Appendix Ii of RNTPC
Paper No. A/YL-NSW/348B

DeSPACE (International) Limited

Date: 4th February 2026

Pages: 1 + Attachments

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 (7)

Reference is made to the email dated 26th January 2026 from the Planning Department in relation to technical comments from TD.

In order to address the comments, please find attached the copy of the response-to-comment (R to C) table with the email correspondence with HyD and LCSD (**Appendix 1**) and Revised Traffic Impact Assessment (**Appendix 2**).

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

pp.

DeSPACE (International) Limited 構建(國際)有限公司

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		Responses
Email dated 26th January 2026: **Comments from TD**		
1.	Re. RtC Item 3: Please seek comment and agreement from the relevant management and maintenance party of the concerned planter area (HyD/LCSD) on your proposal of planter amendment (i.e. no planter taller than 1.05m would be erected within the visibility splay). Relevant record / consent from the management party of the planter shall be submitted to TD for record.	Preliminary agreement from HyD and LCSD has been obtained regarding the proposal of planter amendment. Please refer to **Appendix 1** for the email correspondence with HyD and LCSD. Please also refer to **Appendix 2** for the revised Figure 3.3 of TIA.
2.	Please include all the previous comments given by TD and the associated RtC in the TIA. Contents in the previous RtC shall be fully incorporated in the TIA. Please re-submit the TIA and highlight those changes for our final comment.	Please refer to **Appendix 2** for the revised TIA.

Appendix 1

Email correspondence with HyD and LCSD

Gmail Jeffrey Kwok DeSPACE <[redacted]>

Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349

11 messages

Jeffrey Kwok DeSPACE <[redacted]> 27 January 2026 at 11:22
To: eap33a@lcsd.gov.hk
Cc: Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, [redacted], Greg Lam <[redacted]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[redacted]>

Dear Jaco and Stanley,

Further to our conversation, please see the attached drawings for your information. We would like to have your offices' initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.

2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

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

Regards,
Jeffrey Kwok

DeSPACE (International) Limited
[redacted]

2 attachments

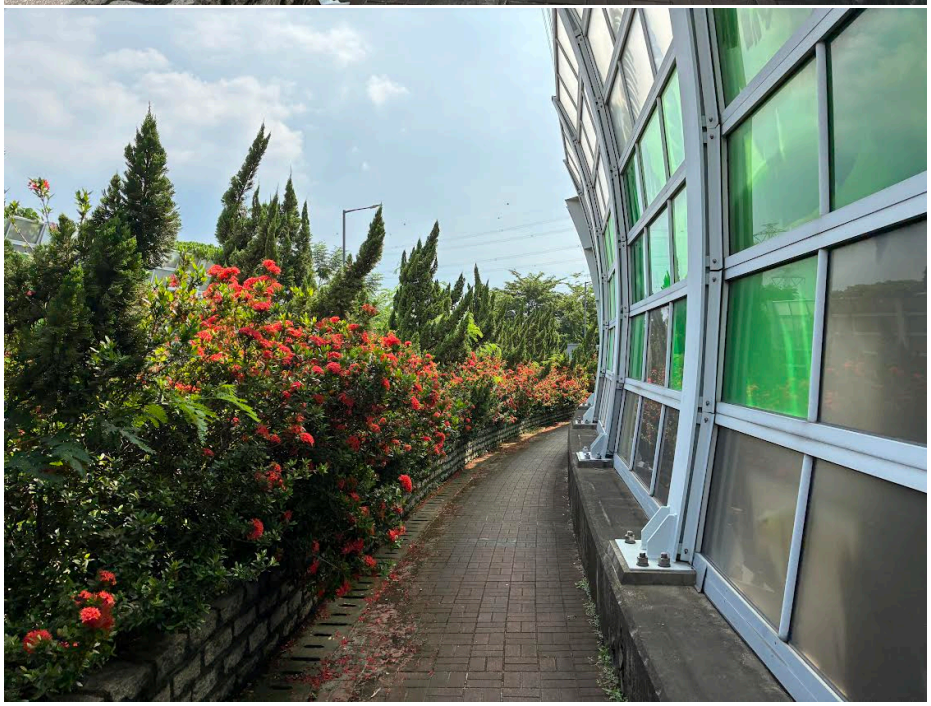
Planter Amendment for RCHD (A_YL-NSW_348).pdf
3247K

Planter Amendment for RCHE (A_YL-NSW_349).pdf
3453K

Jeffrey Kwok DeSPACE <[redacted]> 27 January 2026 at 14:58
To: eap33a@lcsd.gov.hk
Cc: Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, [redacted], Greg Lam <[redacted]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[redacted]>

Dear Jaco,

As requested, please see attached site photos for your reference. Thank you.



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

Regards,
Jeffrey Kwok

DeSPACE (International) Limited
[redacted]

[Quoted text hidden]

Jeffrey Kwok DeSPACE <[redacted]> 27 January 2026 at 15:05
To: deyle.nt@hyd.gov.hk

Dear Stanley,

Please find below forwarded emails.

Further to our conversation, please see the attached drawings for your information. We would like to have your office's initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.

2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

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

Regards,
Jeffrey Kwok

DeSPACE (International) Limited
[redacted]

[Quoted text hidden]

kin.man.choi@hyd.gov.hk <kin.man.choi@hyd.gov.hk> 27 January 2026 at 18:00
To: Jeffrey Kwok DeSPACE <[redacted]>
Cc: kit.wan.leung@hyd.gov.hk

Dear Jeffrey

Please be advised that HyD maintains landscape hardworks e.g dwarf walls/ planter walls along Kam Pok Road East only, in accordance with DEVB TCW No. 6/2015. The proposed modification of the vegetation area (planters) along the public road should be subject to the agreement of LCSD (maintenance department) and TD (if traffic management related).

We have no particular comments on the proposal from the highway maintenance point of view. Thanks !

Best Regards,
Stanley CHOI
DE/YL(E), HyD
2762 4905

www.hyd.gov.hk

From: "Jeffrey Kwok DeSPACE" <[redacted]>
To: deyle.nt@hyd.gov.hk
Date: 27/01/2026 15:05
Subject: Fwd: Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349

Dear Stanley,

Please find below forwarded emails.

Further to our conversation, please see the attached drawings for your information. We would like to have your office's initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.

2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

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

Regards,
Jeffrey Kwok

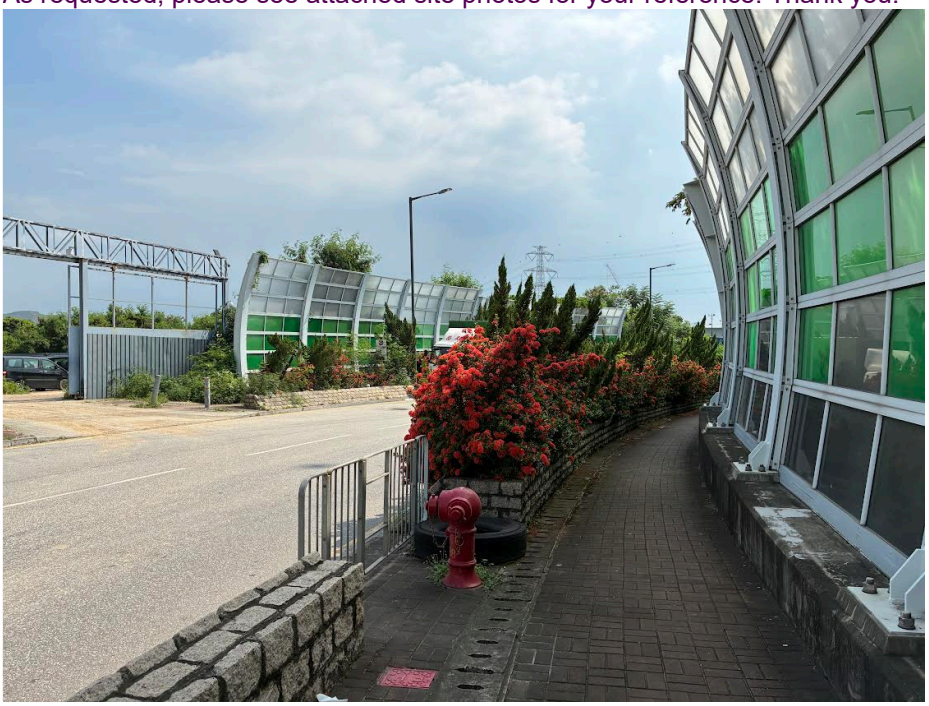
[redacted]

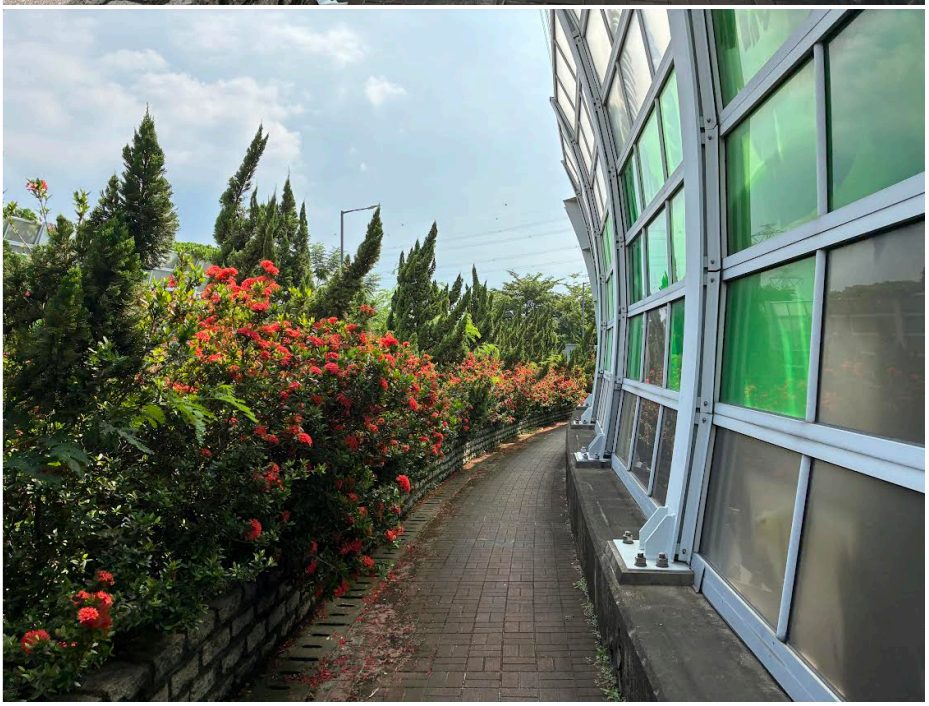
---------- Forwarded message ---------
From: **Jeffrey Kwok DeSPACE** <[redacted]>
Date: Tue, 27 Jan 2026 at 14:58
Subject: Re: Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349
To: <eap33a@lcsd.gov.hk>
Cc: Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, <[redacted]>, Greg Lam

<[redacted]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[redacted]>

Dear Jaco,

As requested, please see attached site photos for your reference. Thank you.





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

Regards,
Jeffrey Kwok

[redacted]

On Tue, 27 Jan 2026 at 11:22, Jeffrey Kwok DeSPACE <[redacted]> wrote:
Dear Jaco and Stanley,

Further to our conversation, please see the attached drawings for your information. We would like to have your offices' initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.

2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

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

Regards,
Jeffrey Kwok

[Quoted text hidden]

Jeffrey Kwok DeSPACE <[redacted]> 29 January 2026 at 16:36
To: eap33a@lcsd.gov.hk, eyclam@lcsd.gov.hk

Dear Edwin and Jaco,

As per our conversation, please see the attached photos and video of the concerned planters for your information. There seems to be NO auto irrigation system installed.
If you require additional information, please do not hesitate to let me know. Thank you.

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

Regards,
Jeffrey Kwok

DeSPACE (International) Limited

[redacted]

Planter.zip

[Quoted text hidden]

Jaco HM TSANG <jhmtsang@lcsd.gov.hk> 2 February 2026 at 10:59
To: Jeffrey Kwok DeSPACE <[redacted]>
Cc: [redacted], Greg Lam <[redacted]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[redacted]>

Dear Jeffrey,

I refer to your email dated 27 Jan regarding the captioned.

As the vegetation and irrigation at the subject locations are under LCSD's maintenance. Hence, please find our comment as follow:

- The irrigation system would be affected by the proposed works, the project proponent is required to submit reinstatement proposal for LCSD and EMSD's consideration and comment.
- With the proposed trimming of vegetation to <1.05m would significant affect the health and appearance of the existing vegetation, the trimming proposal is not agreeable. In stead, the project proponent could consider removing all existing vegetation at the subject locations and arrange re-provision of *Ixora chinensis* with the below specification

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

- The project proponent is required to provide work and re-provision schedule for LCSD's comment and consideration.

In view of your tight time schedule, please submit the above mentioned proposal in next stage when available. Thank you.

Regards,
Jaco TSANG
EA(P)33A / LCSD
Tel. No. : 3549 6619

From: "Jeffrey Kwok DeSPACE" <[redacted]>
To: eap33a@lcsd.gov.hk, eyclam@lcsd.gov.hk
Date: 29/01/2026 16:37
Subject: Re: Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349

Dear Edwin and Jaco,

As per our conversation, please see the attached photos and video of the concerned planters for your information. There seems to be NO auto irrigation system installed.
If you require additional information, please do not hesitate to let me know. Thank you.

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

Regards,
Jeffrey Kwok

[redacted]

_Planter.zip

On Tue, 27 Jan 2026 at 14:58, Jeffrey Kwok DeSPACE <[redacted]> wrote:

Dear Jaco,

As requested, please see attached site photos for your reference. Thank you.

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

Regards,
Jeffrey Kwok

[redacted]

On Tue, 27 Jan 2026 at 11:22, Jeffrey Kwok DeSPACE <[redacted]> wrote:
Dear Jaco and Stanley,

Further to our conversation, please see the attached drawings for your information. We would like to have your offices' initial view on the planter amendment proposal for the proposed openings of vehicular accesses for the new RCHD and RCHE developments at Kam Pok Road East, Yuen Long as follows:

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.

2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

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

Regards,
Jeffrey Kwok

[redacted]

Jeffrey Kwok DeSPACE <[redacted]> 2 February 2026 at 11:05
To: Chi Kong LEUNG <chikongleung@td.gov.hk>
Cc: Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, CKM Asia <[redacted]>, Greg Lam <[redacted]>, [redacted]

Dear Donald,

As required, please see the forwarded email from HyD regarding the initial views on the planter alteration proposal. Thank you.

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

Regards,
Jeffrey Kwok

DeSPACE (International) Limited

[Quoted text hidden]
[Quoted text hidden]

Jeffrey Kwok DeSPACE <[redacted]> 2 February 2026 at 15:33
To: CKM Asia <[redacted]>

Dear Tommy,

Please see attached drafts for your review. Thanks.

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

Regards,
Jeffrey Kwok

DeSPACE (International) Limited
[redacted]

[Quoted text hidden]

2 attachments

Planter Alteration Proposal (RCHD).pdf
1570K

Planter Alteration Proposal (RCHE).pdf
2226K

Jeffrey Kwok DeSPACE <[redacted]> 2 February 2026 at 16:06
To: Chi Kong LEUNG <chikongleung@td.gov.hk>
Cc: Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, CKM Asia <[redacted]>, Greg Lam <[redacted]>, kinleung@despacehk.com

Dear Donald,

As discussed, please find the attached draft drawings in response to the comments from LCSD and HyD for your perusal. Thank you.

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

Regards,
Jeffrey Kwok

DeSPACE (International) Limited
[redacted]

[Quoted text hidden]

2 attachments

Planter Alteration Proposal (RCHE).pdf
2226K

Planter Alteration Proposal (RCHD).pdf
1617K

Jeffrey Kwok DeSPACE <[redacted]> 3 February 2026 at 13:35
To: Jaco HM TSANG <jhmtsang@lcsd.gov.hk>
Cc: [redacted], Greg Lam <[redacted]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[redacted]>, Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, awymak@pland.gov.hk, Travis Tsz Ki KWOK/PLAND <ttkkwok@pland.gov.hk>

Dear Jaco,

Further to our conversation and in response to your comments yesterday, please see the attached draft drawings that reflect the preliminary planter alteration proposal for your review.

We understand the need to submit a proposal for work and re-provision schedule in the next stage. After the necessary work and re-provision by the applicant at his own cost, the management and maintenance responsibility is proposed to be transferred to the LCSD.

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

Regards,
Jeffrey Kwok

DeSPACE (International) Limited
[redacted]

[Quoted text hidden]

2 attachments

Planter Alteration Proposal (RCHE).pdf
2226K

Planter Alteration Proposal (RCHD).pdf
1617K

Jaco HM TSANG <jhmtsang@lcsd.gov.hk> 3 February 2026 at 15:36
To: Jeffrey Kwok DeSPACE <[redacted]>
Cc: Chung Yeung TAM <cyetam@lcsd.gov.hk>, Kenix HK LEUNG <khokleung@lcsd.gov.hk>, Edwin YC LAM <eyclam@lcsd.gov.hk>, [redacted], Greg Lam <[redacted]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[redacted]>, Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, awymak@pland.gov.hk, Travis Tsz Ki KWOK/PLAND <ttkkwok@pland.gov.hk>

Dear Jeffrey,

I refer to your submitted drafted drawings.

LCSD's agreement must be sought in relation to the reinstatement plan prior to works commencement, and one year DLP is required. We have no particular comment to add at this stage upon further information received. Thanks.

Regards,
Jaco TSANG
EA(P)33A / LCSD
Tel. No. : 3549 6619

From: "Jeffrey Kwok DeSPACE" <[redacted]>
To: "Jaco HM TSANG" <jhmtsang@lcsd.gov.hk>
Cc: [redacted], "Greg Lam" <[redacted]>, "Chi Kong LEUNG" <chikongleung@td.gov.hk>, "CKM Asia" <[redacted]>, "Ajyum Distinction CHAN/PLAND" <adchan@pland.gov.hk>, awymak@pland.gov.hk, "Travis Tsz Ki KWOK/PLAND" <ttkkwok@pland.gov.hk>
Date: 03/02/2026 13:36
Subject: Re: Re: Planters Management & Maintenance - Section 16 Planning Application No. A/YL-NSW/348 and A/YL-NSW/349

Dear Jaco,

Further to our conversation and in response to your comments yesterday, please see the attached draft drawings that reflect the preliminary planter alteration proposal for your review.

