



DeSPACE (International) Limited

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

**BY HAND & EMAIL**

Dear Sir/Madam,

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

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**PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN  
“VILLAGE TYPE DEVELOPMENT” ZONE ON APPROVED NAM SANG WAI OUTLINE ZONING  
PLAN NO. S/YL-NSW/10 AT LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART) AND 3673  
RP (PART) IN D.D.104, NAM SANG WAI, YUEN LONG**

**Town Planning Application No. A/YL-NSW/349 - Submission of Further Information (9)**

Please find attached the copy of the Consolidated Planning Statement.

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

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



Greg Lam

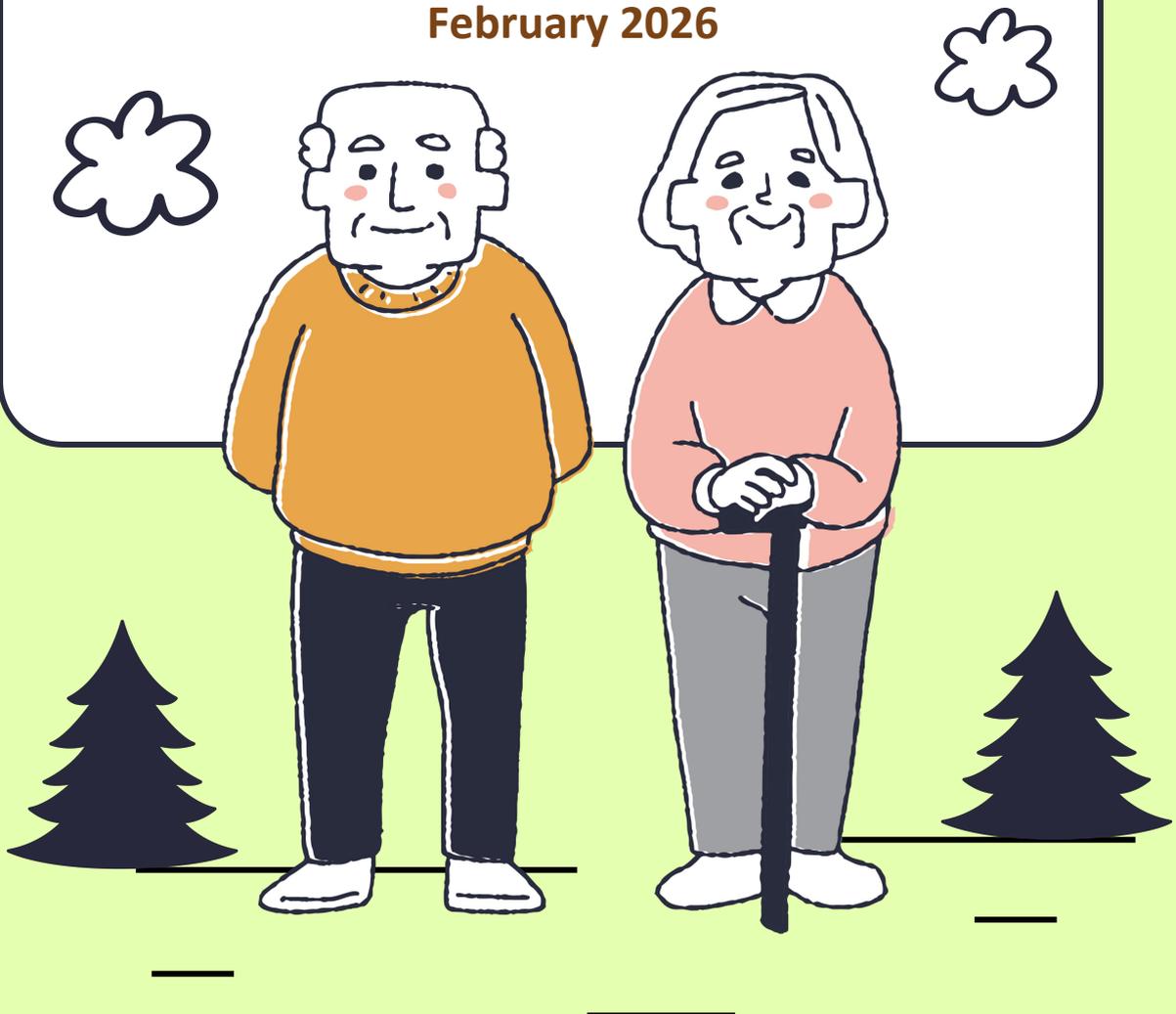


# Consolidated Planning Statement

## SECTION 16 TOWN PLANNING APPLICATION

**PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "VILLAGE TYPE DEVELOPMENT" ZONE ON APPROVED NAM SANG WAI OUTLINE ZONING PLAN No. S/YL-NSW/10 AT LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) IN D.D.104, NAM SANG WAI, YUEN LONG**

**February 2026**



### **PLANNING CONSULTANT**

DeSPACE (International) Limited

### **TRAFFIC CONSULTANT**

CKM Asia Limited

### **ENVIRONMENTAL CONSULTANT**

BeeXergy Consulting Limited

### **APPLICANT**

Right Top Limited, Hill Win Development Limited, Parkview Investment Limited & City Top Investment Development Limited

### **ARCHITECT**

Vessel International Limited  
Syn Plus Design Limited

## EXECUTIVE SUMMARY

The Applicant, the registered land owner of Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) in D.D.104, Nam Sang Wai, Yuen Long, now seeks a town planning permission from the Town Planning Board for a proposed Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) at the aforementioned site and the adjoining government land.

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

In view of the growing demand for RCHE and the prevailing policy, the Applicant intends to respond to the pressing community need by providing 200-240 nos. of beds in the proposed 3-storey RCHE in Yuen Long.

With reference to the Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments (LAO Practice Note No. 4/2003) and its time-limited enhancements launched in 2023 (LAO Practice Note No. 4/2023) by Lands Department, the Applicant will request the Social Welfare Department for supporting the proposed RCHE under the Incentive Scheme which encourages private developers to self-finance to build quality RCHE premises on their own land, and design to comply with the statutory and licensing requirements of the participation in the Incentive Scheme.

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

- **Biophilic Design** with the adjacent wetland through the use of planters, lawns, skylights, and balconies;
- **"Evergreen Promenade"**, a ground-level walking trail offering outdoor activity space near the wetland;
- **"Vitality Garden"** at R/F, featuring planters to support horticultural activities and operate under a clubhouse model;
- **"LifeLink Pavilion"** at R/F, featuring "Active Recreation Area", "Bird Observatory", and "BBQ Spots".

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

# 行政摘要

(以英文版本為準)

申請人為元朗南生圍丈量約份第 104 約地段第 3670 號餘段（部分）、第 3671 號餘段（部分）、第 3672 號餘段（部分）及第 3673 號餘段（部分）的註冊土地擁有人，現尋求城市規劃委員會的批准，擬議於上述地點連同毗連政府土地作社會福利設施（安老院舍）。

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

鑑於對安老院舍的需求日益增加及現行的政策方針，申請人擬議的三層高安老院舍能提供 200-240 個床位以滿足元朗社區的迫切需求。

有關地政總署發出的「鼓勵在新的私人發展項目中提供安老院舍的獎勵計劃」（地政處作業備考編號 4/2003）以及其於 2023 年公佈的試行優化計劃（地政處作業備考編號 5/2023），申請人將向社會福利署爭取政策支持，在私人土地建設以自負盈虧方式發展高質素的安老院舍，而所有設計將符合獎勵計劃的法例及牌照要求。

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

- 利用花槽、草坪、天窗和露台實現與鄰近濕地的**生物共融設計**；
- 地面設有「**常青雅徑**」步行徑，提供鄰近濕地的戶外活動空間；
- 頂層設有「**活力園圃**」，配備花槽供長者進行園藝活動，並採用會所營運模式；
- 頂層設有「**連心閣**」，設施包括活動康樂區、觀鳥台及燒烤區，促進跨代互動；

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

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# SECTION ONE | INTRODUCTION

## 1.1 Project Background

DeSPACE (International) Limited acts on behalf of the Applicant, namely, Right Top Limited, Hill Win Development Limited, Parkview Investment Limited and City Top Investment Development Limited (hereafter **“the Applicant”**), to submit a Section 16 Planning Application to the Town Planning Board (**“TPB”**).

Taking into account the acute demand for Residential Care Home for the Elderly (RCHE) in Hong Kong and in light of the development potential of Northern Metropolis, the Applicant intends to develop social welfare facilities including a RCHE at Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long (hereinafter referred to as **“the Site”**) (See **Figure 1** – Location Plan and **Figure 2** – Master Layout Plan). The Site falls within “Village Type Development” (**“V”**) zone under the Approved Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/10 (**“the OZP”**). According to the Notes of the OZP, “Social Welfare Facility” falls into Column 2 use which require planning permission from the TPB with or without conditions.

Against the backdrop of an ageing population, the Government launched the “Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments” (**“Incentive Scheme”**) in 2003 with a view to encouraging provision of quality RCHE premises in new private developments by exempting the GFA of eligible private RCHEs from premium payment. In June 2023, the Incentive Scheme was enhanced to further raise the GFA of RCHEs that can be exempted in each development project and exempt such GFA from the calculation of the maximum GFA of the relevant projects. The Applicant will request the Social Welfare Department (**“SWD”**) for supporting the proposed RCHE subject to compliance with all relevant statutory and licensing requirements and not implying any financial implication, both capital and recurrent by the Government. Please refer to the Proposed Development Scheme in **Appendix 1** for details.

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

## SECTION TWO | SITE CONTEXT AND HISTORY

### 2.1 Site Context and Surrounding Land uses

The Site with a site area of about 1,845 sq.m, including about 305 sq.m of government land (**Figure 2 – Master Layout Plan**) is fenced-off and hard-paved. The Site is currently accessible via a local access from Kam Pok Road East. It is situated at the fringe of “V” zone under the OZP and falls outside of the village environ (VE) of Pok Wai. The Site also falls outside of “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area” (“OU(CDWRA)”) zone.

The surrounding areas have the following characteristics:

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

### 2.2 Land Administration

#### 2.2.1 Land status

With reference to preliminary land status check, Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) in D.D.104 comprise Old Scheduled Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. The Applicant is well-noted that in the event of approval by the TPB and implementation of the project, it is required to apply to the Lands Department for a land exchange to facilitate the proposed development and inclusion of the portion of Government Land, if any.

### 2.2.2 Application at the Adjoining Site

In parallel, there is one other application for a Residential Care Homes for Persons with Disabilities (RCHD) at Lots 3670 RP (Part), 3669 SB RP (Part) and 3669 SA RP (Part) being submitted by the same applicant. While the two proposed developments under the two separated planning applications are self-contained, the subsequent land exchange could be completed individually without being processed in a bundle to ensure timely implementation of the two proposed developments.

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

## SECTION THREE | PLANNING CONTEXT

### 3.1 Statutory Planning Context

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

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

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

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

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

## 3.2 Non-Statutory Planning Context

### 3.2.1 Surging Demand for RCHE in Hong Kong

It is an undoubted fact that Hong Kong has been encountering soaring demand for RCHE supply. The life expectancies at birth for both sexes have steadily increased during the past 52 years, from 67.8 years for males and 75.3 years for females in 1971 to 82.5 years and 88.1 years respectively in 2023<sup>1</sup>. The life expectancy of both males and females at birth in Hong Kong remains among the highest in the world, despite the exceptionally high mortality rates in 2022 during the COVID-19 epidemic. According to the Census and Statistics Department's population projection, the percentage of elderly persons aged 65 and above in the total population will gradually increase from 20.8% in mid-2022 to 25.3% in 2028, and then to 35.1% in 2069. For elderly dependency ratio, it was estimated that 1,000 individuals supported 180 nos. of elderly in 2011 while in 2041, 1,000 individuals will be supporting nearly every 500 elderly (2 adults to 1 elderly).

According to “Elderly Services Programme Plan” completed by Working Group on Elderly Services Programme Plan Elderly Commission<sup>2</sup>, the projected service demand for residential care for elderly would raise from 47,000 places in 2025 to 64 000 RCS places in 2030 and nearly 98 000 RCS places when the demand peaks in 2051. However, the total number of subsidised and non-subsidised RCHE places is only 79,147 as at 30 June 2024<sup>3</sup>. A huge deficit in demand is observed.

Furthermore, as at 28<sup>th</sup> February 2025, there were a total of 16,666 applicants being waitlisted for various types of subsidised residential care services (“**RCS**”) for the elderly in the Central Waiting List for subsidised long term care services. The average waiting time for (i) subvented homes and contract homes and (ii) private homes participating in the Enhanced Bought Place Scheme (“**EBPS**”) are 21 and 5 months respectively. The overall waiting time for subsidised RCS for the elderly is 16 months.<sup>4</sup> The long waiting time drives those who have urgent needs to live in an elderly home to opt for private RCHEs, either for long or as a transitional measure before their chances for subvented ones come.

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<sup>1</sup> Source: Centre for Health Protection

<https://www.chp.gov.hk/en/statistics/data/10/27/111.html#top>

<sup>2</sup> Source: Working Group on Elderly Services Programme Plan of Elderly Commission:

<https://www.elderlycommission.gov.hk/wp-content/uploads/2024/02/Full-Report-of-the-ESPP.pdf>

<sup>3</sup> Source: Social Welfare Department (last revision date: 24 July 2024):

[https://www.swd.gov.hk/en/index/site\\_pubsvc/page\\_elderly/sub\\_residentia/id\\_overviewon/](https://www.swd.gov.hk/en/index/site_pubsvc/page_elderly/sub_residentia/id_overviewon/)

<sup>4</sup> Source: Social Welfare Department (last revision date: 28 Feb 2025)

[https://www.swd.gov.hk/storage/asset/section/1022/en/CWL/LTC%20statistics\\_HP-EN\(202502\).pdf](https://www.swd.gov.hk/storage/asset/section/1022/en/CWL/LTC%20statistics_HP-EN(202502).pdf)

### 3.2.2 Ageing Population at District Level

With respect to the population profile of Yuen Long District stated in the Population and Household Statistics released by the Census and Statistics Department on 3 April 2023, the population in Yuen Long District was nearly 670,000 in 2022 whilst the population aged 65 or above accounted for about 17.3% (around 116,100 elders) of the district population<sup>5</sup>. This age group represents the second largest proportion among all population age groups in Yuen Long, reflecting the relatively high ratio of elderly in the area.

In addition, a sharp growth in Yuen Long's elderly population has been projected by the Planning Department, according to the Projection of Population Distribution, 2025 – 2031. The population aged over 65 or above in Yuen Long is estimated to have a drastic increase from 136,600 (20.1% of the district population of about 680,900) in 2025 to 189,000 (24.8% of the district population of about 760,600) in 2031. The median age is also projected to raise from 46 in 2025 to 47.4 in 2031.<sup>6</sup> The ageing problem is therefore a cloud on the horizon at the district level, sounding the alarm bell about the pressing demand for elderly services in the area. Fast ageing population is a cross to bear for the planning in Yuen Long and the crux of the matter is sufficient and timely supply of quality RCHEs of various types and at convenient locations within the Yuen Long District.

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

#### Leveraging Market Forces to Increase the Supply of RCHEs

The acute demand for RCHE has long been an issue the Government trying to address. To encourage developers to provide RCHEs in new private developments, in July 2003, the Government launched the Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments ("**Incentive Scheme**"), under which eligible RCHE premises would be exempted from payment of land premium in respect of land transactions relating to lease modifications, land exchanges and private treaty grants for residential/commercial developments, subject to meeting certain conditions for the delivery of the RCHE premises, such as a maximum limit of 5,400 sq.m for GFA.

The Chief Executive pointed out in the "2022 Policy Address" that the Development Bureau and the Labour and Welfare Bureau will put forward proposals and provide more incentives such as exempting total GFA to encourage developers to provide elderly service facilities in private development projects. The Financial Secretary has also indicated in the 2023-2024 Budget that it has decided to raise the GFA of RCHEs that can be exempted in each private development project, and has further proposed to exempt such GFA from the calculation of the maximum GFA of the relevant projects to increase the supply of quality private RCHEs.

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<sup>5</sup> Population and Household Statistics Analysed by District Council District 2023, Census and Statistics Department

<sup>6</sup> Planning Department (Last revision date : 31 March 2024)

[https://www.pland.gov.hk/pland\\_en/resources/population\\_data/pop\\_dist\\_proj/index.html](https://www.pland.gov.hk/pland_en/resources/population_data/pop_dist_proj/index.html)

In this connection, time-limited enhancements were introduced to the Incentive Scheme launched by LandsD in 2023 under LAO Practice Note No. 4/2023. In addition to continue to exempt eligible RCHE premises from payment of land premium, (i) the number of RCHE premises eligible for premium payment exemption in each site will increase from one RCHE premises to no limit on the number of RCHE premises, and (ii) the maximum total GFA of not exceeding 5,400 sq.m to 12,000 sq.m or 10% of the total GFA permissible under lease, whichever is greater. (iii) When calculating the total GFA of the entire project, the total GFA of the eligible RCHE premises in the private development project will be exempted and will not be counted in the original total permissible GFA of the entire project, allowing the developers to use the original permissible GFA for other purposes.

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

SWD has purchased places from private homes for the elderly under the EBPS since 1998 in an attempt to upgrade the service standard of the private homes and increase the supply of subsidised care-and-attention places. The Government is now taking forward various development projects and purchase additional places under the EBPS to increase the supply of subsidised residential care places for the elderly.

#### Expanding Service Coverage of the Residential Care Service Voucher for the Elderly (RCSV)

In March 2017, SWD launched the Pilot Scheme on Residential Care Service Voucher for the Elderly (“**RCSV**”) to provide an incentive for RCHEs to improve their services. The scheme, adopting the “money-following-the-user” principle, provides an additional choice for elderly persons in need of residential care services and waitlisted for care and attention (“**C&A**”) places or nursing home (“**NH**”) places on the Central Waiting List for Subsidized Long Term Care Services. The SWD has increased the number of beneficiaries under the RCSV from 3,000 to 4,000 in 2022-23, and regularised the RCSV Scheme in April 2023 as well.<sup>7</sup> Starting from 11<sup>th</sup> June 2024, the coverage of RCSVs will be expanded from the existing C&A places to NH places. An extra 1,000 RCSVs will also be provided, bringing the total to 5,000, so as to benefit more elderly persons.

#### Requirement for Minimum Area per Resident for RCHE

The residential care services for the elderlies in Hong Kong in general have long been criticized for their low living standards as compared to the major cities internationally, especially with regards to the amount of living space. The Residential Care Homes Legislation (Miscellaneous Amendments) Ordinance 2023 (“**The Ordinance**”), which was gazetted on 16<sup>th</sup> June 2024, introduces an increase in minimum area per resident from the current 6.5 sq.m to 9.5 sq.m for high care level RCHs and 8 sq.m for medium care level and low care level RCHs. Similarly, grace periods are available for orderly and controlled compliance with the enhanced statutory requirements.

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<sup>7</sup> LCQ6: Measures to cope with an ageing population  
<https://www.info.gov.hk/gia/general/202303/22/P2023032200177.htm>

### 3.3 Planning History

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

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

### 3.4 Similar Planning Application(s)

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

| Table 3.1 – Selected Successful Planning Applications for the Non-NTEHs use in “V” Zone |   |  |
|---|---|--|
| Case No.  | Applied Use   | Planning Justifications  |
| <i>Residential Care Home for the Elderly (RCHE)</i>                                     |   |  |
| A/SK-PK/195<br>(30/03/2012)   | Residential Care Home for the Elderly in “Village Type Development” zone, G/F and 2/F, No. 5F to 5G Pak Kong Au, Po Lo Che, Sai Kung (Lots No. 1387 and 1388 in D.D. 222)         | <ul style="list-style-type: none"> <li>• The RCHE under application <u>would not affect the supply of land for Small House development within the “V” zone.</u></li> <li>• The proposed conversion of the two NTEHs for RCHE was considered <u>not incompatible with the surrounding rural land uses.</u></li> <li>• Given the <u>small scale and nature</u> of the proposal, it was also unlikely to generate adverse traffic, environmental, drainage, visual and infrastructural impacts on the locality.</li> <li>• No. of storeys: 3</li> </ul>   |
| A/YL-PH/715<br>(05/06/2015)   | Social Welfare Facility (Residential Care Home for the Elderly) in Various Lots, D.D. 111 and adjoining Government Land, Wang Toi Shan Shan Tsuen, Pat Heung, Yuen Long           | <ul style="list-style-type: none"> <li>• The applied development could nevertheless <u>provide residential care home services to the elderly in the local community.</u></li> <li>• <u>Not incompatible with the surrounding developments</u> which included mainly village houses.</li> <li>• No. of storeys: 3</li> </ul>  |
| A/FSS/270<br>(06/09/2019)<br>&<br>A/FSS/276<br>(06/11/2020)                             | Proposed House and Social Welfare Facility (Residential Care Home for the Elderly) and Minor Relaxation of Building Height Restriction in Various Lots in D.D. 51, Fanling        | <ul style="list-style-type: none"> <li>• The proposed RCHE were in low-rise and low-density character which were <u>not incompatible with the adjacent residential use.</u></li> <li>• Based on the HKPSG, there was <u>a deficit of about 530 RCHE subsidized beds</u> in the Fanling/Sheung Shui area.</li> <li>• The proposed RCHE could <u>help address the shortfall for elderly facilities and meet the demand of ageing population in the community.</u></li> <li>• The site fell within “V” zone but not covered by village ‘environ’ of any recognized village.</li> <li>• No. of storeys: 3</li> </ul> |
| A/YL/263<br>(05/02/2021)  | Proposed Social Welfare Facility (Residential Care Home for the Elderly) in “Village Type Development” Zone and an area shown as ‘Road’ in Various Lots in D.D. 120, Yuen Long    | <ul style="list-style-type: none"> <li>• There was <u>sufficient land in the concerned “V” zone</u> to meet the Small House demand.</li> <li>• The proposed development could nevertheless <u>help address the shortfall in elderly facilities and meet the demand of ageing population in the community.</u></li> <li>• <u>The Director of Social Welfare also supported</u> the application from social welfare perspective.</li> <li>• The proposed development was <u>not incompatible with the surrounding area.</u></li> <li>• No. of storeys: 6</li> </ul>  |
| A/FSS/279<br>(29/10/2021)   | Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Flat and Minor Relaxation of Building Height (BH) Restriction in D.D. 52, Tin Ping Road, Sheung Shui | <ul style="list-style-type: none"> <li>• While the application site was neither covered by ‘VE’ of any recognised village nor the VEA, and Small House application within the subject “V” zone would not be considered under the current Small House Policy, there was <u>still scope to utilise the land for other developments.</u></li> <li>• The proposed RCHE could <u>help address the shortfall for elderly facilities and meet the demand of ageing population in the community</u> as there is a general deficit of residential care services for elderly in the Fanling/Sheung Shui area.</li> </ul>   |

|                                 |  |  |
|---------------------------------|--|--|
|                                 |  | <ul style="list-style-type: none"> <li>The proposed development would not cause significant visual impact on the surrounding environment.</li> <li>No. of storeys: 4</li> </ul>  |
| <b>A/SK-TMT/74 (01/04/2022)</b> | Proposed Social Welfare Facility (Residential Care Home for the Elderly) in D.D. 257, Tsam Chuk Wan, Sai Kung  | <ul style="list-style-type: none"> <li>Despite that the bulk of the 6-storey building for the proposed RCHE was relatively large in a rural context, it was considered <u>not entirely incompatible with the landscape character of the surrounding area.</u></li> <li>It is estimated that there are <u>deficits of 30 and 1,448 RCHE subsidised beds</u> for the planned population in the Tai Mong Tsai and Tsam Chuk Wan areas within the OZP and the Sai Kung District respectively according to the requirements under the HKPSG.</li> <li>The proposed RCHE will provide about 110 beds which could <u>help address the shortfall for elderly facilities and meet the demand of ageing population in the community.</u></li> <li><u>DSW has no objection</u> to the proposed development from social welfare perspective.</li> <li>No. of storeys: 6</li> </ul> |
| <b>A/FSS/288 (23/12/2022)</b>   | Proposed Social Welfare Facility (Residential Care Home for the Elderly) and Flat with Minor Relaxation of Building Height Restriction in Lots 834 and 838 RP in D.D. 52, Tin Ping Road, Sheung Shui | <ul style="list-style-type: none"> <li>As advised by DLO/N, there is <u>no Small House application approved or currently being processed</u> in the Site or within the subject "V" zone. As such, approval of the current application would <u>not affect Small House development in the area.</u></li> <li>The proposed development with low to medium-rise (four to seven storeys) and medium-density (total PR of 2.38) character is considered <u>not incompatible with the adjacent existing residential and GIC uses</u> across Tin Pin Road.</li> <li>No. of storeys: 7</li> </ul>  |
| <b>A/ST/1008 (05/05/2023)</b>   | Proposed Public Vehicle Park (excluding container vehicle) cum Social Welfare Facility (Residential Care Home for Elderly) Development, and proposed minor relaxation of Building Height Restriction | <ul style="list-style-type: none"> <li>Based on the latest estimation by PlanD, about 0.68ha (equivalent to 27 Small House sites) of land is available within the subject "V" zone excluding the subject site. <u>The land available is sufficient to meet the outstanding Small House applications.</u></li> <li>DSW has indicated that in view of the ageing population and ongoing demand for residential care services for the elderly, she has <u>no in-principle objection</u> to the proposed RCHE development from the service perspective.</li> <li>The proposed PVP cum RCHE development is considered <u>not incompatible</u> with the urban residential setting in the surroundings.</li> <li>No. of storeys: 7</li> </ul>   |
| <b>A/TW/538 (28/03/2025)</b>    | Proposed Social Welfare Facility (Residential Care Home for the Elderly)   | <ul style="list-style-type: none"> <li>The proposed RCHE could serve to provide the elderly with <u>residential care needs in the district</u> with more choices in the market</li> <li>The proposed development is considered <u>not incompatible</u> with the surroundings when viewed from a wider context in Tsuen Wan</li> <li><u>DSW has no objection</u> to the proposed development from social welfare perspective.</li> <li>No of storeys: 8</li> </ul>  |

| <b>Residential Care Homes for Persons with Disabilities (RCHD)</b> |   |  |
|--|---|--|
| <b>A/YL-HT/975<br/>(22/04/2016)</b>                                | Proposed Social Welfare Facility (Rehabilitation Home for Persons with Mental Disabilities) in D.D. 124, Shek Po Tsuen, Ha Tsuen, Yuen Long   | <ul style="list-style-type: none"> <li>• While the development is not entirely in line with the planning intention of the “V” zone, it could provide RCHE services to persons with disabilities and may <u>warrant sympathetic consideration</u>.</li> <li>• Adverse environmental, traffic, drainage, hygiene and landscape impacts from the RCHD on the surrounding areas were not envisaged.</li> <li>• No. of storeys: 3</li> </ul>  |
| <b>A/KTN/30<br/>(11/11/2016)</b>                                   | Social Welfare Facility (Residential Care Home for Persons with Disabilities) in D.D. 95 and Adjoining Government Land, Ho Sheung Heung, Sheung Shui  | <ul style="list-style-type: none"> <li>• While the development was not entirely in line with the planning intention of the “Village Type Development” (“V”) zone and there was insufficient land within the “V” zone to meet the Small House demand in Ho Sheung Heung, the applied development could provide <u>residential care home services to person with disabilities</u></li> <li>• The residential nature of RCHD was <u>not incompatible</u> with the surrounding developments which were mainly village houses</li> <li>• No. of storeys: 4</li> </ul>   |
| <b>A/NE-KTS/446<br/>(03/02/2017)</b>                               | Social Welfare Facility (Residential Care Home for Persons with Disabilities) in D.D. 94, Hang Tau Village, Sheung Shui   | <ul style="list-style-type: none"> <li>• While the development was not entirely in line with the planning intention of the “Village Type Development” (“V”) zone and there was insufficient land within the “V” zone to meet the Small House demand in Hang Tau Village, the applied development could <u>provide residential care home services to person with disabilities</u>.</li> <li>• The residential nature of the RCHD within the subject New Territories Exempted Houses was <u>not incompatible with the surrounding developments which were mainly village houses</u>.</li> <li>• No. of storeys: 3</li> </ul> |
| <b>A/YL-TT/391<br/>(03/02/2017)</b>                                | Proposed Social Welfare Facility (Residential Home for Persons with Disabilities) in D.D. 118, Nam Hang Tsuen, Yuen Long  | <ul style="list-style-type: none"> <li>• Although the RCHD was not entirely in line with the planning intention of the “Village Type Development” zone, it could provide residential care home services to person with disabilities and might <u>warrant sympathetic consideration</u>.</li> <li>• The subject RCHD, involving conversion of 5 existing 3-storey New Territories Exempted Houses, was considered <u>not incompatible with the surrounding areas which were mainly village houses</u>.</li> <li>• No. of storeys: 3</li> </ul>  |
| <b>A/KTN/32<br/>(27/10/2017)</b>                                   | Social Welfare Facility (Residential Care Home for Persons with Disabilities) in in D.D. 95 and Adjoining Government Land, No. H75 and No. H76, Ho Sheung Heung, Sheung Shui, New Territories | <ul style="list-style-type: none"> <li>• Although the applied use was not entirely in line with the planning intention of the “Village Type Development” zone, it could provide residential care home services to person with disabilities,</li> <li>• The applied development is considered <u>not incompatible</u> with the surrounding developments and would not cause significant adverse traffic, environmental, drainage, sewerage, fire safety and landscape impacts on the surrounding areas</li> <li>• No. of storeys: 3</li> </ul>  |

|   |  |  |
|---|--|--|
| A/TM/511<br>(26/01/2018)  | Social Welfare Facility (Residential Home for People with Disabilities) in D.D. 132, Tsz Tin Tsuen, Tuen Mun, N.T.   | <ul style="list-style-type: none"> <li>The structure on the Lot 108 S.B ss.1 in D.D. 132 is a Small House which is covered by the Building Licence No. BL1481 for non-industrial use. Use for Residential Home for People with Disabilities does not contravene the permitted use under the Building Licence.</li> <li>The applied development is considered <u>not incompatible</u> with the existing uses in the surrounding areas and the planned use in the “V” zone</li> <li>No. of storeys: 3</li> </ul>   |
| A/KTN/73<br>(05/02/2021)  | Social Welfare Facility (Residential Care Home for Disabled and Ex-mental Illness Persons) in “Village Type Development” Zone in Various Lots in D.D. 95, Sheung Shui                      | <ul style="list-style-type: none"> <li>Although the applied use was not entirely in line with the planning intention of the “Village Type Development” (“V”) zone, there was <u>sufficient land within the “V” zone to meet the outstanding Small House applications</u> of Ho Sheung Heung and the applied use could provide residential care home services to person with disabilities.</li> <li>The applied use was <u>not incompatible with the surrounding developments.</u></li> <li>No. of storeys: 3</li> </ul>  |
| <b>Day Care Centre for Elderly, Early Education and Training Centre</b> |  |  |
| A/YL-PS/465<br>(19/06/2015)   | Proposed Religious Institution (Church) and Social Welfare Facility (Day Care Centre for Elderly, Early Education and Training Centre, and Parents Resource Centre) in D.D. 124, Ping Shan | <ul style="list-style-type: none"> <li>The applicant had applied for the Special Scheme on Privately Owned Sites for Welfare Uses and the Director of Social Welfare supported the provision of the social welfare facilities at the site in principle.</li> <li><u>SWD supports the application</u> for the provision of the proposed day care centre for the elderly, early education and training centre and parents resource centre on the site in principle from the welfare point of view.</li> <li>No. of storeys: 5</li> </ul>   |
| <b>School (Kindergarten)</b>  |  |  |
| A/YL-MP/245<br>(22/01/2016)   | Proposed School (Kindergarten) in Various Lots in D.D. 104, Yuen Long  | <ul style="list-style-type: none"> <li>The proposed kindergarten would help to <u>serve the need of the local community.</u></li> <li>It was considered <u>not incompatible with the surrounding land uses</u> which comprised village houses, vehicle parks and repair workshop.</li> <li>No. of storey: 1</li> </ul>   |
| <b>Seminary</b>   |  |  |
| A/HSK/15<br>(17/08/2018)  | Proposed Religious Institution (Redevelopment of Seminary) in Various lot in D.D. 121, 130 Hung Uk, Yuen Long  | <ul style="list-style-type: none"> <li>Although the planning intention of the “Village Type Development” (“V”) zone was for development of Small Houses by indigenous villagers, most of the site was owned by the applicant and had long been used for a seminary.</li> <li>The applicant had no intention to develop the site into New Territories Exempted Houses (NTEHs) and the owner of the remaining portion of the site had given consent to the applicant to use that portion of the site for the proposed use.</li> <li><u>The land available in the “V” zone can accommodate the outstanding Small House application of 76 houses and the 10-Year Small House demand</u> of Kiu Tai Wai and Hung Uk Tsuen.</li> <li>No. of storey: 3</li> </ul> |

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

| Key Planning Considerations            | Proposed RCHE   |                 |
|--|---|-----------------|
| i. Land use compatibility              | The proposed RCHE is residential in nature which is not incompatible with the adjacent residential use.   | Satisfied ✓     |
| ii. Development intensity              | The proposed 3-storey RCHE with a BHR of 20 mPD is compatible with the surrounding development in the vicinity.   | Satisfied ✓     |
| iii. V zone demand and supply          | While the proposed RCHE was not entirely in line with the planning intention of “V” zone, it could provide residential care home services to the elderly. The Applicant has no intention to develop the site into NTEHs.  | Satisfied ✓     |
| iv. No in-principle objection from SWD | The Applicant will request SWD for supporting the proposed RCHE under the Incentive Scheme which encourages private developers to self-finance to build quality RCHE premises on their own land, and design to comply with the statutory and licensing requirements of the participation in the Incentive Scheme. | To be Satisfied |

## SECTION FOUR | PROPOSED DEVELOPMENT

### 4.1 Development Objectives

Over recent years, population growth has been significant in particular the group of elders aged 65 or above. Service needs of elderly persons are a solid concern in society. In view of the growing demand for residential care services for the elderly, it is a good intention of the applicants to provide more social welfare facilities to the elderly in the Yuen Long district by converting the current spade-ready land into an RCHE, tallying with the intention as stated in the Policy Addresses. In view of that, the Applicant is applying for a town planning permission for the proposed RCHE on the Site to timely meet the need of the ageing population in “V” zones in the vicinity.

