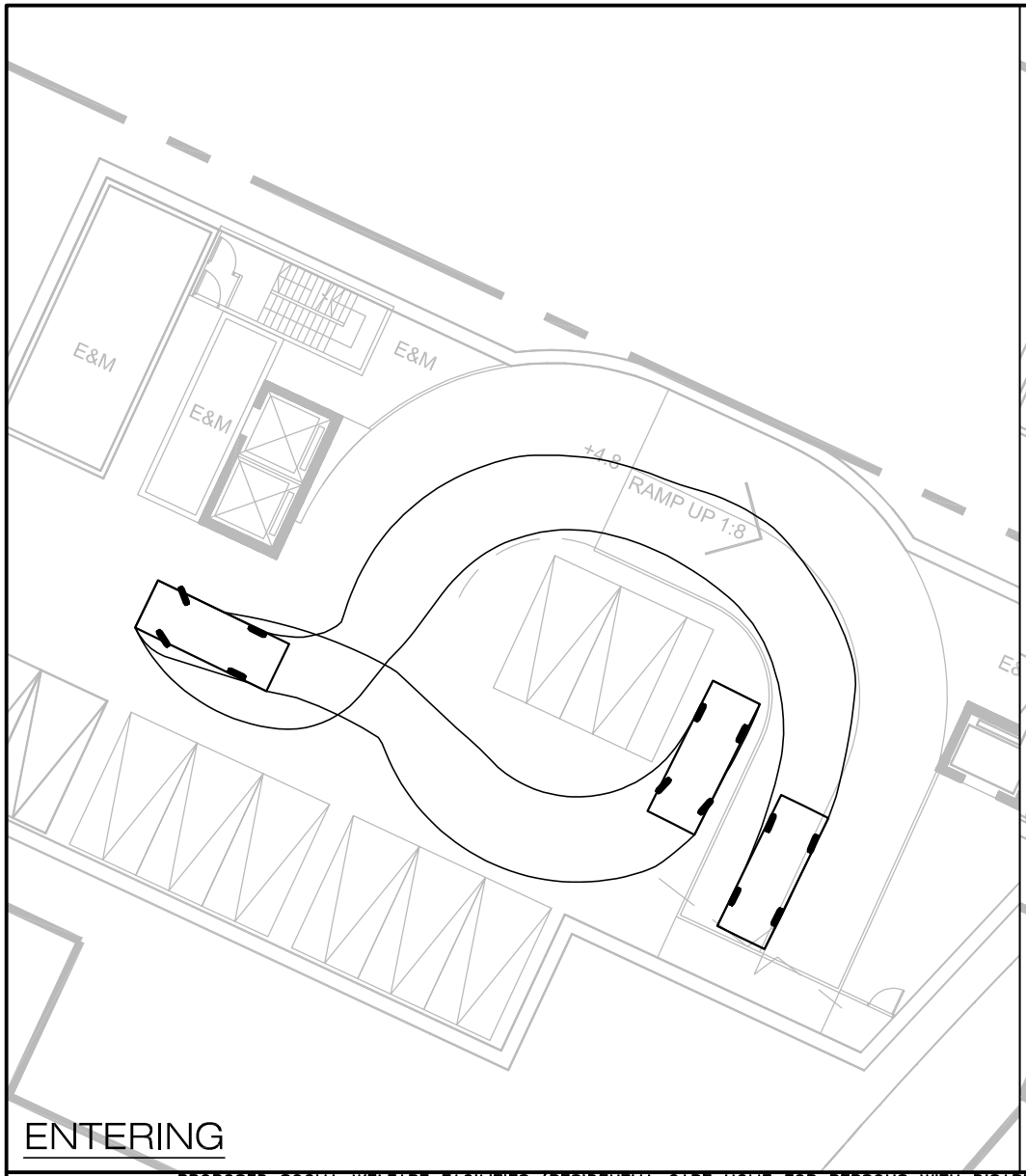