We understand the need to submit a proposal for work and re-provision schedule in the next stage. After the necessary work and re-provision by the applicant at his own cost, the management and maintenance responsibility is proposed to be transferred to the LCSD.

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

Regards,
Jeffrey Kwok

[Quoted text hidden]
[Quoted text hidden]

[Quoted text hidden]
[附件檔 "Planter Alteration Proposal (RCHE).pdf" 已被 Jaco HM TSANG/LCSD/HKSARG 刪除] [附件檔 "Planter Alteration Proposal (RCHD).pdf" 已被 Jaco HM TSANG/LCSD/HKSARG 刪除]

[Quoted text hidden]

Appendix 2

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
January 2026

Prepared by: CKM Asia Limited

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

CONTENTS

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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 Due to the congested area at the site entrance, the management staff will be deployed on-site at all time to manage the traffic. In order to avoid queuing back

to Kam Pok Road East, the management staff will be deployed to guide the taxi / private car to conduct pick-up/drop-off activities in B/F.

3.6 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 order to ensure the adequate sightline for vehicles and pedestrian, the amendment of existing planter is needed to ensure no obstructions taller than 1.05m will be erected within the visibility splay at the run-in/out.

Swept Path Analysis

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

4.0 TRAFFIC IMPACT

Design Year

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

Traffic Forecasting

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

(i) 2031 traffic flows derived based on the NTW1 Base District Traffic Model ("BDTM");

(ii) estimated traffic growth from 2031 to 2033 based on the higher of: (a) Hong Kong Population Projections 2022 – 2046, published by Census and Statistics Department, or (b) historic Annual Average Daily Traffic ("AADT") in ATC produced by Transport Department;

(iii) the other developments in the vicinity of the Proposed RCHD; and

(iv) Traffic generated by the Proposed RCHD.

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

Estimated Growth Rate from 2031 to 2033

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

TABLE 4.1 HONG KONG POPULATION PROJECTIONS 2022 – 2046

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

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

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

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

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

Other Developments in the Vicinity of the Proposed RCHD

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

TABLE 4.3 DETAILS OF MAJOR PLANNED DEVELOPMENTS

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

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

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

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

Traffic Generated by the Proposed RCHD

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

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED RCHD

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

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

2033 Traffic Flows

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

2033 without the Proposed RCHD [A]	= (i) 2031 traffic flows derived with reference to BDTM + (ii) estimated total growth from 2031 to 2033 + (iii) Other Developments in the Vicinity of the Proposed RCHD
2033 with the Proposed RCHD [B]	= [A] + (iv) traffic generated by the Proposed RCHD (Table 4.4)

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

2033 Junction Operational Performance

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

TABLE 4.5 2033 JUNCTION OPERATIONAL PERFORMANCE

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

Notes: [1] RC – reserve capacity RFC – Ratio of Flow to Capacity
[2] Cycle time increased from 94s to 120s as proposed by the approved A/YL-NSW/314

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

Impact on Utilisation of Surveyed bus stops

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

TABLE 4.6 PUBLIC TRANSPORT PASSENGERS GENERATED BY THE PROPOSED RCHD

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

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

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

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

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

5.0 CONCLUSION

5.1 The Subject Site is located at lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part) and adjoining Government Land in D.D. 104, Nam Sang Wai, Yuen Long. The owner has the intention to develop the Subject Site into a RCHD with no more than 220 beds.

5.2 Manual classified counts were conducted at junctions located in the vicinity of the Proposed RCHD in order to establish the peak hour traffic flows. Currently, these junctions operate with capacities during the AM and PM peak hours.

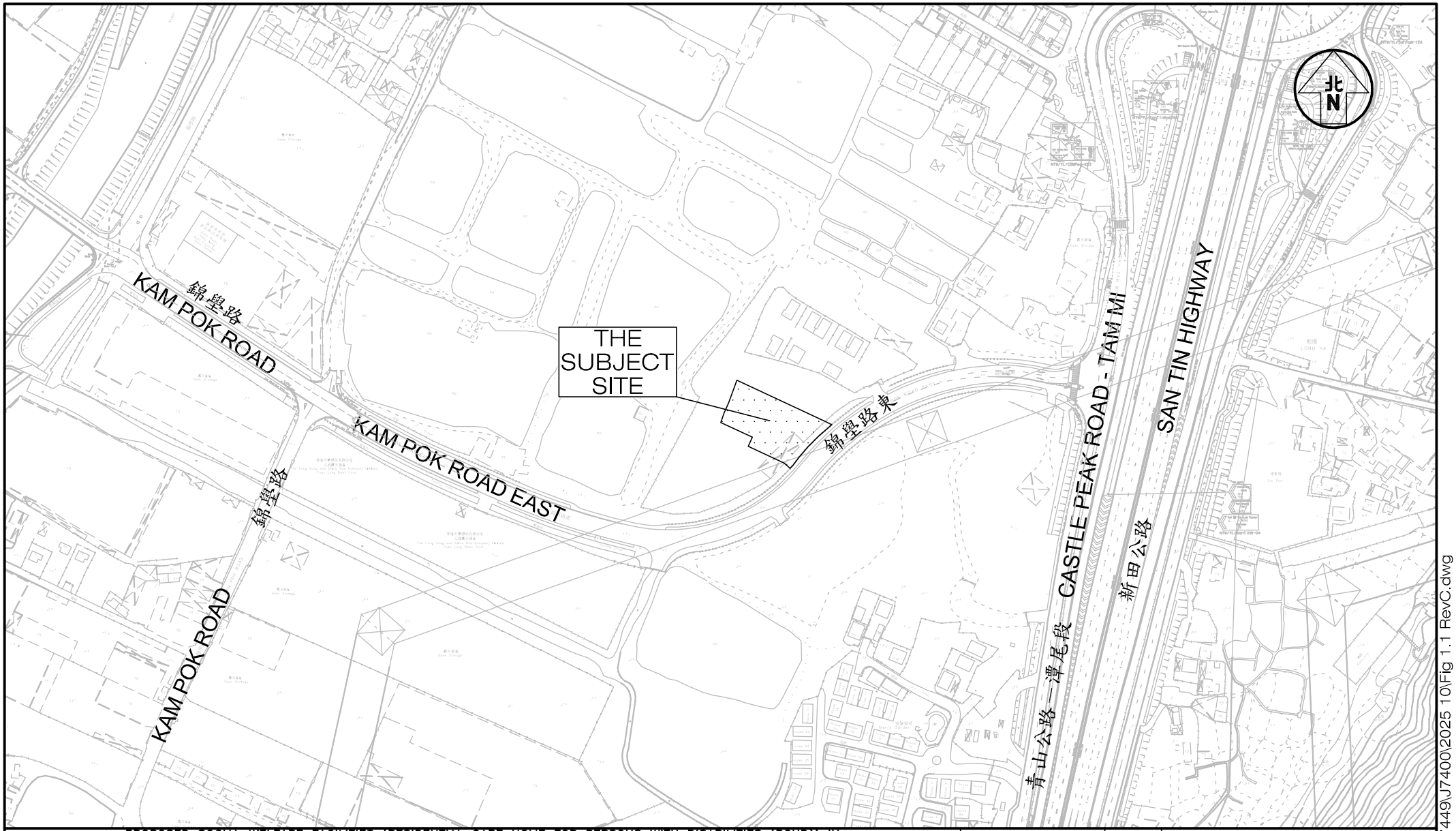
5.3 The internal transport facilities for the Proposed RCHD are provided based on the operational needs with the reference to 3 surveyed RCHDs.

5.4 The Proposed RCHD is expected to be completed by 2030, and the junction capacity analysis is undertaken for year 2033. For the design year 2033, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the Proposed RCHD.

5.5 The public transport services at 2 surveyed bus stops have capacity to accommodate the passenger demand generated by the Proposed RCHD.

5.6 It is concluded that the Proposed RCHD will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed RCHD is acceptable.

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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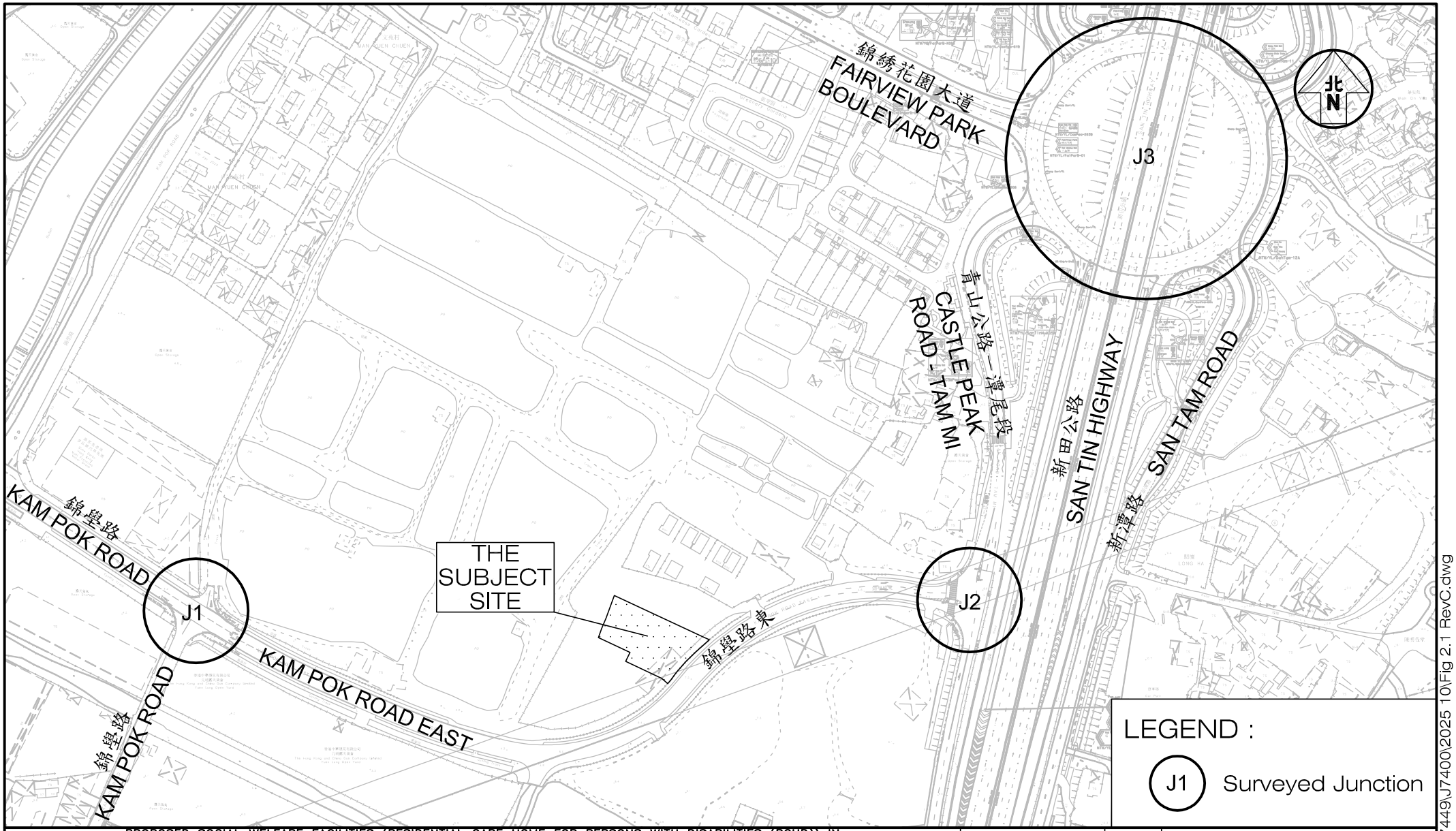

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Figure Title	LOCATION OF SURVEYED JUNCTIONS		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 3000 / Date 03 OCT 2025

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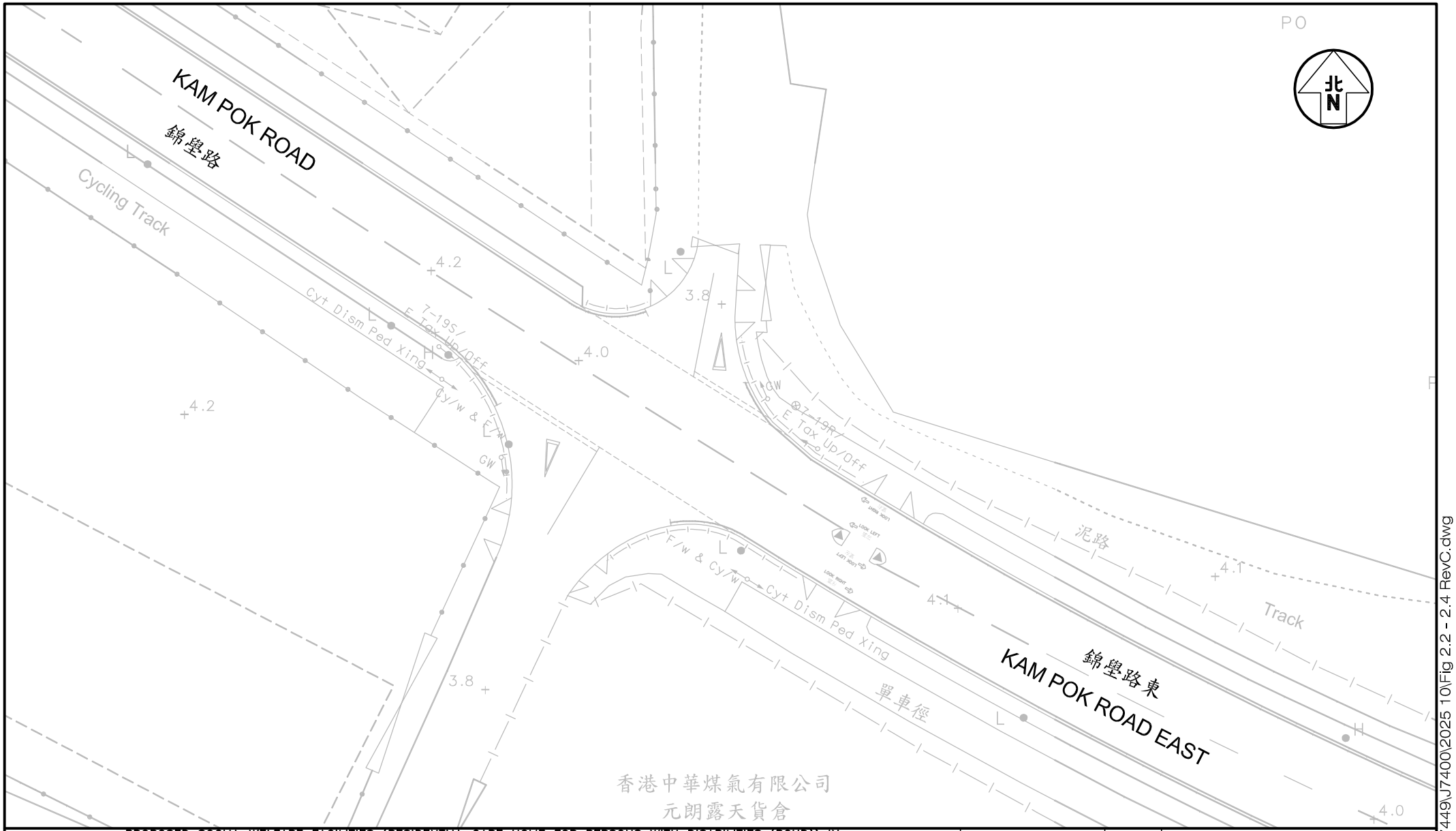

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Figure Title	EXISTING JUNCTION LAYOUT OF KAM POK ROAD / KAM POK ROAD EAST		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 500 / Date 03 OCT 2025