In 2003, the Government announced a scheme, namely the Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments (“**Incentive Scheme**”), to encourage provision of RCHE premises in new private developments with the exempted payment of premium under different types of land transactions. In 2023, the Incentive Scheme was further enhanced to leverage market forces to develop more quality RCHEs. To further strengthen the support for elderly persons as advocated by the Government, the Applicant is then encouraged to participate in the said scheme for the provision of RCHE spaces in their own proposed private development.

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

## 4.2 Development Proposal

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

| Table 4.1 – Major Development Parameters of the Proposal  |  |
|---|--|
| Major Development Parameters  | Proposed Scheme  |
| Site Area (about)   | 1,845 sq.m (including 305 sq.m of Government land)   |
| Plot Ratio (PR) (about)   | 2.3  |
| Site Coverage (about)   | 70%  |
| Total Gross Floor Area (GFA) (about)  | 4,243.5 sq.m   |
| Building Height   | Not more than 20 mPD<br>(or not more than 14m for absolute building height)<br>(NB: Mean Street Level is +6mPD)  |
| No. of Storeys  | 3 (excluding 1 basement)   |
| Total No. of beds   | 208 beds (or within a range from 200 to 240 <sup>[1]</sup> )   |
| Green Coverage  | Not less than 20%  |
| Communal Open Space   | Not less than 253 sq.m   |
| Provision of parking facilities:<br>Private car parking spaces<br>Light good vehicle (LGV)<br>loading & unloading bay<br>Light bus lay-by | 11 (including 1 disabled car parking space (3.5m x 5m))<br><br>1 (3.5m x 7m)<br>1 (3m x 9m)  |
| Proposed Floor use<br>(floor-to-floor height)   | B/F: Carpark/ E&M/ BOH (3.5m)<br>G/F: Dormitory/ Multi-Purpose Area/ Rehab Zone/ Lobby/<br>Nursing Station/ Communal Area/ E&M/ Light Bus<br>Lay-by/ EVA/ BOH/ TX Room/ Staff Facilities/ Entrance<br>Lobby (4.5m)<br>1/F: Dormitory/ Multi-Purpose Area/ Rehab Zone/ Dining<br>Area/ Nursing Station/ Communal Area/ E&M/ BOH/<br>TX Room/ Staff Facilities (4m)<br>2/F: Dormitory/ Nursing Station/ E&M/ BOH/ Staff Facilities<br>(4m)<br>R/F: Planter/ Skylight/ Lawn |
| Operator  | One  |

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

The current site area is proposed at about 1,845 sq.m, including about 305 sq.m of government land situated between the private lot boundary and the existing noise barrier (see **Figure 2**). The included government land is proposed for landscaping and vehicular circulation only. Portions of Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) are excluded from the site boundary to avoid falling within OU(CDWRA) zone. PlanD is invited to review and advise on the zoning boundary alignment with reference to the coordinates marked in **Figure 2**.

The proposed development includes one block of 3-storey RCHE comprising 208 bed spaces with a total GFA of about 4,243.5 sq.m. A one-storey basement will be provided for carpark, BOH, and E&M. Please refer to the development scheme and section drawings in **Appendix 1** for details of the development proposal.

Pursuant to the Incentive Schemes (i.e. LAO PN 5/2023), one or more eligible RCHE premises being exempted from payment of land premium are subject to a cap of no more than 12,000 sq.m in total GFA. The proposed development will comply with all requirements as may be imposed by SWD and all applicable ordinances, by-laws or regulations.

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

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

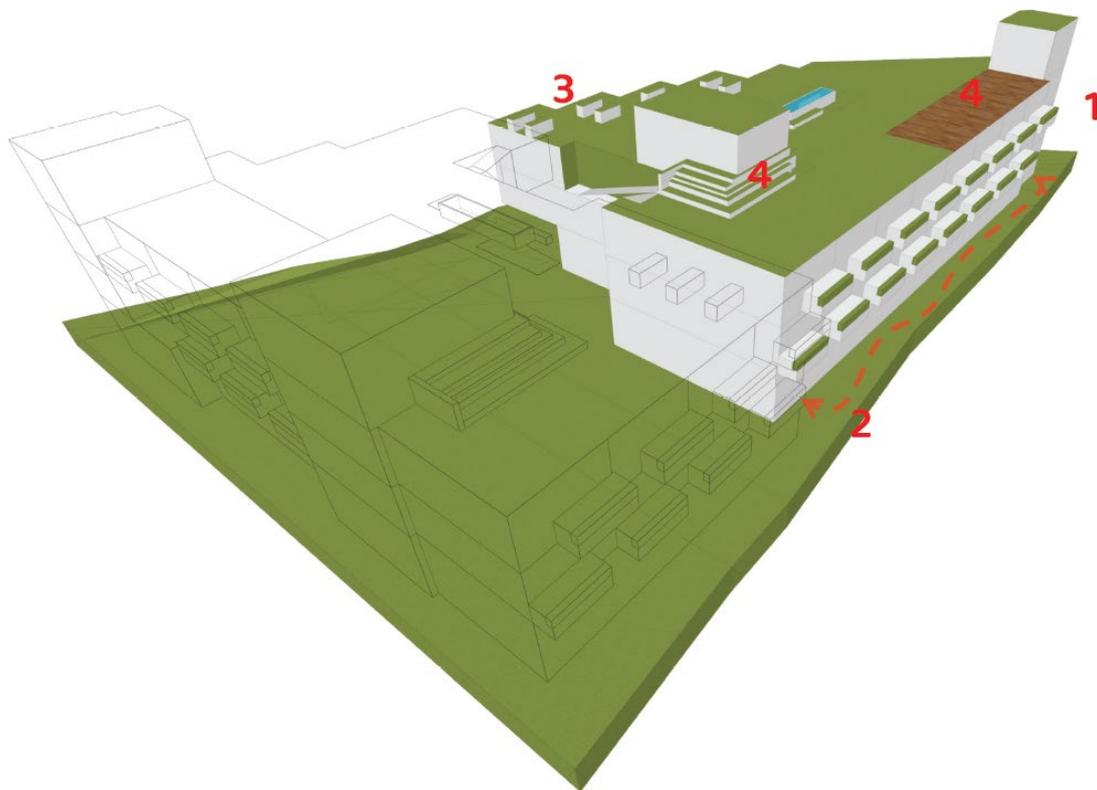
Portion of the existing noise barriers and related street furniture (planter) will be demolished for the proposed site access. Please refer to **Appendix 6** for the Modification Plans of Noise Barrier and Street Furniture. Any modification or deletion works proposed due to the application, if approved,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

## 4.3 Design Merits

### “Ambient Environment Design” as a Design Merit

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

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



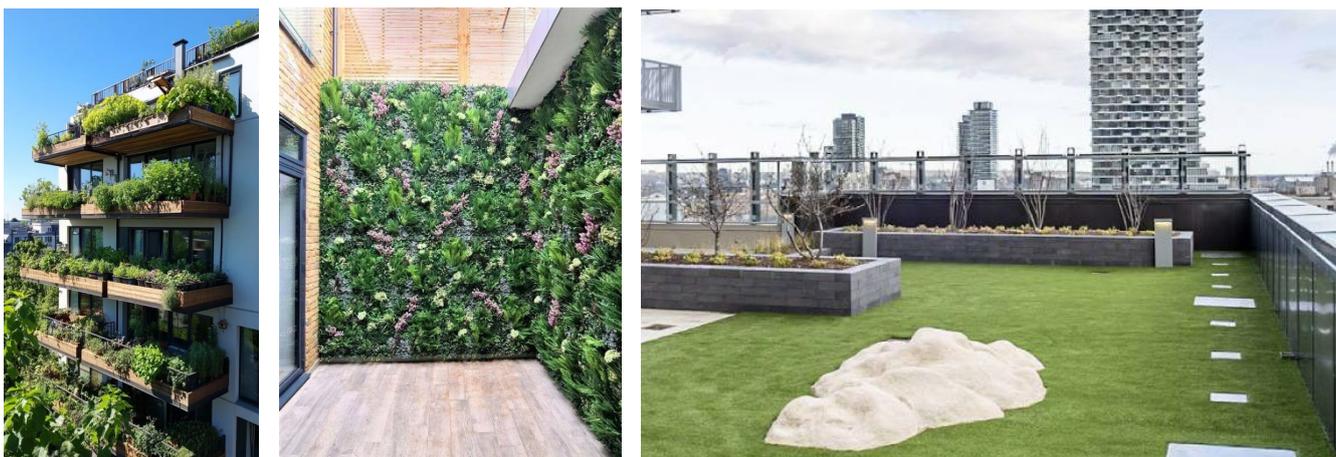
#### 1. Biophilic Design

The proposed development incorporates a biophilic design that integrates the adjacent wetland as an extension of the RCHE environment. Most dormitory rooms are oriented to face northwest, allowing residents to enjoy views of the existing fish ponds. This orientation optimizes natural lighting and reduces energy consumption.

Moreover, the proposed development will seamlessly blend with its natural surroundings through greenery throughout along the building with planters on balconies and the roof and vertical greening at the

courtyard, creating a peaceful and restorative environment for residents. In detail, the biophilic design is comprised of edge planters, lawns, skylight and balconies. The functions are as follows:

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



## 2. Evergreen Promenade

A barrier-free leisure walking trail, designated as Evergreen Promenade, is proposed along the northwestern boundary of the RCHE at G/F. The design of Evergreen Promenade has been carefully developed with suitable flooring materials and footpath dimensions to ensure comprehensive accessibility for wheelchair users. It is intended to function as a therapeutic and social intervention, encouraging residents to participate in light physical activities such as morning walks, thereby fostering regular exercise and facilitating social interaction among residents.

To further promote active ageing, pedal machines and rowing-style cycling equipment are planned for installation at key junctions along the trail. The design also prioritizes seamless connectivity between indoor and outdoor environments, enabling the trail to remain operational under diverse weather conditions. This

adaptive configuration aims to support residents in maintaining their exercise routines consistently, thereby enhancing both their physical health and social well-being.



### 3. Vitality Garden

The proposed Vitality Garden will be located in the eastern corner of R/F and will operate under a clubhouse model. It is envisioned as an interactive horticultural space, facilitating residents' independent cultivation of crops and providing a comprehensive sensory experience—encompassing observation, study, tactile interaction, and olfactory engagement with various plants. This active participation is intended to foster a strengthened sense of purpose among residents and to deepen their connection to the care home community.

To promote inclusivity, seven raised planters will be incorporated into the design of the Vitality Garden, specifically tailored to accommodate residents with diverse mobility needs, including those utilizing wheelchairs. In addition to its therapeutic benefits, the Well-being Garden will contribute to the visual appeal of the rooftop, creating a tranquil environment conducive to reflection and meaningful engagement with nature. This arrangement aims to deliver a positive and measurable impact on the overall physical and mental well-being of residents.

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



#### 4. LifeLink Pavilion

Holding In alignment with its authentic mission to deliver high-quality services for RCHE residents, the proposed development features a design element that facilitates intergenerational interactions through an activity area located on the top section of R/F, facing west. The LifeLink Pavilion offers considerable benefits, as the inclusion of shared open spaces encourages family gatherings, thereby promoting social interaction and alleviating feelings of isolation among residents. Moreover, this setting has the potential to foster intergenerational connections by creating a community where the elderly can share their life experiences with younger generations, while younger individuals can voluntarily engage with the elderly, infusing vitality and innovation into the community. The proposed functions are as follows:

- a. Bird Observatory – Situated adjacent to a wetland restoration area of high ecological value, the site presents valuable opportunities for nature-based engagement. To enhance residents' interaction with the surrounding environment, telescopes will be installed along the northwest side of the rooftop for birdwatching activities. The entire rooftop zone will be designed to ensure full accessibility, promoting inclusivity for residents with limited mobility.
- b. Active Recreation Area – Utilizing the spacious and well-ventilated rooftop environment, gentle sporting activities such as social dance and tai chi will be hosted to encourage active lifestyles and foster social interaction among residents. Residents will also be encouraged to invite family members to participate during visits, strengthening familial bonds and promoting intergenerational engagement.
- c. BBQ Spot – The existing BBQ areas with playground facilities will be adapted for family gatherings to encourage more frequent visits. This communal setting aims to foster a sense of belonging and facilitate residents' engagement with their loved ones, thereby enriching their quality of life.
- d. Viewing Deck – A stepped seating viewing deck will be constructed at the northwestern corner of the ground floor, providing a semi-social space for passive recreation and small group conversations. This area will also offer residents an unobstructed view of the natural scenery below, contributing to a sense of tranquility and relaxation.



#### 4.4 Compliance with RCHE Licensing Requirements

The proposed RCHE will meet all the statutory requirements under the Residential Care Homes (Elderly Persons) Ordinance, Cap. 459 and its regulations, the Code of Practice for Residential Care Homes (Elderly Persons) as well as other related statutory requirements.

It is noted that all the facilities provided for elderly will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated, as pursuant to the requirements as set out in para 5.3 of Code of Practice for Residential Care Homes (Elderly Persons) January 2020 (Revised Edition) (updated in March 2023) (“CoP”). (Appendix 1 refers.)

Proposed facilities and services are provided with respect to the “Best Practices in Design and Operation of Residential Care Home for the Elderly” developed by the SWD. It is understood that the design details of the proposed RCHE are still subject to refinement at the General Building Plan (“GBP”) stage. Should a planning application be submitted and a town planning approval is obtained, the Applicant would review the details with the RCHE licensing requirements and update the relevant technical assessments and ancillary facilities required.

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

The provision of natural lighting and ventilation has followed the requirements as stipulated in the cap123F Building (Planning) Regulation for all the habitable spaces/ rooms in the RCHE, including the minimum requirement of the prescribed windows and the maximum distance of the room from the prescribed window (i.e. 9m). The partition as shown inside the habitable spaces is designed as low partition to ensure

natural lighting and ventilation. Full height windows will be provided such that the natural lighting and ventilation will not be jeopardised by the low partitions within the habitable room.

From service perspective, the 11 private car parking spaces at basement are not regarded as the provision of RCHE and will not be included in the GFA of the RCHE. There is one lift in the RCHE which can accommodate a stretcher bed of the size as mentioned. No Dumb Waiter will be provided in the RCHE. Meal delivery from the kitchen to residents on different floors will be done using the lift and trolleys.

At least 1 accessible water closet will be provided on each floor with bedroom(s) or sitting/dining room. If the number of residents is more than 50 on that floor, an additional accessible water closet will be provided for every 50 residents (or less) (para. 4.5.2, CoP refers). Regarding the end-of-life room, isolation room and sick bay on 1st floor, it is noted that if there are more than 50 beds, an additional isolation room/facility shall be provided for every extra 50 beds (or less). For RCHEs providing 200 beds or above, 4 isolation rooms/facilities (including at least 1 designated isolation room) shall be provided (note 42 of para. 13.4.1, CoP refers). Detailed design will be considered and submitted at the licensing application stage.

## **4.5 Operation Model**

As per the Enhanced Incentive Scheme (LandsD's Practice Note Issue No. 5/2023), the Applicant intends to apply and LandsD may grant the concessions, given the support of the Social Welfare Department (SWD), to exempt one or more eligible RCHE premises from payment of land premium in relevant land transaction application. It is mentioned that *"Based on the community's demand for different types of RCHE, SWD will support development proposals that provides Nursing Homes or Care and Attention Homes."* In this regard, it is clarified that the type of the proposed RCHE is a Care and Attention Home.

The RCHE premises shall be managed and operated as privately-operated RCHE(s) under the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation and to the satisfaction of SWD. Developers will be allowed to either lease or sell the completed RCHE premises or operate the required RCHE by themselves. The Applicant is committed to commencing the operation within the specified Building Covenant period.

## **SECTION FIVE | PLANNING AND TECHNICAL JUSTIFICATIONS**

### **5.1 Limited Supply but Long Pressing Demand for RCHE Places in the Private Sector**

With reference to the official statistics of SWD, as at the end of December 2024, the Government could only provide 32,673 subvented or contract RCHE places and those on the waiting list amounted to 16,666 applicants. There are concerns about the shortfall in RCHE places particularly in districts with a higher proportion of elderly people but relatively fewer available RCHE places. The Government's current

projections estimated a shortfall of approximately 5,000 to 10,000 services places were based on service statistics of SWD and the waitlisting situation of subsidized long-term care services from 2012 to 2015. While more updated projection data are lacking, a 10-year projection of demand for RCS places and different types of community care services has been requested by members of the Legislative Council.<sup>8</sup>

As at 31<sup>st</sup> December 2024, there were 1086 RCHEs and scheduled nursing homes in Hong Kong providing about 79,324 residential care places for the elderly, with around 58,500 residents. About half of the residents are recipients of subsidised residential care services, with about 90% of their accommodation and care expenses subsidised by the Government, while the other half are non-subsidised residents.<sup>9</sup> Though the waiting time for different needy elderly would vary because of their different preferences or choice of homes, the average waiting time for a subvented or contract RCHE place is 27 months, whereas an EBPS (Enhanced Bought Place Scheme) placement does not come within short notice and the average waiting time is 3 months, which is still a long time for those who have urgent needs to live in an institution.<sup>10</sup> In fact, the occupancy rate of subvented homes remains high all the time, as the expenditures basically are all shouldered by the Government. Thus, the only option for the elderly is to live in private RCHEs either for long or as a transitional measure before their chances for subvented or contract RCHEs come.

The private sector plays an important role in the supply of RCHE places in Hong Kong. As at end of June 2023, nearly 60% of the provision of residential care services for the elderly comes from private homes and self-financing homes and contract homes (non-subsidized places). After the implementation of the enhancement measures in June 2023, the number of applications under the Incentive Scheme has notably increased. Since June 2023, LandsD has received 10 applications. 6 of them are mixed-use development projects involving provision of RCHE premises, residential flats and/or other facilities, 3 are pure RCHE premises projects, and the remaining one has been withdrawn by the applicant.<sup>11</sup>

Yet, the overall market response to the Incentive Scheme appears to be limited. In view of the pressing demand for residential care services for the elderly over the territory, especially for quality ones in the private sector, the Applicant's proposal for developing a purpose-built private RCHE could contribute to address the shortfall of RCHE places.

## 5.2 Prevailing Policy Support for Elderly Care Services

Apart from providing subsidised residential care services, the Government launched the Incentive Scheme with a view to leveraging market forces to develop quality RCHE premises in order to meet the community's diverse demand for residential care service places for the elderly. The Incentive Scheme allows concession

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<sup>8</sup> Source: LC Paper No. CB(2)535/2023(05)

<sup>9</sup> Source: LC Paper No. CB(2)859/2022(02)

<sup>10</sup> Source: Social Welfare Department (last revision date: 04 July 2023):

[https://www.swd.gov.hk/en/index/site\\_pubsvc/page\\_elderly/sub\\_residentia/id\\_overviewon/](https://www.swd.gov.hk/en/index/site_pubsvc/page_elderly/sub_residentia/id_overviewon/)

<sup>11</sup> Source: LC Paper No. CB(1)368/2025(05)

to exempt eligible RCHE premises from payment of land premium for land transactions relating to lease modifications, land exchanges or private treaty grants, on the condition that the developer should comply with certain lease conditions and obtain the support from SWD.

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

- i. The proposed RCHE will comply with all relevant statutory and licensing requirements and will not entail/imply any financial implication, both capital and recurrent by the Government.
- ii. The Applicant is determined to develop a quality RCHE premises under the “Incentive Scheme” which allows exemption from payment of premium under different types of land transactions, on the condition that the developers are willing to accept incorporation of certain lease conditions.
- iii. The Applicant is committed to lining up with an experienced RCHE operator to adopt high service quality standard.
- iv. The proposed development is a purpose-built RCHE premises in a standalone site.
- v. Upon town planning approval and lease modification execution, the Applicant has strong financial ability to pay for the cost of constructing the RCHE premises and to timely increase the supply of quality RCHE places.
- vi. The Applicant is committed to working closely with SWD to vigorously ensure full compliance of the “Incentive Scheme” in meeting relevant performance standards in terms of both quality and quantity.

### **5.3 Shortage of Quality Private RCHEs in Yuen Long**

As at 31<sup>st</sup> March 2025, there are 43 private homes providing 1,018 and 3,109 subsidized and non-subsidized care-and-attention home places respectively in Yuen Long.<sup>12</sup> It is noteworthy that most of the private RCHEs (i.e. 31 out of 43) are clustered in Yuen Long town centre. 4 homes are located along Castle Peak Road at Ping Shan and Hung Shui Kiu while another 3 homes are at Kam Tin. As a matter of fact, most of the private RCHEs in Yuen Long are situated in shopping arcades, ground floor shops, podium floor of residential developments or village houses with very limited common areas or greenery open space, let alone purpose-built design for an RCHE.

There are 5 relatively-close private RCHEs located in Ngau Tam Mei along Castle Peak Road – Tam Mei. Though the 5 RCHEs cater for 432 elders (10% of the care-and-attention home places in Yuen Long) within the service catchment of the area, these private RCHEs situated within or converted from village houses do not belong to those with good quality.

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<sup>12</sup> Source: Social Welfare Department (last revision date: 10 September 2024):

[https://www.swd.gov.hk/en/pubsvc/elderly/elderly\\_info/elderly\\_ah\\_sps/elderlysp/rcse/](https://www.swd.gov.hk/en/pubsvc/elderly/elderly_info/elderly_ah_sps/elderlysp/rcse/)

Worse still, most of the current private RCHEs in Yuen Long have been operating for years and the built environment is dilapidated. Some are unable to meet the changing service requirements in terms of staffing and space standard. Yet, large-scale renovation is not feasible because of the difficulty in relocating the live-in elderly, leaving them no choice but to stay at the low-quality homes. It is a hard fact that Yuen Long has limited supply of high-quality private RCHE at present.

The proposed RCHE, on the contrary, is a purpose-built premises with sufficient landscaping opportunities and user-friendly design. Having all licensing requirements and the “Best Practices in Design and Operation of Residential Care Home for the Elderly” developed by the SWD to be duly complied with, in addition to the fulfilment of the standard provision of individual facilities derived from the SoA as recommended by SWD, the proposed RCHE will have a better quality in terms of services, living space per residents and living environment, etc.

Moreover, the proposed RCHE could offer a specialized service in a niche market. Due to the statutory requirement of providing accommodation within shared rooms, subvented and contract homes could only provide 4 to 8-person rooms within the premises. For those who want privacy, the proposed RCHE would be a suitable option for them because all accommodation in the premises is designed as single cubicles with partitions to cater market needs.

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

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

Besides, the existing living environment surrounding the Site is degraded. Predominantly rural residential in nature, there are intermixing of brownfield operations including open storage yards, warehouses and rural industrial uses. The Site was once used for an open storage yard of large-scale construction materials and machinery which may cause indirect disturbance impact to the cluster of wetlands to the west and north of the Site, e.g. water pollution, noise, human activities, etc. Since the discontinuation of the

unauthorised development in February 2024, the degraded site has been left vacant with overgrown vegetations. In this connection, the proposed development with sufficient landscaping will not bring about negative off-site disturbance impact but will improve the existing environment from undesirable uses, upgrade the degraded site, and create a sustainable and liveable neighbourhood. The proposed development which is situated near the residential dwellings will also act as important social welfare facility to serve the future community. Overall, the proposed development will improve the existing degraded living environment of the local community.

## 5.5 No Adverse Traffic Impact

Since the proposed RCHE is tentatively scheduled for the completion in 2030, a Traffic Impact Assessment (“TIA”) for the design year 2033 has been carried out to assess the possible traffic impacts to the local road networks. 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 RCHE. Manual classified counts were conducted at junctions located in the vicinity of the proposed development in order to establish the peak hour traffic flows. Currently, these junctions operate with capacities during the AM and PM peak hours. Please refer to **Appendix 3** for the TIA.

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

References can be made to the similar approved planning applications below. The proposed 11 nos. of parking spaces are more than enough for visitors and staff and would not cause any traffic impact in the vicinity of Kam Pok Road East. The ambulance layby will share with the light goods vehicle layby (3.5m x 7m) near the emergency vehicular access on the G/F.

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

Besides, there is one vehicular run-in/ out point. It is located at the south of the development site. It mainly serves the vehicles directly to and from Kam Pok Road East. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease. Swept path analysis has been carried out and shown in the TIA. The applicant will ensure the run-in/out at Kam Pok Road East is constructed in

accordance with the latest version of HyD Standard Drawings no. H1113 and H1114, or H5133, H5134 and H5135, whichever set is appropriate to match with the existing adjacent pavement.

The Site is having good accessibility. It is located close to public transport services with franchised bus and public light bus routes operating in the vicinity. The public transport services at 2 surveyed bus stops have capacity to accommodate the passenger demand generated by the proposed development.

All in all, no adverse traffic impact to the surrounding road network is anticipated and that the proposed development is considered as acceptable from traffic perspective.

## 5.6 No Adverse Visual Impact

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

The biophilic design of the proposed development comprises edge treatment with planters on balconies from 1/F to 2/F and edge planters on R/F. With the landscaping opportunities being maximised, hard edges are softened and thus the building mass seamlessly blends in with the surrounding. The building echoes harmoniously with visual backdrop of the low-density and low-rise (2-3 storeys) buildings and village housing which enhance urban-rural integration.

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

## 5.7 No Adverse Environmental Impact

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

### 5.7.1 No Adverse Air Quality Impact

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

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

### 5.7.2 No Adverse Noise Impact

There is open storage located at the SW direction from the proposed development site. They are for storage of materials only. No noisy activities and noise generating equipment are expected in the area and therefore, not considered as noise source.

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

During the operation stage, air conditioning will be provided for the project while openable window for ventilation is also provided for Dormitory. To ensure the fixed plant noise generated by the proposed development would not cause excessive impact to neighbouring noise sensitive uses, potential fixed noise sources within the Proposed Scheme shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary.

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

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

### **5.7.3 No Adverse Sewerage Impact**

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

### **5.7.4 No Adverse Drainage Impact**

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

### **5.7.5 No Adverse Ecological Impact**

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

## 5.8 No Adverse Landscape Impact

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

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

On R/F, Vitality Garden and LifeLink Pavilion are purposefully designed to provide the elderly with raised planters located at the eastern and western ends. They can grow crops on their own and enjoy an all-round horticultural experience to see, study, touch and smell the plants. Moreover, shrubs and ornamental plantings are proposed along the whole edge of this floor plate. This could further soften the building edge and enhance the streetscape amenity to the benefit of the general public. There are also open lawns at the centre of the LifeLink Pavilion for active recreation such as tai chi, jogging and morning walk. The flooring materials and footpath dimensions are carefully designed to allow wheelchair users.

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

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

Future users and employees of the proposed RCHE will enjoy the open space with an area of 253 sq.m (**Appendix 1**). With the estimated number of 208 residents and 45 staff per shift, the required area of open space provision is 253 sq.m. Hence, the provision of the communal open space in the proposed development could meet the requirement under HKPSG (i.e. 1 sq.m per person). All planting will be maintained with due care by the management office of the proposed RCHE.

## 5.9 No Adverse Electricity Safety Impact

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

## SECTION SIX | CONCLUSION

This section 16 planning application is submitted to seek support from Town Planning Board for the proposed development of a Social Welfare Facility (Residential Care Home for the Elderly) of 3 Storeys (plus 1 basement floor for car park and ancillary utilities) in "Village Type Development" zone at Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long.

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

- A design merit of biophilic design with planters, lawns, skylight, and balconies to enhance the overall well-being of residents by integrating natural surroundings and fostering a sense of community and connection to nature;
- The unique design merits of "Evergreen Promenade", "Vitality Garden" and "LifeLink Pavilion" further enhance the service quality;
- Not incompatible in terms of land use nature, development scale and intensity; and
- No adverse environmental, landscape, sewerage, visual and traffic impacts.