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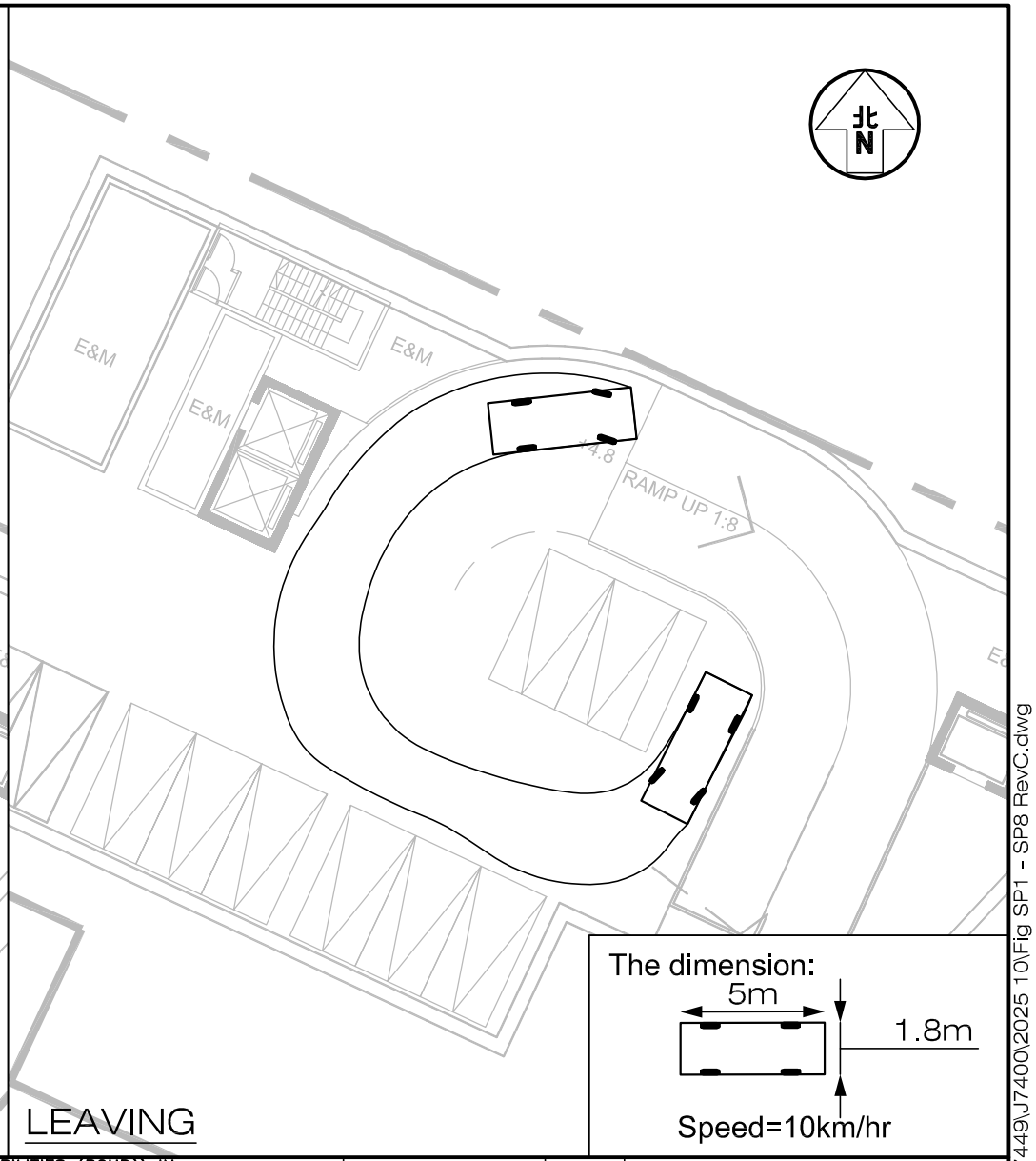