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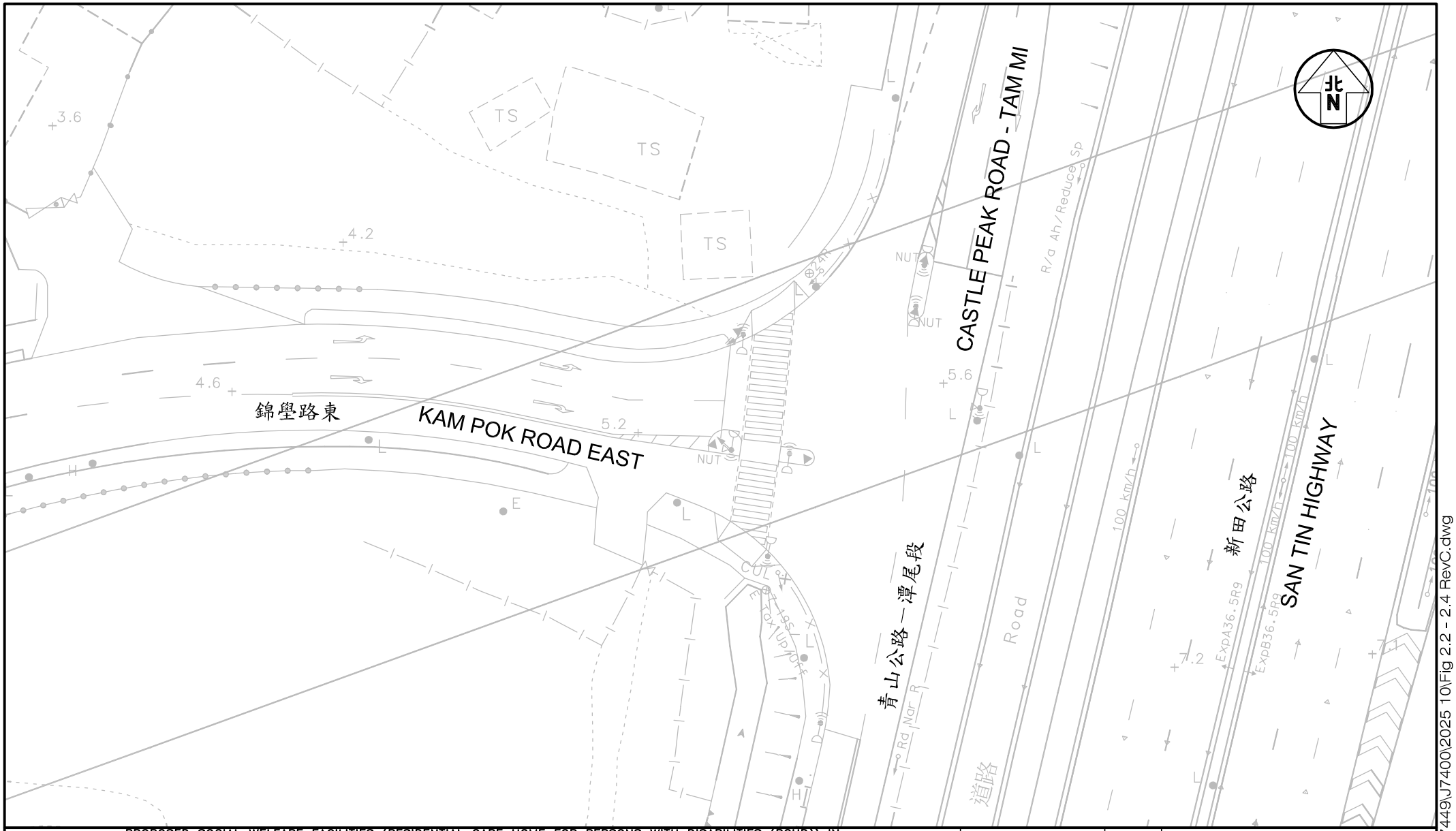

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Figure Title	EXISTING JUNCTION LAYOUT OF CASTLE PEAK ROAD – TAM MI / KAM POK ROAD		Designed by L C H / Drawn by N C M / Checked by K C
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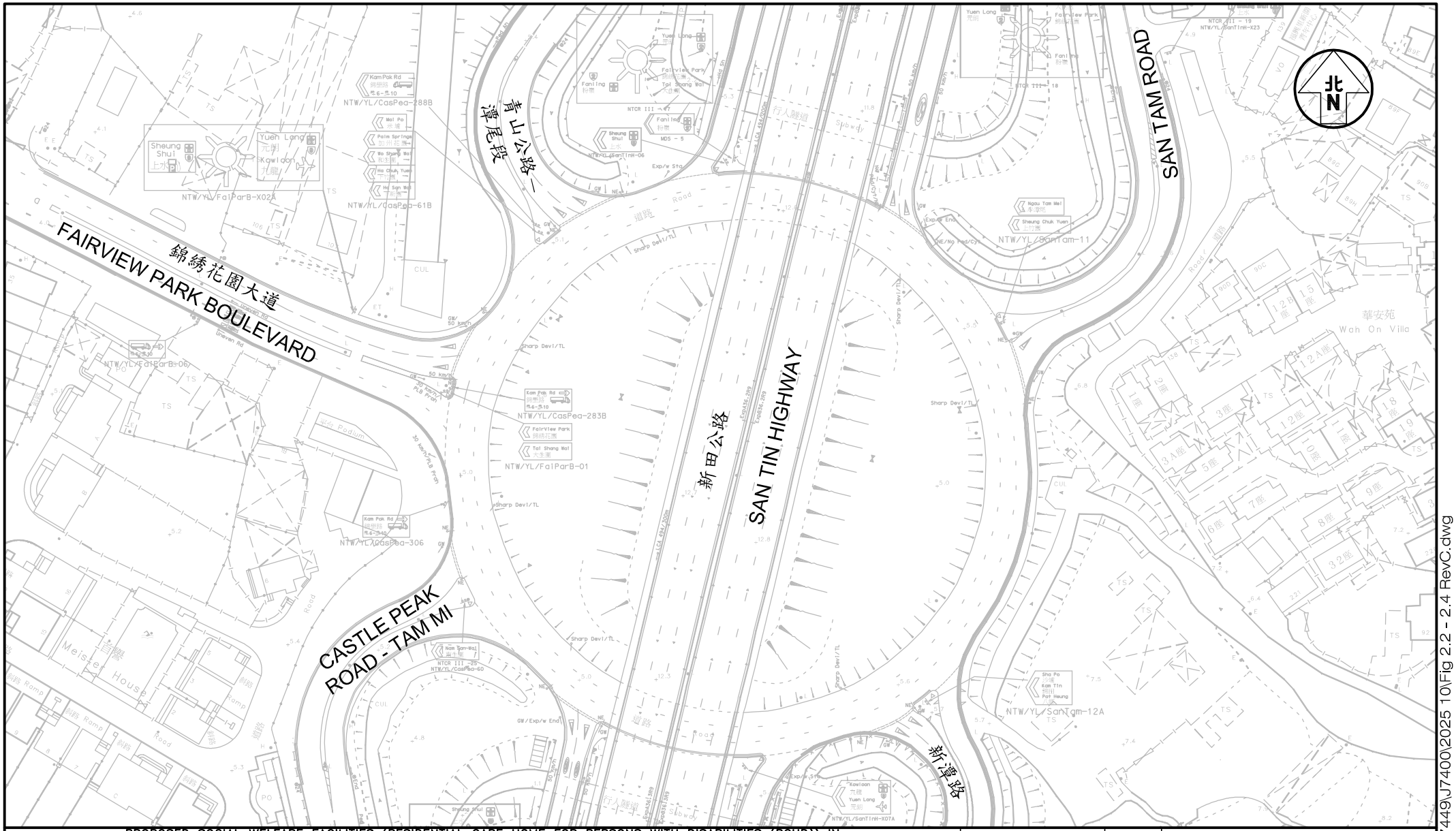

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Figure Title	EXISTING JUNCTION LAYOUT OF THE FAIRVIEW PARK ROUNDABOUT		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 1250 / Date 03 OCT 2025

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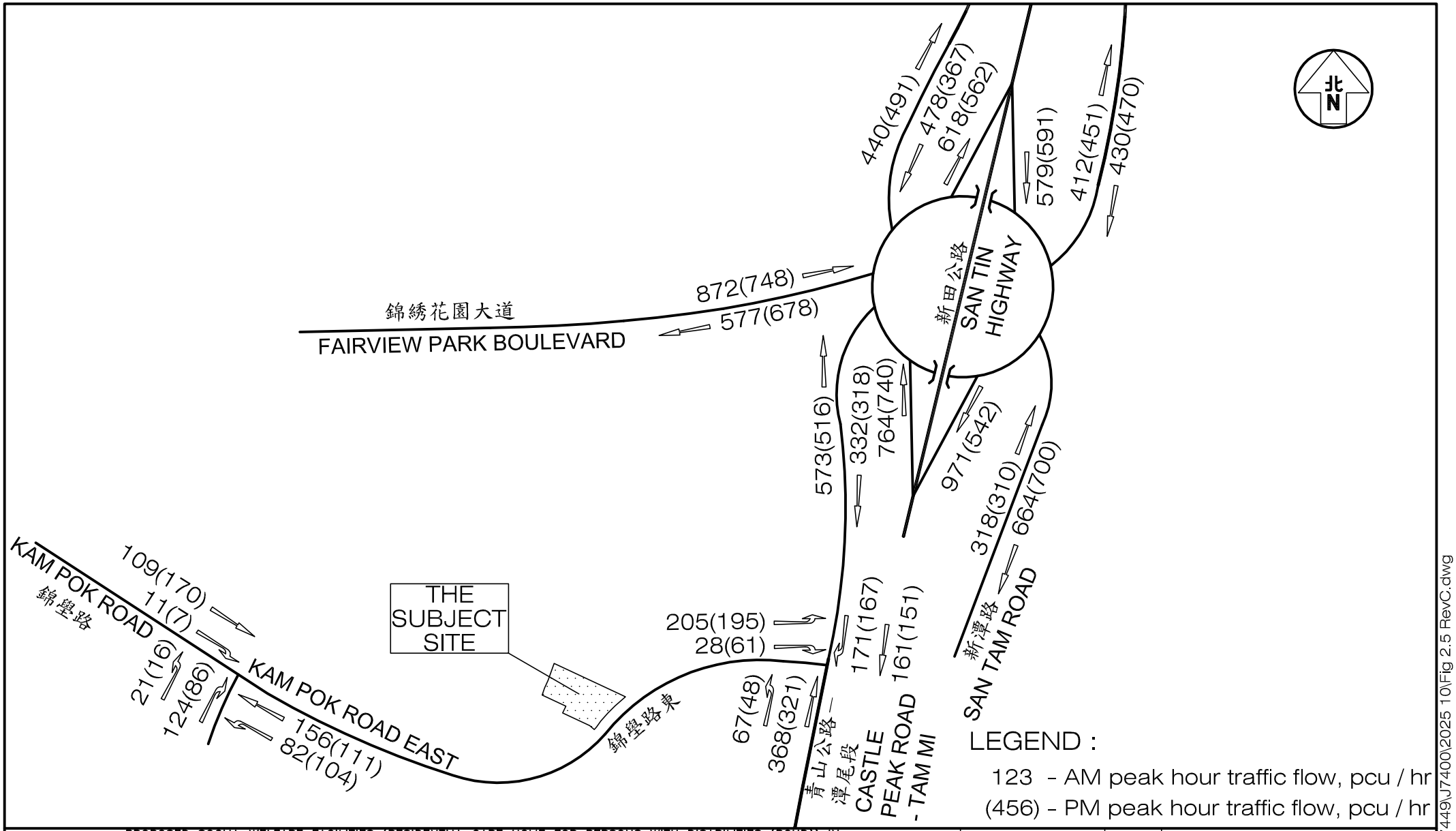

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Figure Title	EXISTING PEAK HOUR TRAFFIC FLOWS	Designed by L C H / Drawn by N C M / Checked by K C	Scale in A4 N.T.S. / Date 03 OCT 2025

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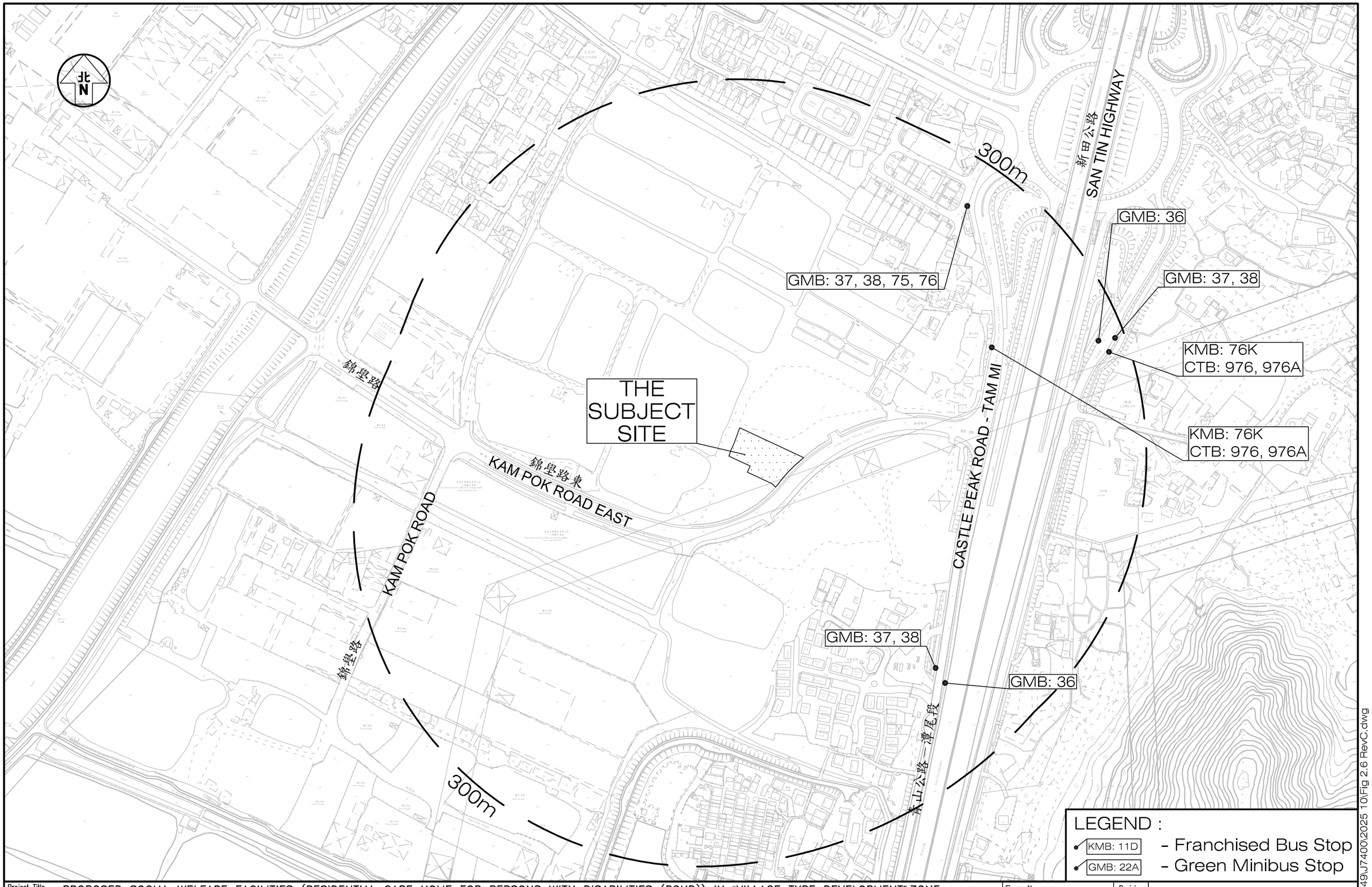
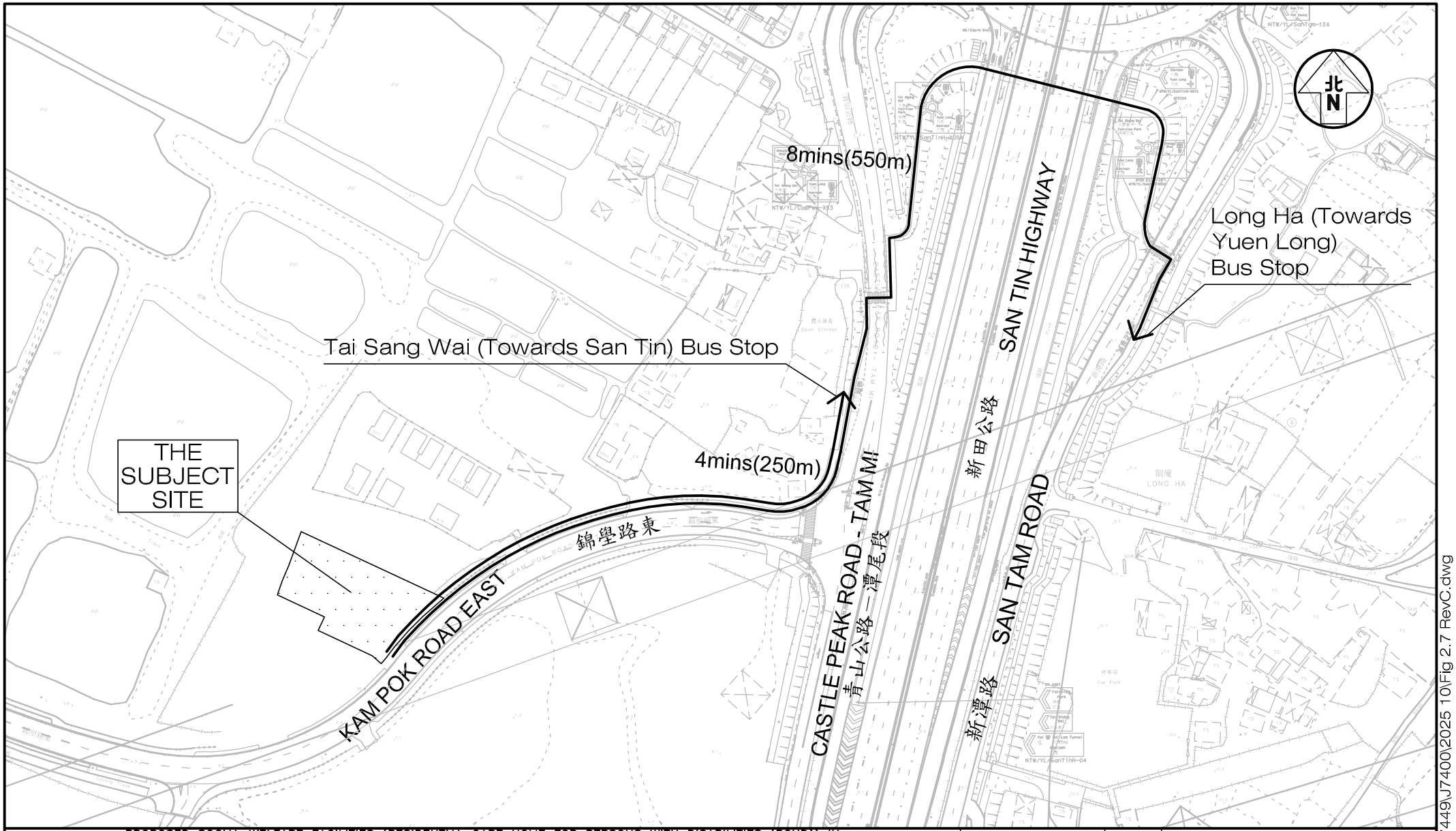