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

NOTES:

LEGEND:

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

| REV | DATE     | DESCRIPTION    | BY | CHKD |
|-----|----------|----------------|----|------|
| 1   | 9.5.2025 | CONCEPT DESIGN | KC | PC   |

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

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

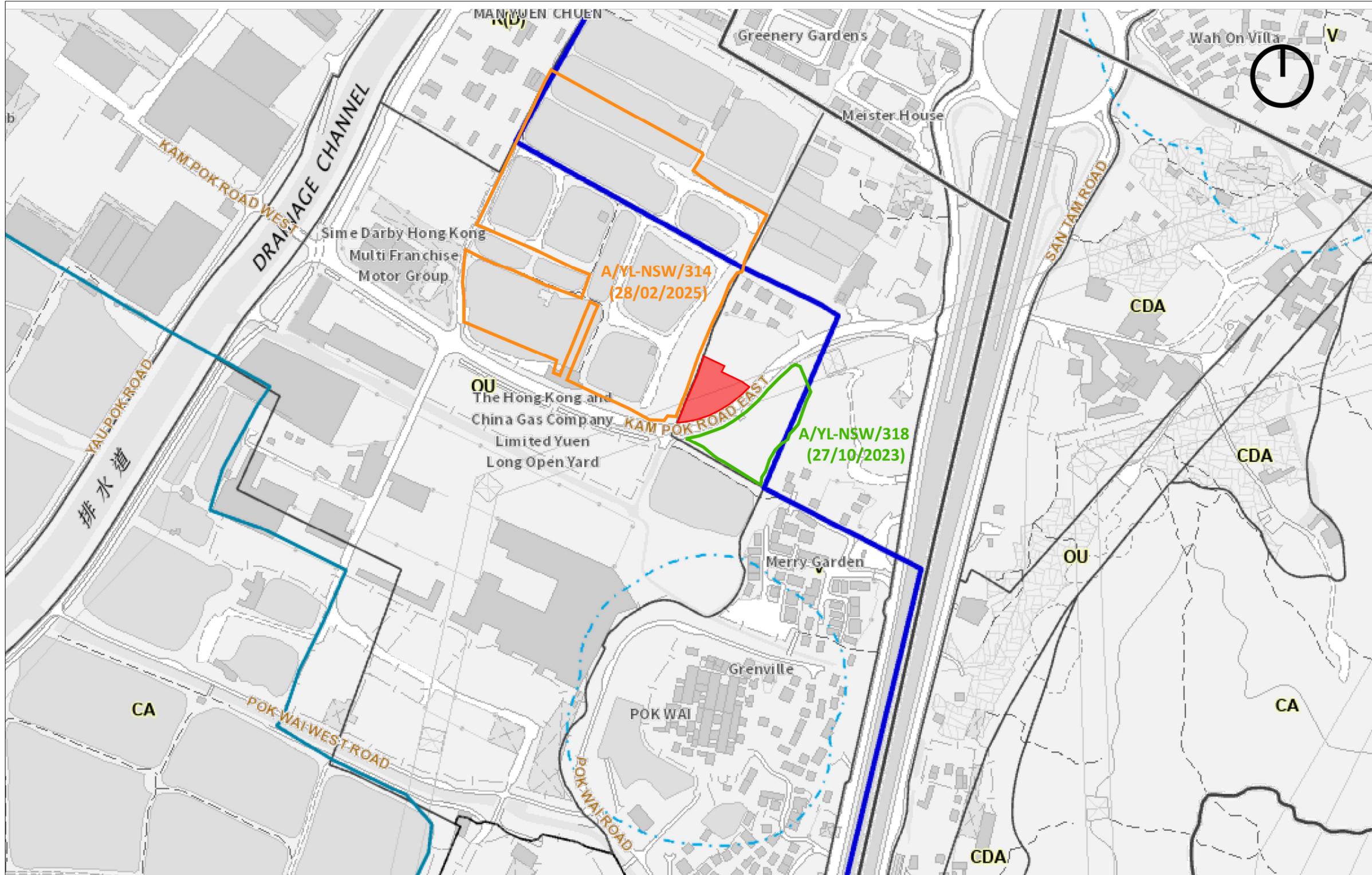
DRAWING : LOCATION PLAN

SCALE : NTS Rev: —

PROJECT NO: 25001\_KPR

Drawing No. : Date:

FIGURE 1 MAY 2025



NOTES:

LEGEND:

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

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

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

DRAWING : EVA PLAN

SCALE : 1:400 @A3

PROJECT NO : 25001\_KPR

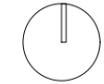
Drawing No. : Date:

**FIGURE 2** MAY 2025



# **Appendix 1**

## Proposed Development Scheme



NOTES:

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

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

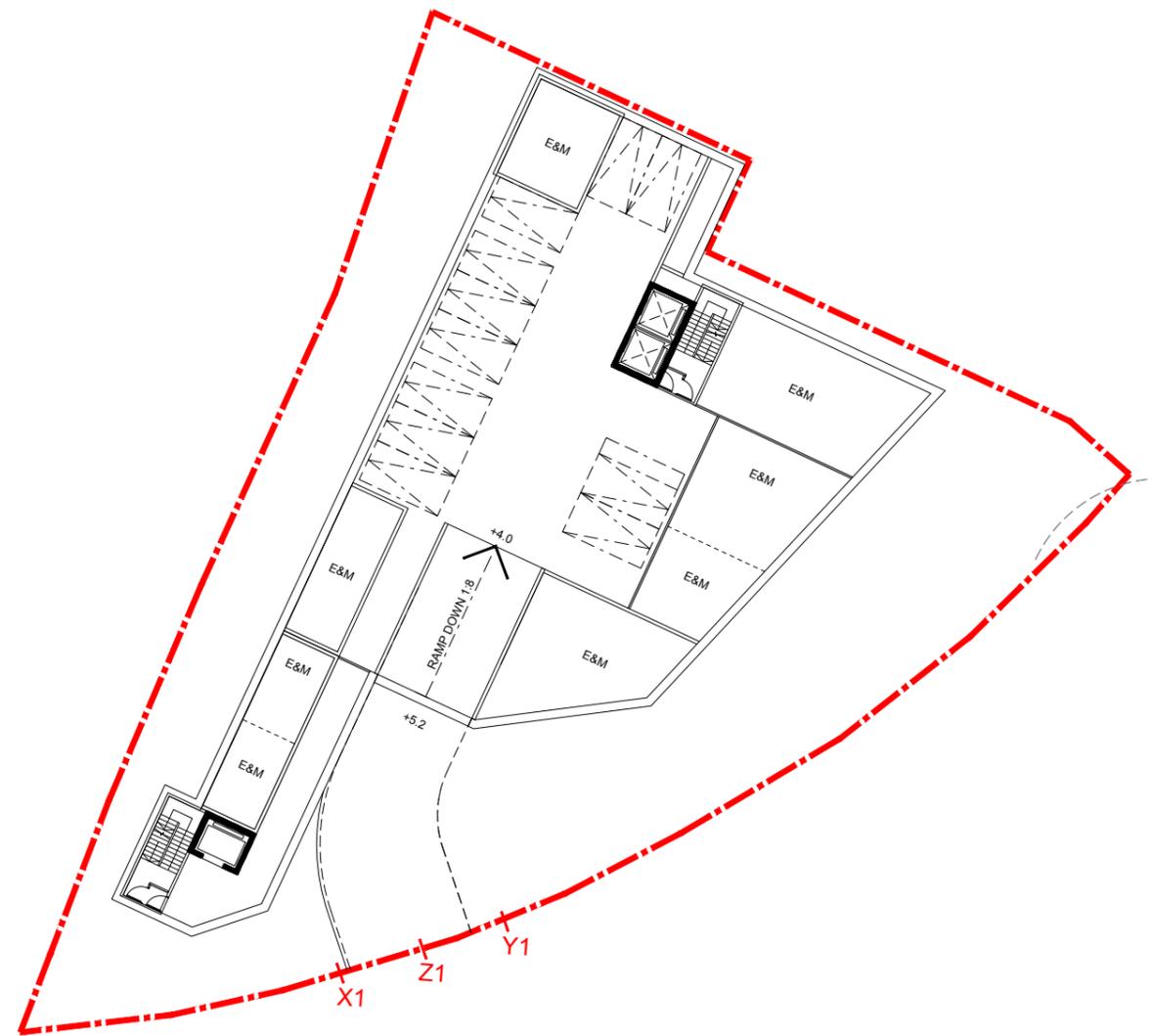
DRAWING : BASEMENT FLOOR PLAN

SCALE : 1:400 @A3 Rev: —

PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B102 MAY 2025



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

NOTES:

LEGEND:

 PROPOSED PEDESTRIAN ACCESS

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

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CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

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

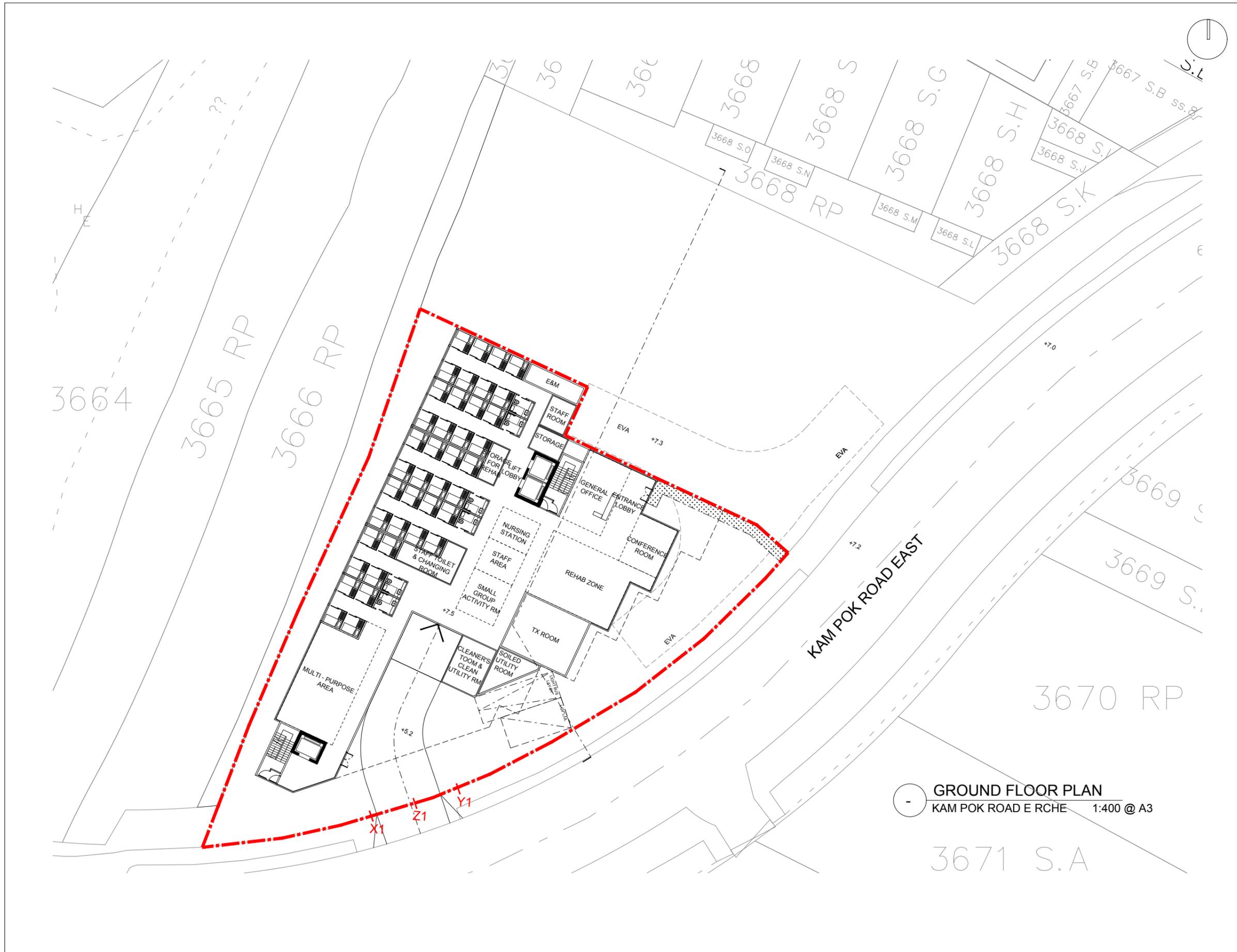
DRAWING : GROUND FLOOR PLAN

SCALE : 1:400 @A3

PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B103 MAY 2025



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

3671 S.A



NOTES:

  
PROPOSED BALCONIES

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

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CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

DRAWING : FIRST FLOOR PLAN

SCALE : 1:400 @A3 Rev: -

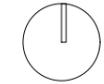
PROJECT NO : 25001\_KPR

Drawing No. : Date:

CP-B104 MAY 2025



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



NOTES:

 PROPOSED BALCONIES

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

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Syn Plus Design Limited



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

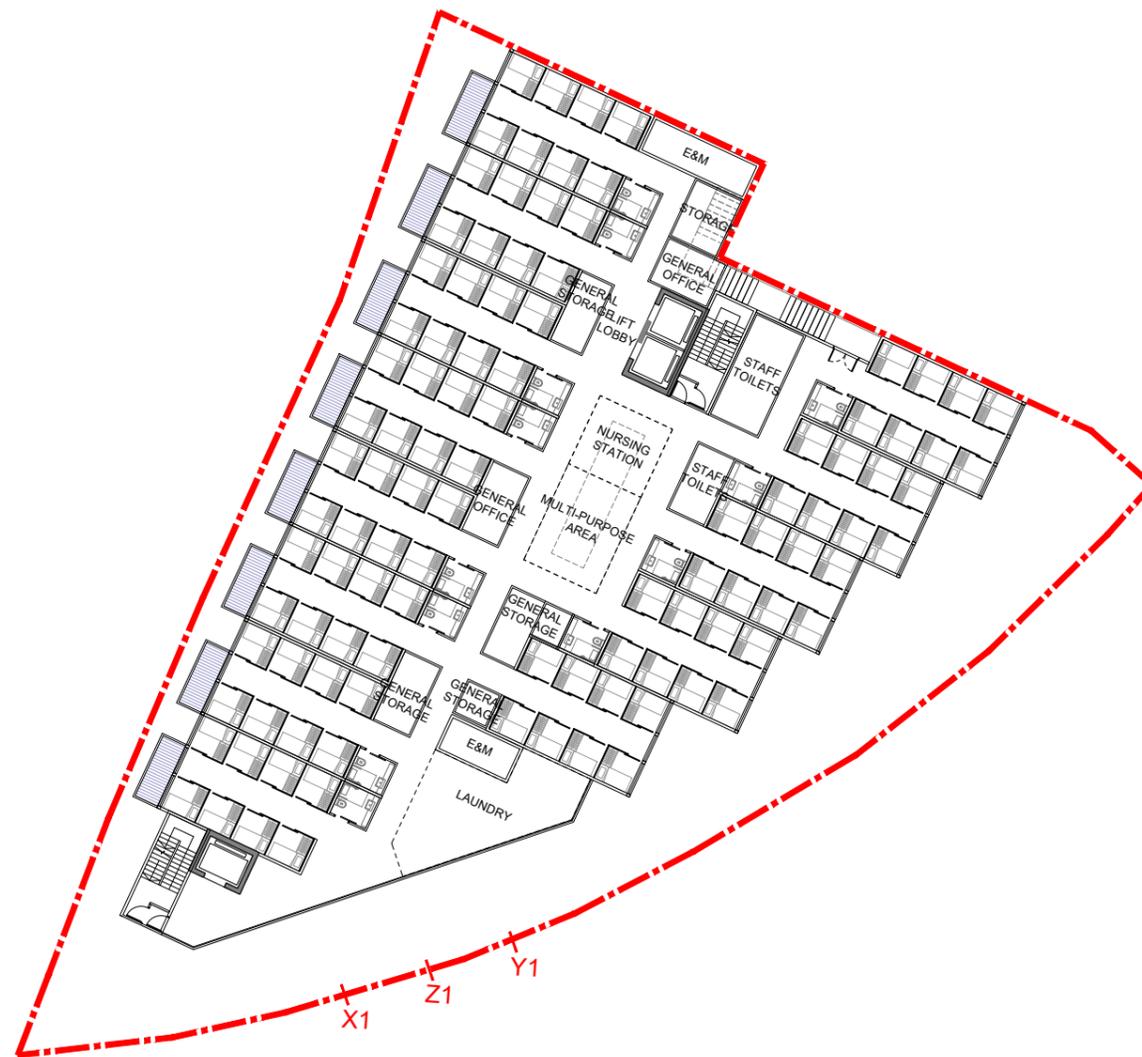
DRAWING : SECOND FLOOR PLAN

SCALE : 1:400 @A3 Rev: -

PROJECT NO : 25001\_KPR

Drawing No. : Date:

CP-B105 MAY 2025



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



NOTES:

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

| REV | DATE     | DESCRIPTION    | BY | CHKD |
|-----|----------|----------------|----|------|
| -   | 5.5.2025 | CONCEPT DESIGN | KC | PC   |

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

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

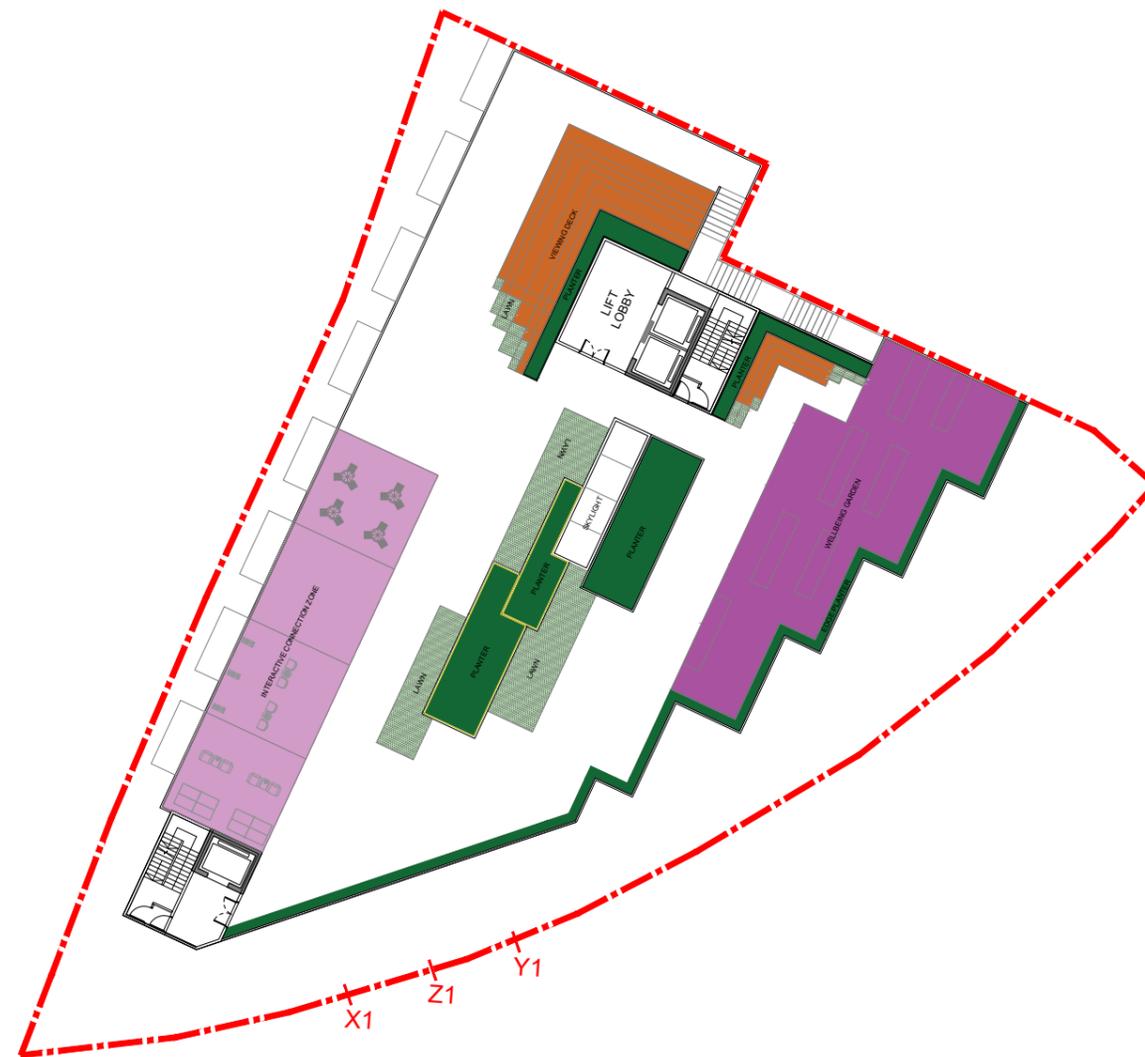
DRAWING : ROOF PLAN

SCALE : 1:400 @A3 Rev: -

PROJECT NO : 25001\_KPR

Drawing No. : Date:

CP-B106 MAY 2025



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

NOTES:

LEGEND:



PROPOSED OPEN SPACE : 253 SQ. M.

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

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TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

DRAWING : OPEN SPACE DIAGRAM

SCALE : 1:400 @A3

PROJECT NO : 25001\_KPR

Drawing No. :

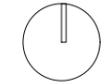
Rev:

A

Date:

CP-B108 MAY 2025





NOTES:

| REV | DATE     | DESCRIPTION    | BY | CHKD |
|-----|----------|----------------|----|------|
| -   | 5.5.2025 | CONCEPT DESIGN | KC | PC   |

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

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

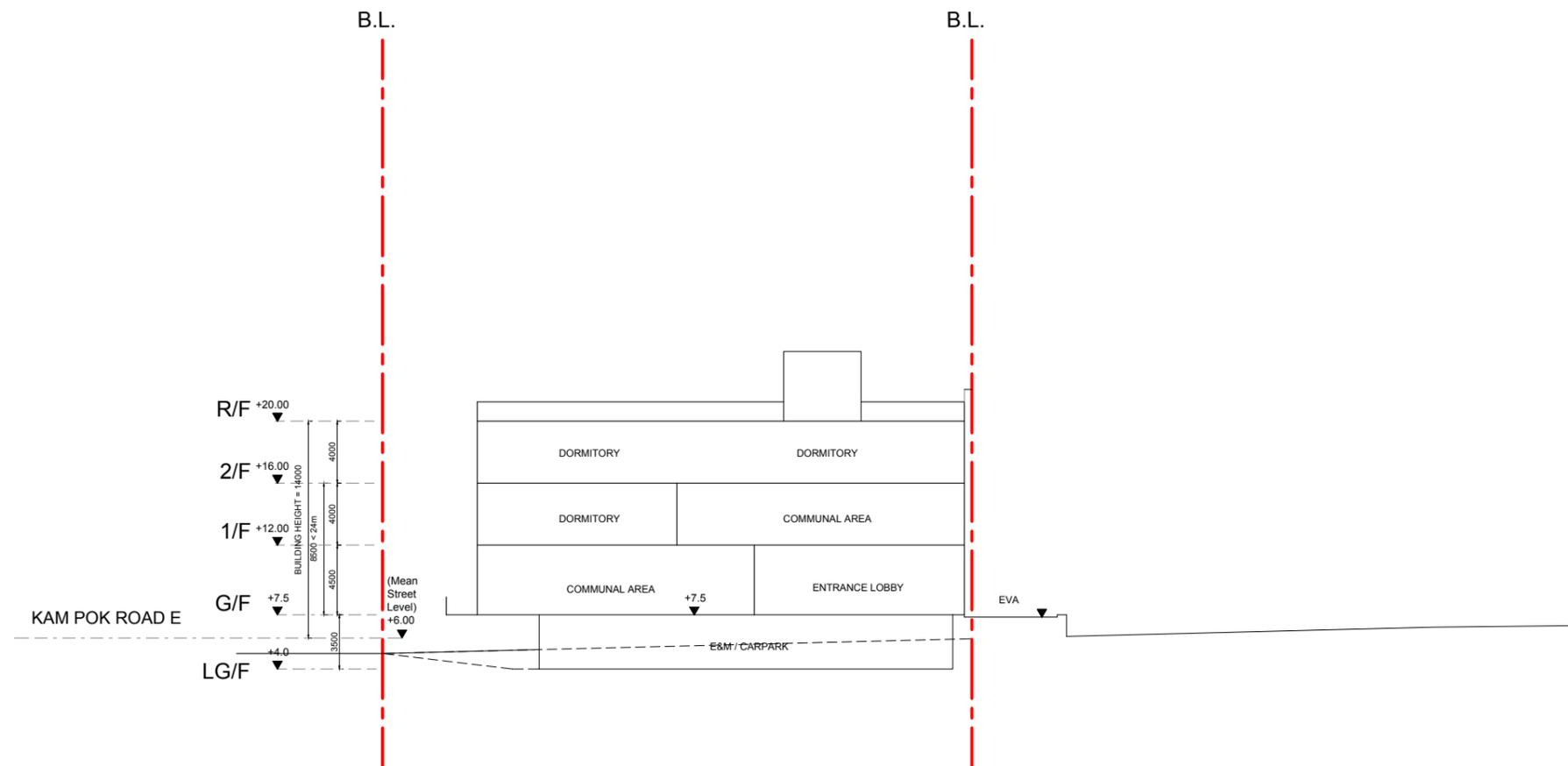
DRAWING : SCHEMATIC SECTION

SCALE : 1: 400 @A3 Rev: —

PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B201 MAY 2025



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

## **Appendix 2**

### Schedule of Accommodation (SoA)

**Proposed SoA of a 208-place Residential Care Home for the Elderly (RCHE)**

| Item No.                   | Description                                     | Standard Provision(A) SOARCHE250(09/17) |                                 | Provision on pro rata basis (B)* | Proposed provision (C)          | Difference in provision (D)     |        | Justification for deviation from standard provision  | Floor Distribution |
|----------------------------|---|---|---------------------------------|----------------------------------|---------------------------------|---------------------------------|--------|--|--------------------|
|                            |   | capacity: 250                           |                                 | 208                              | 208                             | (D=C-B)                         | (by %) |  |                    |
|                            |   | No. of Occupants                        | Area(m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA)  | Area(m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA) |        |  |                    |
| <b>Residential Section</b> |   |   |                                 |                                  |                                 |                                 |        |  |                    |
| 1                          | Dormitory                                       | 250                                     | 1790.0                          | 1489.3                           | 1,414.8                         | -74.5                           | -5%    |  |                    |
| 2                          | Attached Bathroom/shower room to Dormitory Room | As appro                                |                                 | As appro                         | As appro                        |                                 |        |  |                    |
| 3                          | Dining/ Multi-purpose room                      | 250                                     | 550.0                           | 457.6                            | 389.0                           | -68.6                           | -15%   | Interactive Connection Zone will be provided at Roof Garden to serve as a multi-purpose area for the elderly.  |                    |
| 4                          | Pantry for residents                            | As appro                                |                                 | As appro                         | As appro                        |                                 |        |  |                    |
| 5                          | Small group Activity room                       | 14                                      | 30.0                            | 25.0                             | 23.7                            | -1.2                            | -5%    |  |                    |
| 6                          | Nursing Station cum Medical                     | 10                                      | 58.0                            | 48.3                             | 45.8                            | -2.4                            | -5%    |  |                    |
| 7                          | Sick / Isolation/ Quiet Room                    | 5                                       | 40.0                            | 33.3                             | 31.6                            | -1.7                            | -5%    |  |                    |
| 8                          | Accessible Toilet/Shower attached to Sick room  | As appro                                |                                 | As appro                         | As appro                        |                                 |        |  |                    |
| 9                          | Rehabilitation Area                             | 18-24                                   | 110.0                           | 91.5                             | 77.8                            | -13.7                           | -15%   | Well-being garden will be provided at Roof Garden to serve similar purposes of a rehabilitation area.  |                    |
| 10                         | Store for Rehabilitation Area                   | -                                       | 10.0                            | 10.0                             | 9.5                             | -0.5                            | -5%    |  |                    |
| 11                         | End-of-life care room                           | 1                                       | 8.0                             | 8.0                              | 7.6                             | -0.4                            | -5%    |  |                    |
| 12                         | Soiled Utility Room                             | -                                       | 20.0                            | 16.6                             | 15.0                            | -1.7                            | -10%   | The current size of the soiled utility room has been carefully reviewed and assessed. The existing design provides ample space to accommodate all necessary functions, equipment, and circulation needs. The difference in size is minimal and will not affect the actual operation. |                    |
| 13                         | Cleaner's room                                  | As appro                                |                                 | As appro                         | As appro                        |                                 |        |  |                    |
| 14                         | Laundry   | -                                       | 55.5                            | 46.2                             | 39.2                            | -6.9                            | -15%   | We will implement comprehensive management measures to ensure stable and efficient laundry operations. Therefore, the current size of the laundry is considered sufficient to meet operational needs.  |                    |

**Proposed SoA of a 208-place Residential Care Home for the Elderly (RCHE)**

| Item No.                      | Description                 | Standard Provision(A) SOARCHE250(09/17) |                                 | Provision on pro rata basis (B)* | Proposed provision (C)          | Difference in provision (D)     |                                 | Justification for deviation from standard provision   | Floor Distribution |
|-------------------------------|-----------------------------|---|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|---|--------------------|
|                               |                             | capacity: 250                           |                                 | 208                              | 208                             | (D=C-B)                         | (by %)                          |   |                    |
|                               |                             | No. of Occupants                        | Area(m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA)  | Area(m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA) |   |                    |
| 15                            | Kitchen cum store           | -                                       | 70.0                            | 58.2                             | 49.5                            | -8.7                            | -15%                            | We will implement comprehensive management measures to ensure stable and efficient kitchen cum store operations. The deviation of area is considered minimal. Therefore, the current size of the laundry room is considered sufficient to meet operational needs. |                    |
| 16                            | Dumb Waiter                 | As appro                                |                                 | As appro                         | As appro                        |                                 |                                 |   |                    |
| 17                            | General store               | -                                       | 80.0                            | 66.6                             | 56.6                            | -10.0                           | -15%                            | We will implement comprehensive management measures to ensure stable and efficient general store operations. Therefore, the current size of the laundry room is considered sufficient to meet operational needs.  |                    |
| 18                            | Clean Utility Room          | -                                       | 25.0                            | 20.8                             | 17.7                            | -3.1                            | -15%                            | The current size of the clean utility room has been carefully reviewed and assessed. It has been confirmed that the existing design provides ample space to accommodate all necessary functions, equipment, and circulation needs.                                |                    |
| 19                            | Interview room /Family Room | 11                                      | 20.0                            | 16.6                             | 15.8                            | -0.8                            | -5%                             |   |                    |
| 20                            | Refuse Room                 | As appro                                |                                 | As appro                         | As appro                        |                                 |                                 |   |                    |
| <b>Administration Section</b> |                             |   |                                 |                                  |                                 |                                 |                                 |   |                    |
| 21                            | Superintendent's Office     | 1                                       | 7.9                             | 7.9                              | 7.1                             | -0.8                            | -10%                            | The layout for administration section is duly considered to ensure an optimal space utilisation and operational efficiency. The actual deviation in area provision is minimal and acceptable from operational perspective.  |                    |

**Proposed SoA of a 208-place Residential Care Home for the Elderly (RCHE)**

| Item No.               | Description  | Standard Provision(A) SOARCHE250(09/17) |                                 | Provision on pro rata basis (B)* | Proposed provision (C)          | Difference in provision (D)     |                                 | Justification for deviation from standard provision  | Floor Distribution |
|------------------------|--|---|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|--|--------------------|
|                        |  | capacity: 250                           |                                 | 208                              | 208                             | (D=C-B)                         | (by %)                          |  |                    |
|                        |  | No. of Occupants                        | Area(m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA)  | Area(m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA) |  |                    |
| 22                     | Assistant Superintendent's Office                  | 1                                       | 6.9                             | 6.9                              | 6.2                             | -0.7                            | -10%                            | The layout for administration section is duly considered to ensure an optimal space utilisation and operational efficiency. The actual deviation in area provision is minimal and acceptable from operational perspective. |                    |
| 23                     | General Office                                     | 7                                       | 43.1                            | 35.9                             | 32.3                            | -3.6                            | -10%                            | The layout for administration section is duly considered to ensure an optimal space utilisation and operational efficiency. The actual deviation in area provision is minimal and acceptable from operational perspective. |                    |
| 24                     | Reception Area                                     | -                                       | 10.0                            | 8.3                              | 7.5                             | -0.8                            | -10%                            | The layout for administration section is duly considered to ensure an optimal space utilisation and operational efficiency. The actual deviation in area provision is minimal and acceptable from operational perspective. |                    |
| 25                     | Conference room                                    | 16                                      | 27.0                            | 22.5                             | 20.2                            | -2.2                            | -10%                            | The layout for administration section is duly considered to ensure an optimal space utilisation and operational efficiency. The actual deviation in area provision is minimal and acceptable from operational perspective. |                    |
| <b>Staff Dormitory</b> |  |   |                                 |                                  |                                 |                                 |                                 |  |                    |
| 26                     | Female /Male Staff Changing room and Rest Room cum | -                                       | 71.0                            | 59.1                             | 47.3                            | -11.8                           | -20%                            | The male and female staff changing and rest areas will be shared within the same room, with privacy measures.  |                    |
| 27                     | Staff Toilet/ Bath room                            | As appro                                |                                 | As appro                         | As appro                        |                                 |                                 |  |                    |

**Proposed SoA of a 208-place Residential Care Home for the Elderly (RCHE)**

| Item No.               | Description             | Standard Provision(A) SOARCHE250(09/17) |                                 | Provision on pro rata basis (B)* | Proposed provision (C)          | Difference in provision (D)     |        | Justification for deviation from standard provision | Floor Distribution |
|------------------------|-------------------------|---|---------------------------------|----------------------------------|---------------------------------|---------------------------------|--------|---|--------------------|
|                        |                         | capacity: 250                           |                                 | 208                              | 208                             | (D=C-B)                         | (by %) |   |                    |
|                        |                         | No. of Occupants                        | Area(m <sup>2</sup> ) (in NOFA) | Area((m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA) | Area(m <sup>2</sup> ) (in NOFA) |        |   |                    |
| <b>Communal Toilet</b> |                         |   |                                 |                                  |                                 |                                 |        |   |                    |
| 28                     | Toilet for communal use | As appro                                |                                 | As appro                         | As appro                        |                                 |        |   |                    |
| <b>Total NOFA:</b>     |                         | <b>3032.4</b>                           | <b>2528.5</b>                   | <b>2314.2</b>                    | <b>-214.3</b>                   | <b>-8%</b>                      |        |   |                    |

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

## **Appendix 3**

### Traffic Impact Assessment (TIA)

Proposed Social Welfare Facilities  
(Residential Care Home for the Elderly (RCHE))  
in "Village Type Development" Zone,  
Lots 3670 RP (Part), 3671 RP (Part),  
3672 RP (Part), 3673 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 the Elderly (RCHE)) in “Village Type Development” Zone, Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long

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| 2.0 THE EXISTING SITUATION<br>The Subject Site<br>Existing Road Network<br>Traffic Survey<br>Operational Performance of the Surveyed Junctions<br>Public Transport Facilities<br>Trip Generation Rates for RCHE<br>Pedestrian Generation Rates for RCHE<br>Utilisation of surveyed Bus Stops | 2           |
| 3.0 THE PROPOSED RCHE<br>Proposed RCHE<br>Provision of Internal Transport Facilities<br>Swept Path Analysis  | 7           |
| 4.0 TRAFFIC IMPACT<br>Design Year<br>Traffic Forecasting<br>2033 Traffic Flows<br>2033 Junction Operational Performance<br>Impact on Utilisation of surveyed Bus Stops   | 9           |
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Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE)) in “Village Type Development” Zone, Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long

TABLES

NUMBER

- 2.1 Existing junction operational performance
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- 2.3 Details of the surveyed RCHEs
- 2.4 Trip Rates of the surveyed RCHEs
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- 2.6 Results of the utilisation survey at Tai Sang Wai (towards San Tin) bus stop
- 2.7 Results of the utilisation survey at Long Ha (towards Yuen Long) bus stop
- 3.1 Internal transport facilities provided in surveyed RCHEs
- 3.2 Provision of internal transport facilities for the Proposed RCHE
- 4.1 Hong Kong Population Projections 2022 – 2046
- 4.2 AADT of the station located in the vicinity of the Subject Site
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Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE)) in "Village Type Development" Zone, Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long

FIGURES

NUMBER

- 1.1 Location of Subject Site
- 2.1 Location of surveyed junctions
- 2.2 Existing junction layout of Kam Pok Road / Kam Pok Road East
- 2.3 Existing junction layout of Castle Peak Road – Tam Mi / Kam Pok Road
- 2.4 Existing junction layout of The Fairview Park Roundabout
- 2.5 Existing peak hour traffic flows
- 2.6 The public transport services provided in the vicinity of the Subject Site
- 2.7 The walking path between the Proposed RCHE and the nearby franchised bus stops
- 3.1 G/F layout plan
- 3.2 B/F layout plan
- 3.3 Swept Path of Light Bus Entering and Leaving the Subject Site
- 3.4 Length of visibility line for the motorist leaving the Proposed RCHE at Kam Pok Road East
- 4.1 The vehicular ingress / egress routes of the Proposed RCHE
- 4.2 Year 2033 peak hour traffic flows without the Proposed RCHE
- 4.3 Year 2033 peak hour traffic flows with the Proposed RCHE

## 1.0 INTRODUCTION

### Background

- 1.1 The Subject Site is located at lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 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 the Elderly with no more than 240 beds (the "Proposed RCHE").
- 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 RCHE. The report presents the findings and recommendations of the TIA for the Proposed RCHE.