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Speed=10km/hr

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. SP7	Revision C
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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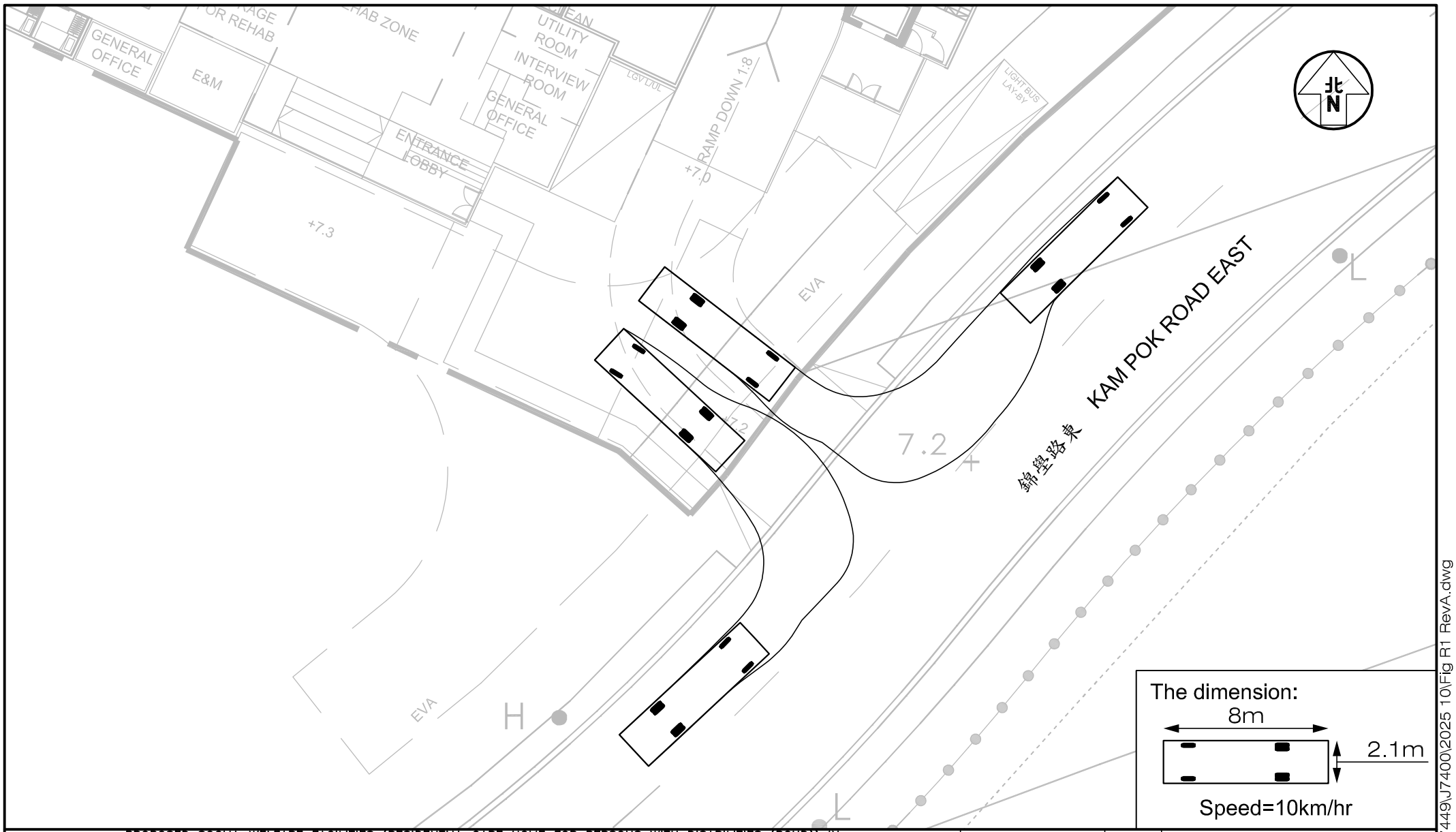
Appendix 5

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
Figure Title	SWEPT PATH OF LIGHT BUS ENTERTING AND LEAVEING 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

CKM Asia Limited
Traffic and Transportation Planning Consultants
[redacted]

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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
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 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