Project Title: PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7400	Figure No. 2.6	Revision C	CKM Asia Limited Traffic and Transportation Planning Consultants
Figure Title: THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE	Designed by L C H / Drawn by N C M / Checked by K C		
	Scale in A3: 1 : 3,000	Date: 03 OCT 2025	

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



Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. 2.7 / Revision C
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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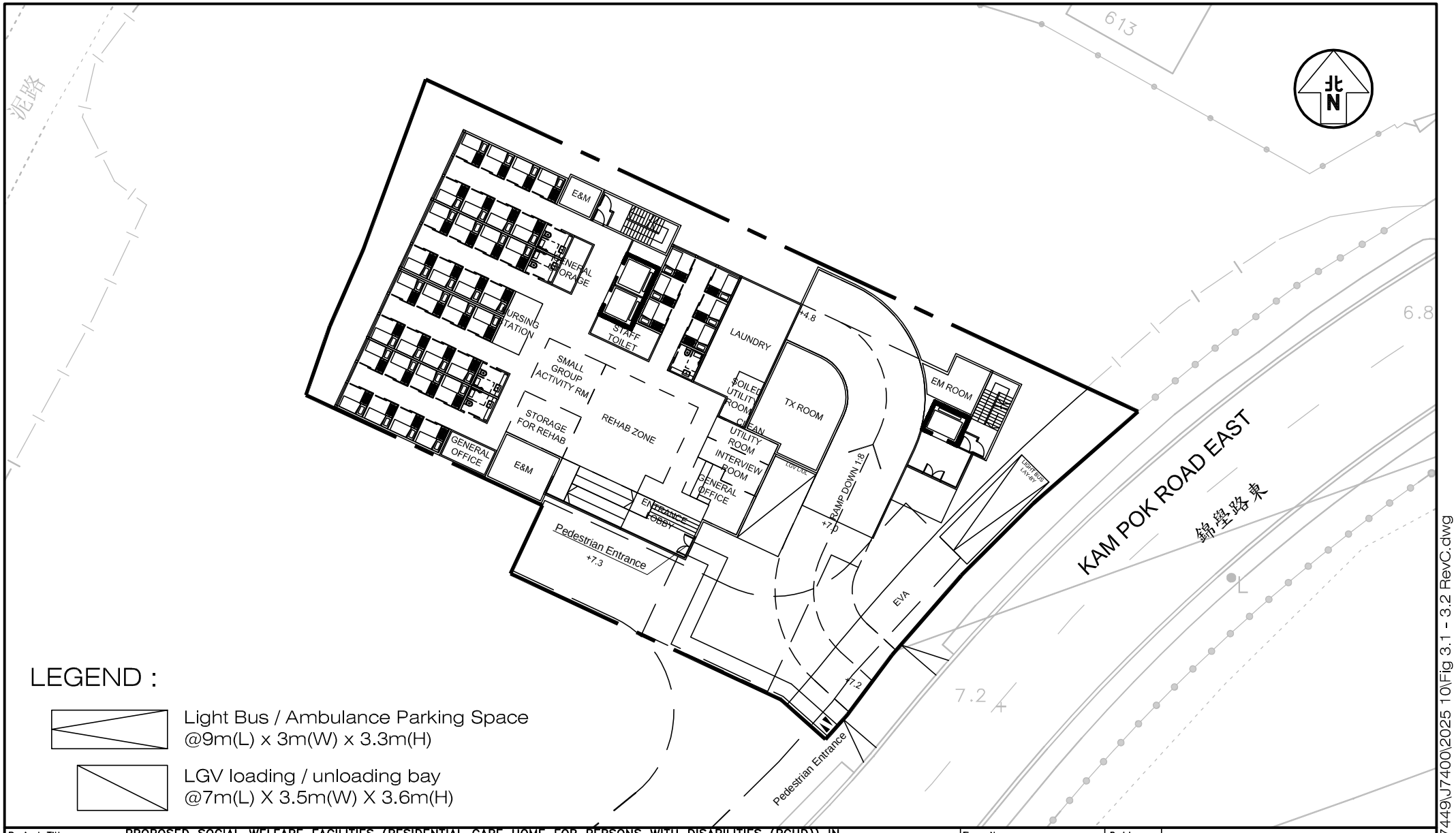
T:\JOB\J7400-J7449\J7400\2025 10\Fig 2.7 RevC.dwg



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

CKM Asia Limited
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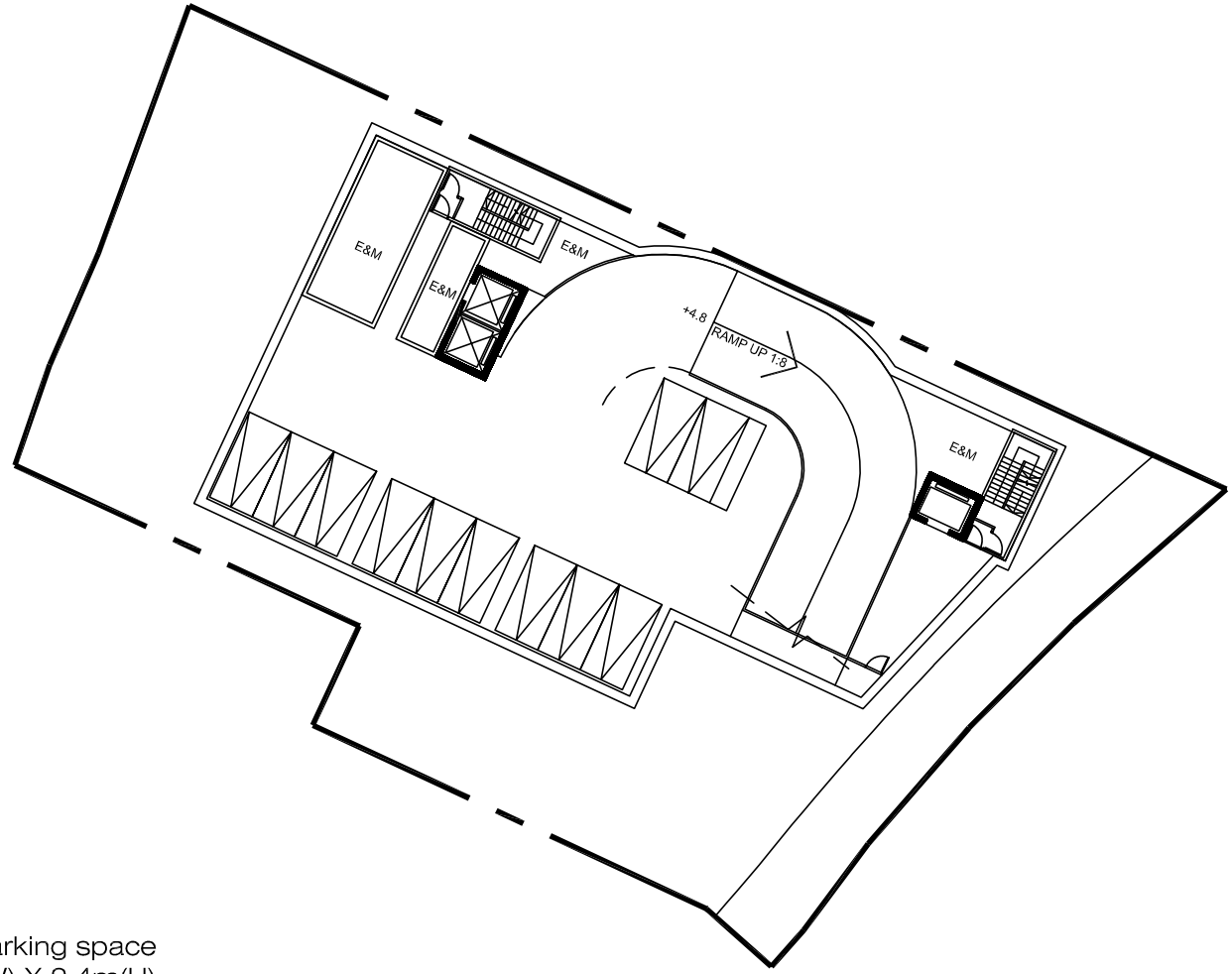

LEGEND :

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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T:\JOB\J7400-J7449\J7400\2025 10\Fig 3.1 - 3.2 RevC.dwg

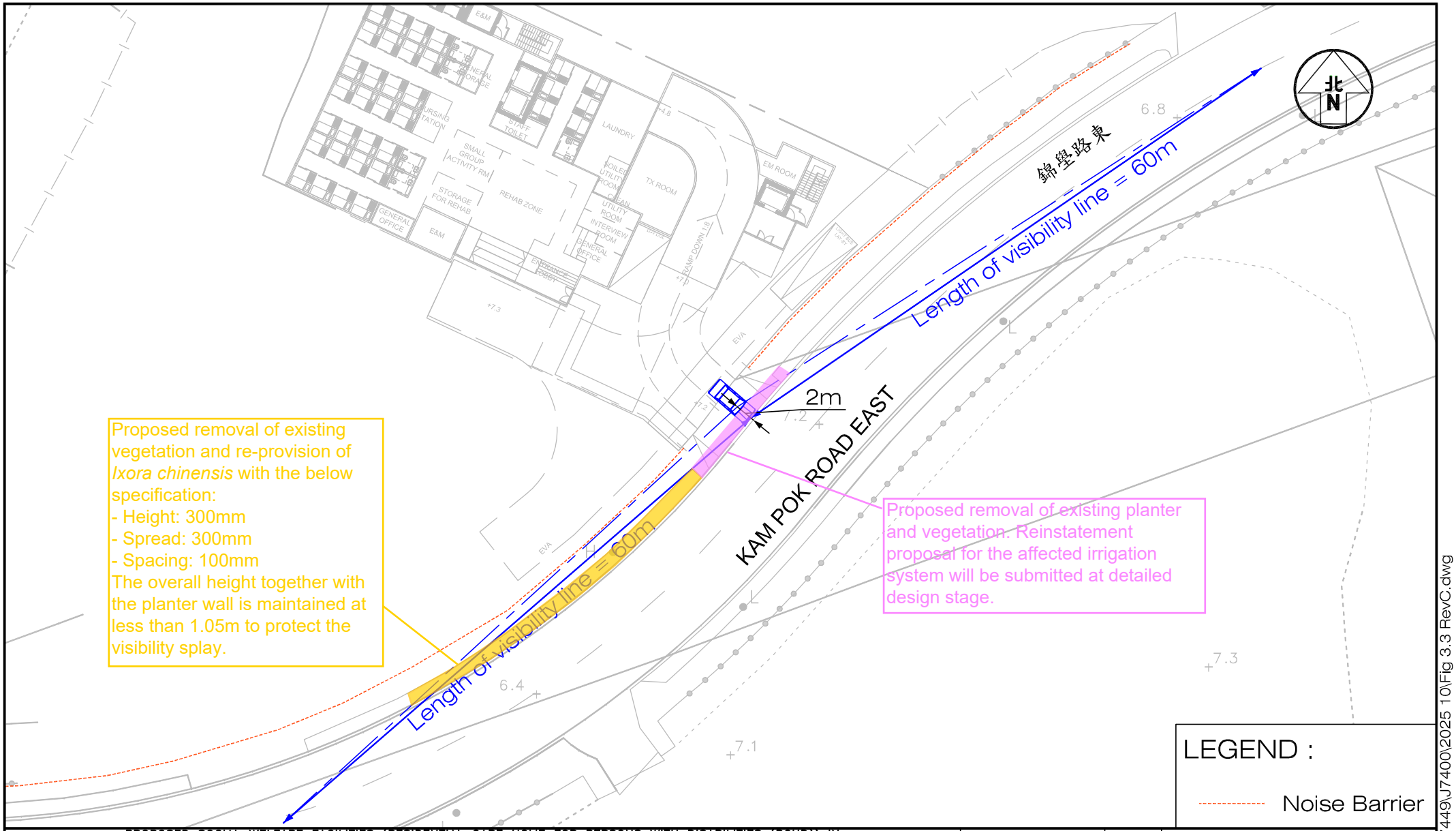

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Figure Title	LENGTH OF VISIBILITY LINE FOR THE MOTORIST LEAVING THE PROPOSED RCHD AT KAM POK ROAD EAST		Designed by C Y Y / Drawn by N C M / Checked by K C / Scale in A4 1 : 500 / Date 03 OCT 2025

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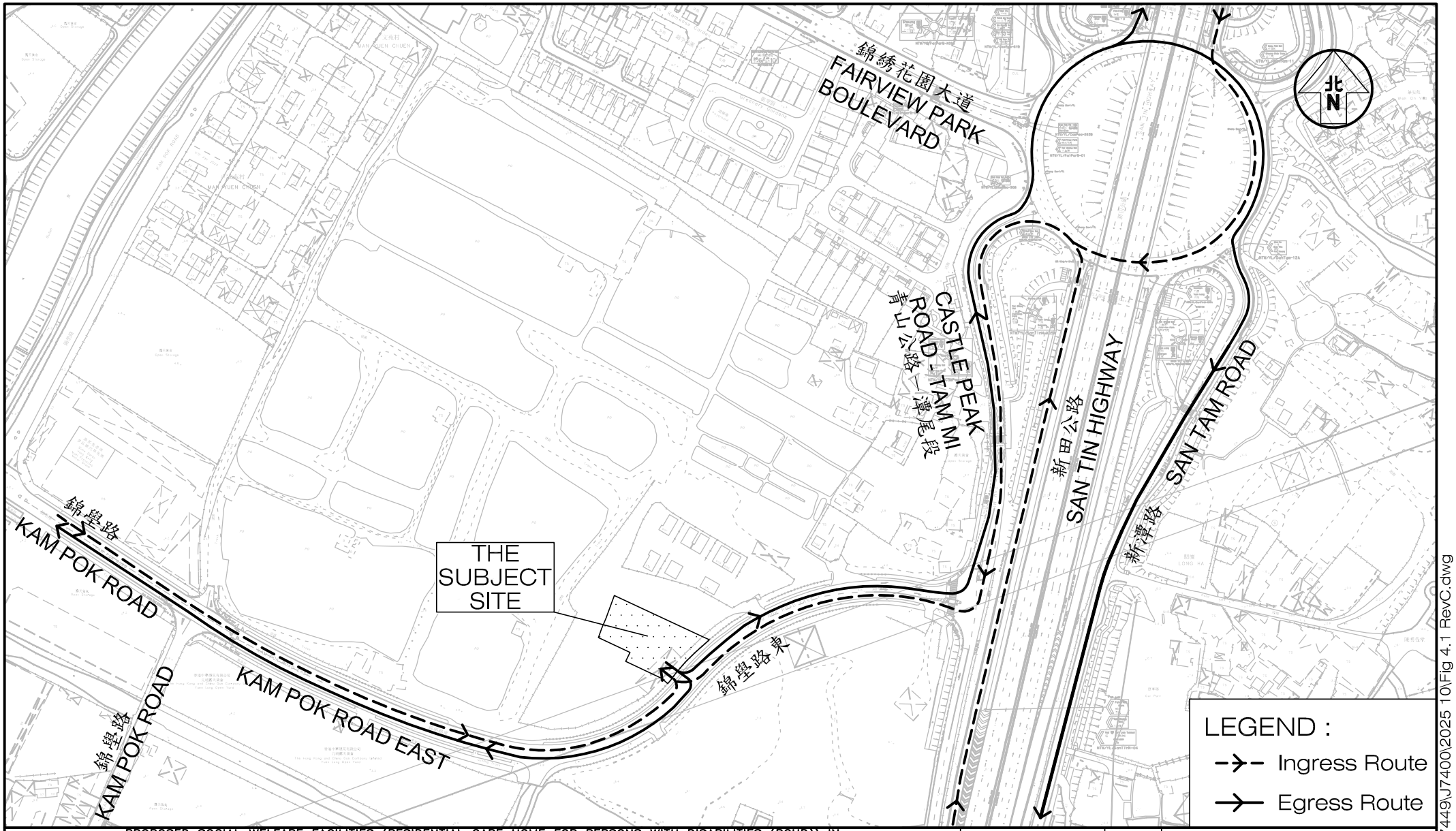
T:\JOB\J7400-J7449\J7400\2025 10\Fig 3.3 RevC.dwg