### 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 RCHE; and
  - To examine the traffic impact on the local road network in the vicinity of the Subject Site.

### Contents of the Report

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

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

## 2.0 THE EXISTING SITUATION

### The Subject Site

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

### Existing Road Network

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

### Traffic Survey

- 2.4 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Friday, 7<sup>th</sup> 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 <sup>(1)</sup> | 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: <sup>(1)</sup> 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                      | 7 – 9               |
| 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 RCHE

2.11 In view that the TPDM does not have trip generation rates for RCHE, trip generation surveys were conducted at 4 RCHEs. Details of these RCHEs are found in Table 2.3, and survey results are presented in Table 2.4.

TABLE 2.3 DETAILS OF THE SURVEYED RCHEs

| Ref. | RCHE   | Address                                | No. of beds | Distance from nearest MTR Station |
|------|--|--|-------------|-----------------------------------|
| 1    | The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly | 60 - 62 Tin Wan Street, Tin Wan        | 392         | 2.8 km (Wong Chuk Hang Station)   |
| 2    | Caritas Li Ka Shing Care and Attention Home, Tuen Mun  | 16 Wah Fat Street, Tuen Mun            | 260         | 2.2 km (Tuen Mun Station)         |
| 3    | Chuk Lam Ming Tong Care and Attention Home for the Aged  | 5 Sha Wan Drive, Pok Fu Lam, Hong Kong | 175         | 3.5km (Kennedy Town Station)      |
| 4    | Forward Living   | 9 Fu Tei Road, Tuen Mun                | 229         | 1km (Siu Hong Station)            |

TABLE 2.4 TRIP RATES OF THE SURVEYED RCHEs

| Ref.                        | RCHE   | AM Peak Hour |        | PM Peak Hour |        |
|-----------------------------|--|--------------|--------|--------------|--------|
|                             |  | IN           | OUT    | IN           | OUT    |
| Traffic Generation (pcu/hr) |  |              |        |              |        |
| 1                           | The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly | 6            | 3      | 4            | 6      |
| 2                           | Caritas Li Ka Shing Care and Attention Home, Tuen Mun  | 12           | 8      | 7            | 13     |
| 3                           | Chuk Lam Ming Tong Care and Attention Home for the Aged  | 6            | 2      | 3            | 7      |
| 4                           | Forward Living   | 7            | 5      | 6            | 10     |
| Trip Rates (pcu/hour/ bed)  |  |              |        |              |        |
| 1                           | The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly | 0.0153       | 0.0077 | 0.0102       | 0.0153 |
| 2                           | Caritas Li Ka Shing Care and Attention Home, Tuen Mun  | 0.0462       | 0.0308 | 0.0269       | 0.0500 |
| 3                           | Chuk Lam Ming Tong Care and Attention Home for the Aged  | 0.0343       | 0.0114 | 0.0171       | 0.0400 |
| 4                           | Forward Living   | 0.0306       | 0.0218 | 0.0262       | 0.0437 |
| Adopted (maximum rates) =   |  | 0.0462       | 0.0308 | 0.0269       | 0.0500 |

Pedestrian Generation Rates for RCHE

- 2.12 In view that the TPDM does not have pedestrian generation rates for RCHE, pedestrian generation surveys were also conducted at the 4 RCHEs found in Table 2.3, and the survey results are presented in Table 2.5.

TABLE 2.5 PEDESTRIAN TRIP RATES OF THE SURVEYED RCHEs

| Ref.  | RCHE   | AM Peak Hour |        | PM Peak Hour |        |
|---|--|--------------|--------|--------------|--------|
|   |  | IN           | OUT    | IN           | OUT    |
| Pedestrian Generation (pedestrian/15 min)           |  |              |        |              |        |
| 1   | The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly | 16           | 7      | 5            | 18     |
| 2   | Caritas Li Ka Shing Care and Attention Home, Tuen Mun  | 16           | 5      | 3            | 17     |
| 3   | Chuk Lam Ming Tong Care and Attention Home for the Aged  | 9            | 2      | 1            | 7      |
| 4   | Forward Living   | 14           | 4      | 2            | 13     |
| Pedestrian Generation Rates (pedestrian/15 min/bed) |  |              |        |              |        |
| 1   | The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly | 0.0408       | 0.0179 | 0.0128       | 0.0459 |
| 2   | Caritas Li Ka Shing Care and Attention Home, Tuen Mun  | 0.0615       | 0.0192 | 0.0115       | 0.0654 |
| 3   | Chuk Lam Ming Tong Care and Attention Home for the Aged  | 0.0514       | 0.0114 | 0.0057       | 0.0400 |
| 4   | Forward Living   | 0.0611       | 0.0175 | 0.0087       | 0.0568 |
| Adopted (maximum rates) =                           |  | 0.0615       | 0.0192 | 0.0128       | 0.0654 |

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 <sup>(1)</sup> | No. of Vehicle | No. of Passengers on-board <sup>(2)</sup> [a] | Capacity <sup>(3)</sup> [b] | Vacancy [b] – [a] | Occupancy [a] / [b] |
|----------------------|----------------|---|-----------------------------|-------------------|---------------------|
| <b>AM Peak</b>       |                |   |                             |                   |                     |
| 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%               |
| <b>PM Peak</b>       |                |   |                             |                   |                     |
| 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: <sup>(1)</sup> KMB – Kowloon Motor Bus      GMB – Green Minibus  
<sup>(2)</sup> Passengers counted the moment before the vehicles departed from the bus stop  
<sup>(3)</sup> 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 <sup>(1)</sup> | No. of Vehicle | No. of Passengers on-board <sup>(2)</sup> [a] | Capacity <sup>(3)</sup> [b] | Vacancy [b] – [a] | Occupancy [a] / [b] |
|----------------------|----------------|---|-----------------------------|-------------------|---------------------|
| <b>AM Peak</b>       |                |   |                             |                   |                     |
| 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%               |
| <b>PM Peak</b>       |                |   |                             |                   |                     |
| 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: <sup>(1)</sup> KMB – Kowloon Motor Bus      GMB – Green Minibus  
<sup>(2)</sup> Passengers counted the moment before the vehicles departed from the bus stop  
<sup>(3)</sup> 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 RCHE

#### Proposed RCHE

- 3.1 The Proposed RCHE consists of 1 building block with no more than 240 beds and is targeted for completion by 2030. The 7.3m-wide vehicular access and 1.2m-wide pedestrian access of Proposed RCHE are provided at Kam Pok Road East.

#### Provision of Internal Transport Facilities

- 3.2 The HKPSG has no recommendation on the provision of internal transport facilities for RCHE, hence, reference is made to the 4 RCHEs listed in Table 2.3. The internal transport facilities provision rate derived from the 4 RCHEs are found in Table 3.1.

TABLE 3.1 INTERNAL TRANSPORT FACILITIES PROVIDED IN SURVEYED RCHEs

| Ref.                         | RCHE   | No. of beds | Internal Transport Facilities |                       |       |
|------------------------------|--|-------------|-------------------------------|-----------------------|-------|
|                              |  |             | Car                           | Light Bus / Ambulance | LGV   |
| Parking Provision            |  |             |                               |                       |       |
| 1                            | The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly | 392         | 8                             | 0                     | 1     |
| 2                            | Caritas Li Ka Shing Care and Attention Home, Tuen Mun  | 260         | 5                             | 1                     | 0     |
| 3                            | Chuk Lam Ming Tong Care and Attention Home for the Aged  | 175         | 8                             | 0                     | 0     |
| 4                            | Forward Living   | 229         | 4                             | 0                     | 0     |
| Provision rate (space / bed) |  |             |                               |                       |       |
| 1                            | The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly | 392         | 0.020                         | 0.000                 | 0.003 |
| 2                            | Caritas Li Ka Shing Care and Attention Home, Tuen Mun  | 260         | 0.019                         | 0.004                 | 0.000 |
| 3                            | Chuk Lam Ming Tong Care and Attention Home for the Aged  | 175         | 0.045                         | 0.000                 | 0.000 |
| 4                            | Forward Living   | 229         | 0.018                         | 0.000                 | 0.000 |
| Adopted provision rate =     |  |             | 0.045                         | 0.004                 | 0.003 |

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

TABLE 3.2 PROVISION OF INTERNAL TRANSPORT FACILITIES THE FOR PROPOSED RCHE

| Use  | No. of beds | Internal Transport facilities       | Provision | Dimensions  |
|------|-------------|-------------------------------------|-----------|---|
| RCHE | 240         | Car Parking Space                   | 11        | 10 @ 5m (L) x 2.5m (W) x 2.4m (H), and 1 @ 5m (L) x 3.5m (W) x 2.4m (H) for persons with disabilities |
|      |             | LGV loading / unloading bay         | 1         | 1 @ 7m (L) x 3.5m (W) x 3.6m (H)  |
|      |             | Light Bus / Ambulance Parking Space | 1         | 1 @ 9m (L) x 3.0m (W) x 3.3m (H)  |

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

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

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

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

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

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

#### Swept Path Analysis

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

## 4.0 TRAFFIC IMPACT

### Design Year

- 4.1 The Proposed RCHE 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 RCHE.

### 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 RCHE; and
- (iv) Traffic generated by the Proposed RCHE.

- 4.3 The (ii) estimated traffic growth from 2031 to 2033, (iii) the other development in the vicinity of the Proposed RCHE and (iv) traffic generated by the Proposed RCHE 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 RCHE

4.6 The major planned developments in the vicinity of the Proposed RCHE 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:<br>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:<br>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:<br>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:<br>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:<br>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:<br>Lot 4823 in D.D. 104, Ngau Tam Mei, Yuen Long, New Territories  | RCHE   | Around 142 beds   |
| 7    | TPB ref.: A/YL-MP/287:<br>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:<br>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 <sup>2</sup> GFA and 60-Place SCCC |
| 9    | TPB ref.: A/YL-KTN/663-1:<br>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:<br>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:<br>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:<br>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 <sup>2</sup> GFA and Social Welfare Facility with 800m <sup>2</sup> GFA |
| 13   | LSPS ref.: LSPS/002:<br>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 <sup>2</sup> 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 RCHE

4.8 Traffic generation associated with the Proposed RCHE 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 RCHE

| Item   | AM Peak Hour |        |       | PM Peak Hour |        |       |
|--|--------------|--------|-------|--------------|--------|-------|
|  | In           | Out    | 2-way | In           | Out    | 2-way |
| Trip Generation Rates for RCHE (pcu/hour/bed) in Table 2.4 |              |        |       |              |        |       |
| RCHE   | 0.0462       | 0.0308 | NA    | 0.0269       | 0.0500 | NA    |
| Traffic Generation of Proposed RCHE (pcu/hour)             |              |        |       |              |        |       |
| RCHE: 240 beds   | 12           | 8      | 20    | 7            | 12     | 19    |

4.9 Table 4.4 shows that the total 2-way traffic generated by the Proposed Development is only 20 and 19 pcu/hour (2-way) during the AM and PM peak hours respectively. Ingress and egress routes for traffic generated by the Proposed RCHE 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 RCHE [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 RCHE

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

- 4.11 The 2033 peak hour traffic flows for the cases without and with the Proposed RCHE, 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 RCHE 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 <sup>(1)</sup> | Without the Proposed RCHE |         | With the Proposed RCHE |         |
|-------------------|--|---|---------------------------|---------|------------------------|---------|
|                   |  |   | AM Peak                   | PM Peak | AM Peak                | PM Peak |
| J1                | Kam Pok Road / Kam Pok Road East         | Priority / RFC                              | 0.337                     | 0.240   | 0.338                  | 0.240   |
| J2 <sup>(2)</sup> | Castle Peak Road – Tam Mi / Kam Pok Road | Signal / RC                                 | 16%                       | 24%     | 15%                    | 22%     |
| J3                | The Fairview Roundabout                  | Roundabout / RFC                            | 0.797                     | 0.800   | 0.799                  | 0.803   |

Notes: <sup>(1)</sup> RC – reserve capacity RFC – Ratio of Flow to Capacity

<sup>(2)</sup> 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 RCHE.

#### Impact on Utilisation of Surveyed bus stops

- 4.14 To be conservative, it is assumed that all pedestrians generated by the Proposed RCHE will use public transport services. The number of public transport passengers generated by the Proposed RCHE is calculated based on the pedestrian generation of the Proposed RCHE, 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 RCHE

| Item  | AM Peak Hour |           |           | PM Peak Hour |           |           |
|---|--------------|-----------|-----------|--------------|-----------|-----------|
|   | In           | Out       | 2-way     | In           | Out       | 2-way     |
| Pedestrian Generation Rates for RCHE (pedestrian/15 min/bed) in Table 2.5 |              |           |           |              |           |           |
| RCHE  | 0.0615       | 0.0192    | NA        | 0.0128       | 0.0654    | NA        |
| Pedestrian Generation of Proposed RCHE (pedestrian/15 min)                |              |           |           |              |           |           |
| RCHE: 240 beds  | 15           | 5         | 20        | 4            | 16        | 20        |
| Pedestrian Generation of Proposed RCHE (pedestrian/1 hour)                |              |           |           |              |           |           |
| RCHE: 240 beds  | <u>60</u>    | <u>20</u> | <u>80</u> | <u>16</u>    | <u>64</u> | <u>80</u> |

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 RCHE

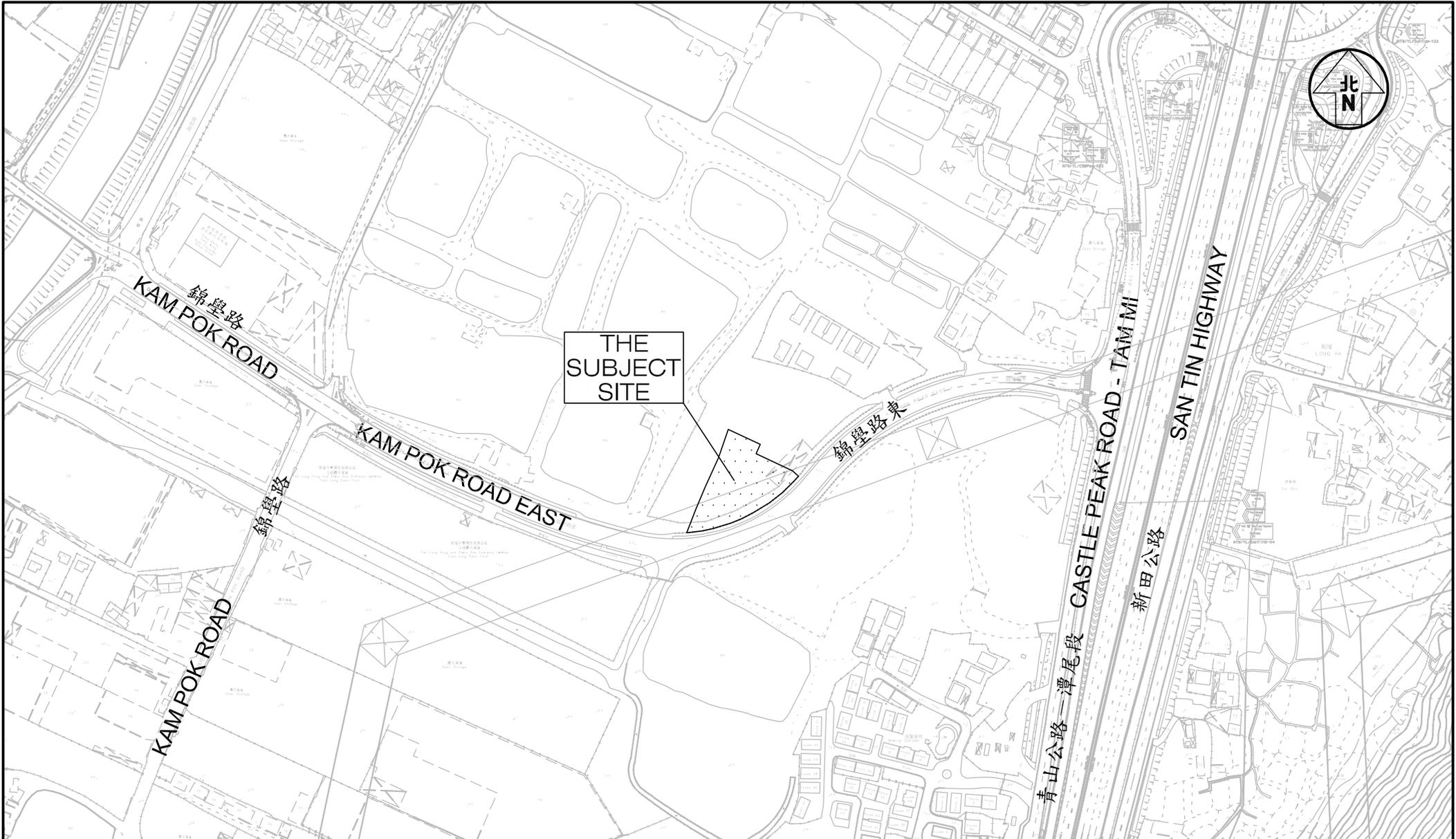
| No. | Location                                | Occupancy of Public Transport Service |         |
|-----|---|---------------------------------------|---------|
|     |   | AM Peak                               | PM Peak |
| 1   | Tai Sang Wai (towards San Tin) Bus Stop | 48.5%                                 | 51.7%   |
| 2   | Long Ha (towards Yuen Long) Bus Stop    | 42.5%                                 | 41.5%   |

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

## 5.0 CONCLUSION

- 5.1 The Subject Site is located at lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 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 RCHE with no more than 240 beds.
- 5.2 Manual classified counts were conducted at junctions located in the vicinity of the Proposed RCHE 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 RCHE are provided based on the operational needs with the reference to 4 surveyed RCHEs.
- 5.4 The Proposed RCHE 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 RCHE.
- 5.5 The public transport services at 2 surveyed bus stops have capacity to accommodate the passenger demand generated by the Proposed RCHE.
- 5.6 It is concluded that the Proposed RCHE will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed RCHE is acceptable.





Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7401

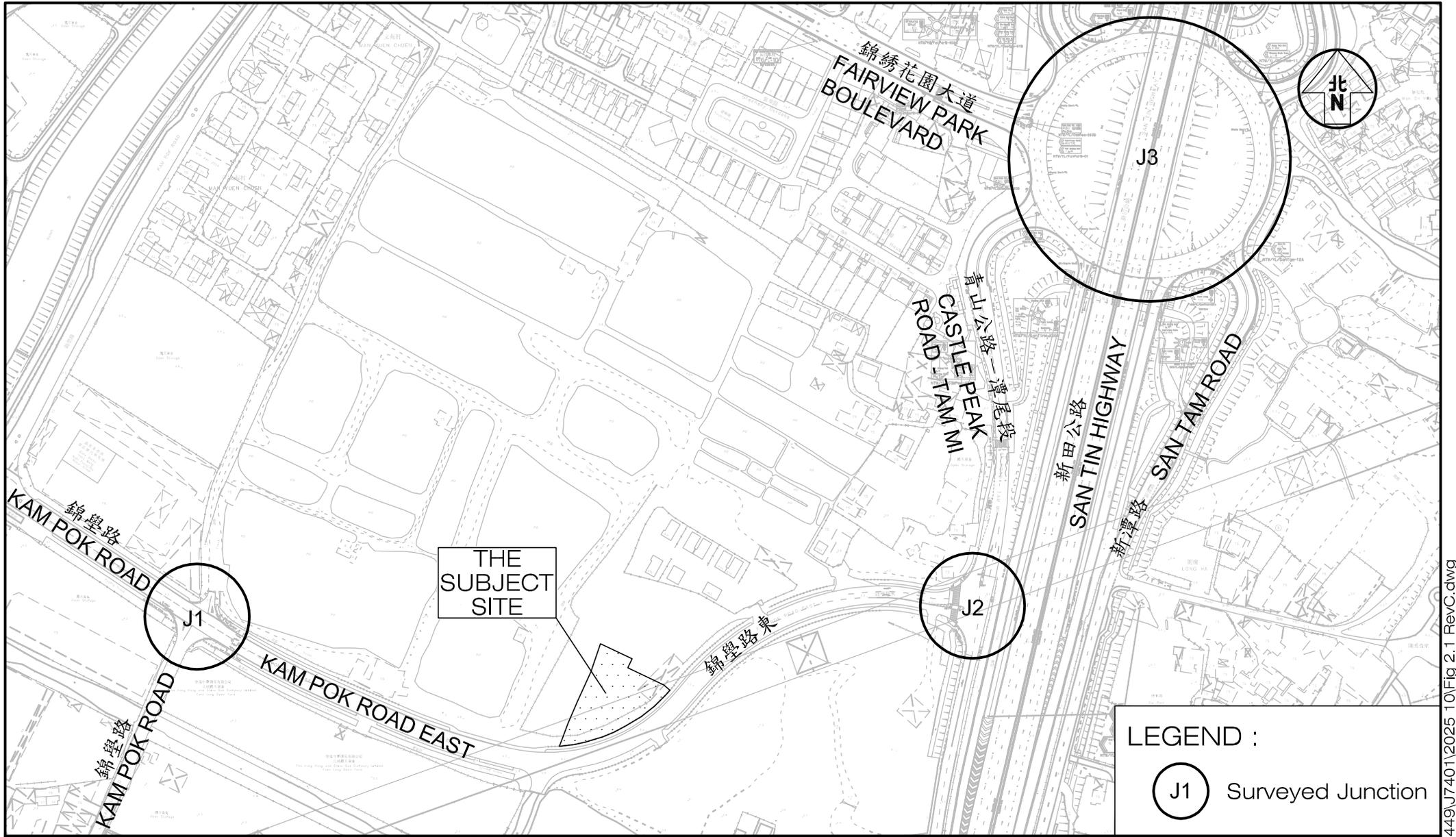
Figure No. 1.1 Revision C

**CKM Asia Limited**  
Traffic and Transportation Planning Consultants

Figure Title LOCATION OF SUBJECT SITE

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

Scale in A4 1 : 3000 Date 03 OCT 2025



Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

J7401

Figure No. 2.1

Revision C

Figure Title LOCATION OF SURVEYED JUNCTIONS

Designed by L C H

Drawn by N C M

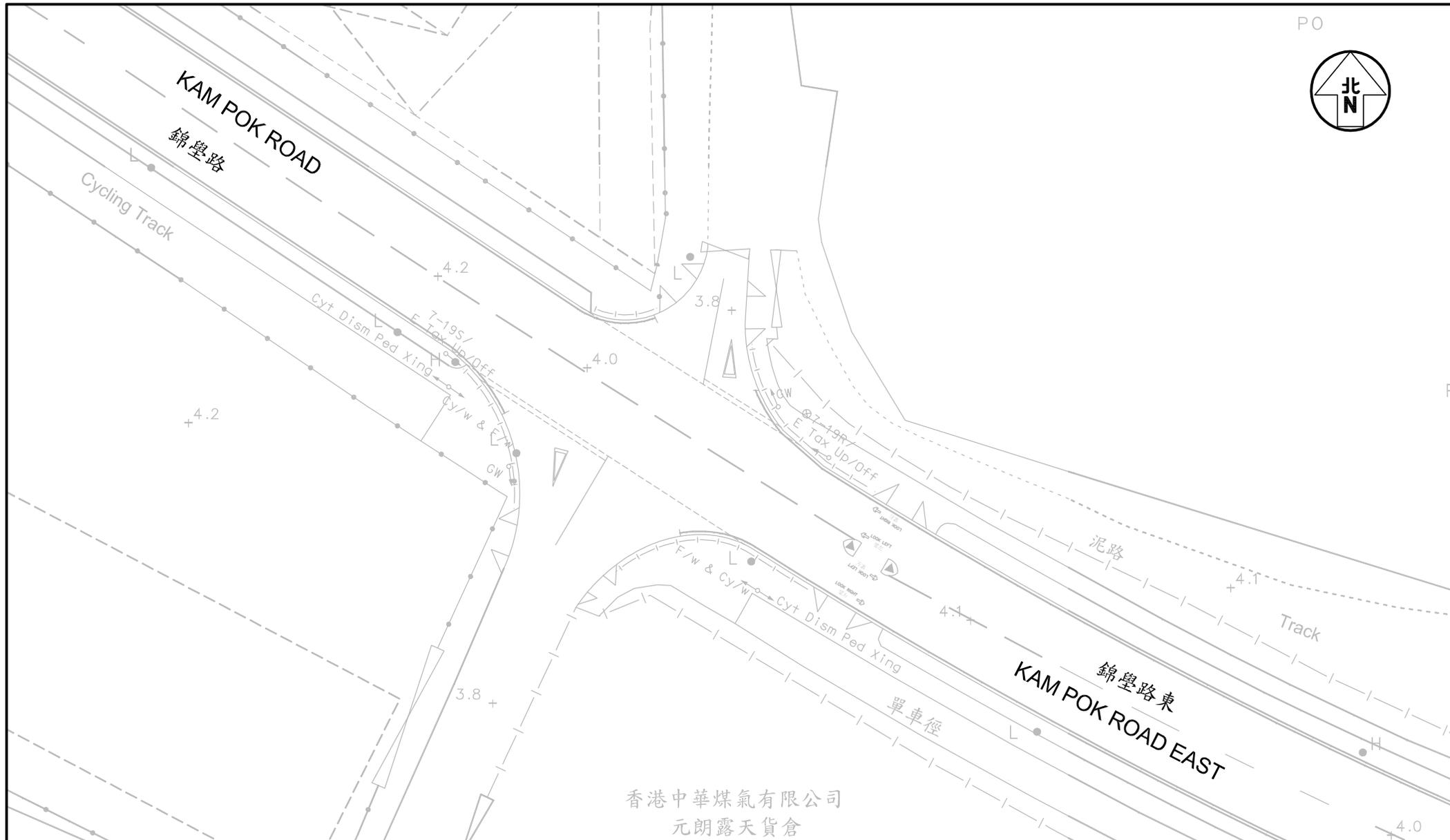
Checked by K C

Scale in A4 1 : 3000

Date 03 OCT 2025

CKM Asia Limited  
Traffic and Transportation Planning Consultants

PO



Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

Figure No. **2.2**

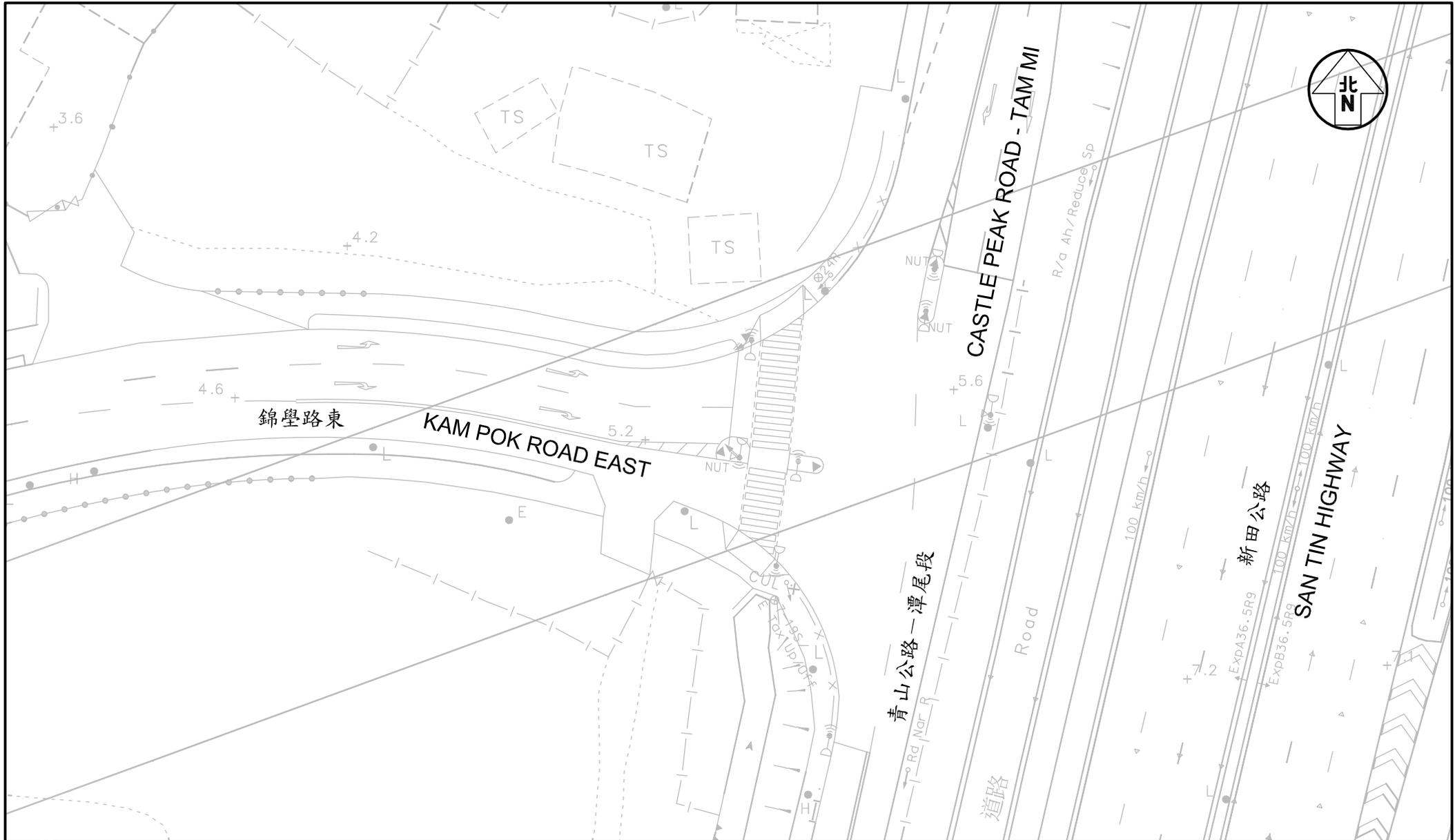
Revision **C**

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**

**CKM Asia Limited**  
 Traffic and Transportation Planning Consultants

T:\JOB\J7400-J7449\J7401\2025 10\Fig 2.2 - 2.4 RevC.dwg



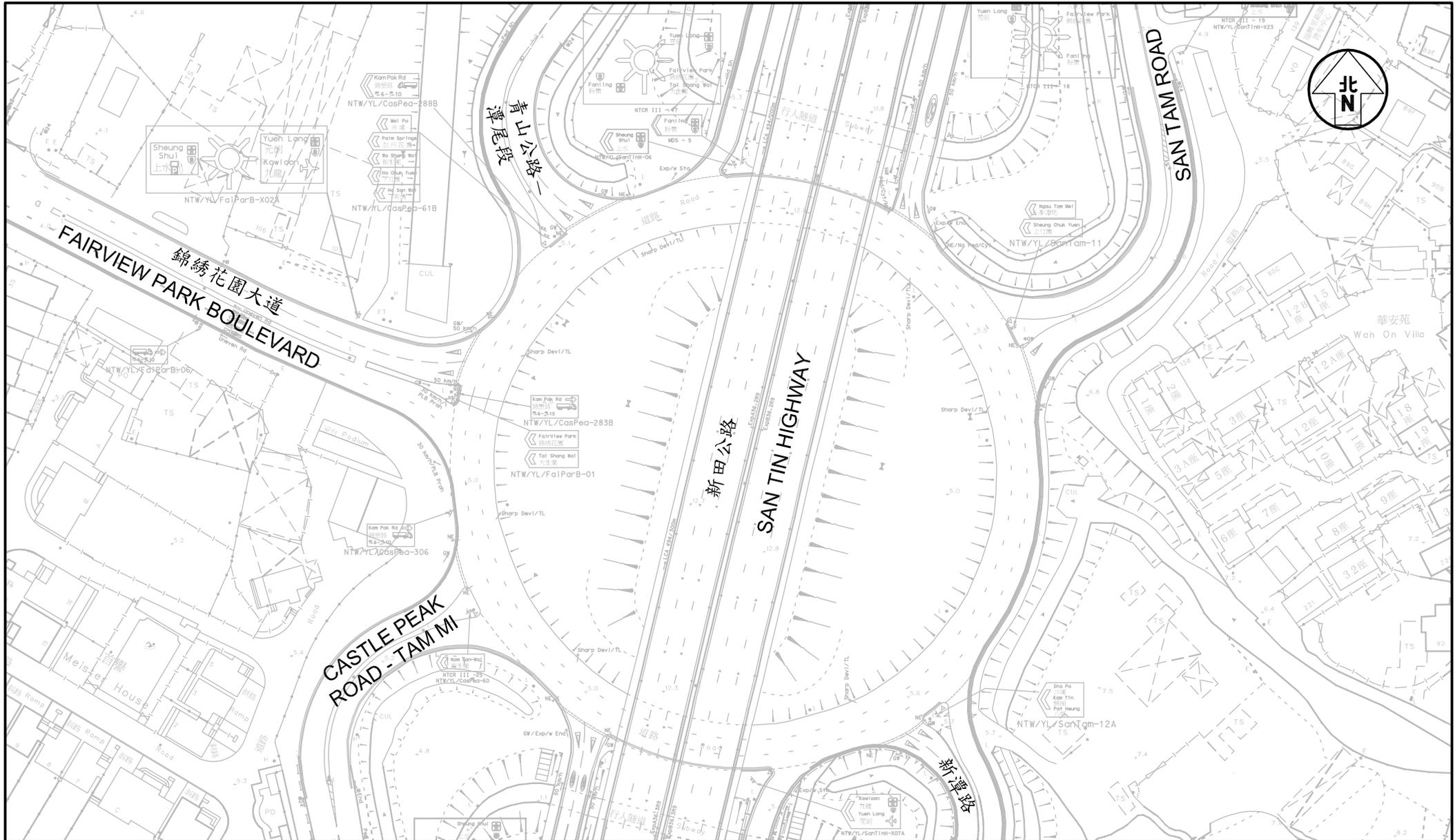
Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7401

Figure No. 2.3 Revision C

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

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

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Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

Figure No. **2.4**

Revision **C**  
**CKM Asia Limited**  
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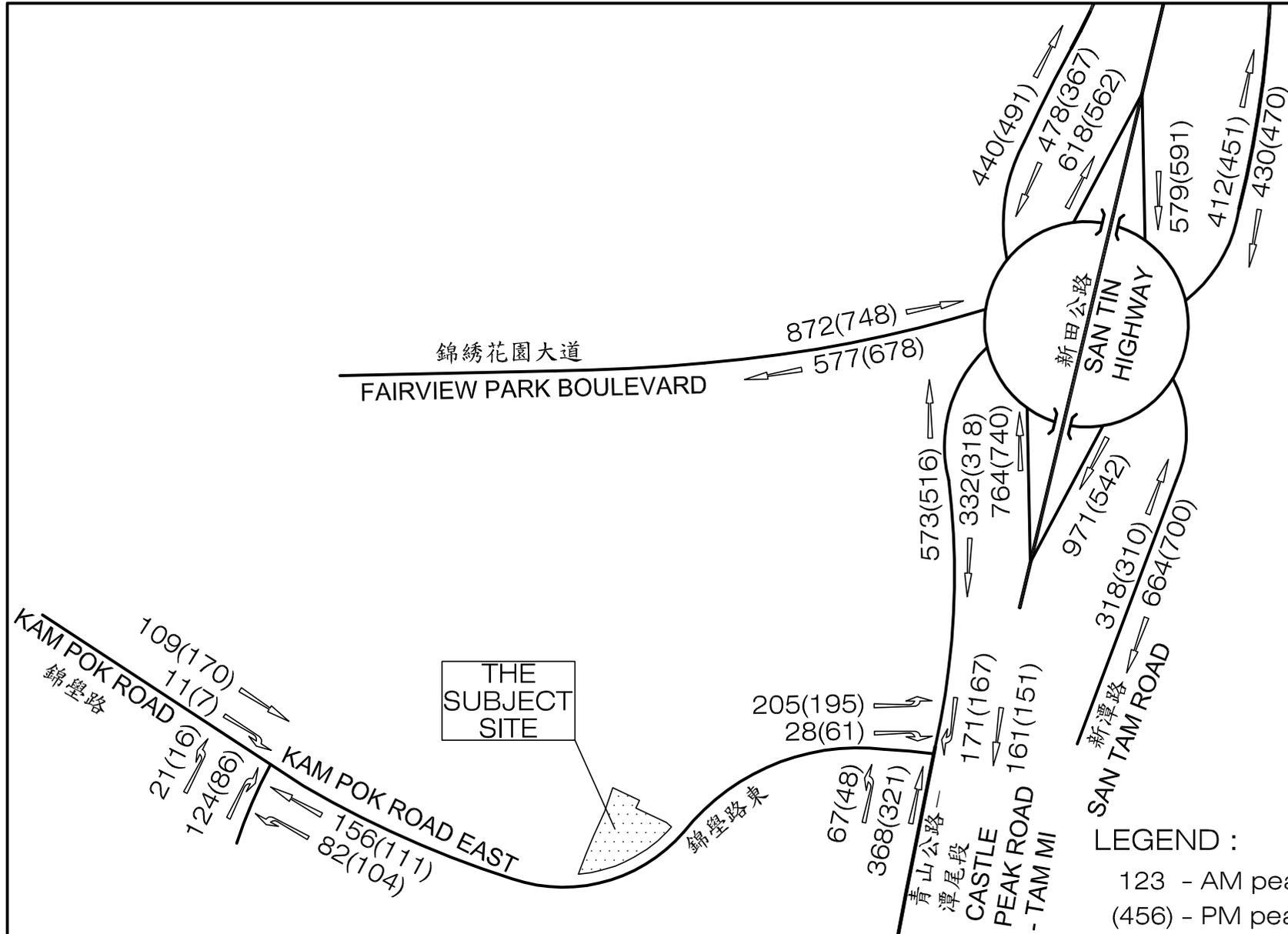
Figure Title **EXISTING JUNCTION LAYOUT OF THE FAIRVIEW PARK ROUNDABOUT**

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



Scale in A4 **1 : 1250**

Date **03 OCT 2025**



**LEGEND :**

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

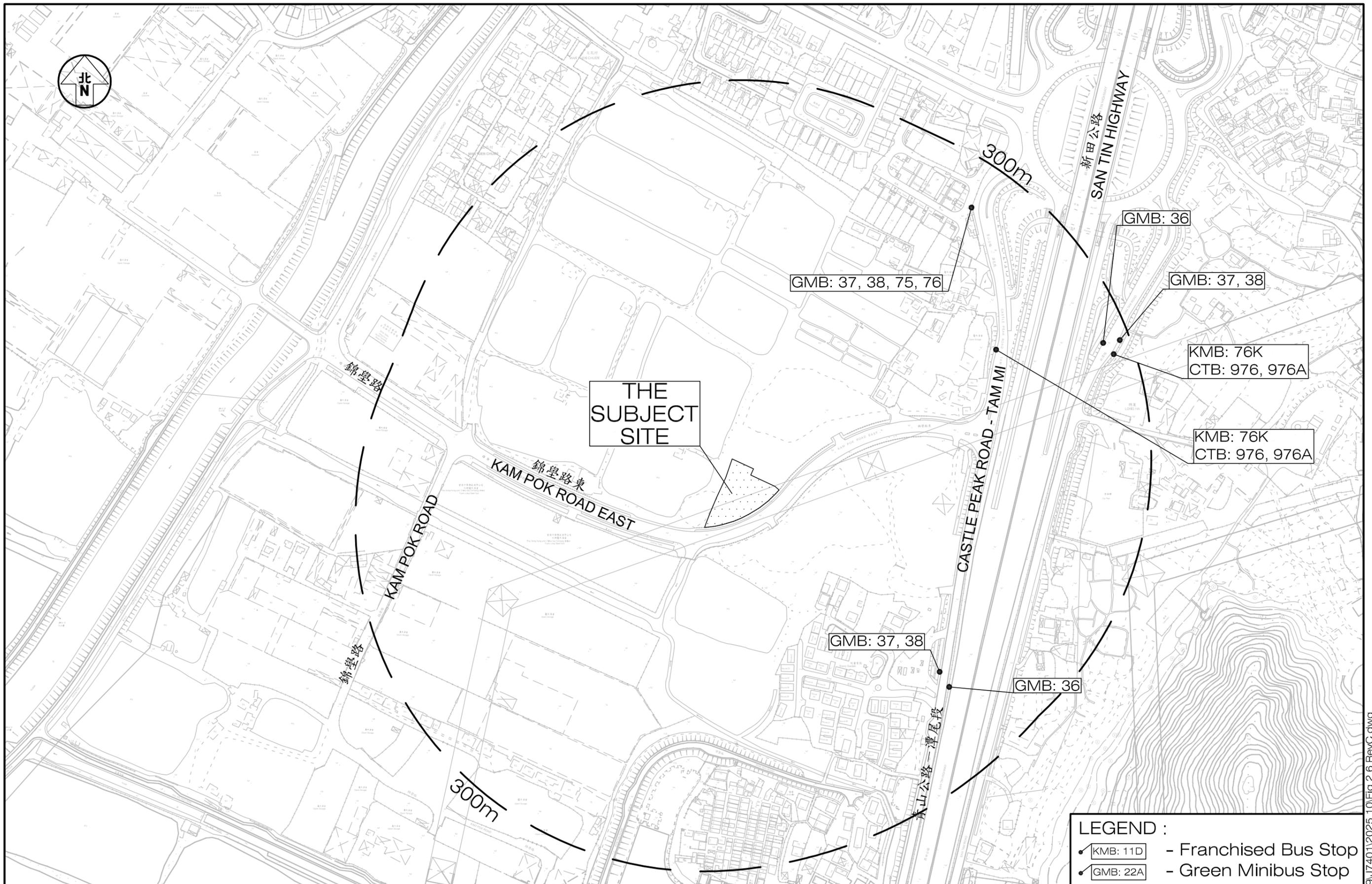
Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

Figure No. **2.5**  
 Revision **C**

**CKM Asia Limited**  
 Traffic and Transportation Planning Consultants

Figure Title **EXISTING PEAK HOUR TRAFFIC FLOWS**

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



Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7401

Figure No. 2.6 Revision C

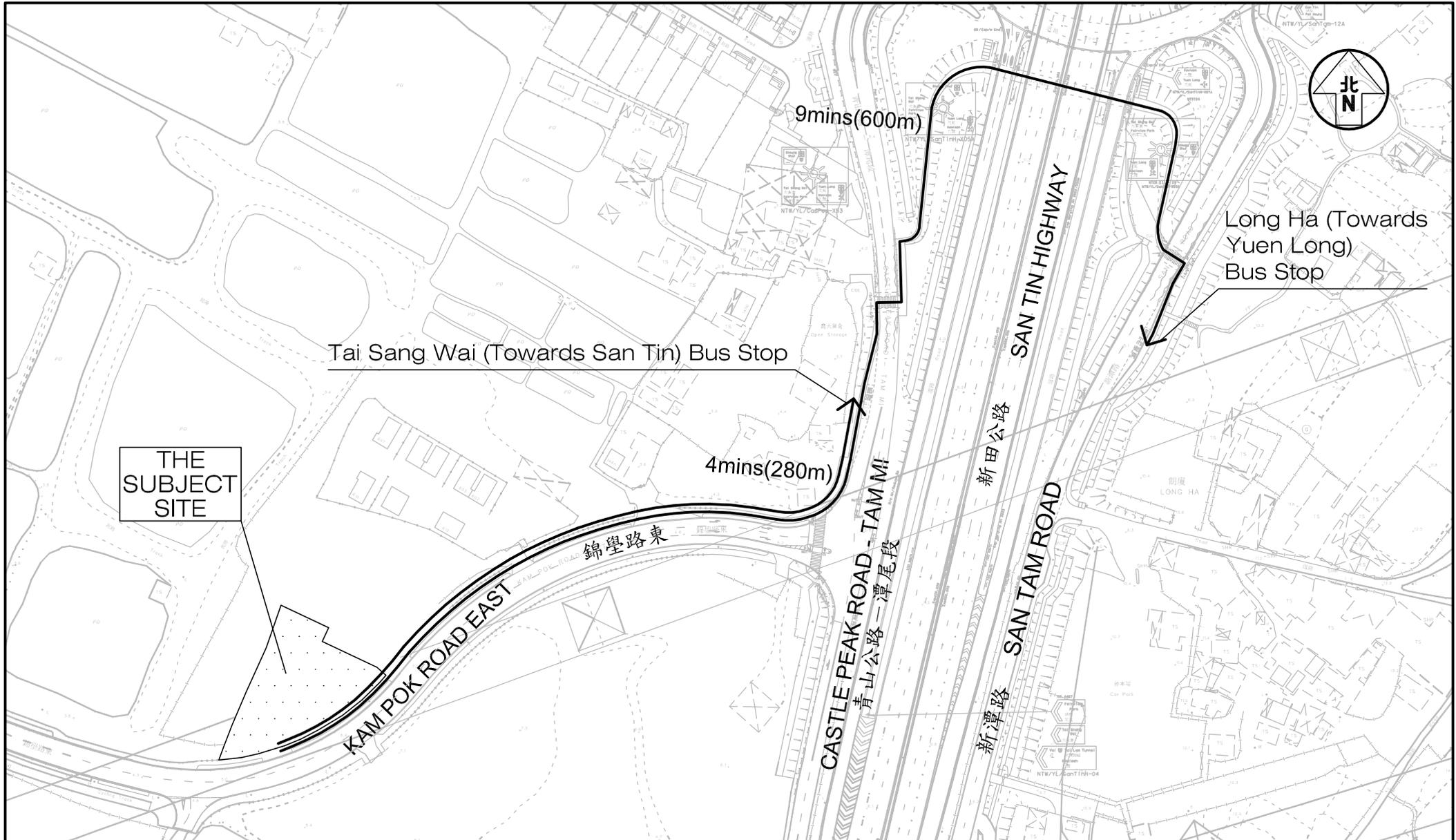
**CKM Asia Limited**  
Traffic and Transportation Planning Consultants

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

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

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

T:\JOB\J7400-J7449\J7401\2025 10\Fig 2.6 RevC.dwg



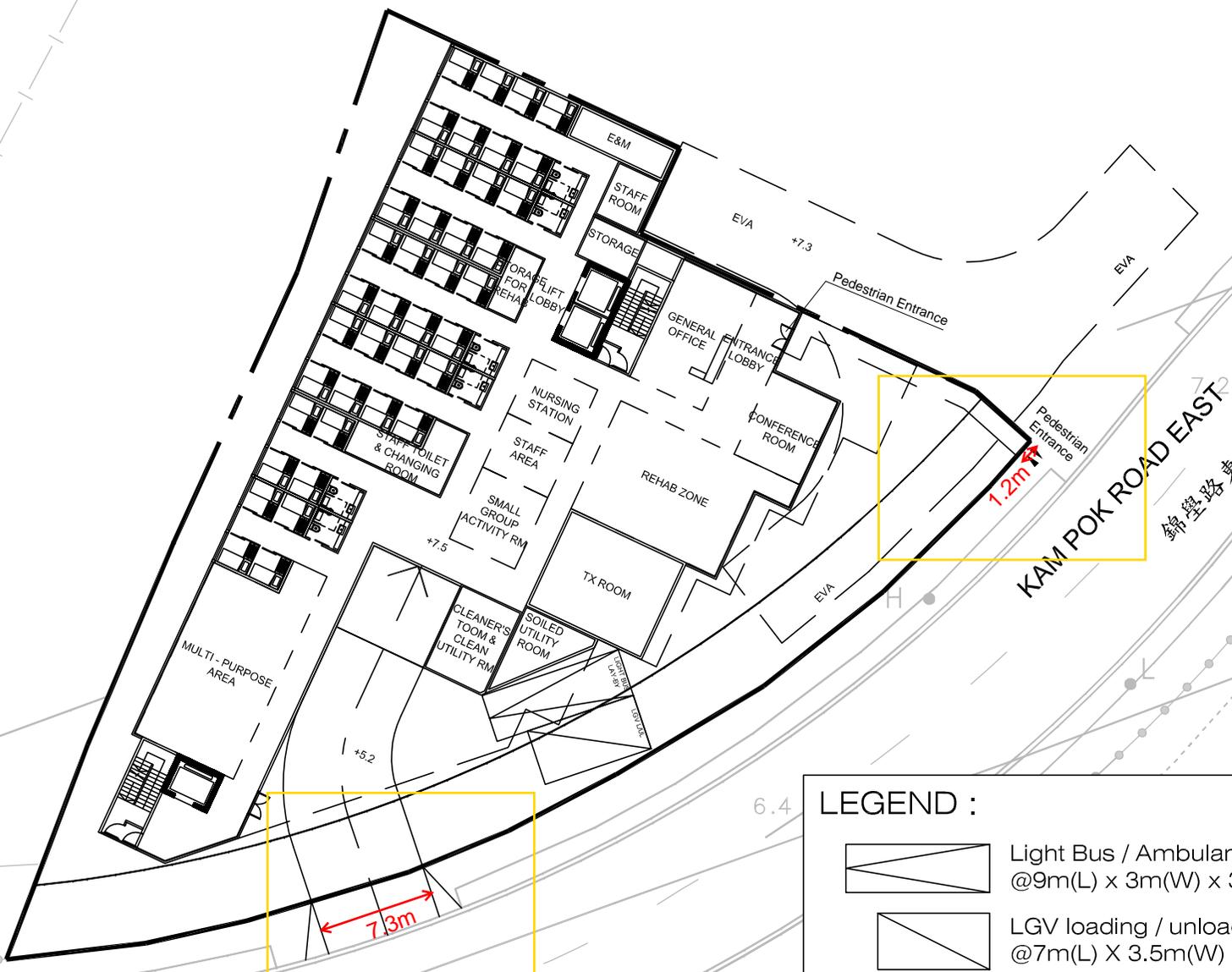
Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7401

Figure No. 2.7 Revision C

**CKM Asia Limited**  
Traffic and Transportation Planning Consultants

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

|                         |                     |                   |
|-------------------------|---------------------|-------------------|
| Designed by<br>L C H    | Drawn by<br>N C M   | Checked by<br>K C |
| Scale in A4<br>1 : 2000 | Date<br>03 OCT 2025 |                   |



**LEGEND :**

- Light Bus / Ambulance Parking Space @9m(L) x 3m(W) x 3.3m(H)
- LGV loading / unloading bay @7m(L) X 3.5m(W) X 3.6m(H)

Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

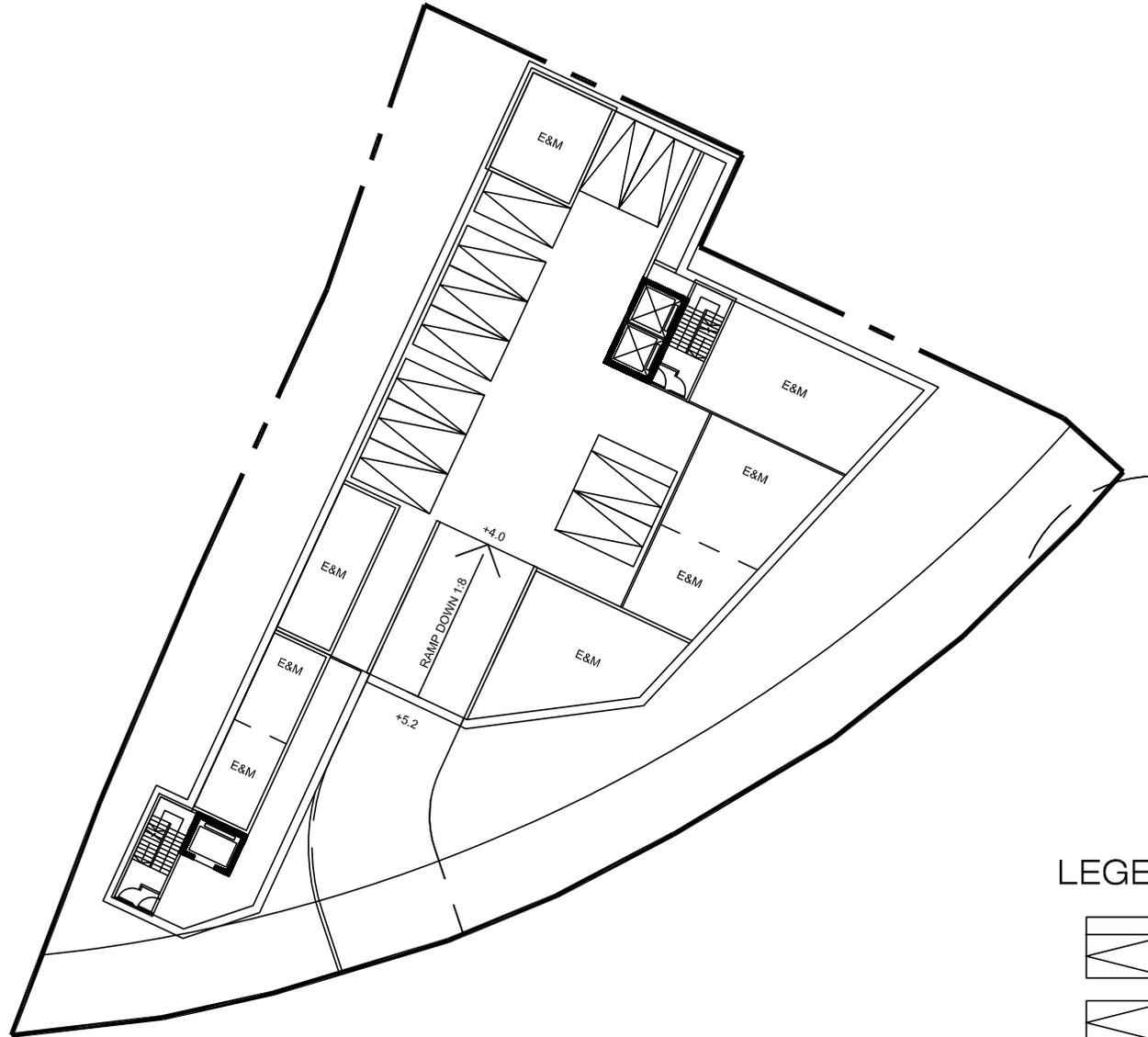
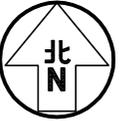
Figure No. **3.1**  
Revision **C**

**CKM Asia Limited**  
Traffic and Transportation Planning Consultants

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**

T:\JOB\J7400-J7449\J7401\2025 07\Fig 3.1 - 3.2 RevB.dwg



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 THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

J7401

Figure No.

3.2

Revision

C

**CKM Asia Limited**

Traffic and Transportation Planning Consultants

Figure Title

**B/F LAYOUT PLAN**

Designed by

L C H

Drawn by

N C M

Checked by

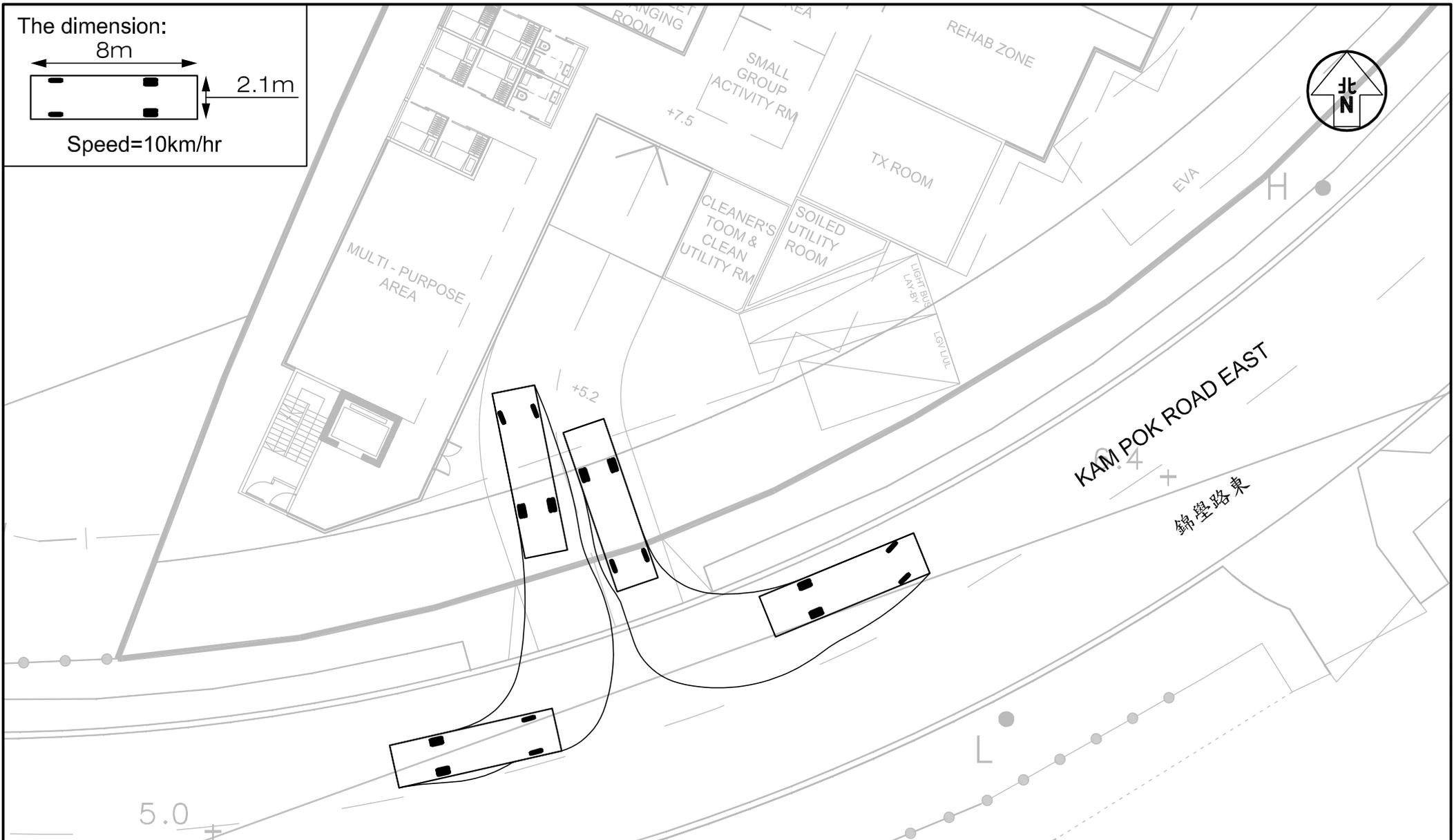
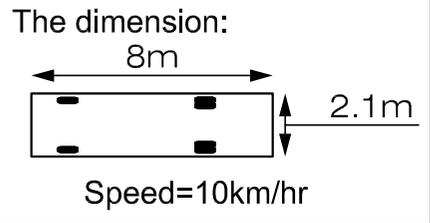
K C

Scale in A4

1 : 400

Date

03 OCT 2025



Project Title  
**PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

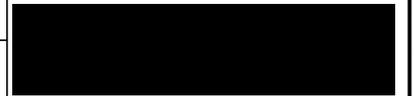
Figure No. **3.3**  
 Revision **A**

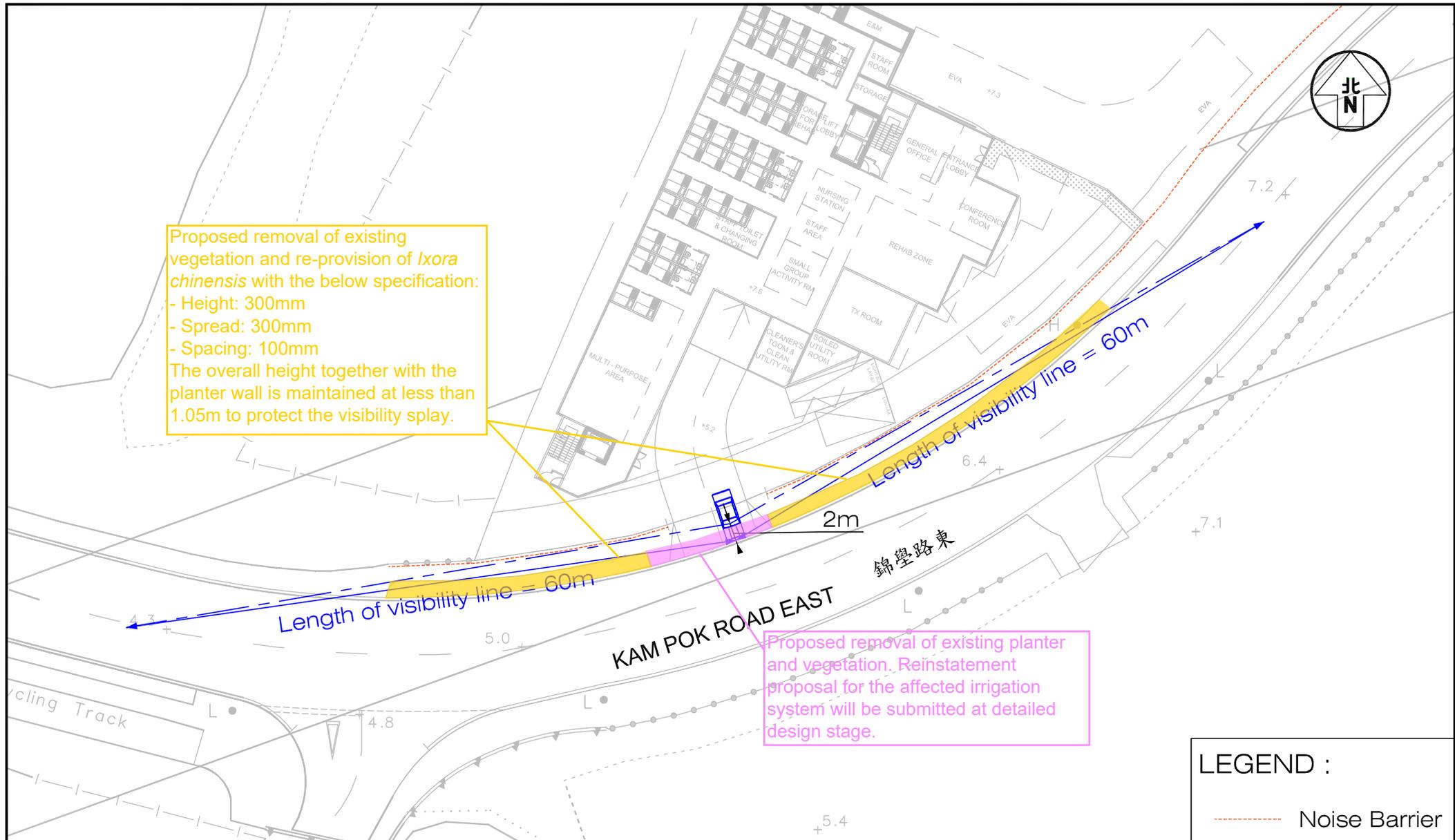
**CKM Asia Limited**  
 Traffic and Transportation Planning Consultants