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 Title	THE VEHICULAR INGRESS / EGRESS ROUTES OF THE PROPOSED RCHD	Figure No. 4.1	Revision C
		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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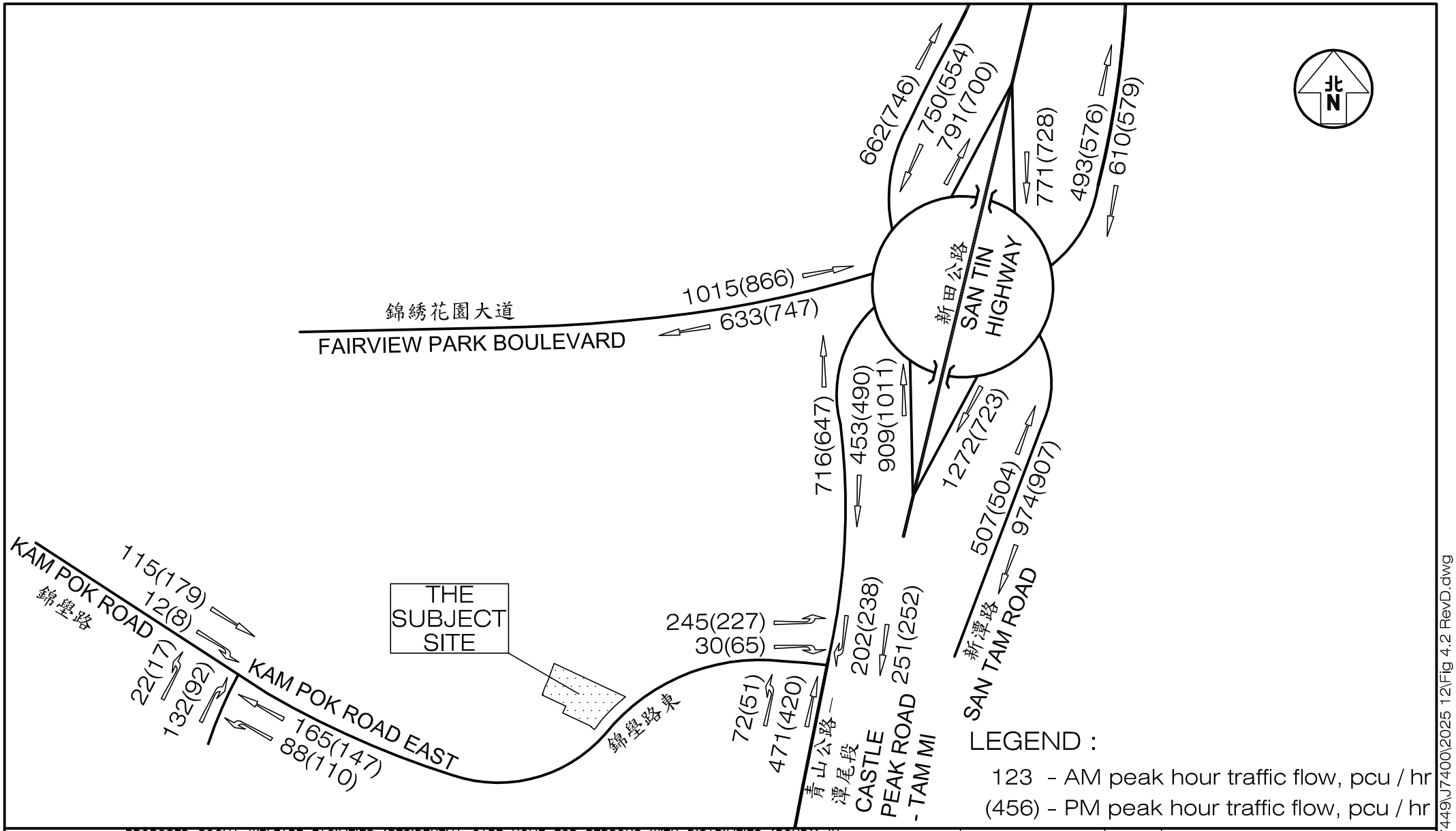

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. 4.2 / Revision D
Figure Title	YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED RCHD		Designed by L C H / Drawn by N C M / Checked by K C; Scale in A4 N.T.S. / Date 24 DEC 2025

CKM Asia Limited
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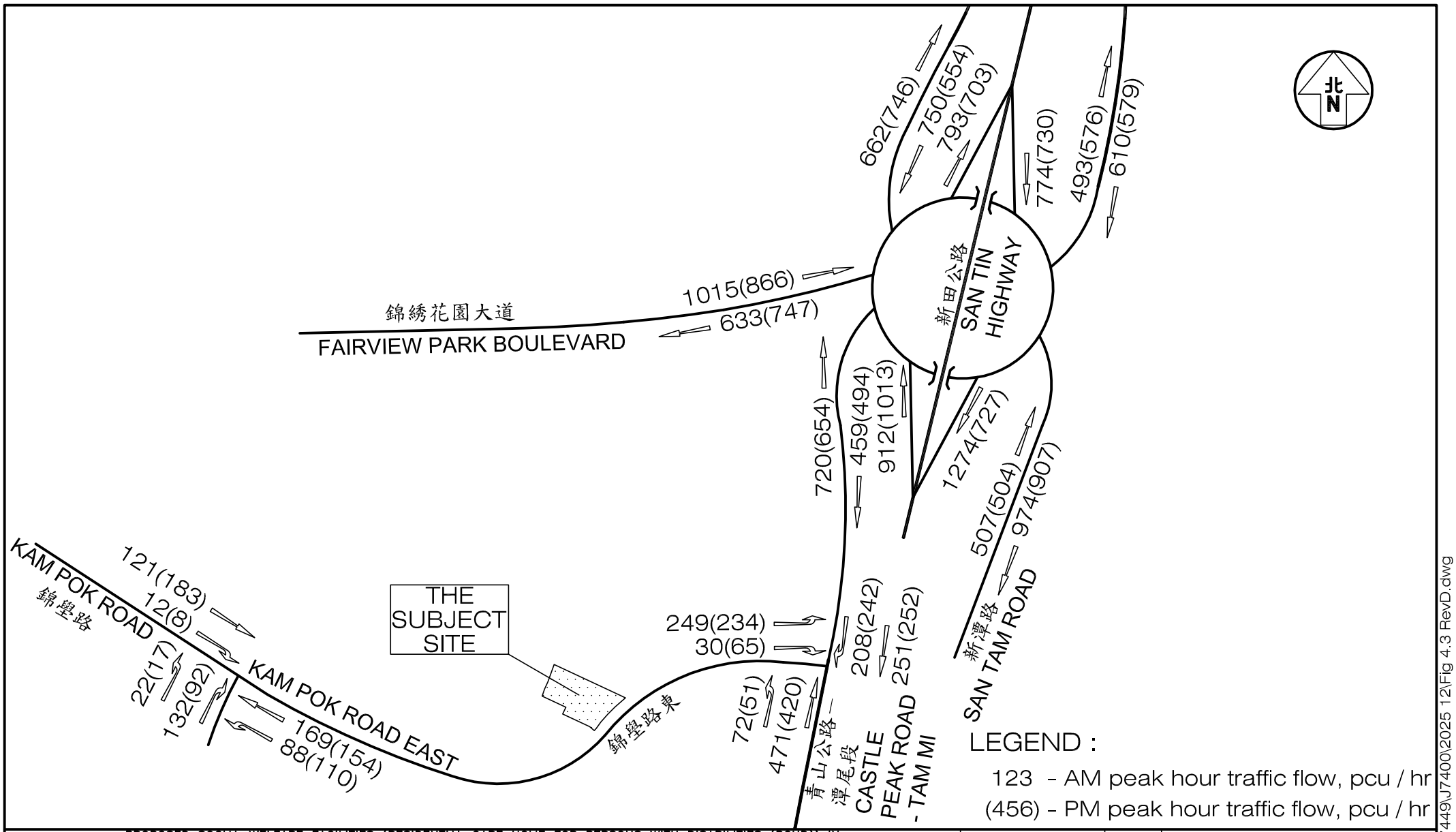

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. 4.3 / Revision D
Figure Title	YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED RCHD		Designed by L C H / Drawn by N C M / Checked by K C; Scale in A4 N.T.S. / Date 24 DEC 2025

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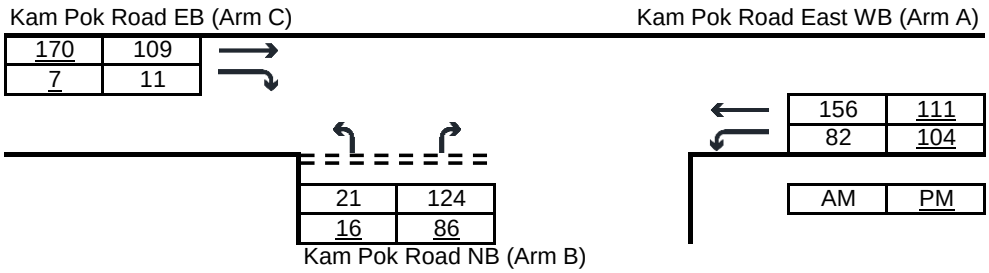
Appendix 1 – Calculation

Priority Junction Analysis

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



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

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

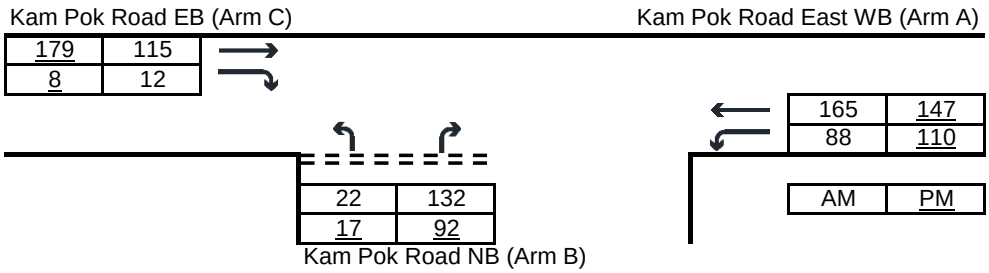
Analysis :

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:	24 Dec 2025
Scenario:	Future Condition (Without Proposed RCHD)				Page 2



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

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

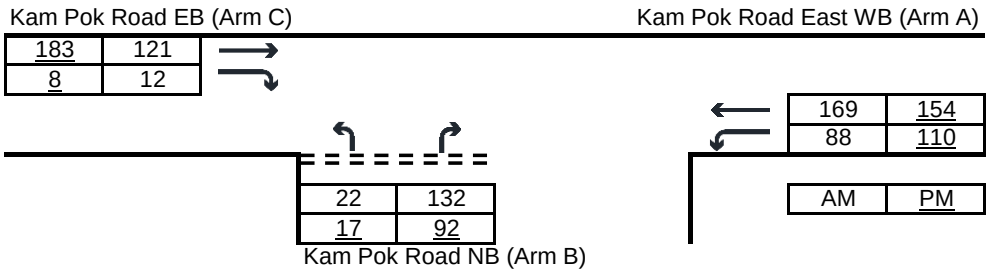
Analysis :

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:	24 Dec 2025
Scenario:	Future Condition (With Proposed RCHD)				Page 3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

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

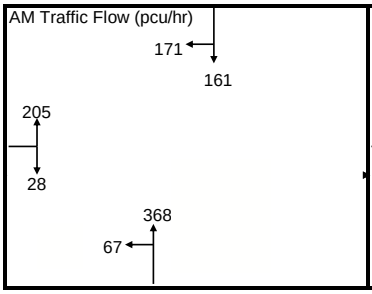
Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7400

Scenario: Existing Condition P. 4

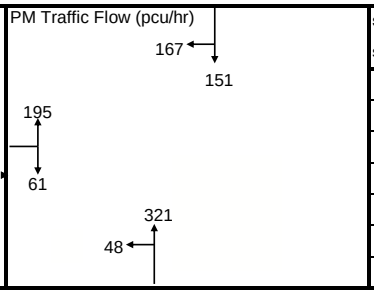
Design Year: 2025 Designed By: Checked By: Date: 24 Dec 2025

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		15	1943	435	0.224	0.224	13	1946	369	0.190	0.190
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)

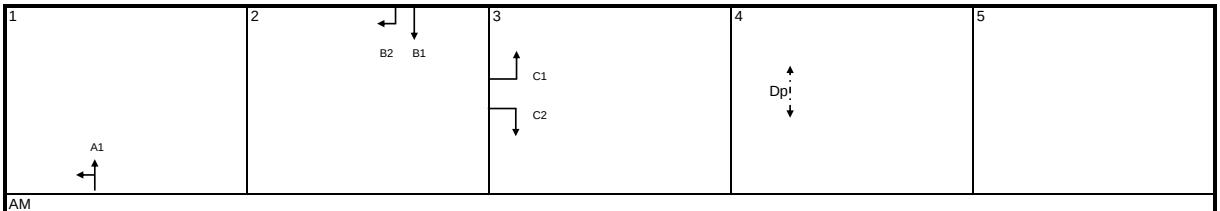


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

	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%	



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

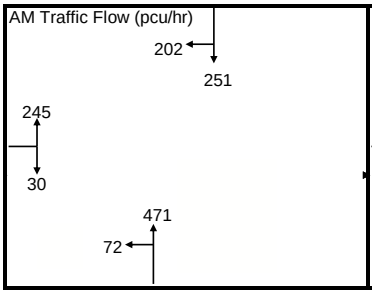
Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7400

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

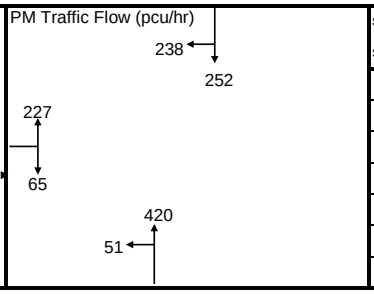
Design Year: 2033 Designed By: Checked By: Date: 24 Dec 2025

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		14	1945	543	0.279	0.279	10	1950	471	0.242	0.242
Tam Mi NB															
Castle Peak Road - Tam Mi SB SA	B1	2	3.30				2085	251	0.120			2085	252	0.121	
RT	B2	2	3.40	15.0		100	1905	202	0.106	0.106	100	1905	238	0.125	0.125
Kam Pok Road EB LT	C1	3	3.50	28.0		100	1865	245	0.131	0.131	100	1865	227	0.122	0.122
RT	C2	3	3.50	13.0		100	1887	30	0.016		100	1887	65	0.034	
pedestrian phase	D(p)	4		min crossing time =		13	sec GM +		12		sec FGM =	25	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

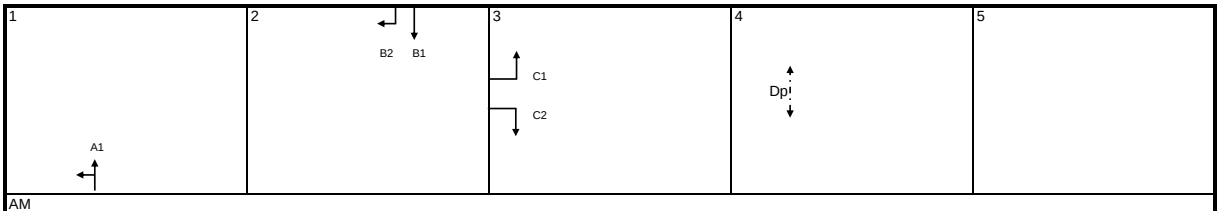


S=1940+100(W–3.25) S=2080+100(W–3.25)

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	0.517		0.488	
L (s)	40		40	
C (s)	120		120	
practical y	0.600		0.600	
R.C. (%)	16%		23%	

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

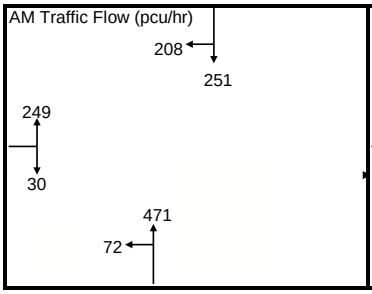
Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7400

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

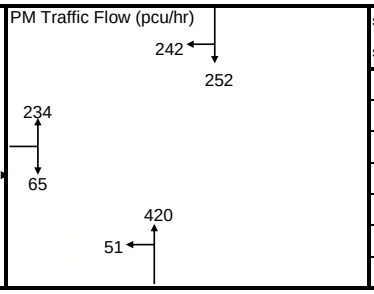
Design Year: 2033 Designed By: Checked By: Date: 24 Dec 2025

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		14	1945	543	0.279	0.279	10	1950	471	0.242	0.242
Tam Mi NB															
Castle Peak Road - Tam Mi SB SA	B1	2	3.30				2085	251	0.120			2085	252	0.121	
RT	B2	2	3.40	15.0		100	1905	208	0.109	0.109	100	1905	242	0.127	0.127
Kam Pok Road EB LT	C1	3	3.50	28.0		100	1865	249	0.134	0.134	100	1865	234	0.125	0.125
RT	C2	3	3.50	13.0		100	1887	30	0.016		100	1887	65	0.034	
pedestrian phase	D(p)	4		min crossing time =		13	sec GM +		12		sec FGM =	25	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

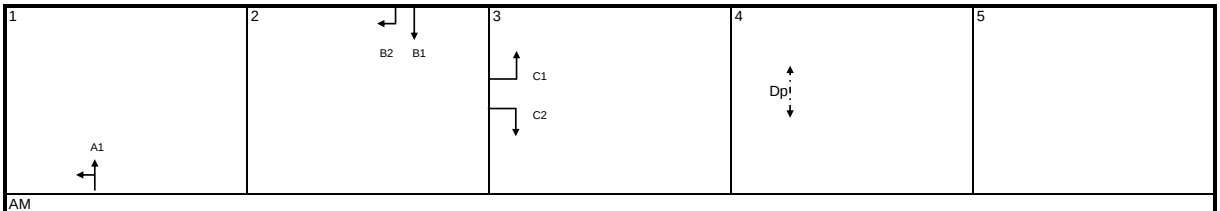


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.522		0.494	
L (s)	40		40	
C (s)	120		120	
practical y	0.600		0.600	
R.C. (%)	15%		21%	



	1		2		3		4		5	
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: 24 Dec 2025

AM Peak

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

PM Peak

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

Legend

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

Geometric Parameters

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

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

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-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: 24 Dec 2025

AM Peak

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

PM Peak

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

Legend

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

Geometric Parameters

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

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

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-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	1627	1760	1015	866	0.624	0.492
From B	7.15	3640.95	1.00	0.98	2166.74	0.51	910	1118	716	647	0.786	0.579
From C	7.51	3640.95	1.00	1.01	2274.80	0.53	1298	1263	909	1011	0.700	0.800
From D	7.72	3640.95	1.00	1.02	2339.01	0.53	1396	1268	507	504	0.363	0.397
From E	7.19	3640.95	1.00	0.98	2180.08	0.51	1225	1149	610	579	0.498	0.504
From F	7.12	3640.95	1.00	0.98	2157.57	0.51	1289	1184	771	728	0.598	0.615
From G	5.69	3640.95	1.00	1.00	1722.94	0.45	941	904	750	554	0.797	0.613
From H												

Roundabout Analysis

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

AM Peak

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

PM Peak

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

Legend

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

Geometric Parameters

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

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

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-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