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

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

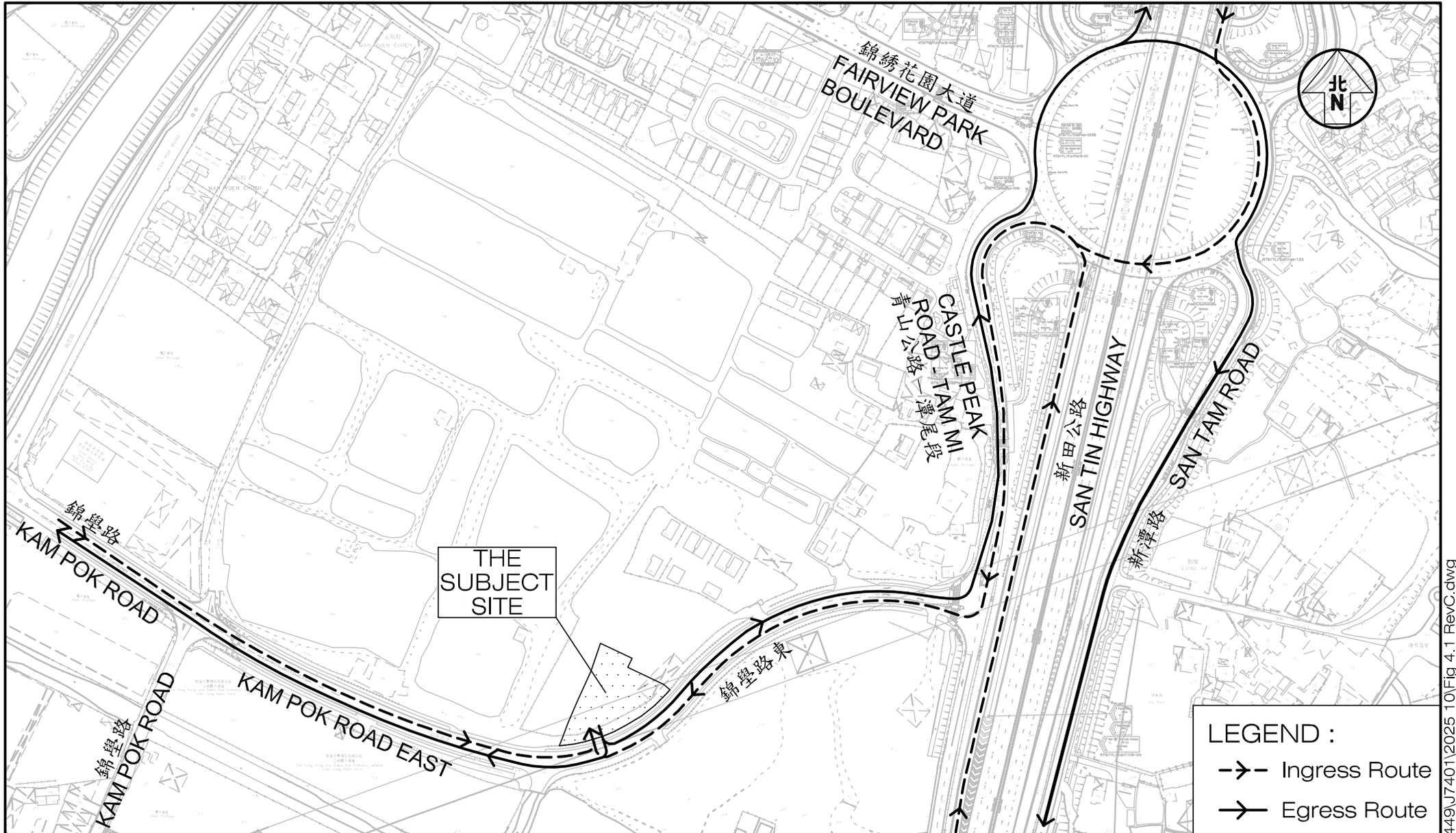
Scale in A4  
**1 : 250**  
 Date  
**03 OCT 2025**





|               |   |             |                      |                   |                   |
|---------------|---|-------------|----------------------|-------------------|-------------------|
| Project Title | PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG | Figure No.  | 3.3                  | Revision          | C                 |
| Figure Title  | LENGTH OF VISIBILITY LINE FOR THE MOTORIST LEAVING THE PROPOSED RCHE AT KAM POK ROAD EAST   | J7401       | Designed by<br>C Y Y | Drawn by<br>N C M | Checked by<br>K C |
|               |   | Scale in A4 | Date                 |                   |                   |
|               |   | 1 : 500     | 03 OCT 2025          |                   |                   |

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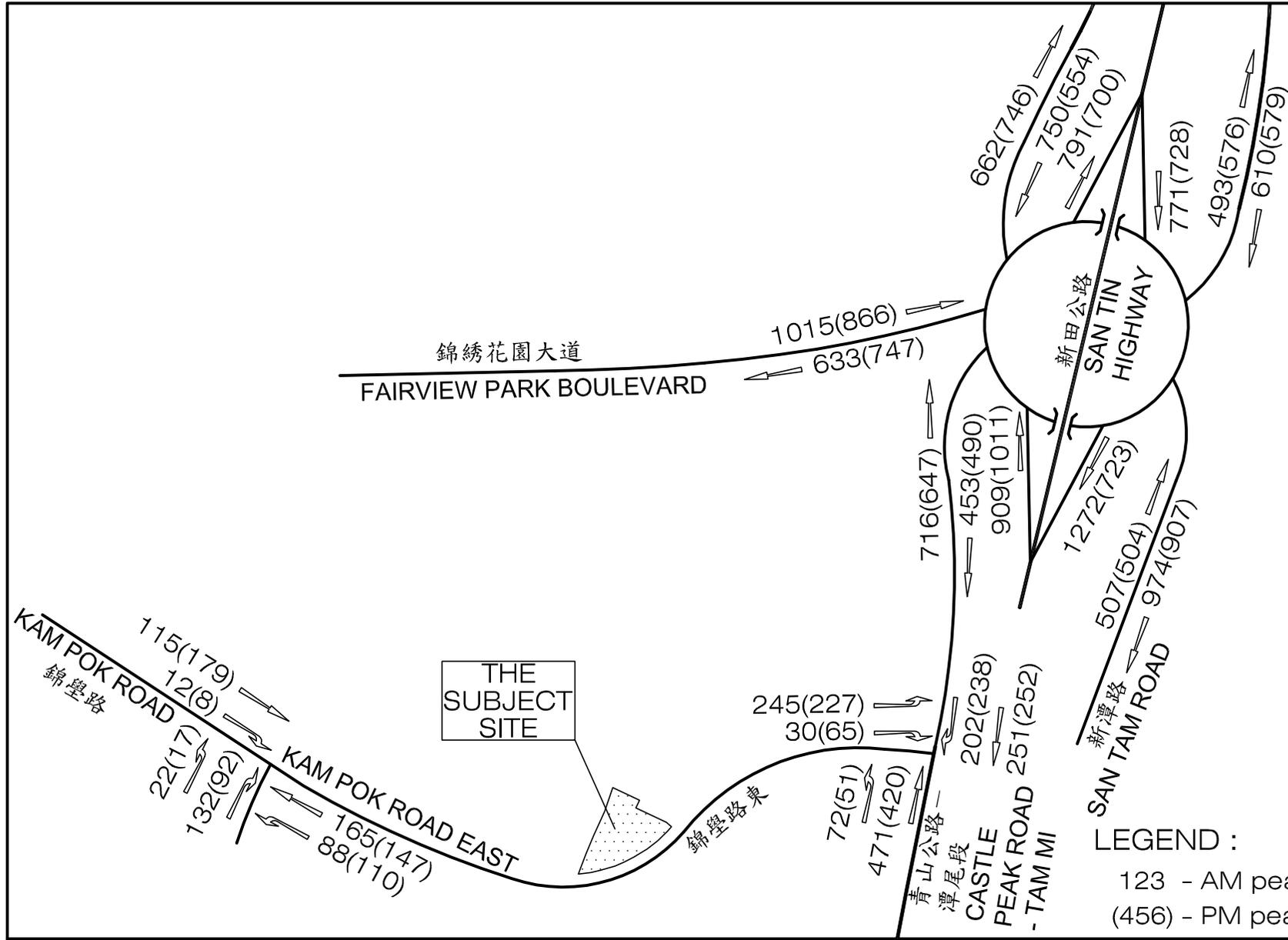
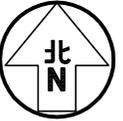
Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7401

Figure No. 4.1 Revision C

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

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

**CKM Asia Limited**  
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Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

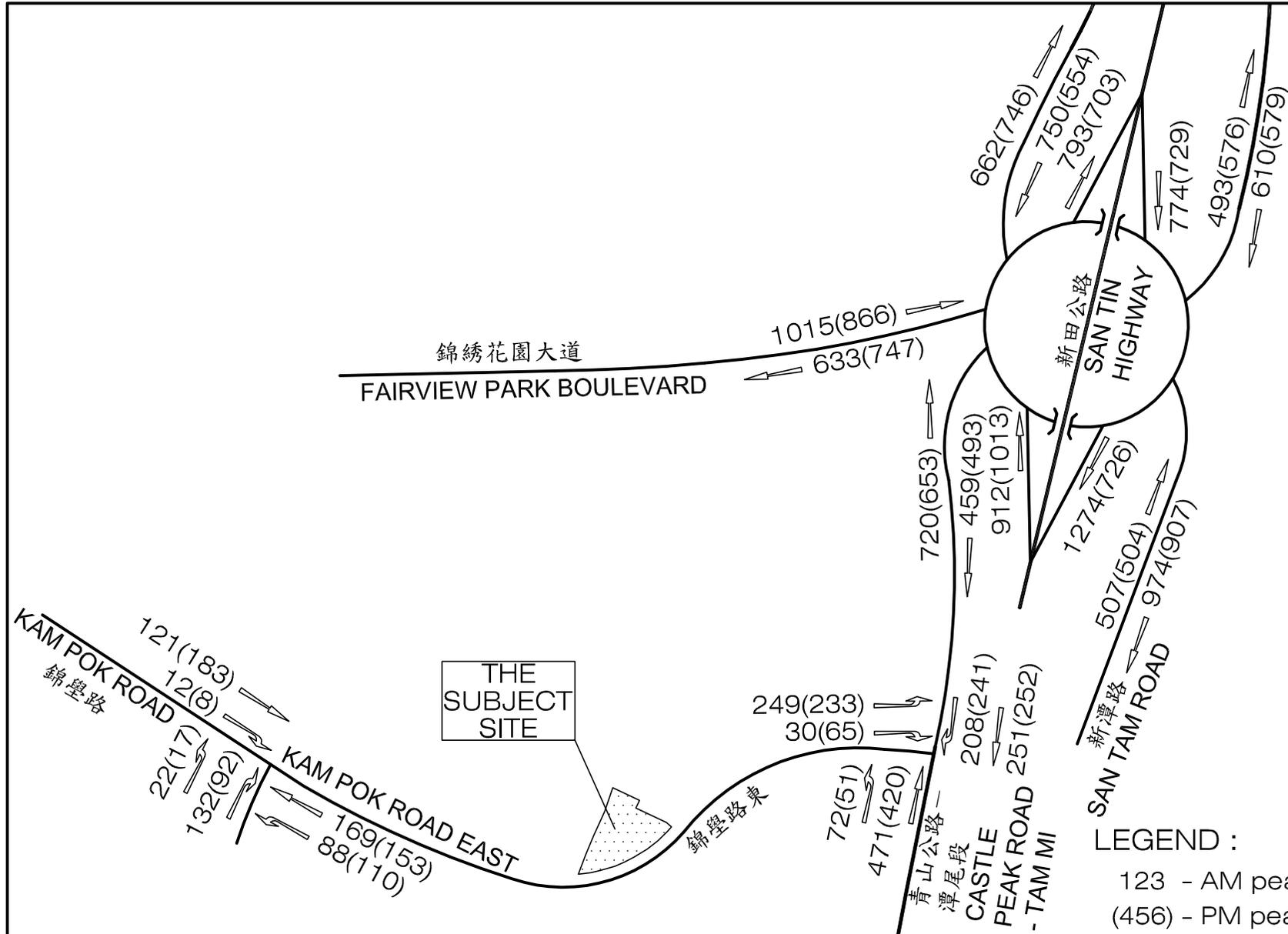
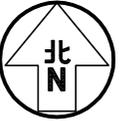
Figure No. 4.2  
 Revision D

**CKM Asia Limited**  
 Traffic and Transportation Planning Consultants

Figure Title  
**YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED RCHE**

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

Scale in A4 N.T.S.  
 Date 24 DEC 2025



THE SUBJECT SITE

LEGEND :

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

Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

Figure No. 4.3  
 Revision D

CKM Asia Limited  
 Traffic and Transportation Planning Consultants

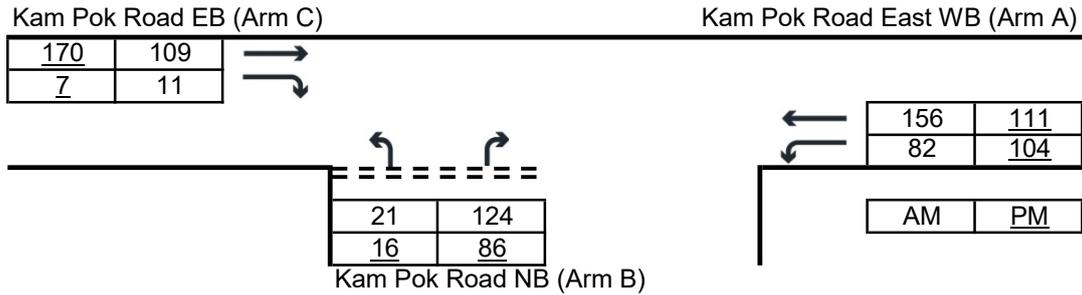
Figure Title YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED RCHE

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



### Priority Junction Analysis

|              |                                  |             |             |
|--------------|----------------------------------|-------------|-------------|
| Junction:    | Kam Pok Road / Kam Pok Road East |             |             |
| Design Year: | 2025                             | Job Number: | J7401       |
| Scenario:    | Existing Condition               | Date:       | 24 Dec 2025 |
|              |                                  | 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:

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

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

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

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-IBA, 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-IBA | 30 | w-BC  | 2.70 | E          | 0.8492 |
|            |       |       | V-rBC | 45 | w-CB  | 5.00 | F          | 1.0356 |
|            |       |       | V-rCB | 30 |       |      | Y          | 0.6447 |

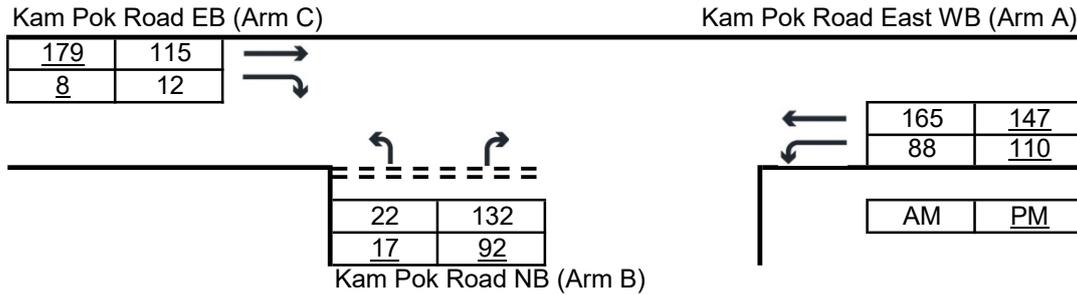
Analysis :

| 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: | J7401       |
|              |  | Date:       | 24 Dec 2025 |
| Scenario:    | Future Condition (Without Proposed RCHE) |             | 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:

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

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

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

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-IBA, 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-IBA | 30 | w-BC  | 2.70 | E          | 0.8492 |
|            |       |       | V-rBC | 45 | w-CB  | 5.00 | F          | 1.0356 |
|            |       |       | V-rCB | 30 |       |      | Y          | 0.6447 |

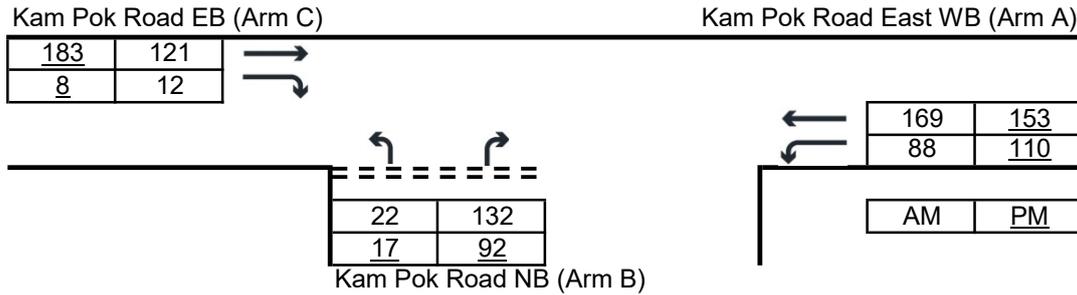
Analysis :

| 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: | J7401             |
| Scenario:    | Future Condition (With Proposed RCHE) |             | Date: 24 Dec 2025 |
|              |                                       |             | 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:

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

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

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

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-IBA, 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-IBA | 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 | 594 |
| q-AB                  | 88    | 110   | Q-CB             |  | 709 | 708 |
| q-AC                  | 169   | 153   | 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 | 0.240 |

# Signal Junction Analysis

Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7401  
 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   |                    |               |         |            | PM Peak   |                    |               |         |            |       |
|------------------------------|-------|-------|-----------|------------|--------------------|-----------|--------------------|---------------|---------|------------|-----------|--------------------|---------------|---------|------------|-------|
|                              |       |       |           |            |                    | Turning % | Sat. Flow (pcu/hr) | Flow (pcu/hr) | y value | Critical y | Turning % | Sat. Flow (pcu/hr) | Flow (pcu/hr) | y value | Critical y |       |
| Castle Peak Road -           | LT+SA | A1    | 1         | 3.50       | 20.0               |           | 15                 | 1943          | 435     | 0.224      | 0.224     | 13                 | 1946          | 369     | 0.190      | 0.190 |
| Tam Mi NB                    |       |       |           |            |                    |           |                    |               |         |            |           |                    |               |         |            |       |
| Castle Peak Road - Tam Mi SB | SA    | B1    | 2         | 3.30       |                    |           |                    | 2085          | 161     | 0.077      |           |                    | 2085          | 151     | 0.072      |       |
|                              | RT    | B2    | 2         | 3.40       | 15.0               |           | 100                | 1905          | 171     | 0.090      | 0.090     | 100                | 1905          | 167     | 0.088      | 0.088 |
| Kam Pok Road EB              |       |       |           |            |                    |           |                    |               |         |            |           |                    |               |         |            |       |
|                              | LT    | C1    | 3         | 3.50       | 28.0               |           | 100                | 1865          | 205     | 0.110      | 0.110     | 100                | 1865          | 195     | 0.105      | 0.105 |
|                              | RT    | C2    | 3         | 3.50       | 13.0               |           | 100                | 1887          | 28      | 0.015      |           | 100                | 1887          | 61      | 0.032      |       |

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

| <p>AM Traffic Flow (pcu/hr)</p> | <p>PM Traffic Flow (pcu/hr)</p> | <p><math>S=1940+100(W-3.25)</math>      <math>S=2080+100(W-3.25)</math><br/> <math>S_M=S+(1+1.5f/r)</math>      <math>S_M=(S-230)/(1+1.5f/r)</math></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>AM Peak</th> <th>PM Peak</th> </tr> </thead> <tbody> <tr> <td>Group</td> <td>1+2+3</td> <td>1+2+3</td> </tr> <tr> <td>Sum y</td> <td>0.424</td> <td>0.382</td> </tr> <tr> <td>L (s)</td> <td>40</td> <td>40</td> </tr> <tr> <td>C (s)</td> <td>94</td> <td>94</td> </tr> <tr> <td>practical y</td> <td>0.517</td> <td>0.517</td> </tr> <tr> <td>R.C. (%)</td> <td>22%</td> <td>35%</td> </tr> </tbody> </table> <p>Note:</p> |  | 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% |
|---------------------------------|---------------------------------|--|--|---------|---------|-------|-------|-------|-------|-------|-------|-------|----|----|-------|----|----|-------------|-------|-------|----------|-----|-----|
|                                 | 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              |
| A1 | B2<br>B1    | C1<br>C2    | Dp1         |                |
| AM | G = I/G = 6 | G = I/G = 5 | G = I/G = 5 | G = 25 I/G = 2 |
| PM | G = I/G = 6 | G = I/G = 5 | G = I/G = 5 | G = 25 I/G = 2 |

# Signal Junction Analysis

Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7401  
 Scenario: Future Condition (Without Proposed RCHE) 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   |                    |               |         |            | PM Peak   |                    |               |         |            |       |
|------------------------------|-------|-------|-----------|------------|--------------------|-----------|--------------------|---------------|---------|------------|-----------|--------------------|---------------|---------|------------|-------|
|                              |       |       |           |            |                    | Turning % | Sat. Flow (pcu/hr) | Flow (pcu/hr) | y value | Critical y | Turning % | Sat. Flow (pcu/hr) | Flow (pcu/hr) | y value | Critical y |       |
| Castle Peak Road -           | 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 |
|------------------|------|---|---------------------|----|----------|----|-----------|----|-----|

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

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

# Signal Junction Analysis

Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7401  
 Scenario: Future Condition (With Proposed RCHE) 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   |                    |               |         |            | PM Peak   |                    |               |         |            |       |
|------------------------------|-------|-------|-----------|------------|--------------------|-----------|--------------------|---------------|---------|------------|-----------|--------------------|---------------|---------|------------|-------|
|                              |       |       |           |            |                    | Turning % | Sat. Flow (pcu/hr) | Flow (pcu/hr) | y value | Critical y | Turning % | Sat. Flow (pcu/hr) | Flow (pcu/hr) | y value | Critical y |       |
| Castle Peak Road -           | 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          | 241     | 0.127      | 0.127 |
| Kam Pok Road EB              |       |       |           |            |                    |           |                    |               |         |            |           |                    |               |         |            |       |
|                              | LT    | C1    | 3         | 3.50       | 28.0               |           | 100                | 1865          | 249     | 0.134      | 0.134     | 100                | 1865          | 233     | 0.125      | 0.125 |
|                              | RT    | C2    | 3         | 3.50       | 13.0               |           | 100                | 1887          | 30      | 0.016      |           | 100                | 1887          | 65      | 0.034      |       |

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

| <p>AM Traffic Flow (pcu/hr)</p> | <p>PM Traffic Flow (pcu/hr)</p> | <p><math>S=1940+100(W-3.25)</math>      <math>S=2080+100(W-3.25)</math></p> <p><math>S_M=S+(1+1.5f/r)</math>      <math>S_M=(S-230)/(1+1.5f/r)</math></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>AM Peak</th> <th>PM Peak</th> </tr> </thead> <tbody> <tr> <td>Group</td> <td>1+2+3</td> <td>1+2+3</td> </tr> <tr> <td>Sum y</td> <td>0.522</td> <td>0.493</td> </tr> <tr> <td>L (s)</td> <td>40</td> <td>40</td> </tr> <tr> <td>C (s)</td> <td>120</td> <td>120</td> </tr> <tr> <td>practical y</td> <td>0.600</td> <td>0.600</td> </tr> <tr> <td>R.C. (%)</td> <td>15%</td> <td>22%</td> </tr> </tbody> </table> <p>Note:</p> |  | AM Peak | PM Peak | Group | 1+2+3 | 1+2+3 | Sum y | 0.522 | 0.493 | L (s) | 40 | 40 | C (s) | 120 | 120 | practical y | 0.600 | 0.600 | R.C. (%) | 15% | 22% |
|---------------------------------|---------------------------------|--|--|---------|---------|-------|-------|-------|-------|-------|-------|-------|----|----|-------|-----|-----|-------------|-------|-------|----------|-----|-----|
|                                 | AM Peak                         | PM Peak  |  |         |         |       |       |       |       |       |       |       |    |    |       |     |     |             |       |       |          |     |     |
| Group                           | 1+2+3                           | 1+2+3  |  |         |         |       |       |       |       |       |       |       |    |    |       |     |     |             |       |       |          |     |     |
| Sum y                           | 0.522                           | 0.493  |  |         |         |       |       |       |       |       |       |       |    |    |       |     |     |             |       |       |          |     |     |
| L (s)                           | 40                              | 40   |  |         |         |       |       |       |       |       |       |       |    |    |       |     |     |             |       |       |          |     |     |
| C (s)                           | 120                             | 120  |  |         |         |       |       |       |       |       |       |       |    |    |       |     |     |             |       |       |          |     |     |
| practical y                     | 0.600                           | 0.600  |  |         |         |       |       |       |       |       |       |       |    |    |       |     |     |             |       |       |          |     |     |
| R.C. (%)                        | 15%                             | 22%  |  |         |         |       |       |       |       |       |       |       |    |    |       |     |     |             |       |       |          |     |     |

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

# Roundabout Analysis

Junction: The Fairview Park Roundabout Job Number: J7401  
 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 <sub>c</sub> |
|--------|------|------|------|------|------|------|------|-------|----------------|
| 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 <sub>c</sub> |
|--------|------|------|------|------|------|------|------|-------|----------------|
| From A | 28   | 54   | 153  | 98   | 96   | 255  | 64   | 748   | 1164           |
| From B | 68   | 16   | 77   | 45   | 78   | 112  | 120  | 516   | 1594           |
| From C | 228  | 77   | 22   | 142  | 102  | 36   | 133  | 740   | 1568           |
| From D | 67   | 17   | 49   | 24   | 64   | 72   | 17   | 310   | 1608           |
| From E | 100  | 21   | 129  | 135  | 14   | 38   | 33   | 470   | 1467           |
| From F | 126  | 74   | 55   | 148  | 52   | 25   | 111  | 591   | 1375           |
| From G | 61   | 59   | 57   | 108  | 45   | 24   | 13   | 367   | 1475           |
| Total  | 678  | 318  | 542  | 700  | 451  | 562  | 491  | 3742  |                |

### Legend

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

### Geometric Parameters

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

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

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

### Limitation

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

### Ratio-of-Flow to Capacity (RFC)

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

# Roundabout Analysis

Junction: The Fairview Park Roundabout Job Number: J7401  
 Scenario: Future Condition (Without Proposed RCHE) 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 <sub>c</sub> |
|--------|------|------|------|------|------|------|------|-------|----------------|
| 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 <sub>c</sub> |
|--------|------|------|------|------|------|------|------|-------|----------------|
| From A | 30   | 58   | 191  | 130  | 103  | 286  | 68   | 866   | 1641           |
| From B | 73   | 17   | 94   | 49   | 83   | 125  | 206  | 647   | 2017           |
| From C | 245  | 146  | 36   | 155  | 134  | 42   | 253  | 1011  | 1941           |
| From D | 92   | 20   | 52   | 26   | 137  | 143  | 34   | 504   | 2045           |
| From E | 107  | 22   | 170  | 190  | 15   | 40   | 35   | 579   | 1973           |
| From F | 134  | 85   | 60   | 228  | 56   | 30   | 135  | 728   | 1852           |
| From G | 66   | 142  | 120  | 129  | 48   | 34   | 15   | 554   | 1834           |
| Total  | 747  | 490  | 723  | 907  | 576  | 700  | 746  | 4889  |                |

### Legend

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

### Geometric Parameters

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

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

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

### Limitation

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

### Ratio-of-Flow to Capacity (RFC)

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

# Roundabout Analysis

Junction: The Fairview Park Roundabout Job Number: J7401  
 Scenario: Future Condition (With Proposed RCHE) 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 <sub>c</sub> |
|--------------|------------|------------|-------------|------------|------------|------------|------------|-------------|----------------|
| 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           |
| <b>Total</b> | <b>633</b> | <b>459</b> | <b>1274</b> | <b>974</b> | <b>493</b> | <b>793</b> | <b>662</b> | <b>5288</b> |                |

### PM Peak

| Arm          | To A       | To B       | To C       | To D       | To E       | to F       | to G       | Total       | q <sub>c</sub> |
|--------------|------------|------------|------------|------------|------------|------------|------------|-------------|----------------|
| From A       | 30         | 58         | 191        | 130        | 103        | 286        | 68         | 866         | 1644           |
| From B       | 73         | 17         | 97         | 49         | 83         | 128        | 206        | 653         | 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        | 86         | 60         | 228        | 56         | 30         | 135        | 729         | 1854           |
| From G       | 66         | 142        | 120        | 129        | 48         | 34         | 15         | 554         | 1837           |
| <b>Total</b> | <b>747</b> | <b>493</b> | <b>726</b> | <b>907</b> | <b>576</b> | <b>703</b> | <b>746</b> | <b>4898</b> |                |

### Legend

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

### Geometric Parameters

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

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

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

### Limitation

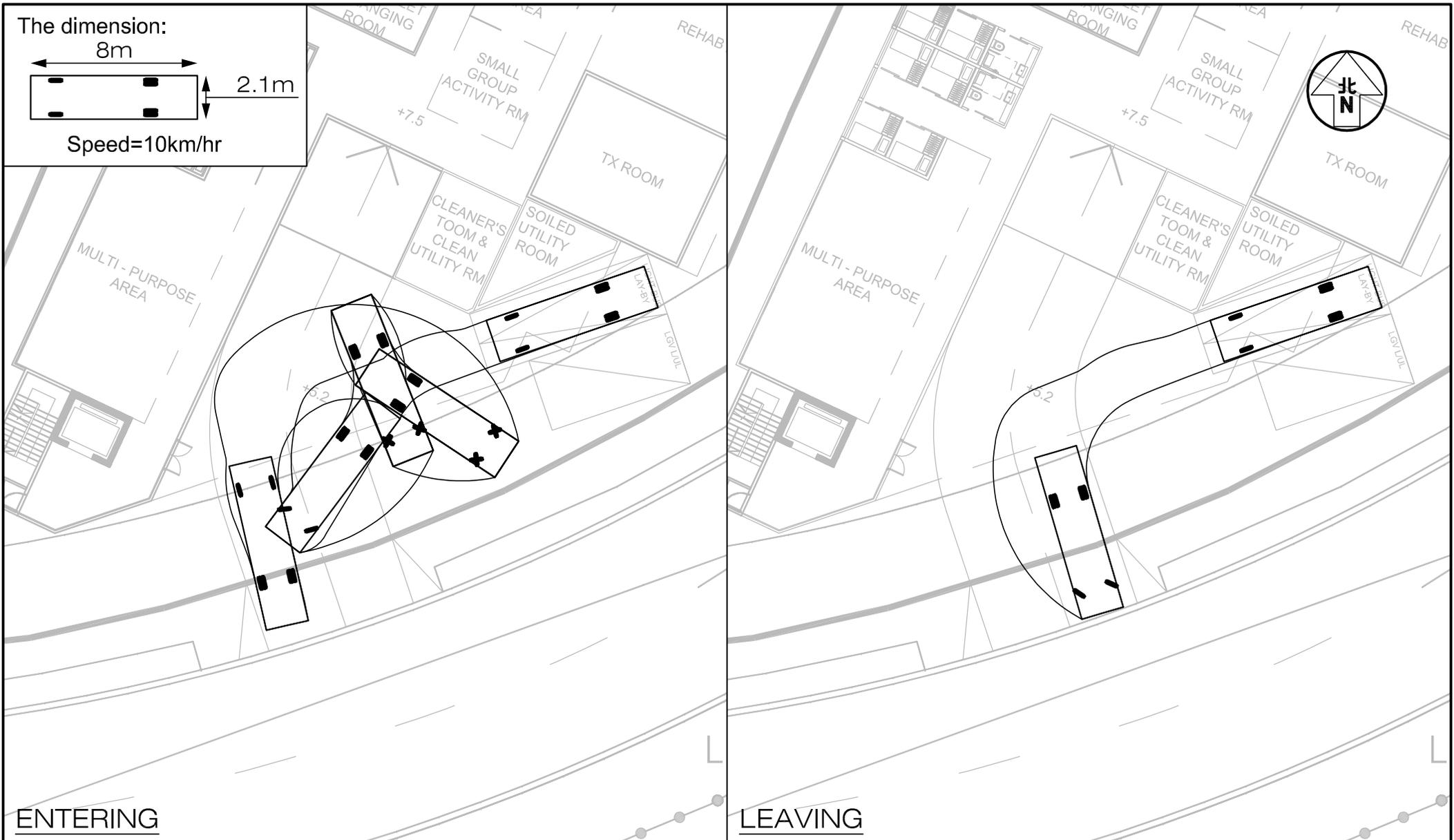
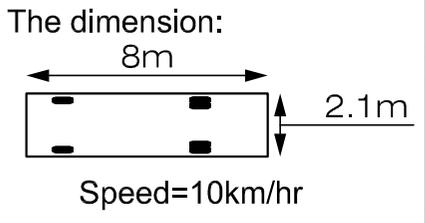
|   |                           |               |
|---|---------------------------|---------------|
| e | Entry Width               | 4.0 - 15.0 m  |
| v | Approach Half Width       | 2.0 - 7.3 m   |
| r | Entry Radius              | 6.0 - 100.0 m |
| L | Effective Length of Flare | 1.0 - 100.0 m |
|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

### Ratio-of-Flow to Capacity (RFC)

| Arm    | $x_2$ | M       | $t_D$ | K    | F       | $f_c$ | $Q_E$ |      | Entry Flow |      | RFC   |       |
|--------|-------|---------|-------|------|---------|-------|-------|------|------------|------|-------|-------|
|        |       |         |       |      |         |       | AM    | PM   | AM         | PM   | AM    | PM    |
| From A | 9.09  | 3640.95 | 1.00  | 0.99 | 2754.13 | 0.59  | 1624  | 1758 | 1015       | 866  | 0.625 | 0.493 |
| From B | 7.15  | 3640.95 | 1.00  | 0.98 | 2166.74 | 0.51  | 910   | 1118 | 720        | 653  | 0.791 | 0.584 |
| 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        | 729  | 0.601 | 0.616 |
| 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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|  |  |  |
|--|--|--|
| Project Title<br>PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN<br>"VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART)<br>AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG | Figure No.<br><b>SP1</b>   | Revision<br><b>C</b><br><b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants |
| Figure Title<br><b>SWEPT PATH OF LIGHT BUS ENTERING AND LEAVING<br/>         THE LIGHT BUS / AMBULANCE PARKING SPACE ON G/F</b>  | Designed by<br><b>L C H</b><br>Drawn by<br><b>N C M</b><br>Checked by<br><b>K C</b><br>Scale in A4<br><b>1 : 250</b> | Date<br><b>03 OCT 2025</b>   |

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The dimension:

6.2m



2.5m

Speed=10km/hr



ENTERING

LEAVING

Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

J7401

Figure No. SP2 Revision C

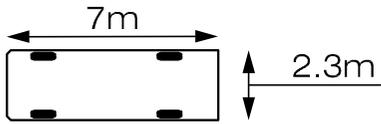
CKM Asia Limited  
Traffic and Transportation Planning Consultants

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

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

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The dimension:



Speed=10km/hr



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Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

Figure No. SP3  
Revision C

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Traffic and Transportation Planning Consultants

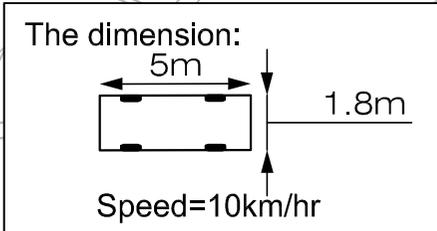
Figure Title SWEPT PATH OF LGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY ON G/F

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



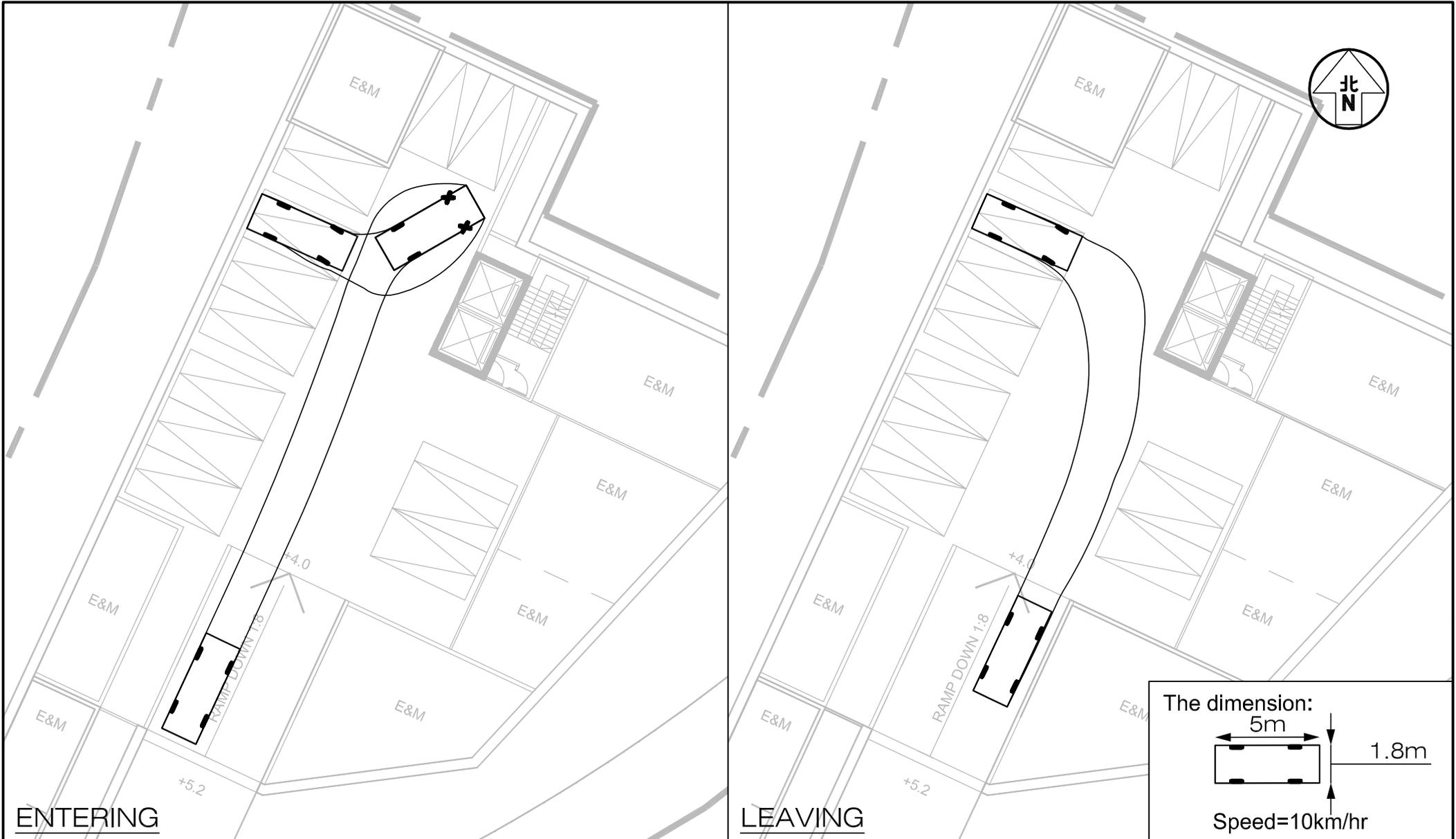
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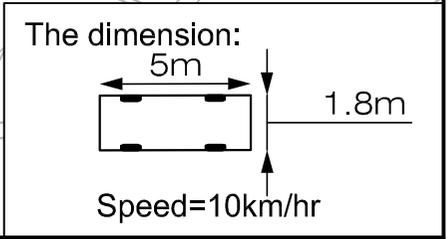
|  |                             |                          |  |
|--|-----------------------------|--------------------------|--|
| Project Title<br>PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN<br>"VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART)<br>AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG | Figure No.<br><b>J7401</b>  | Revision<br><b>C</b>     | <b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants |
| Figure Title<br><b>SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING<br/>         THE CAR PARKING SPACE ON B/F</b>  | Designed by<br><b>L C H</b> | Drawn by<br><b>N C M</b> | Checked by<br><b>K C</b>   |
| Scale in A4<br><b>1 : 250</b>  | Date<br><b>03 OCT 2025</b>  |                          |  |

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| Project Title<br>PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN<br>"VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART)<br>AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG | Figure No.<br><b>J7401</b>  | Revision<br><b>C</b>     | <b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants |
| Figure Title<br><b>SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING<br/>         THE CAR PARKING SPACE ON B/F</b>  | Designed by<br><b>L C H</b> | Drawn by<br><b>N C M</b> | Checked by<br><b>K C</b>   |
| Scale in A4<br><b>1 : 250</b>  | Date<br><b>03 OCT 2025</b>  |                          |  |

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Project Title **PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG**

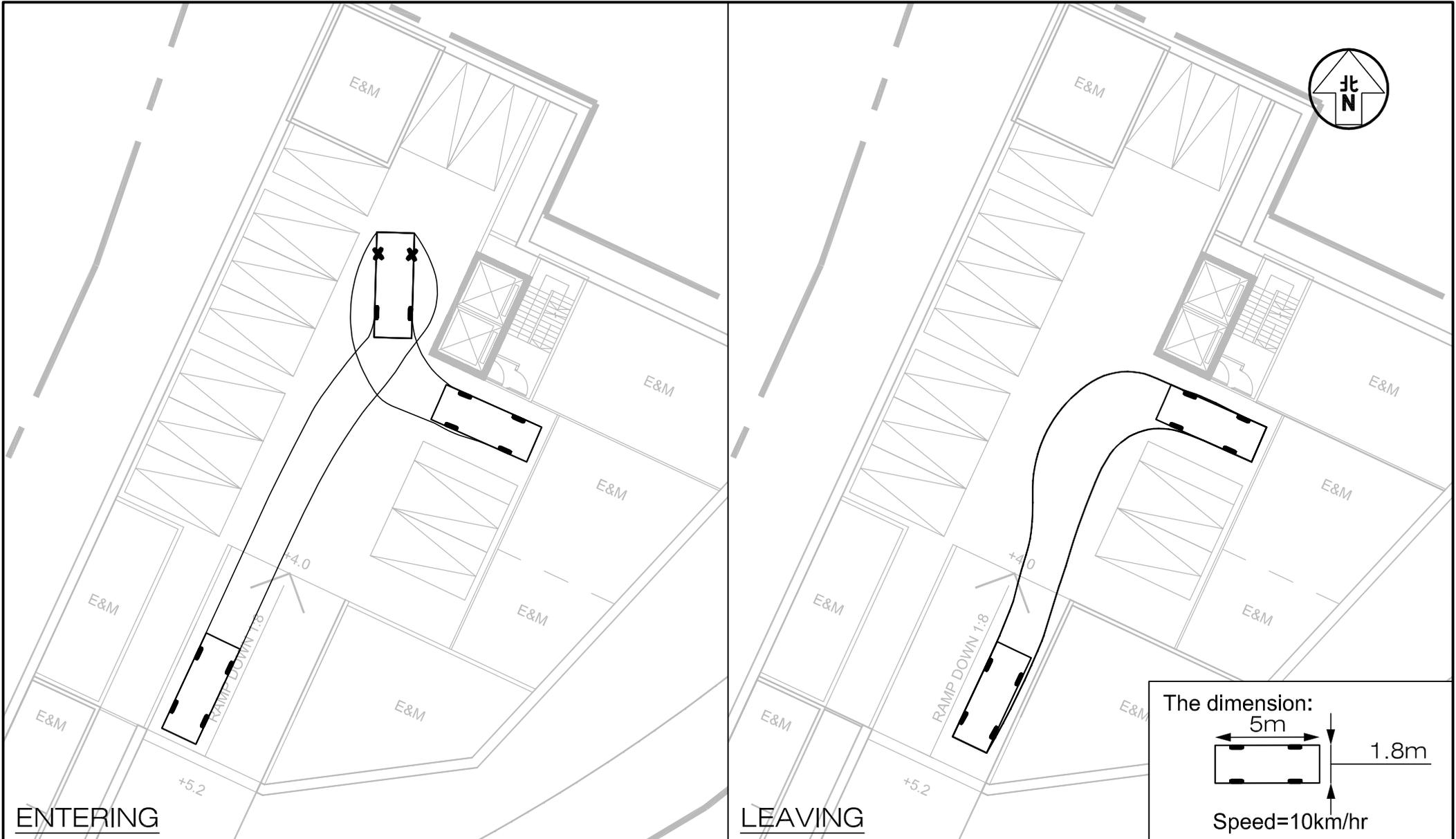
Figure No. **J7401** SP6  
 Revision **C**

**CKM Asia Limited**  
 Traffic and Transportation Planning Consultants

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

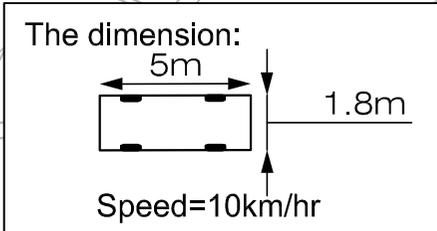
Designed by **L C H** Drawn by **N C M** Checked by **K C**  
 Scale in A4 **1 : 250** Date **03 OCT 2025**

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|  |                             |                          |  |
|--|-----------------------------|--------------------------|--|
| Project Title<br>PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN<br>"VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART)<br>AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG | Figure No.<br><b>J7401</b>  | Revision<br><b>D</b>     | <b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants |
| Figure Title<br><p style="text-align: center;"><b>SWEPT PATH OF TAXI ENTERING<br/>AND LEAVING THE SUBJECT SITE</b></p>   | Designed by<br><b>L C H</b> | Drawn by<br><b>N C M</b> | Checked by<br><b>K C</b>   |
| Scale in A4<br><b>1 : 250</b>  | Date<br><b>24 DEC 2025</b>  |                          |  |

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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 CARITAS LI KA SHING CARE AND ATTENTION HOME

| Period      | Vehicle Type (veh/hr) |      |     |                     | Traffic generation |        |
|-------------|-----------------------|------|-----|---------------------|--------------------|--------|
|             | Car                   | Taxi | LGV | Rehabus / Ambulance | veh/hr             | pcu/hr |
| <b>In</b>   |                       |      |     |                     |                    |        |
| 08:00-08:59 | 0                     | 4    | 1   | 0                   | 5                  | 6      |
| 09:00-09:59 | 5                     | 3    | 1   | 1                   | 10                 | 12     |
| 10:00-10:59 | 0                     | 4    | 0   | 0                   | 4                  | 4      |
| 11:00-11:59 | 1                     | 2    | 0   | 1                   | 4                  | 5      |
| 12:00-12:59 | 0                     | 5    | 0   | 0                   | 5                  | 5      |
| 13:00-13:59 | 0                     | 2    | 0   | 1                   | 3                  | 4      |
| 14:00-14:59 | 3                     | 1    | 0   | 0                   | 4                  | 4      |
| 15:00-15:59 | 2                     | 1    | 1   | 1                   | 5                  | 7      |
| 16:00-16:59 | 1                     | 4    | 0   | 1                   | 6                  | 7      |
| 17:00-17:59 | 0                     | 1    | 0   | 0                   | 1                  | 1      |
| 18:00-18:59 | 0                     | 2    | 0   | 0                   | 2                  | 2      |
| 19:00-19:59 | 0                     | 1    | 0   | 0                   | 1                  | 1      |
| <b>Out</b>  |                       |      |     |                     |                    |        |
| 08:00-08:59 | 0                     | 4    | 1   | 0                   | 5                  | 6      |
| 09:00-09:59 | 3                     | 3    | 0   | 1                   | 7                  | 8      |
| 10:00-10:59 | 0                     | 4    | 1   | 0                   | 5                  | 6      |
| 11:00-11:59 | 1                     | 2    | 0   | 1                   | 4                  | 5      |
| 12:00-12:59 | 0                     | 5    | 0   | 0                   | 5                  | 5      |
| 13:00-13:59 | 0                     | 2    | 0   | 1                   | 3                  | 4      |
| 14:00-14:59 | 1                     | 1    | 0   | 0                   | 2                  | 2      |
| 15:00-15:59 | 1                     | 0    | 0   | 0                   | 1                  | 1      |
| 16:00-16:59 | 4                     | 5    | 1   | 1                   | 11                 | 13     |
| 17:00-17:59 | 1                     | 1    | 0   | 1                   | 3                  | 4      |
| 18:00-18:59 | 1                     | 1    | 0   | 0                   | 2                  | 2      |
| 19:00-19:59 | 0                     | 2    | 0   | 0                   | 2                  | 2      |

TABLE B TRIP RATE OF CARITAS LI KA SHING CARE AND ATTENTION HOME

| Period      | Vehicle Type (veh/hr/bed) |        |        |                     | Trip Rate (pcu/hr/bed) |
|-------------|---------------------------|--------|--------|---------------------|------------------------|
|             | Car                       | Taxi   | LGV    | Rehabus / Ambulance |                        |
| <b>In</b>   |                           |        |        |                     |                        |
| 08:00-08:59 | 0.0000                    | 0.0154 | 0.0038 | 0.0000              | 0.0231                 |
| 09:00-09:59 | 0.0192                    | 0.0115 | 0.0038 | 0.0038              | 0.0462                 |
| 10:00-10:59 | 0.0000                    | 0.0154 | 0.0000 | 0.0000              | 0.0154                 |
| 11:00-11:59 | 0.0038                    | 0.0077 | 0.0000 | 0.0038              | 0.0192                 |
| 12:00-12:59 | 0.0000                    | 0.0192 | 0.0000 | 0.0000              | 0.0192                 |
| 13:00-13:59 | 0.0000                    | 0.0077 | 0.0000 | 0.0038              | 0.0154                 |
| 14:00-14:59 | 0.0115                    | 0.0038 | 0.0000 | 0.0000              | 0.0154                 |
| 15:00-15:59 | 0.0077                    | 0.0038 | 0.0038 | 0.0038              | 0.0269                 |
| 16:00-16:59 | 0.0038                    | 0.0154 | 0.0000 | 0.0038              | 0.0269                 |
| 17:00-17:59 | 0.0000                    | 0.0038 | 0.0000 | 0.0000              | 0.0038                 |
| 18:00-18:59 | 0.0000                    | 0.0077 | 0.0000 | 0.0000              | 0.0077                 |
| 19:00-19:59 | 0.0000                    | 0.0038 | 0.0000 | 0.0000              | 0.0038                 |
| <b>Out</b>  |                           |        |        |                     |                        |
| 08:00-08:59 | 0.0000                    | 0.0154 | 0.0038 | 0.0000              | 0.0231                 |
| 09:00-09:59 | 0.0115                    | 0.0115 | 0.0000 | 0.0038              | 0.0308                 |
| 10:00-10:59 | 0.0000                    | 0.0154 | 0.0038 | 0.0000              | 0.0231                 |
| 11:00-11:59 | 0.0038                    | 0.0077 | 0.0000 | 0.0038              | 0.0192                 |
| 12:00-12:59 | 0.0000                    | 0.0192 | 0.0000 | 0.0000              | 0.0192                 |
| 13:00-13:59 | 0.0000                    | 0.0077 | 0.0000 | 0.0038              | 0.0154                 |
| 14:00-14:59 | 0.0038                    | 0.0038 | 0.0000 | 0.0000              | 0.0077                 |
| 15:00-15:59 | 0.0038                    | 0.0000 | 0.0000 | 0.0000              | 0.0038                 |
| 16:00-16:59 | 0.0154                    | 0.0154 | 0.0038 | 0.0038              | 0.0500                 |
| 17:00-17:59 | 0.0038                    | 0.0038 | 0.0000 | 0.0038              | 0.0154                 |
| 18:00-18:59 | 0.0038                    | 0.0038 | 0.0000 | 0.0000              | 0.0077                 |
| 19:00-19:59 | 0.0000                    | 0.0077 | 0.0000 | 0.0000              | 0.0077                 |

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

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

| Period      | Vehicle Type                   |      |     |                     | Traffic generation |        |
|-------------|--------------------------------|------|-----|---------------------|--------------------|--------|
|             | Car                            | Taxi | LGV | Rehabus / Ambulance | veh/hr             | pcu/hr |
| <u>In</u>   |                                |      |     |                     |                    |        |
| 08:00-08:59 | 0                              | 4    | 1   | 0                   | 5                  | 6      |
| 09:00-09:59 | 5                              | 3    | 1   | 1                   | 10                 | 12     |
| 10:00-10:59 | 0                              | 4    | 0   | 0                   | 4                  | 4      |
| 11:00-11:59 | 1                              | 2    | 0   | 1                   | 4                  | 5      |
| 12:00-12:59 | 0                              | 5    | 0   | 0                   | 5                  | 5      |
| 13:00-13:59 | 0                              | 2    | 0   | 1                   | 3                  | 4      |
| 14:00-14:59 | 3                              | 1    | 0   | 0                   | 4                  | 4      |
| 15:00-15:59 | 2                              | 1    | 1   | 1                   | 5                  | 7      |
| 16:00-16:59 | 1                              | 4    | 0   | 1                   | 6                  | 7      |
| 17:00-17:59 | 0                              | 1    | 0   | 0                   | 1                  | 1      |
| 18:00-18:59 | 0                              | 2    | 0   | 0                   | 2                  | 2      |
| 19:00-19:59 | 0                              | 1    | 0   | 0                   | 1                  | 1      |
| 20:00-07:59 | Ambulance in the event of need |      |     |                     |                    |        |
| <u>Out</u>  |                                |      |     |                     |                    |        |
| 08:00-08:59 | 0                              | 4    | 1   | 0                   | 5                  | 6      |
| 09:00-09:59 | 3                              | 3    | 0   | 1                   | 7                  | 8      |
| 10:00-10:59 | 0                              | 4    | 1   | 0                   | 5                  | 6      |
| 11:00-11:59 | 1                              | 2    | 0   | 1                   | 4                  | 5      |
| 12:00-12:59 | 0                              | 5    | 0   | 0                   | 5                  | 5      |
| 13:00-13:59 | 0                              | 2    | 0   | 1                   | 3                  | 4      |
| 14:00-14:59 | 1                              | 1    | 0   | 0                   | 2                  | 2      |
| 15:00-15:59 | 1                              | 0    | 0   | 0                   | 1                  | 1      |
| 16:00-16:59 | 4                              | 4    | 1   | 1                   | 10                 | 12     |
| 17:00-17:59 | 1                              | 1    | 0   | 1                   | 3                  | 4      |
| 18:00-18:59 | 1                              | 1    | 0   | 0                   | 2                  | 2      |
| 19:00-19:59 | 0                              | 2    | 0   | 0                   | 2                  | 2      |
| 20:00-07:59 | Ambulance in the event of need |      |     |                     |                    |        |



**PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN “VILLAGE TYPE DEVELOPMENT” ZONE ON APPROVED NAM SANG WAI OUTLINE ZONING PLAN NO. S/YL-NSW/10 AT LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART) AND 3673 RP (PART) IN D.D.104, NAM SANG WAI, YUEN LONG**  
**(Planning Application No. A/YL-NSW/349)**  
**Response-to-Comment Table**

| Departmental Comments   | Response  |
|---|---|
| <b><u>Email dated 27<sup>th</sup> June 2025 refers:</u></b>   |   |
| <b><u>Comment from the Director of Environmental Protection</u></b>   |   |
| <b><u>General</u></b>   |   |
| 1. S.1.2.1 - The site area is inconsistent with that provided in the planning statement, please check.  | The site area is corrected. Please refer to the revised EA (Appendix 1).  |
| 2. Please highlight all the changes/amendments in the next submission.  | Noted.  |
| <b><u>Air Quality</u></b>   |   |
| 1. Section 2.2.2 and Table 2.1 - The AQOs were updated on 11 April 2025. Please revise Table 2.1 to present the updated AQOs.   | The table is updated accordingly. Please refer to the revised EA (Appendix 1).  |
| 2. Section 2.2.4  |   |
| a. Please delete “active and passive” in line 1.  | The section is revised accordingly. Please refer to the revised EA (Appendix 1).  |
| b. Please revise “open road” in line 3 to “vehicular”.  | The section is revised accordingly. Please refer to the revised EA (Appendix 1).  |
| 3. Section 2.3.1, Table 2.3 and Figure 2.1 - Please note that not only the domestic premises are the ASRs, some places/premises such as factory and workshop may also be the ASRs. Based on the desktop review, there are some areas in the vicinity of the project site which have been used for workshops/open storage, etc. Please review the potential existing/planned ASRs within the assessment area with reference to the Determination of ASR under the EIAO-TM and update as appropriate. | More ASRs have been identified in Table 2.3 and Figure 2.1. For other areas mainly for open storage use where long duration of exposure to air pollutants is not expected are, therefore, not considered as ASR. Please refer to the revised EA (Appendix 1). |
| 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. Please refer to the revised EA (Appendix 1).  |
| 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. Please refer to the revised EA (Appendix 1).  |
| c. For the Comment #4(b) above, please consider if the control measures set out in the Air Pollution Control (Non-road Mobile Machinery) (Emission)   | The discussion is provided in Section 2.4.3 accordingly. Please refer to the revised EA (Appendix 1).   |

|  |   |
|--|---|
| 7. We noted that the is NSR '2F_N30' in the appendix 3.2, but not in the figure and model, please clarify.   | Appendix 3.2 is revised accordingly. Please refer to the revised EA (Appendix 1).   |
| <b>Email dated 17<sup>th</sup> July 2025 refers:</b><br><b>Comment from the Commissioner for Transport</b>   |   |
| Based on the submitted TIA, please advise to the following points:   |   |
| - Please advise the estimated number of staff for the proposed RCHE 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.  |
| - Please explain why the J2 junction performance in Year 2033 reference case (without RCHE) 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.   |
| - As the subject site is in Yuen Long district, please explain why this application makes reference to the RCHE in Hong Kong Island;                             | Reference is made to RCHEs in Yuen Long listed in the web site of Social Welfare Department, and found that most of these RCHEs are located within buildings where there are other uses, and access to the RCHE is shared with other uses. Hence, it is not possible to distinguish: (i) pedestrians and traffic generated by the RCHE and other uses, and (ii) users of the internal transport facilities provided.<br><br>Therefore, reference is made to RCHEs with similar characteristics, e.g., RCHE located within a standalone building, accessibility to public transport services and those with internal transport facilities. |
| - 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 (Appendix 2) for the revised traffic flow and Appendix 2 in revised TIA (Appendix 2) for Junction Capacity Analysis.   |
| - Table 2.4: the trip rates from the surveyed RCHEs appear underestimated. Please review;  | A RCHE with 229 beds in Tuen Mun which has similar characteristics as the Proposed RCHE has been included to Table 2.3 in the revised TIA (Appendix 2).<br><br>Table 2.4 shows that trip rates adopted is already conservative.   |
| - Please advise the PCs/taxis pick-up/drop off location. The PCs/taxis pick-up/drop off activities should not affect 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 SP7 in the revised TIA (Appendix 2).   |
| - 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.   |

|   |   |
|---|---|
| <ul style="list-style-type: none"> <li>- 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;</li> </ul>  | <p>Noted. Please refer to Figure 4.1 in the revised TIA (Appendix 2) for the vehicular route and Figure 3.1 in the revised TIA (Appendix 2) for the pedestrian entrance.</p>  |
| <ul style="list-style-type: none"> <li>- 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;</li> </ul>   | <p>Noted. Please refer to Figure 2.7 in the revised TIA (Appendix 2) for the pedestrian route to the nearby franchised bus stops.</p>   |
| <ul style="list-style-type: none"> <li>- Para. 4.8: traffic trips specified here does not tally with the number in Table 4.4;</li> </ul>  | <p>Noted. Please refer to section 4.8 in revised TIA (Appendix 2)</p>   |
| <ul style="list-style-type: none"> <li>- 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;</li> </ul>  | <p>Noted. Please refer to the Appendix 2 in the revised TIA (Appendix 2).</p>   |
| <ul style="list-style-type: none"> <li>- Please provide a plan to demonstrate sufficient sightline could be maintained at the proposed site access;</li> </ul>  | <p>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 (Appendix 2).</p>   |
| <ul style="list-style-type: none"> <li>- There are noise barriers positioned at the proposed site access. Please provide details on the site access arrangement;</li> </ul>   | <p>Portion of the existing noise barriers and related street furniture (planter) will be demolished for the proposed site access. Please refer to the Modification Plans of Noise Barrier and Street Furniture (Appendix 3) for the proposed alterations.</p>   |
| <ul style="list-style-type: none"> <li>- From the planning statement, noted there is a separate planning application by the same applicant at the adjoining site for an RCHD. 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</li> </ul>  | <p>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.</p>  |
| <ul style="list-style-type: none"> <li>- Noted only two loading/ unloading spaces are provided in the subject site and given the loading/unloading activities for elderly 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.</li> </ul>  | <p>Based on survey of RCHEs 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.</p> |
| <p><b><u>Email dated 4<sup>th</sup> July 2025 refers:</u></b><br/> <b><u>Comments of the Chief Highway Engineer/New Territories West, Highways Department</u></b></p>   |   |
| <ul style="list-style-type: none"> <li>- 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; and</li> </ul>  | <p>Noted.</p>   |
| <ul style="list-style-type: none"> <li>- 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.</li> </ul> | <p>Please refer to the Modification Plans of Noise Barrier and Street Furniture (Appendix 3).</p>   |



**Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE)) in “Village Type Development” Zone, Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long (TPB ref.: A/YL-NSW/349)**

**Response-to-Comment Table**

| Departmental Comments  | Responses  |
|--|--|
| <b>Email dated 9<sup>th</sup> September 2025 refers:</b>   |  |
| <b><u>Comment from the Commissioner for Transport</u></b>  |  |
| General Comment:-  |  |
| <ul style="list-style-type: none"> <li>Based on the proposed G/F layout plan, the location light bus/ambulance layby, PC/taxis pick-up/drop off as well as the LGV L/UL bay is too close to the site entrance. 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 under this application. The applicant is requested to demonstrated the operation arrangement at the area co-used as pick-up/drop off activities, access and parking and demonstrate there will be no queuing back to the public road.</li> </ul>   | <p>A car park management staff will be deployed to manage vehicles entering and leaving the Proposed RCHE. For example, if one vehicle is entering and another is leaving at the same time, the management staff will halt the vehicle leaving momentarily to allow the vehicle to enter the Proposed RCHD in order to ensure that no queue will occur at Kam Pok Road East.</p> |
| Specific comment:-   |  |
| 1.   | Should there be any delay of improvement works for junction of Castle Peak Road - Tam Mi/Kam Pok Rad East, the applicant should undertake the works before the commissioning of proposed development.  |
| Noted.   |  |
| 2.   | The adopted trip rates in this application is underestimated. Please make reference to the trip rates from the nearby approved RCHE under planning application no. Y/YL-NTM/9 and update the report.   |
| <p>A review of the TIA for planning application no. Y/YL-NTM/9 found that the trip rate adopted for RCHE use is based on the Tung Wah Group of Hospitals – Wong Cho Tong Social Service Building, which has multiple uses, including:</p> <ul style="list-style-type: none"> <li>RCHE with 278 beds</li> <li>District Elderly Community Centre</li> <li>Day Care Centre for the Elderly</li> <li>Home Care Services Centre</li> <li>Integrated Vocational Rehabilitation Centre</li> <li>RCHD with 120 beds</li> </ul> <p>In view that the surveyed building has multiple uses but share a common entrance, it is not possible to distinguish traffic generated only by RCHE use. Hence, this trip rate is <b><u>not suitable</u></b> for the captioned project.</p> |  |

3. 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.

[See **Appendix 5** of the R-to-C table.]

Reference is made to the on-site survey from Caritas Li Ka Shing Care and Attention Home in Tuen Mun 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 RCHE is shown in **Table R1**.