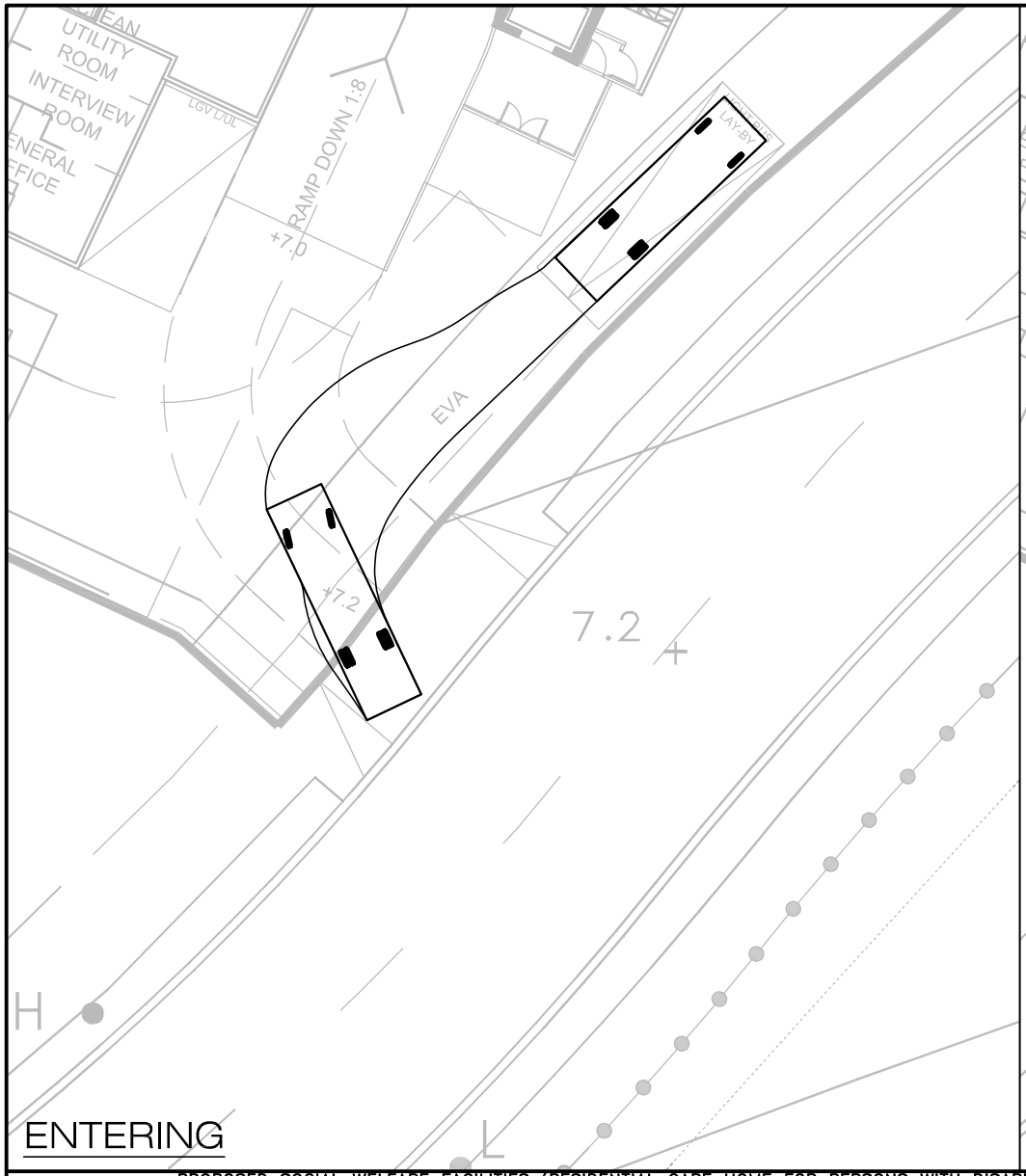
Limitation

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

Appendix 2 –
Swept Path Analysis



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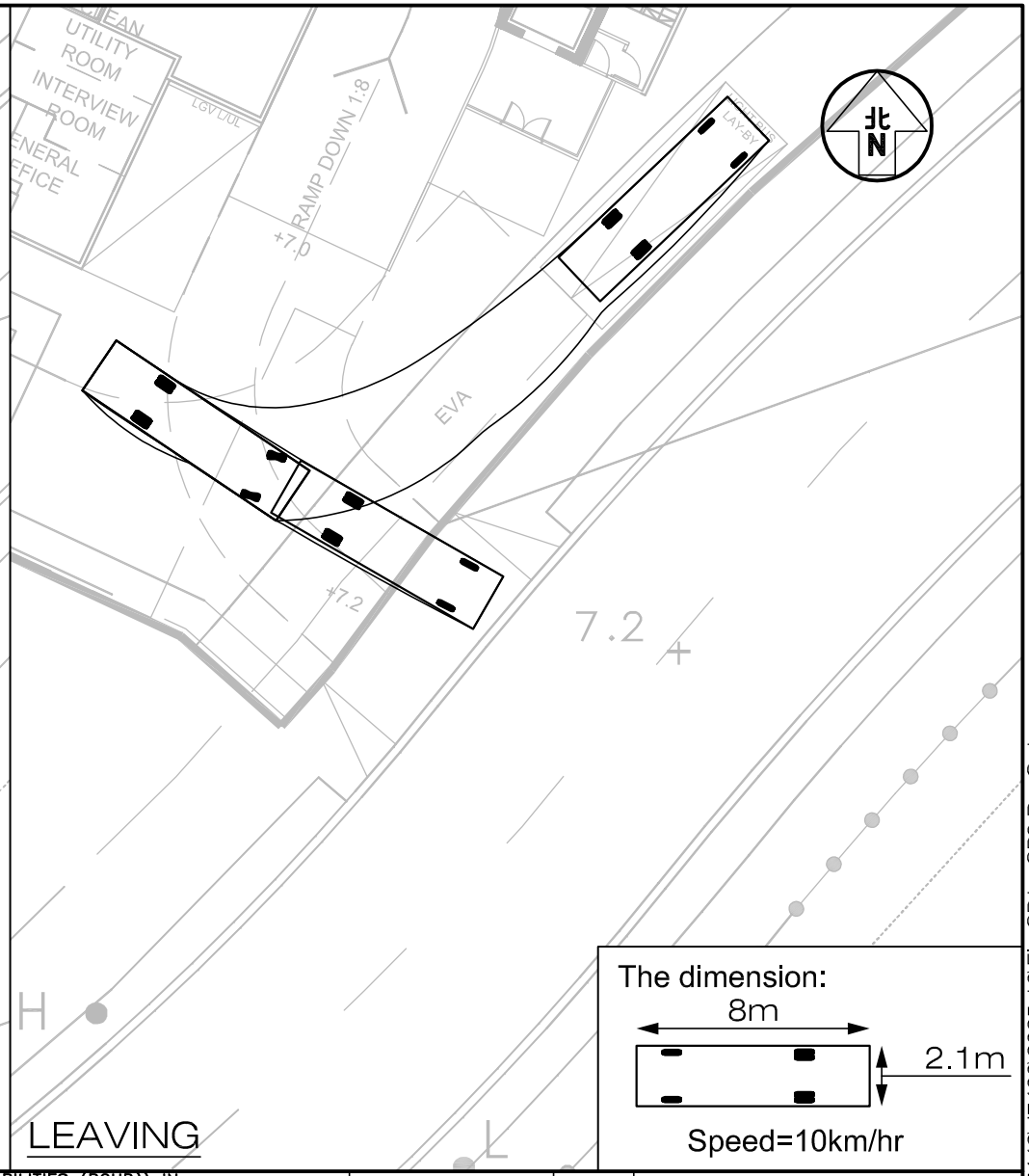

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Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104,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

CKM Asia Limited
Traffic and Transportation Planning Consultants

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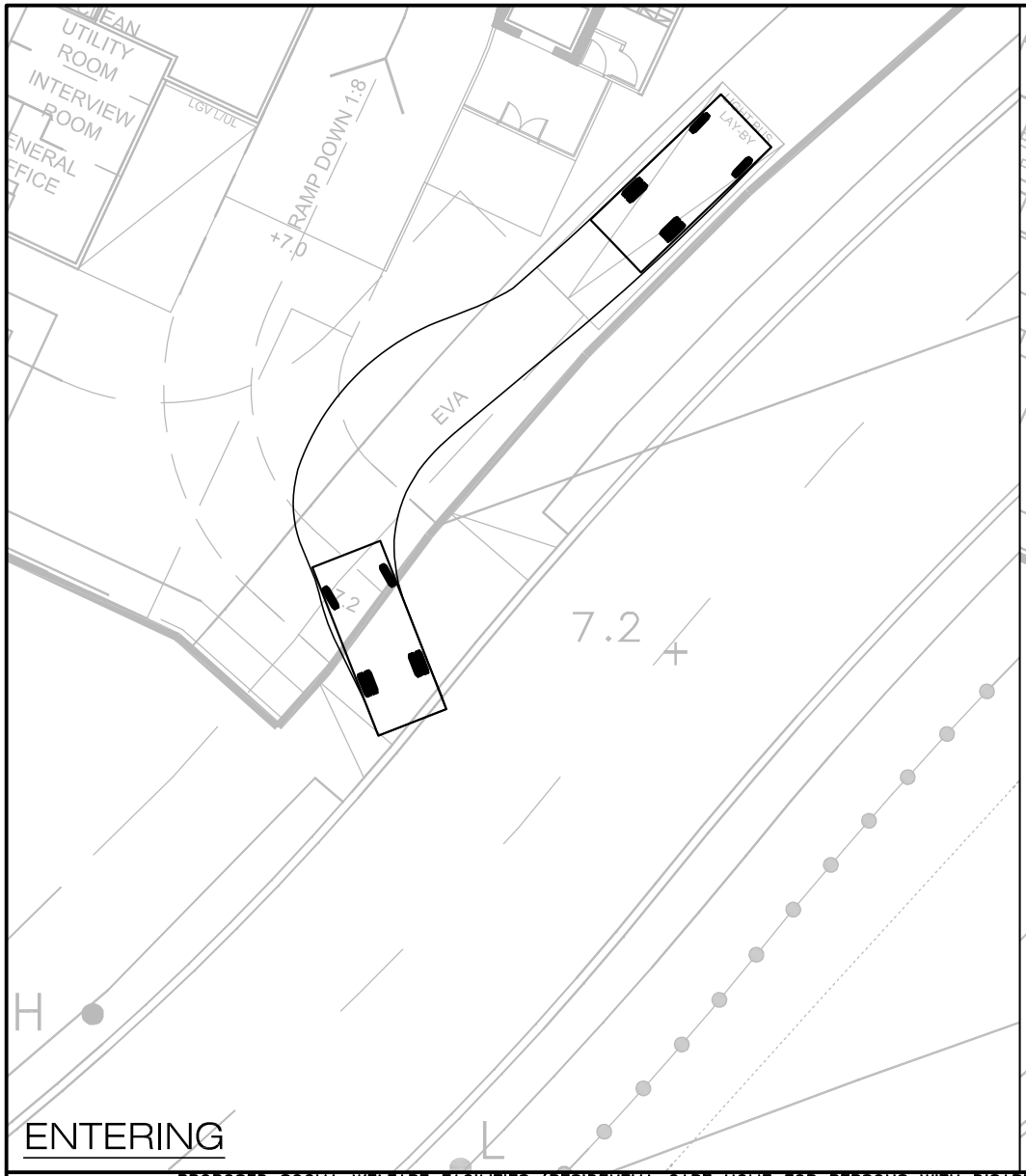

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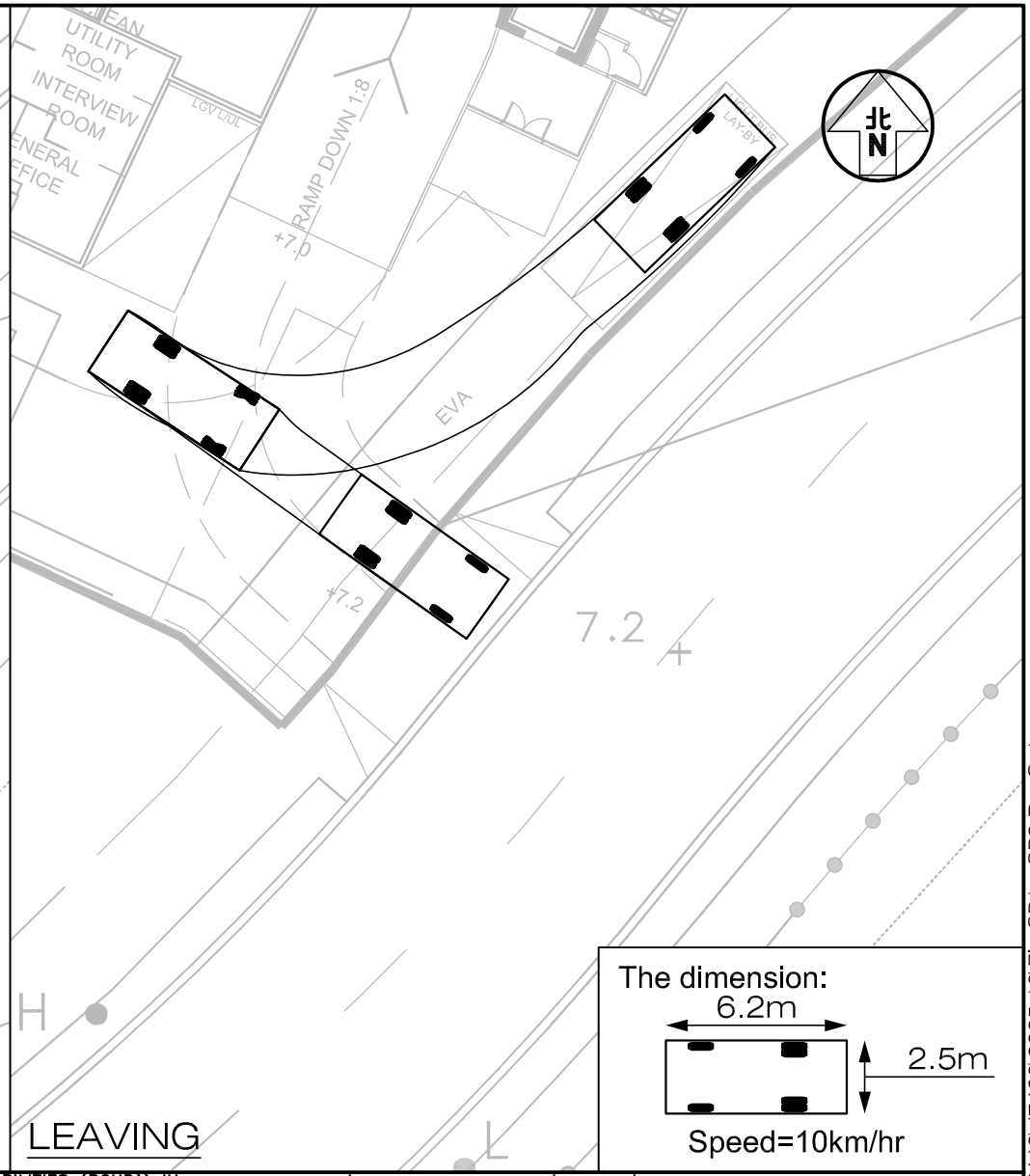

LEAVING

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. SP2 / Revision C
Figure Title	SWEPT PATH OF AMBULANCE ENTERING AND LEAVING THE LIGHT BUS / AMBULANCE PARKING SPACE ON G/F		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 250 / Date 03 OCT 2025

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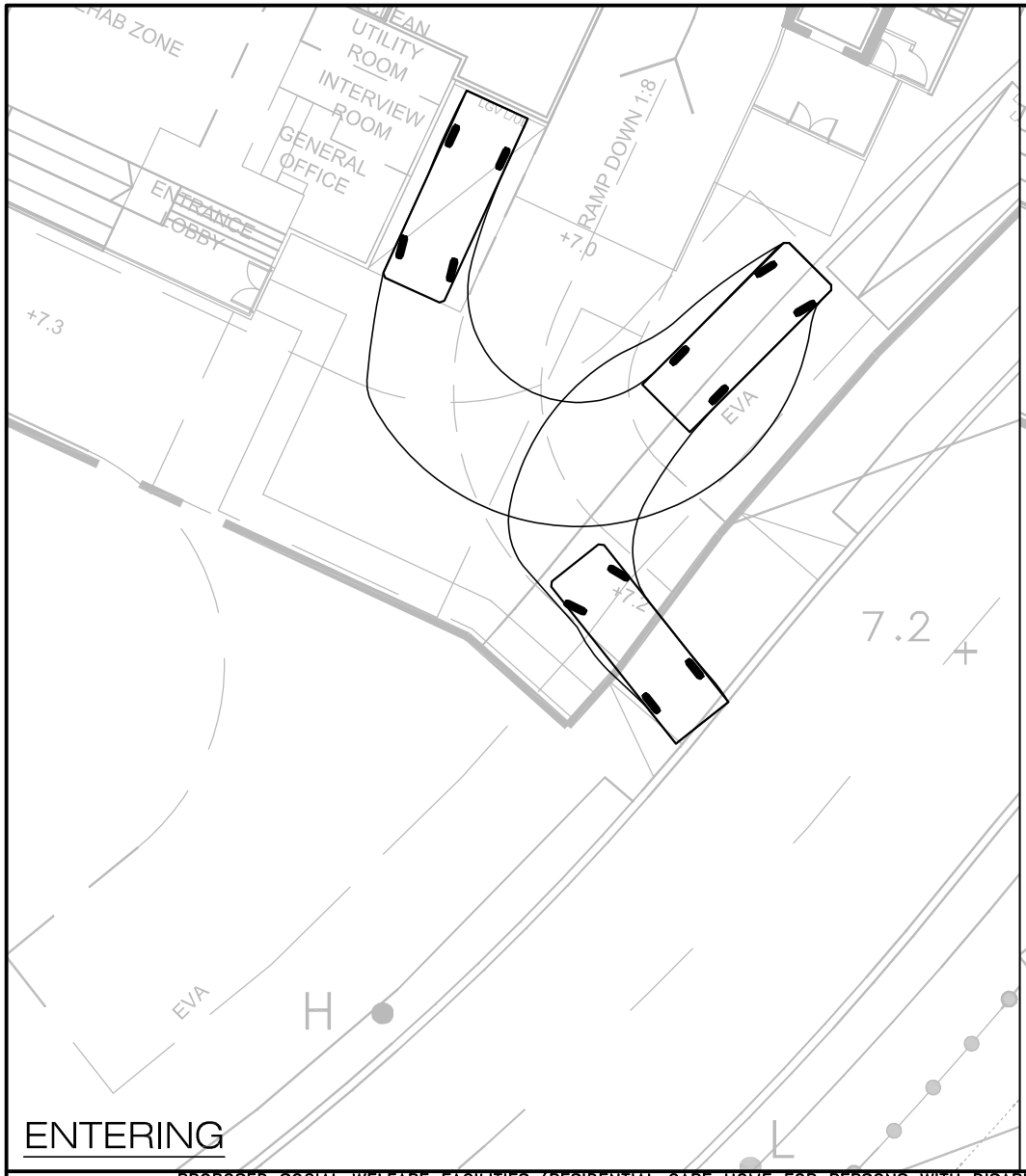

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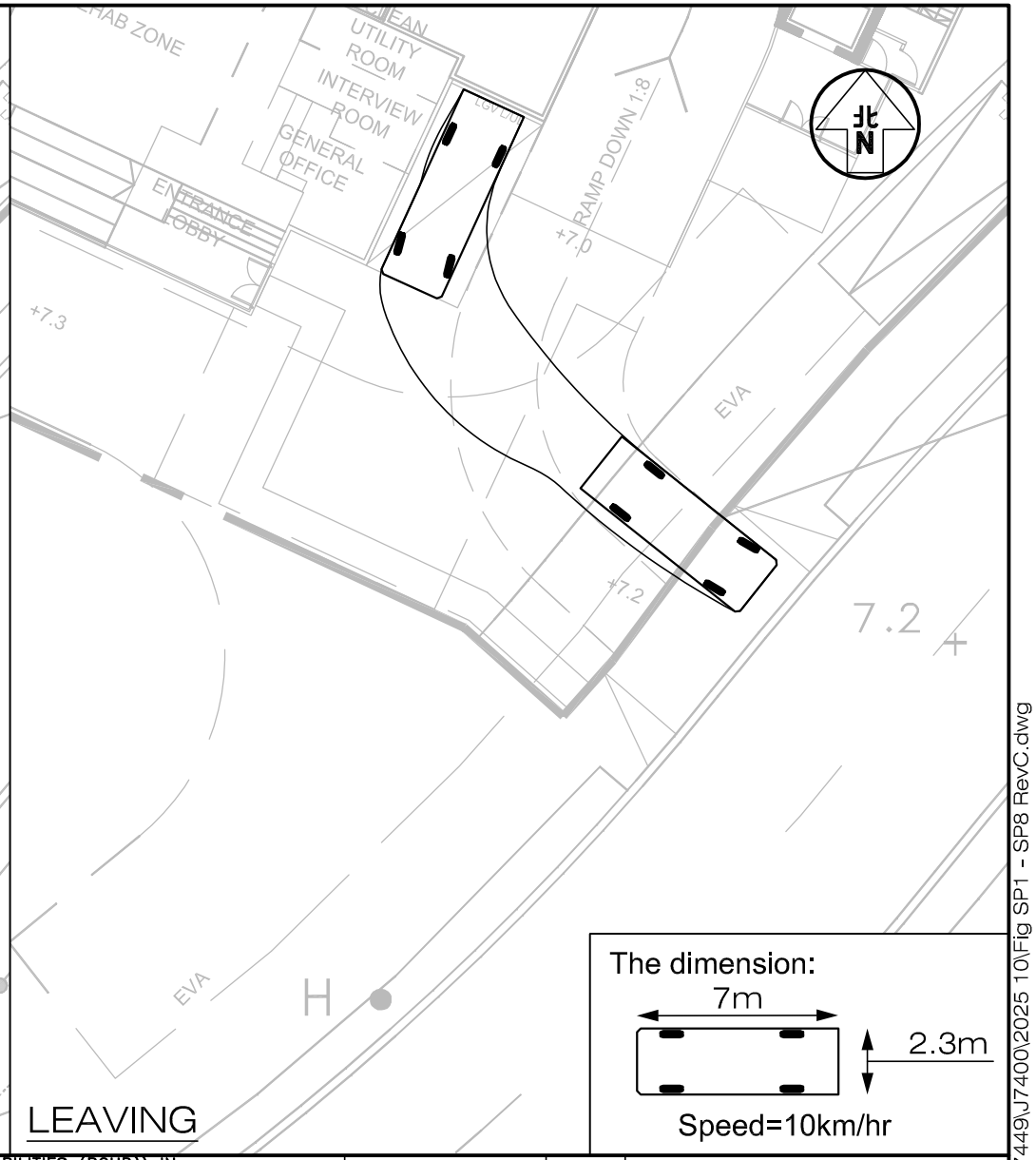

LEAVING

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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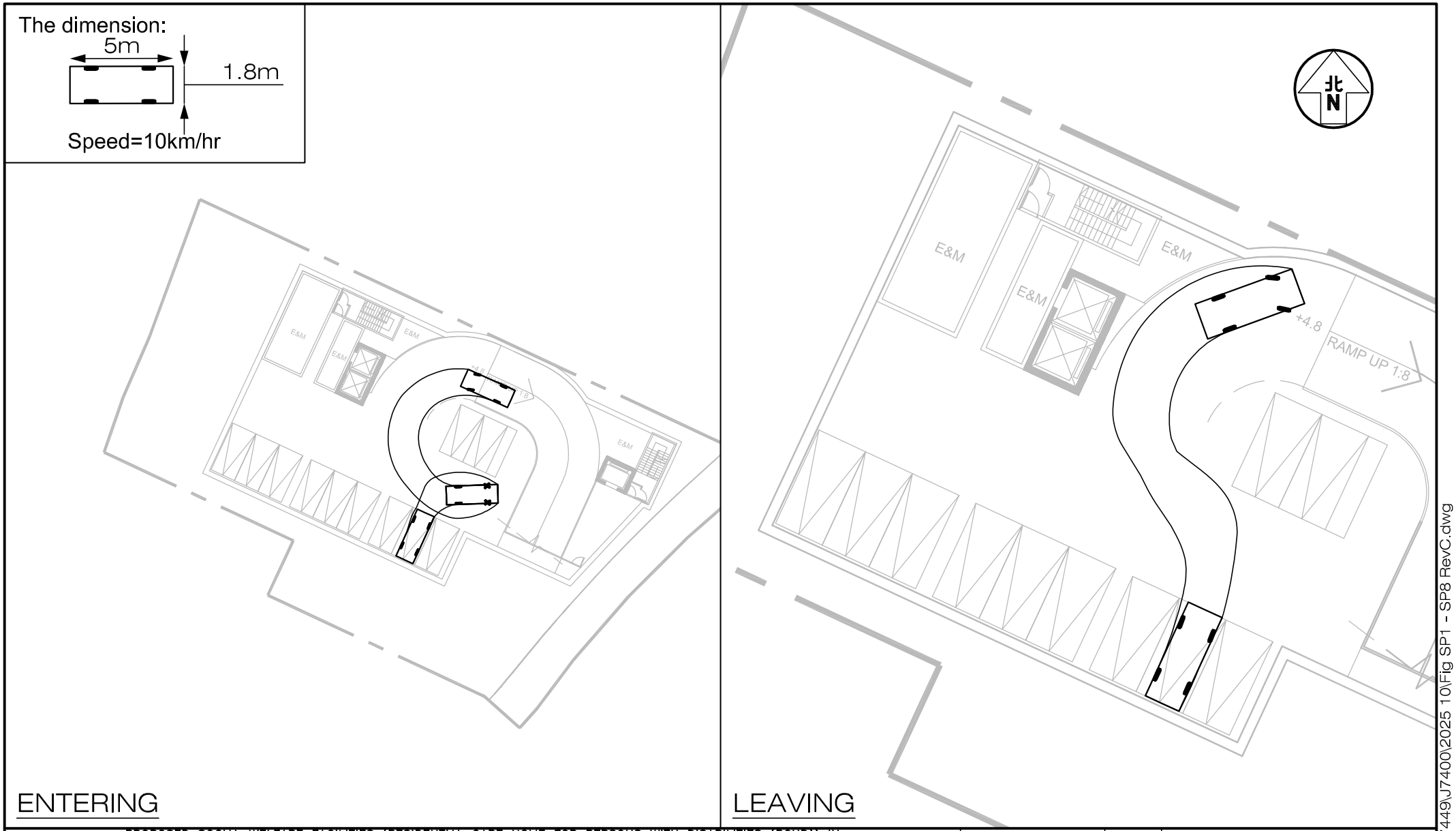

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. SP4 / Revision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

CKM Asia Limited
Traffic and Transportation Planning Consultants

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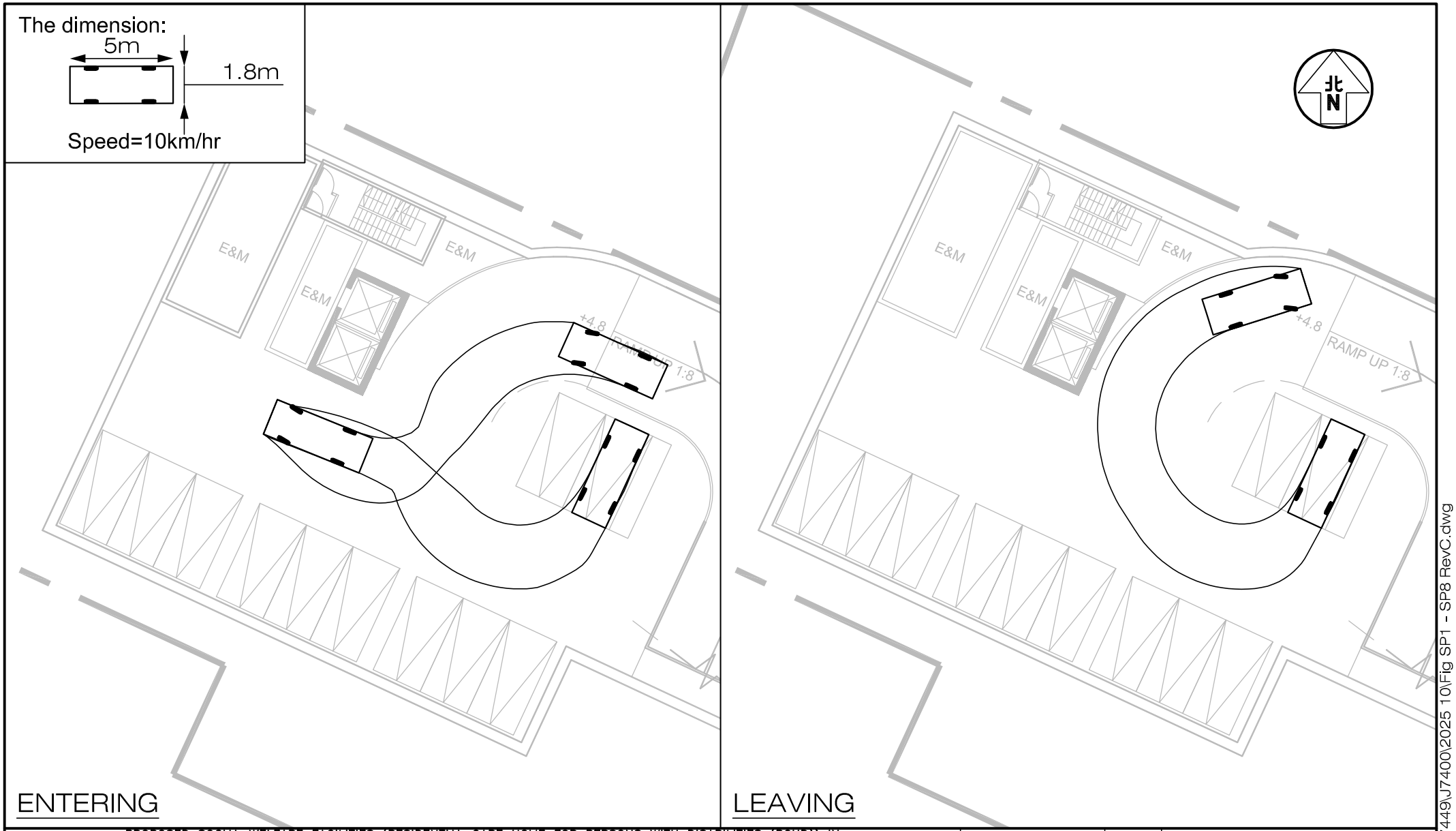

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. SP5	Revision 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	

CKM Asia Limited
Traffic and Transportation Planning Consultants

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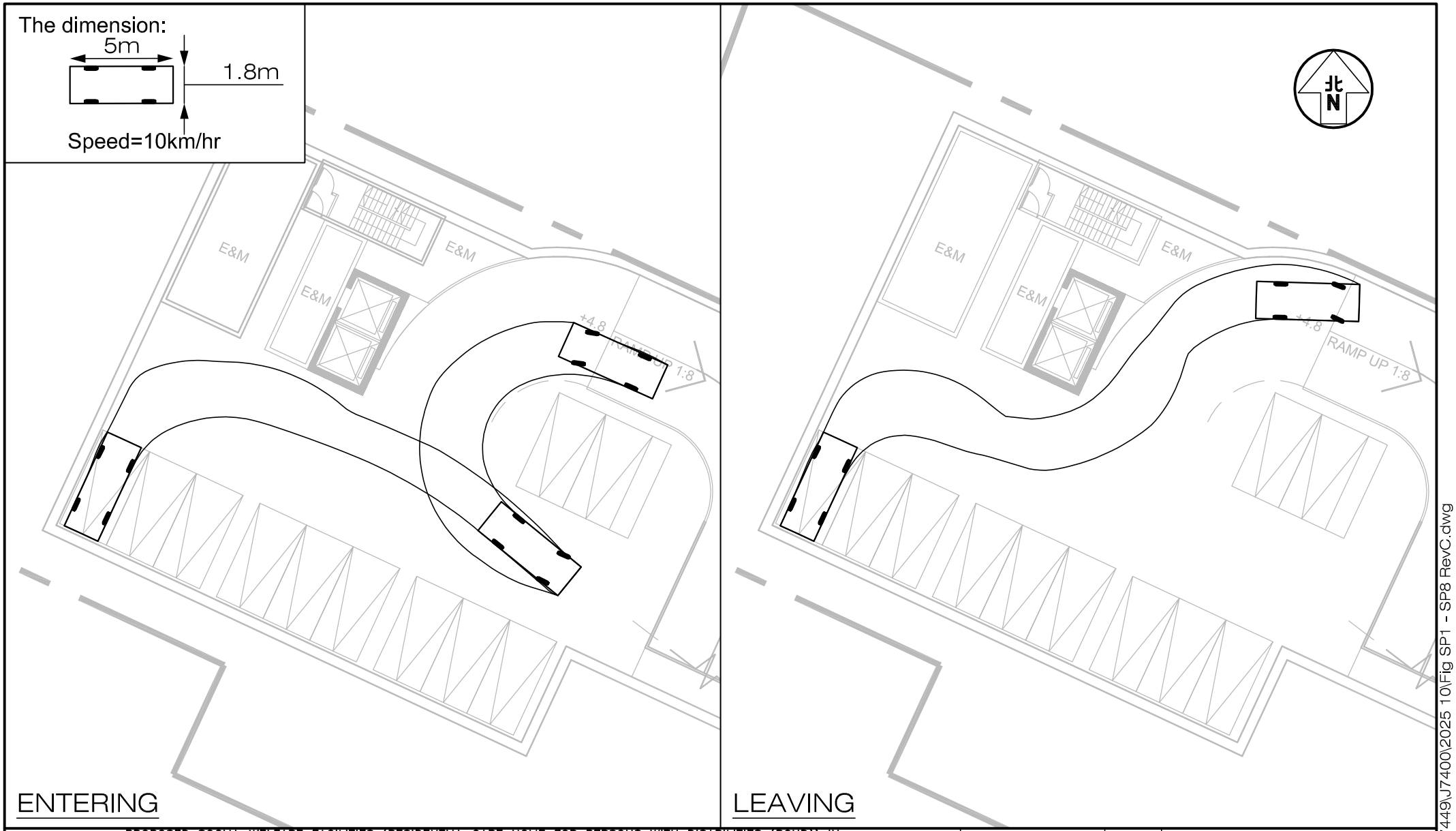

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR PERSONS WITH DISABILITIES (RCHD)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG	J7400	Figure No. SP6	Revision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

CKM Asia Limited
Traffic and Transportation Planning Consultants

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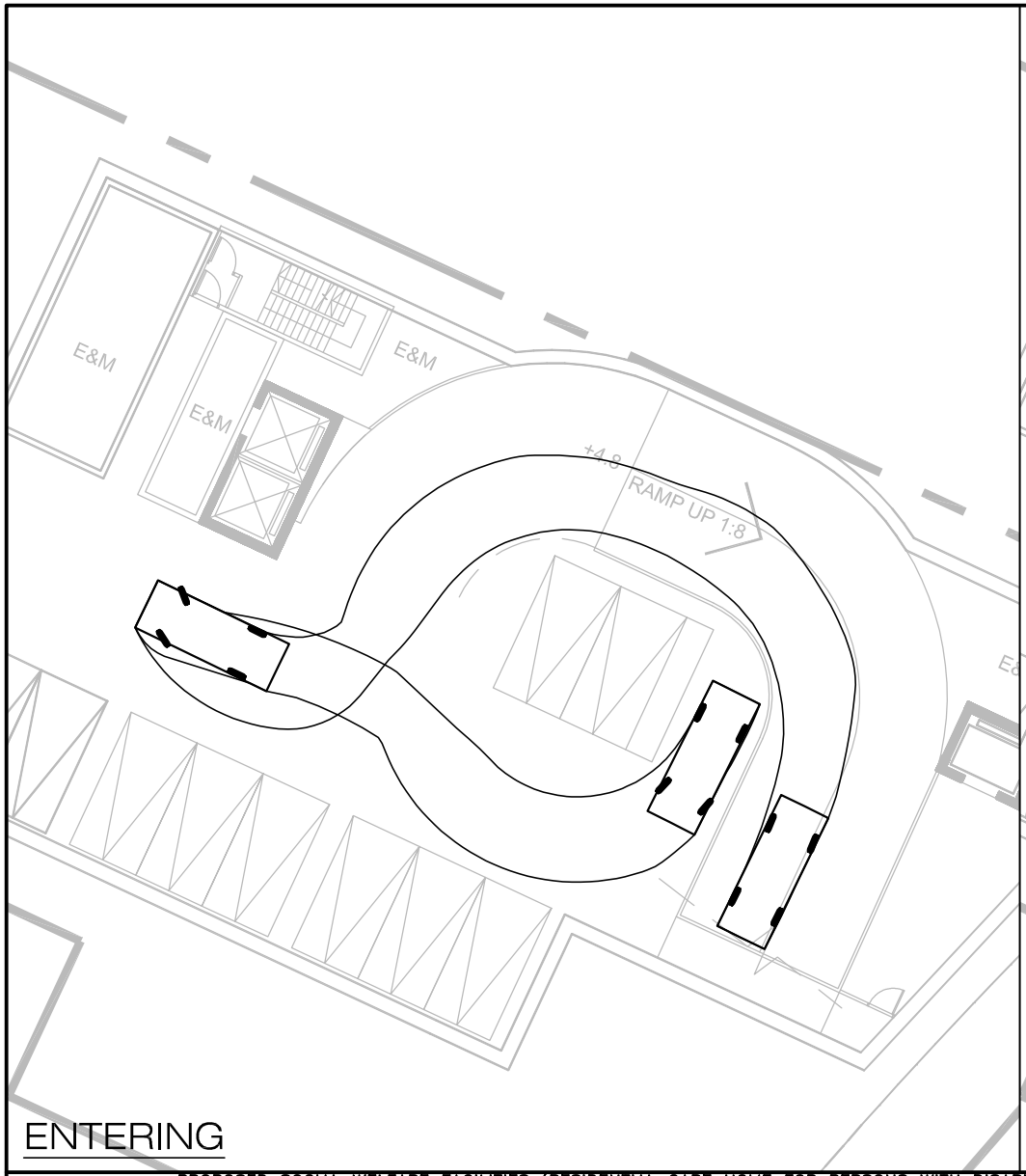

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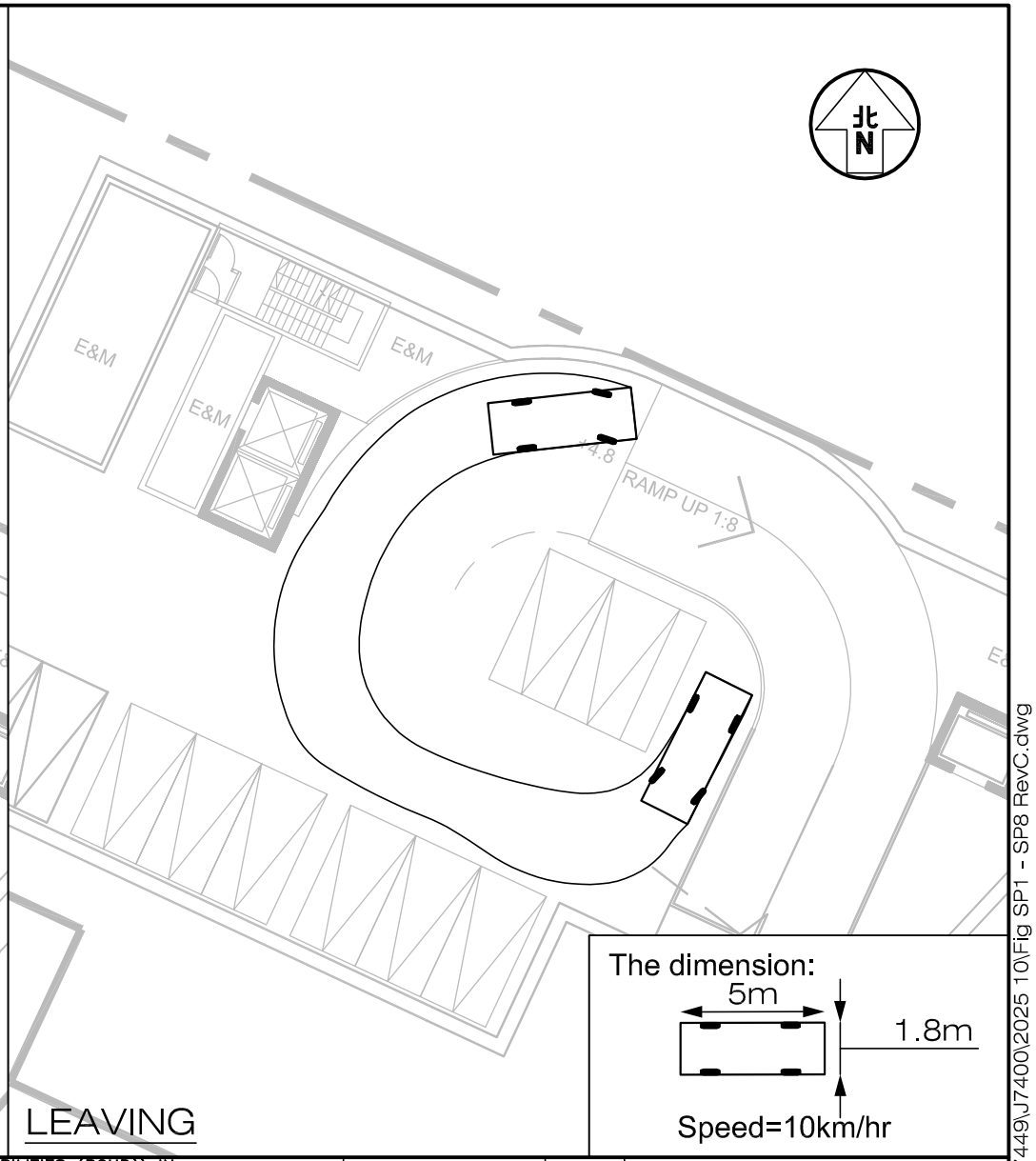

LEAVING

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. 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 3 –
24-hour breakdown of traffic generation

APPENDIX 3 – 24-HOUR BREAKDOWN OF TRAFFIC GENERATION

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

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

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

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

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

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

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

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

Annex 1 –
1st Response to Comments

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

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

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

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.	Please be clarified that air conditioning will be provided for the project while openable window for ventilation is also provided for Dormitory.
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.	Noted.
Comments on the Road Traffic Noise Model	
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 17th July 2025 refers: **Comment from the Commissioner for Transport** **(Please refer to Appendix 2 for the Revised Traffic Impact Assessment)**	
1. Please advise the estimated number of staff for the proposed RCHD and justify the sufficiency of parking space for staff;	As stated in the planning statement, the estimated number of staff is 45. The car parking spaces are provided for visitors only.
2. Please demonstrate there are sufficient queuing area for the car lift;	A waiting space is now provided on G/F as shown in Figure 3.1. The vehicle lift analysis found that the car lift system is acceptable and can serve the Proposed RCHD - please refer to Appendix 3 in the revised Traffic Impact Assessment ("TIA").
3. Should there be vehicles waiting to enter the car lift on G/F, from the swept path analysis, it appears that Light bus/LGV loading/unloading activities could not be carried out since there is no more space allowed for the vehicle manoeuvring. Please review;	The waiting space provided on the G/F will not obstruct the manoeuvring of light bus and LGV. Please refer to Figures SP1 and SP2 in revised TIA.
4. Please advise how to handle the situation if the car lift is malfunction or temporary suspension due to maintenance service;	If the car lift breaks down, the Property Management will immediately contact: (1) the car lift maintenance company, and (2) Fire Services Department. Then, notice will be displayed at the entrance of the car park to inform motorists of the suspension of service.

5. Please explain why the J2 junction performance in Year 2033 reference case (without RCHD) is better than that in Year 2025 existing case;	Reference is made to the improvement scheme for Junction of Castle Peak Road – Tam Mi / Kam Pok Road proposed by the approved Section 16 Planning Application A/YL-NSW/314, where the cycle time is increased from 94 to 120 seconds during AM peak period, and from 90 to 120 second during PM peak period. The junction performance is "better than that in Year 2025 existing case" after adopting this approved improvement scheme.
6. As the subject site is in Yuen Long district, please explain why this application makes reference to the RCHD in Kwai Chung;	Reference is made to RCHDs in Yuen Long listed in the web site of Social Welfare Department, and found that most of these RCHDs are located within buildings where there are other uses, and access to the RCHD is shared with other uses. Hence, it is not possible to distinguish: (i) pedestrians and traffic generated by the RCHD and other uses, and (ii) users of the internal transport facilities provided. Therefore, reference is made to RCHDs with similar characteristics, e.g., RCHD located within a standalone building, accessibility to public transport services and those with internal transport facilities.
7. Please provide justification on providing two (2) run-in/out. Please elaborate the function of each run-in/out;	$X_1Y_1Z_1$ serves as the major ingress/egress of the Site for the operation of the proposed development. $X_2Y_2Z_2$ is held under a valid Deed of Grant of Right of Way that has been obtained at Lot 3668 S.K connecting Kam Pok Road East. $X_2Y_2Z_2$ may serve as an access for the installation and maintenance of transformer room and E&M facilities.
8. The existing traffic flow in J3 is underestimated. Please review;	Reference is made to the 2023 Annual Traffic Census ("ATC") of the closest core station 5016 San Tin Highway, Castle Peak Road & San Tam Road (from Kam Tin Rd to Fairview Park Boulevard), and found that traffic flow for the month of March, when the traffic survey for the captioned was conducted, is around 1.5% lower than the annual monthly average. Hence, an adjustment factor of 1.015 is applied to the traffic flows obtained from the March 2025 survey. Please refer to Figure 2.5 in revised TIA for the revised traffic flow and Appendix 2 in revised TIA for Junction Capacity Analysis.
9. Please advise the PCs/taxis pick-up/drop off location. The PCs/taxis pick-up/drop off activities should not affect the car lift operation and Light bus/LGV loading/unloading activities;	The pick-up / drop-off activities can be conducted on G/F near the pedestrian entrance, please refer to Figure SP8 in the revised TIA.
10. Please advise the refuse collection arrangement. Should RCV would enter the subject site, swept path analysis of RCV should be provided for comment;	Reference is made to the common practice amongst many operating RCHDs in Hong Kong, where the RCHD staff is responsible for disposing refuse from the Proposed RCHD to nearby Public Refuse Collection Point. For the subject site, there nearest Public Refuse Collection Point is the Pok Wai Refuse Collection Point, which is 500m or 7 minutes' walk away.
11. Please provide a plan showing the vehicular ingress and egress routing to the subject site. Entrance for pedestrian should be shown on plan as well;	Noted. Please refer to Figure 4.1 in the revised TIA for the vehicular route and Figure 3.1 in the revised TIA for the pedestrian entrance.

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.

Annex 2 –
2nd Response to Comments

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>

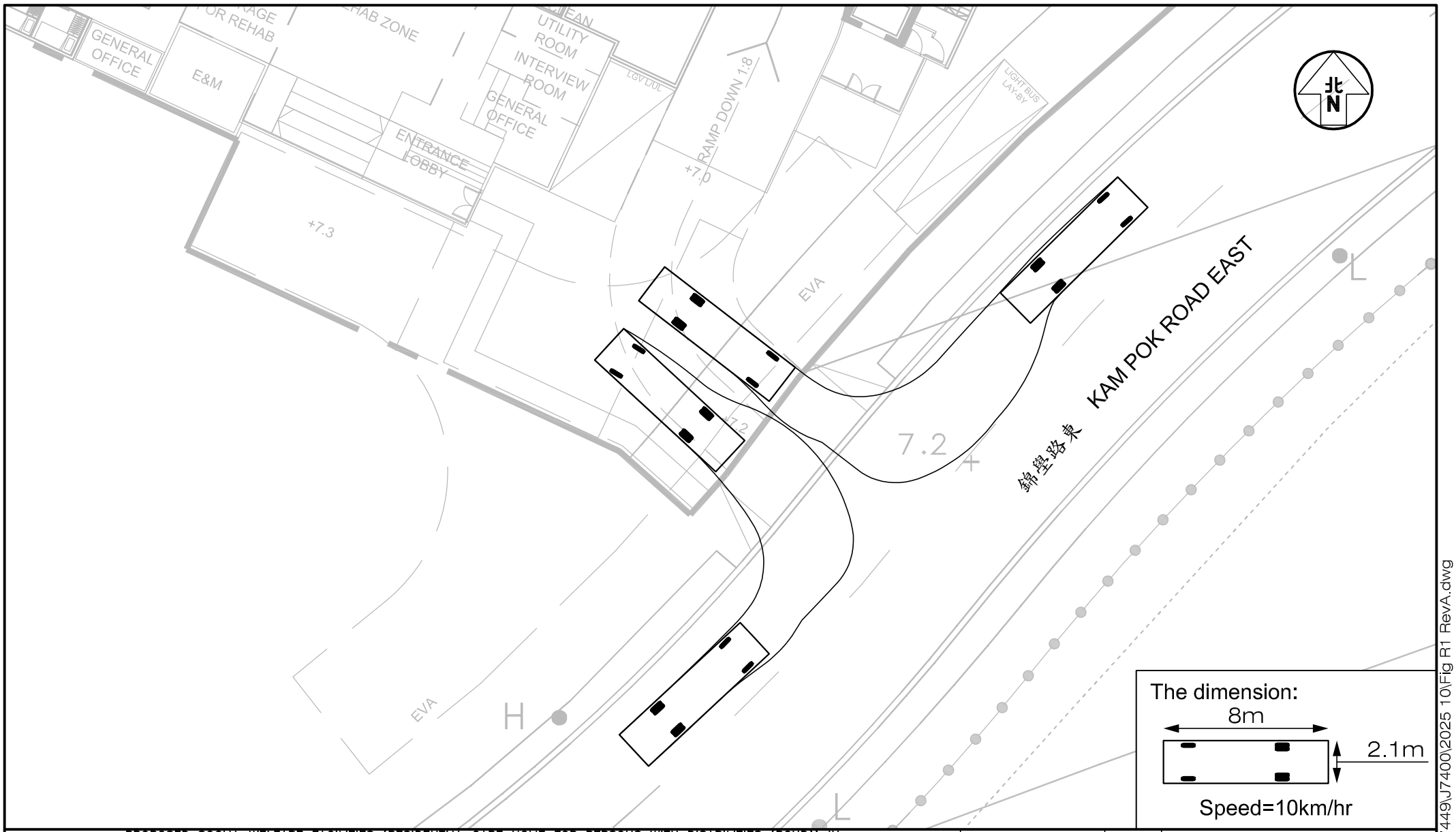
	Out 08:00-08:59: 4, 4, 0, 0, 8, **8** 09:00-09:59: 0, 2, 0, 2, 4, 6 10:00-10:59: 2, 0, 0, 2, 4, 6 11:00-11:59: 2, 2, 2, 0, 6, 7 12:00-12:59: 2, 0, 0, 0, 2, 2 13:00-13:59: 2, 2, 0, 0, 4, 4 14:00-14:59: 0, 2, 0, 2, 4, 6 15:00-15:59: 0, 0, 2, 0, 2, 3 16:00-16:59: 0, 4, 0, 0, 4, 4 17:00-17:59: 10, 0, 0, 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.]

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

Annex 3 –
3rd Response to Comments

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

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

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

Annex 1

From: Jeffrey Kwok DeSPACE <[redacted]>
Sent: Wednesday, December 17, 2025 12:16 PM
To: CKM Asia
Subject: Fwd: [DPO Comment on TIA Table 4.3] [FI3] Planning Application A/YL-NSW/348&349

Dear Tommy,

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

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

Regards,
Jeffrey Kwok
[redacted]

---------- Forwarded message ---------
From: **Thomas Ho Lun LAU/PLAND** <thllau@pland.gov.hk>
Date: Wed, 17 Dec 2025 at 12:14
Subject: [DPO Comment on TIA Table 4.3] [FI3] Planning Application A/YL-NSW/348&349
To: [redacted]
Cc: Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, Athena Pui Yin LAI/PLAND <apylai@pland.gov.hk>, Yen PY LEUNG/PLAND <pyleung@pland.gov.hk>

Dear Jeffrey,

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

Ngau Tam Mei/ San Tin OZP

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

- Apart from the Technopole, the applicant may also consider whether the Ngau Tam Mei New Development Area should be taken into account when preparing the TIA; and

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

Kam Tin North OZP

- Please also include a private residential development under approved s.16 application No. A/YL-KTN/604; and

- Please also include the planned Sha Po Public Housing Development (for details, please refer to https://www.tpb.gov.hk/en/uploads/TPB/general/S_YL-KTN_10_MainPaper.pdf).

Mai Po OZP

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

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

- Item 6 of the table – please remove s.16 application No. A/YL-MP/247.

Nam Sang Wai OZP

- Please review and consider revising the development parameters of A/YL-NSW/274;

- Please also include approved s.12A applications No. Y/YL-NSW/7, Y/YL-NSW/8, Y/YL-NSW/9 into the list (for details, please refer to https://www.tpb.gov.hk/en/uploads/RNTPC/paper/S_YL_NSW_8_MainPaper.pdf and https://www.tpb.gov.hk/uploads/page/meetings/20250815/S_YL-NSW_10_MainPaper.pdf); and

- Please replace s.12A application No. Y/YL-NSW/4 with the planned Land Share Pilot Scheme (LSPS) development, of which amendments to the OZP have already been reflected as "R(A)1" and "R(A)2" zones on the OZP in 2024 (for details of the LSPS development, please refer to https://www.tpb.gov.hk/en/uploads/RNTPC/paper/S_YL_NSW_8_MainPaper.pdf).

Thanks and Regards,

Thomas LAU

FS&YLE DPO