TABLE R1 24-HOUR BREAKDOWN OF TRAFFIC GENERATION OF THE PROPOSED RCHE

| Period             | Vehicle Type                   |          |          |                     | Traffic generation |           |
|--------------------|--------------------------------|----------|----------|---------------------|--------------------|-----------|
|                    | Car                            | Taxi     | LGV      | Rehabus / Ambulance | veh/hr             | pcu/hr    |
| <i>In</i>          |                                |          |          |                     |                    |           |
| 08:00-08:59        | 0                              | 4        | 1        | 0                   | 5                  | 6         |
| <b>09:00-09:59</b> | <b>5</b>                       | <b>3</b> | <b>1</b> | <b>1</b>            | <b>10</b>          | <b>12</b> |
| 10:00-10:59        | 0                              | 4        | 0        | 0                   | 4                  | 4         |
| 11:00-11:59        | 1                              | 2        | 0        | 1                   | 4                  | 5         |
| 12:00-12:59        | 0                              | 5        | 0        | 0                   | 5                  | 5         |
| 13:00-13:59        | 0                              | 2        | 0        | 1                   | 3                  | 4         |
| 14:00-14:59        | 3                              | 1        | 0        | 0                   | 4                  | 4         |
| 15:00-15:59        | 2                              | 1        | 1        | 1                   | 5                  | 7         |
| <b>16:00-16:59</b> | <b>1</b>                       | <b>4</b> | <b>0</b> | <b>1</b>            | <b>6</b>           | <b>7</b>  |
| 17:00-17:59        | 0                              | 1        | 0        | 0                   | 1                  | 1         |
| 18:00-18:59        | 0                              | 2        | 0        | 0                   | 2                  | 2         |
| 19:00-19:59        | 0                              | 1        | 0        | 0                   | 1                  | 1         |
| 20:00-07:59        | Ambulance in the event of need |          |          |                     |                    |           |
| <i>Out</i>         |                                |          |          |                     |                    |           |
| 08:00-08:59        | 0                              | 4        | 1        | 0                   | 5                  | 6         |
| <b>09:00-09:59</b> | <b>3</b>                       | <b>3</b> | <b>0</b> | <b>1</b>            | <b>7</b>           | <b>8</b>  |
| 10:00-10:59        | 0                              | 4        | 1        | 0                   | 5                  | 6         |
| 11:00-11:59        | 1                              | 2        | 0        | 1                   | 4                  | 5         |
| 12:00-12:59        | 0                              | 5        | 0        | 0                   | 5                  | 5         |
| 13:00-13:59        | 0                              | 2        | 0        | 1                   | 3                  | 4         |
| 14:00-14:59        | 1                              | 1        | 0        | 0                   | 2                  | 2         |
| 15:00-15:59        | 1                              | 0        | 0        | 0                   | 1                  | 1         |
| <b>16:00-16:59</b> | <b>4</b>                       | <b>4</b> | <b>1</b> | <b>1</b>            | <b>10</b>          | <b>12</b> |
| 17:00-17:59        | 1                              | 1        | 0        | 1                   | 3                  | 4         |
| 18:00-18:59        | 1                              | 1        | 0        | 0                   | 2                  | 2         |
| 19:00-19:59        | 0                              | 2        | 0        | 0                   | 2                  | 2         |
| 20:00-07:59        | Ambulance in the event of need |          |          |                     |                    |           |

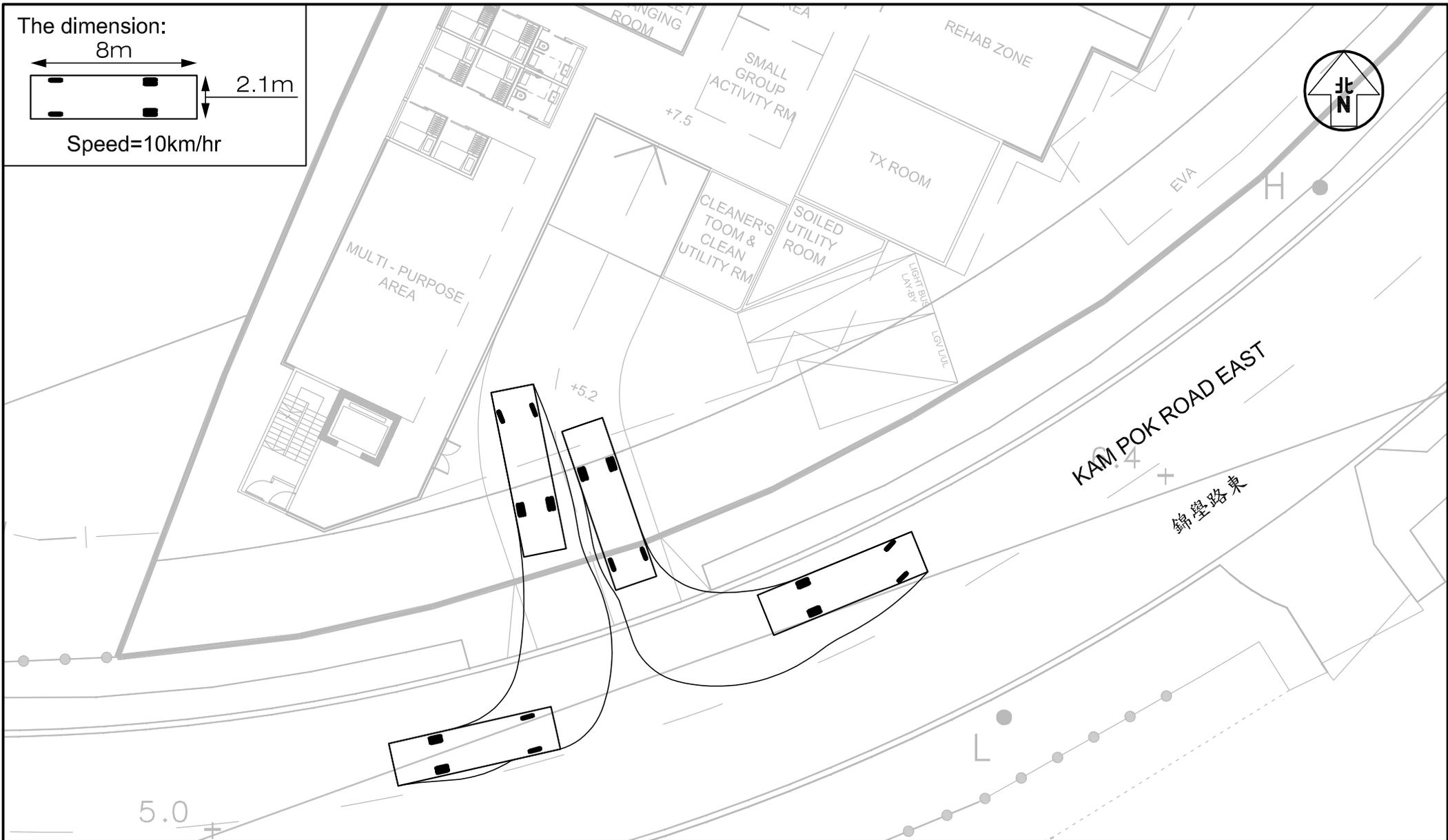
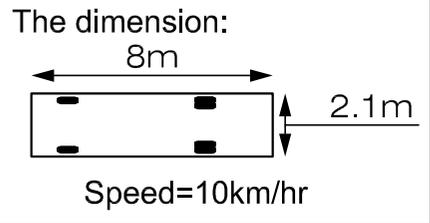
|     |   |  |
|-----|---|--|
| 4.  | Please confirm no RCV would enter the subject site.   | Please note that no RCV would enter the Proposed RCHE.   |
| 5.  | In the site entrance, please provide a clear segregation between vehicles and pedestrians from road safety perspective. For the proposed pedestrian entrance in the building in Figure 3.1, apparently pedestrian is expected to walk across the vehicle manoeuvring area (i.e. light/ambulance, LGV, PCs/taxis) which poses a safety concern. Please review. | Pedestrian entrance provided for the Proposed RCHE is separated from the manoeuvring area. Please refer to the <b>Figure 3.1</b> in the revised TIA report.  |
| 6.  | Figure 3.3: Unless otherwise agreed by the relevant departments including but not limited to EPD and HyD that the existing noise barrier can be demolished, please demonstrate adequate sight line can be provided at the ingress/egress with the presence of existing noise barrier.   | The noise barriers have been indicated in the <b>Figure 3.3</b> in the revised TIA. The measured length of visibility splay for the motorists leaving the Proposed RCHE 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. |
| 7.  | 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 <b>Figure R1</b> . [See <b>Appendix 5</b> of the R-to-C table.]   |
| 8.  | From SP1 to SP3, the vehicle manoeuvring of coach, ambulance, LGV and taxi 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.<br><br>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.   |
| 9.  | From SP7, it is unsafe for PCs/taxis to reverse back to the driveway as the drivers could not see the vehicle entering the site and vehicle driving up from the basement carpark. Please review.  | A car park management staff will be deployed to assist vehicle manoeuvring to ensure the safety.   |
| 10. | Please review para. 2.2 for the road classification.  | Noted. Please refer to the revised <b>Paragraph 2.2</b> in the revised TIA.  |
| 11. | Table 2.6: please review the adopted GMB capacity.  | Noted. Please refer to the revised <b>Table 2.6</b> in the revised TIA.  |
| 12. | 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 RCHE can leave without encroaching into the opposite lane of Kam Pok Road East. Please refer to <b>Figure R1</b> . [See <b>Appendix 5</b> of the R-to-C table.]  |

# **Appendix 5**

Supplementary Traffic Information In  
Response to TD's Comments

Figure

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Project Title PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG J7401

Figure No. R1 Revision A

**CKM Asia Limited**  
 Traffic and Transportation Planning Consultants

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

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

Appendix A  
Vehicle Composition of  
Traffic Generation Survey

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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 CARITAS LI KA SHING CARE AND ATTENTION HOME

| Period      | Vehicle Type (veh/hr) |      |     |                     | Traffic generation |           |
|-------------|-----------------------|------|-----|---------------------|--------------------|-----------|
|             | Car                   | Taxi | LGV | Rehabus / Ambulance | veh/hr             | pcu/hr    |
| <i>In</i>   |                       |      |     |                     |                    |           |
| 08:00-08:59 | 0                     | 4    | 1   | 0                   | 5                  | 6         |
| 09:00-09:59 | 5                     | 3    | 1   | 1                   | <b>10</b>          | <b>12</b> |
| 10:00-10:59 | 0                     | 4    | 0   | 0                   | 4                  | 4         |
| 11:00-11:59 | 1                     | 2    | 0   | 1                   | 4                  | 5         |
| 12:00-12:59 | 0                     | 5    | 0   | 0                   | 5                  | 5         |
| 13:00-13:59 | 0                     | 2    | 0   | 1                   | 3                  | 4         |
| 14:00-14:59 | 3                     | 1    | 0   | 0                   | 4                  | 4         |
| 15:00-15:59 | 2                     | 1    | 1   | 1                   | 5                  | 7         |
| 16:00-16:59 | 1                     | 4    | 0   | 1                   | <b>6</b>           | <b>7</b>  |
| 17:00-17:59 | 0                     | 1    | 0   | 0                   | 1                  | 1         |
| 18:00-18:59 | 0                     | 2    | 0   | 0                   | 2                  | 2         |
| 19:00-19:59 | 0                     | 1    | 0   | 0                   | 1                  | 1         |
| <i>Out</i>  |                       |      |     |                     |                    |           |
| 08:00-08:59 | 0                     | 4    | 1   | 0                   | 5                  | 6         |
| 09:00-09:59 | 3                     | 3    | 0   | 1                   | <b>7</b>           | <b>8</b>  |
| 10:00-10:59 | 0                     | 4    | 1   | 0                   | 5                  | 6         |
| 11:00-11:59 | 1                     | 2    | 0   | 1                   | 4                  | 5         |
| 12:00-12:59 | 0                     | 5    | 0   | 0                   | 5                  | 5         |
| 13:00-13:59 | 0                     | 2    | 0   | 1                   | 3                  | 4         |
| 14:00-14:59 | 1                     | 1    | 0   | 0                   | 2                  | 2         |
| 15:00-15:59 | 1                     | 0    | 0   | 0                   | 1                  | 1         |
| 16:00-16:59 | 4                     | 5    | 1   | 1                   | <b>11</b>          | <b>13</b> |
| 17:00-17:59 | 1                     | 1    | 0   | 1                   | 3                  | 4         |
| 18:00-18:59 | 1                     | 1    | 0   | 0                   | 2                  | 2         |
| 19:00-19:59 | 0                     | 2    | 0   | 0                   | 2                  | 2         |

TABLE B TRIP RATE OF CARITAS LI KA SHING CARE AND ATTENTION HOME

| Period      | Vehicle Type (veh/hr/bed) |        |        |                     | Trip Rate (pcu/hr/bed) |
|-------------|---------------------------|--------|--------|---------------------|------------------------|
|             | Car                       | Taxi   | LGV    | Rehabus / Ambulance |                        |
| <i>In</i>   |                           |        |        |                     |                        |
| 08:00-08:59 | 0.0000                    | 0.0154 | 0.0038 | 0.0000              | 0.0231                 |
| 09:00-09:59 | 0.0192                    | 0.0115 | 0.0038 | 0.0038              | <b>0.0462</b>          |
| 10:00-10:59 | 0.0000                    | 0.0154 | 0.0000 | 0.0000              | 0.0154                 |
| 11:00-11:59 | 0.0038                    | 0.0077 | 0.0000 | 0.0038              | 0.0192                 |
| 12:00-12:59 | 0.0000                    | 0.0192 | 0.0000 | 0.0000              | 0.0192                 |
| 13:00-13:59 | 0.0000                    | 0.0077 | 0.0000 | 0.0038              | 0.0154                 |
| 14:00-14:59 | 0.0115                    | 0.0038 | 0.0000 | 0.0000              | 0.0154                 |
| 15:00-15:59 | 0.0077                    | 0.0038 | 0.0038 | 0.0038              | 0.0269                 |
| 16:00-16:59 | 0.0038                    | 0.0154 | 0.0000 | 0.0038              | <b>0.0269</b>          |
| 17:00-17:59 | 0.0000                    | 0.0038 | 0.0000 | 0.0000              | 0.0038                 |
| 18:00-18:59 | 0.0000                    | 0.0077 | 0.0000 | 0.0000              | 0.0077                 |
| 19:00-19:59 | 0.0000                    | 0.0038 | 0.0000 | 0.0000              | 0.0038                 |
| <i>Out</i>  |                           |        |        |                     |                        |
| 08:00-08:59 | 0.0000                    | 0.0154 | 0.0038 | 0.0000              | 0.0231                 |
| 09:00-09:59 | 0.0115                    | 0.0115 | 0.0000 | 0.0038              | <b>0.0308</b>          |
| 10:00-10:59 | 0.0000                    | 0.0154 | 0.0038 | 0.0000              | 0.0231                 |
| 11:00-11:59 | 0.0038                    | 0.0077 | 0.0000 | 0.0038              | 0.0192                 |
| 12:00-12:59 | 0.0000                    | 0.0192 | 0.0000 | 0.0000              | 0.0192                 |
| 13:00-13:59 | 0.0000                    | 0.0077 | 0.0000 | 0.0038              | 0.0154                 |
| 14:00-14:59 | 0.0038                    | 0.0038 | 0.0000 | 0.0000              | 0.0077                 |
| 15:00-15:59 | 0.0038                    | 0.0000 | 0.0000 | 0.0000              | 0.0038                 |
| 16:00-16:59 | 0.0154                    | 0.0154 | 0.0038 | 0.0038              | <b>0.0500</b>          |
| 17:00-17:59 | 0.0038                    | 0.0038 | 0.0000 | 0.0038              | 0.0154                 |
| 18:00-18:59 | 0.0038                    | 0.0038 | 0.0000 | 0.0000              | 0.0077                 |
| 19:00-19:59 | 0.0000                    | 0.0077 | 0.0000 | 0.0000              | 0.0077                 |



Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE)) in "Village Type Development" Zone, Lots 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), 3673 RP (Part) and adjoining Government Land in D.D.104, Nam Sang Wai, Yuen Long (TPB ref.: A/YL-NSW/349)

Response-to-Comment Table

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



---

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

Dear Tommy,

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

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

Regards,

**Jeffrey Kwok**



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

**From:** Thomas Ho Lun LAU/PLAND <[thllau@pland.gov.hk](mailto:thllau@pland.gov.hk)>  
**Date:** Wed, 17 Dec 2025 at 12:14  
**Subject:** [DPO Comment on TIA Table 4.3] [F13] Planning Application A/YL-NSW/348&349  
**To:** [REDACTED] <j[REDACTED]>  
**Cc:** Ajyum Distinction CHAN/PLAND <[adchan@pland.gov.hk](mailto:adchan@pland.gov.hk)>, Athena Pui Yin LAI/PLAND <[apylai@pland.gov.hk](mailto:apylai@pland.gov.hk)>, Yen PY LEUNG/PLAND <[pyleung@pland.gov.hk](mailto: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](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](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](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](https://www.tpb.gov.hk/en/uploads/RNTPC/paper/S_YL_NSW_8_MainPaper.pdf)).

Thanks and Regards,

Thomas LAU

FS&YLE DPO

## **Appendix 4**

### Environmental Assessment (EA)

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

## ENVIRONMENTAL ASSESSMENT

26 Jan 2026

Report No.: RT25285-EA-01E

**Prepared By:**



**BeeXergy Consulting Limited (BXG)**

Phone:

Address:

Email:



|                    |   |                      |               |                |                 |
|--------------------|---|----------------------|---------------|----------------|-----------------|
| <b>Project:</b>    | PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG<br>ENVIRONMENTAL ASSESSMENT |                      |               |                |                 |
| <b>Report No.:</b> | RT25285-EA-01E  |                      |               |                |                 |
| <b>Revision</b>    | <b>Issue Date</b>   | <b>Description</b>   | <b>Author</b> | <b>Checker</b> | <b>Approver</b> |
| 0                  | 20/05/2025  | Issued for Comment   | Various       | LY             | HM              |
| A                  | 08/07/2025  | Issued for Comment   | Various       | LY             | HM              |
| B                  | 25/07/2025  | Updated AQIA and NIA | Various       | LY             | HM              |
| C                  | 10/10/2025  | Response to Comment  | Various       | LY             | HM              |
| D                  | 17/11/2025  | Response to Comment  | Various       | LY             | HM              |
| E                  | 26/01/2026  | Response to Comment  | Various       | LY             | HM              |
|                    |   |                      |               |                |                 |

**Prepared By:**

**Checked by**

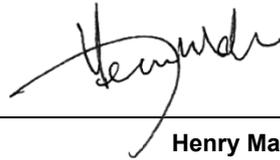
\_\_\_\_\_  
 Various



\_\_\_\_\_  
 Leo Yu

Consultant

**Approved by:**



\_\_\_\_\_  
 Henry Mak

Director

**Disclaimer:**

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

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## 1. INTRODUCTION

### 1.1. BACKGROUND

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

### 1.2. PROJECT LOCATION

- 1.2.1. The Project Site is approximately 1845m<sup>2</sup>, currently bounded by abandoned fishponds to the north and west, Kam Pok Road East to the south. The Project Site is currently zoned as “Village Type Development” (“V”) under the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/10. **Figure 1.1** shows the location of Project Site and its environs.

### 1.3. PROJECT DESCRIPTION

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

**Table 1.1 Key Development Parameters of the Proposed Development**

|   |  |
|---|--|
| <b>No. of Storeys</b>                   | 3 storeys  |
| <b>Total Gross Floor Area (GFA)</b>     | Approx. 4,243.5m <sup>2</sup>  |
| <b>Building Height</b>                  | +20.00 mPD   |
| <b>Proposed Major Floor Use</b>         | LG/F: Carpark<br>G/F to 2/F: Dormitory for RCHE(s), Communal Area, Carpark Entrance and Lay-by |
| <b>Tentative Population Intake Year</b> | 2030   |
| <b>Total No. of Beds</b>                | 208  |

## **1.4. SCOPE OF THE ENVIRONMENTAL ASSESSMENT**

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

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

## **1.5. STRUCTURE OF THE REPORT**

1.5.1. This EA Report includes the following sections:

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

## 2. AIR QUALITY IMPACT

### 2.1. INTRODUCTION

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

### 2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

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

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

#### Air Quality Objectives

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

**Table 2.1 Hong Kong Air Quality Objectives**

| Pollutant  | Averaging Time | Concentration Limit <sup>[i]</sup><br>( $\mu\text{g}/\text{m}^3$ ) | Number of Exceedances Allowed |
|--|----------------|--|-------------------------------|
| Sulphur Dioxide ( $\text{SO}_2$ )                                      | 10-minute      | 500  | 3                             |
|  | 24-hour        | 40   | 3                             |
| Respirable Suspended Particulates ( $\text{PM}_{10}$ ) <sup>[ii]</sup> | 24-hour        | 75   | 9                             |
|  | Annual         | 30   | N/A                           |
| Fine Suspended Particulates ( $\text{PM}_{2.5}$ ) <sup>[iii]</sup>     | 24-hour        | 37.5   | 18                            |
|  | Annual         | 15   | N/A                           |

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

### Hong Kong Planning Standards and Guidelines

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

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

**Table 2.2 HKPSG Recommended Buffer Distance**

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

## 2.3. AIR SENSITIVE RECEIVERS

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

**Table 2.3 Representative Air Sensitive Receivers**

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

## 2.4. CONSTRUCTION PHASE IMPACT REVIEW

### Impact Identification and Evaluation

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

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

of each construction stage are presented in **Table 2.4**. The area of excavation is approximately 1845m<sup>2</sup>, it is expected that only 1 dump truck per day is required. The estimated amount of excavated materials to be handled and number of truck trips per day are summarized in **Table 2.4** below.

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

| Construction Stage  | Estimated Total Volume of Excavated / Backfill Material during the Construction Stage                   | Estimated Number of Truck Trips per Day |
|---|---|---|
| Foundation Stage<br>(~5 Months)   | 832m <sup>3</sup> C&D Material<br>(Inert C&D: 830m <sup>3</sup> ,<br>Non-inert C&D: 1.5m <sup>3</sup> ) | <1 Trip per Day                         |
| Superstructure Stage<br>(~10 Months)  | 424m <sup>3</sup> C&D Material<br>(Inert C&D: 339m <sup>3</sup> ,<br>Non-inert C&D: 85m <sup>3</sup> )  | <1 Trip per Day                         |
| Remarks:<br>a) Assumed that there will be 22 working days per month.<br>b) Assumed that the average dump truck capacity will be 7.5m <sup>3</sup> per trip. |   |   |

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

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

#### **Recommended Mitigation Measures**

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

- The designated haul road should be hard paved to minimize fugitive dust emission;
- During the site formation works, the active works areas should be water sprayed with water browser or sprayed manually hourly during construction

period. The Contractor should ensure that the amount of water spraying is just enough to dampen the exposed surfaces without over-watering which could result in surface water runoff;

- Any excavated dusty materials or stockpile of dusty materials should be covered entirely by impervious sheeting or sprayed with water so as to maintain the entire surface wet, and recovered or backfilled or reinstated as soon as possible;
- Dusty materials remaining after a stockpile is removed should be wetted with water;
- The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcore or similar;
- The Contractor(s) shall only transport adequate amount of fill materials to the Project Site to minimize stockpiling of fill materials on-site, thus reducing fugitive dust emission due to wind erosion;
- Should temporary stockpiling of dusty materials be required, it shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides; or sprayed with water so as to maintain the entire surface wet;
- All dusty materials shall be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet;
- Vehicle speed to be limited to 10 kph except on completed access roads;
- The portion of road leading only to a construction site that is within 30 m of a designated vehicle entrance or exit should be kept clear of dusty materials;
- Every vehicle should be washed to remove any dusty materials from its body and wheels immediately before leaving the construction site;
- The load of dusty materials carried by vehicle leaving the construction site should be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
- The working area of excavation should be sprayed with water immediately before, during and immediately after (as necessary) the operations so as to maintain the entire surface wet;
- Restricting height from which materials are to be dropped as far as practicable to minimize the fugitive dust arising from loading/unloading activities;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash shall be covered entirely by impervious sheeting or placed in an area sheltered on the

top and the 3 sides;

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

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

## 2.5. OPERATION PHASE IMPACT REVIEW

### Impact Identification and Evaluation

#### Vehicular Emission

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

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

**Table 2.5 Relevant Buffer Distance Requirements**

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

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

#### Emission from carpark within the Proposed Development

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

#### Industrial Emission from nearby chimney

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

#### Odour Emission

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

### **Recommended Mitigation Measures**

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

## **2.6. CONCLUSION**

- 2.6.1. Fugitive dust and gaseous emission is the major source of air pollution during the construction phase of the Project. Through proper implementation of air quality control measures as required under the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations, construction dust and gaseous emissions can be controlled. Therefore, adverse air quality impact during construction phase is not anticipated.
- 2.6.2. The potential operation phase air quality impact due to vehicular emission from the surrounding roads, industrial emission and odour emission have been evaluated. No industrial and odour sources is identified during site survey and the HKPSG buffer distance requirements could be complied, therefore, no adverse operation phase air quality impact on the Proposed Scheme is expected.

### **3. NOISE IMPACT**

#### **3.1. INTRODUCTION**

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

#### **3.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES**

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

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

### 3.3. CONSTRUCTION PHASE IMPACT REVIEW

#### Noise Standards for Construction Works during Non-restricted Hours

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

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

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

#### Noise Standards for Construction Works during Restricted Hours

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

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

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

### **Noise Standards for Percussive Piling**

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

3.3.5. Should percussive piling be required, the requirements in the PP-TM shall be followed.

### **Impact Identification and Evaluation**

3.3.6. The potential source of noise impact during the construction phase would be the use of PME for various construction activities. The key construction works would include:

- Site clearance, including demolition of existing structures and tree removal;
- Site formation;
- Foundation; and
- Construction of superstructure.

3.3.7. No construction works will be carried out during restricted hours. Should restricted hours works or percussive piling work be required, the Contractor shall apply for a CNP and ensure full compliance with the NCO.

### **Recommended Mitigation Measures**

3.3.8. Standard construction noise control measures such as adoption of quieter construction method, use of quality PME (QPME) with lower sound power level (SWL), use of movable noise barriers and noise enclosures to screen noise from PME, and implementation of good site practices to limit noise emissions at source are recommended.

3.3.9. Good site practices and noise management can further minimize the potential construction noise impact. The following good site practices are recommended for implementation during construction phase:

- Contractor shall devise and execute working methods that will minimize the noise impact on the surrounding environment; and shall provide experienced personnel with suitable training to ensure these methods are properly implemented;
- Noisy activities should be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background

noise (such as during peak traffic hours);

- The Contractor should arrange construction activities with care so that concurrent construction activities are avoided as much as possible;
- Only well-maintained plant should be operated on-site and plant will be serviced regularly during the construction phase;
- Machines and plant that may be in intermittent use should be shut down between work periods or throttled down to a minimum;
- Silencers or mufflers on construction equipment should be utilized and properly maintained during the construction phase;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from NSRs;
- Mobile plants should be sited as far away from NSRs as possible;
- Plant known to emit noise strongly in one direction should be orientated so that the noise is directed away from the nearby NSRs; and
- Material stockpiles and other structures should be effectively utilized in screening noise from on-site construction activities.

### **3.4. OPERATION PHASE**

#### **Noise Standards for Fixed Noise Impact Assessment**

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

**Table 3.2 Area Sensitivity Ratings**

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

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

**Table 3.3 Acceptable Noise Levels**

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

- 3.4.3. The Project Site is located in an area contains mainly residential and village type developments, with some open storage uses in the vicinity. In view of this, the type of area is classified as “village type developments”. According to the Annual Traffic Census 2023 published by the Transport Department, San Tin Highway is classified as Primary Distributors with an annual average daily traffic (AADT) of 88,760 in excess of 30,000. Hence, San Tin Highway is considered as major roads under the IND-TM and thereby an influencing factor. As the planned NSRs within the Proposed Development will be located from approximately 170m from San Tin Highway with vegetation and plants in between blocking direct line of sight, they will not be directly affected by major roads. As such, Area Sensitivity Rating of “B” has been assigned for the NSR.
- 3.4.4. In any event, the ASR assumed in this report is for indicative assessment only. It should be noted that the noise emanating from any place other than domestic premises, a public place or a construction site is controlled under Section 13 of the Noise Control

Ordinance. At the time of investigation, the Noise Control Authority shall determine the noise impact from concerned sources on the basis of prevailing legislation and practices being in force and taking account of contemporary conditions/situations of adjoining land uses. Nothing in this report shall bind the Noise Control Authority in the context of law enforcement against all the sources being assessed.

### Noise Standards for Road Traffic Noise Impact Assessment

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

**Table 3.4 Road Traffic Noise Criteria for Noise Sensitive Uses**

| Location  | Use                               | L <sub>10</sub> (1 hour), dB(A) |
|---|-----------------------------------|---------------------------------|
| G/F – 2/F   | RCHE Dormitory                    | 70                              |
| G/F – 1/F   | Multi-Purpose Area <sup>[2]</sup> | 70                              |
| G/F   | Rehab Zone                        | 70                              |
| 1/F   | Dining Area                       | 70                              |
| 1/F   | End-of-Life Area <sup>[3]</sup>   | 70                              |
| 1/F   | Isolation Room <sup>[3]</sup>     | 70                              |
| 1/F   | Sick Bay <sup>[3]</sup>           | 70                              |
| Notes:<br>[1] The above standards apply to noise sensitive uses which rely on opened windows for ventilation and should be viewed as the maximum permissible noise levels assessed at 1m from the external façade.<br>[2] The multi-purpose area is mainly dedicated for providing space for daily exercise and holding events during different festival and functions for the occupants. No diagnostic, public worship and educational activities is anticipated in the area.<br>[3] As advised by the Project Team, the Sick Bay, Isolation Room and End-of-Life rooms are designated as an isolation room for infection control purposes. No medical operation and/or diagnostic activities will be carried out in the concerned room. Therefore, the noise planning standard of 70 dB(A) for domestic uses as stipulated in Table 4.1 of Chapter 9 of the HKPSG is adopted. |                                   |                                 |

### Noise sensitive receivers

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

and their locations are illustrated in **Figure 3.1**.

**Table 3.5 Representative Noise Sensitive Receivers**

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

### Road Traffic Noise Impact on the Proposed Scheme

#### Impact Identification

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

#### Noise Sensitive Uses

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

#### Assessment Methodology

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

data have been inputted into the model in predicting the potential traffic noise impacts.

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

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

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

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

| Floor | Facility / Room                            | Noise Criteria, dB(A) | Predicted Maximum L <sub>10</sub> (1 hour), dB(A) |
|-------|--|-----------------------|---|
| G/F   | RCHE Dormitory                             | 70                    | 66  |
| G/F   | Multi-Purpose Area                         | 70                    | 66  |
| G/F   | Rehab Zone                                 | 70                    | 68  |
| 1/F   | RCHE Dormitory                             | 70                    | 67  |
| 1/F   | Multi-Purpose Area                         | 70                    | 73  |
| 1/F   | End-of-Life Area, Isolation Room, Sick Bay | 70                    | 75  |
| 1/F   | Dining Area                                | 70                    | 75  |
| 2/F   | RCHE Dormitory                             | 70                    | 77  |

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

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

3.4.14. The proposed reference cases can provide noise reduction from 6dB(A) to 7dB(A) based on their corresponding room size. It is understood that the room size would also affect the sound attenuation performance. A conservative approach is adopted by adjusting the sound attenuation based on the relative room size of the project case and reference case. The sound attenuation is adjusted (downward only) based on the ratio of the room size of the project case and the reference case in order to reflect the difference in the base case (using conventional window). On the other hand, in case the room size of the project case is larger than the reference case or opening size of the conventional window in the project case is smaller than the reference case, no adjustment is made as a conservative approach. The room size of dormitory is typically 40 to 50 m<sup>2</sup>, which is larger than 18 m<sup>2</sup> of the reference case, therefore, no room size correction is included for conservative approach.

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

### Planned Fixed Noise Impact from the Proposed Scheme

#### Prevailing Background noise Levels

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

**Table 3.7 Background Noise Monitoring Results**

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

#### Impact Identification and Evaluation

3.4.17. According to the latest development scheme, potential fixed noise sources within the Proposed Scheme include the transformer room and E&M rooms. During the operation

phase, potential fixed noise sources will be fully enclosed and located inside the building structure. Noise impact arising from fixed plants is expected to be minimal.

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

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

#### Recommended Mitigation Measures

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

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

### **Fixed Noise Impact on the Proposed Development**

#### Identification of Fixed Noise Sources

3.4.21. A number of existing fixed noise sources have been identified within 300m assessment area through desktop study and site visit conducted on 12 May 2025 and 23 July 2025.

**Figure 3.4** indicates the locations of existing major fixed noise sources with details summarized in **Table 3.8**.

**Table 3.8 Information of the Identified Fixed Noise Sources**

| Location                            | Source ID | Equipment   | Approximate Shortest Horizontal Distance to the Project Site |
|-------------------------------------|-----------|-------------|--|
| 祥發五金貿易有限公司                          | S01       | Lorry Crane | 172m   |
| Hung Kee Metal Recycling Int'l Ltd. | S02       | Lorry Crane | 200m   |
| Dorfield Ltd.                       | S03       | Fork Lift   | 234m   |

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

### 3.5. CONCLUSION

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

## 4. WATER QUALITY IMPACT

### 4.1. INTRODUCTION

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

### 4.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

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

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

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

### 4.3. WATER SENSITIVE RECEIVERS

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

**Table 4.1 Water Sensitive Receiver**

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

#### 4.4. CONSTRUCTION PHASE IMPACT REVIEW

##### Impact Identification and Evaluation

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

Ordinance (Cap. 354), its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) and the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.

### **Recommended Mitigation Measures**

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

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

construction materials, soil, silt or debris into any drainage system;

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

4.4.6. By adopting the above mitigation measures with best management practices, the

impacts arisen during the construction phase would be reduced to an acceptable level and adverse water quality impacts would not be anticipated.

#### **4.5. OPERATION PHASE IMPACT REVIEW**

##### **Impact Identification and Evaluation**

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

##### **Recommended Mitigation Measures**

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

as an effective grease removal device; and

- Materials removed from a grease trap should be handled and disposed of properly.

## **5. WASTE MANAGEMENT**

### **5.1. INTRODUCTION**

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

### **5.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES**

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

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

### **5.3. CONSTRUCTION PHASE IMPACT REVIEW**

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

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

comply with legislation requirements including:

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

### Construction and Demolition Materials

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

**Table 5.1 Government Waste Facilities for Construction Waste**

| Type of C&D Materials  |  | Volume (m <sup>3</sup> ) |
|--|--|--------------------------|
| Inert C&D materials  | Total generation   | 1,169                    |
|  | On-site reuse (i.e., backfilling)  | 117                      |
|  | Transferred to surplus at public fill reception facilities (i.e., Tuen Mun 38 Fill Bank) | 1052                     |
| Non-inert C&D materials to dispose of landfill (i.e., WENT landfill) |  | 86.5                     |
| Total  |  | 1,255.5                  |

### Chemical Waste

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

5.3.5. Chemical waste arising during the construction phase may pose environmental, health and safety hazards if not stored and disposed of appropriately as outlined in the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) and the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. The potential

hazards include:

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

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

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

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

#### **General Refuse**

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

regularly.

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

#### **5.4. OPERATION PHASE IMPACT REVIEW**

##### **General Refuse**

5.4.1. General refuse is anticipated during the operation of the Proposed Development. It would be generated from the daily activities of elders, staff and visitors. General refuse would include food waste, paper waste and domestic waste. It is estimated that a maximum of 208 residents, 90 workers and visitors will be occupied in the development. With a general refuse generation rate of 1.44kg per person per day and recovery rate of 33% as per the Monitoring of Solid Waste in Hong Kong 2023, the maximum amount of general refuse to be generated will be about 640.5 kg per day during the operation phase. The storage of general refuse has potential to give rise to adverse environmental impacts. These include odour if waste is not collected frequently, windblown litter and visual impact. The Proposed Development may also attract pests and vermin if the waste storage area is not well maintained and cleaned regularly.

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

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

##### **Other Waste**

5.4.4. Small amount of chemical waste (e.g. lubricant generated from maintenance of equipment) and clinical waste (e.g. cartridges, ampoules, surgical dressings, swabs) may be generated during operation when the need arises. With a chemical waste generation rate of 0.003kg/day and a clinic waste generation rate of 0.001kg/day and the total occupancy of 298 person, it is anticipated that the maximum amount of other waste to be generated will be about 1.19kg per day during the operation phase. The handling, storage, transportation and disposal of chemical and clinical waste shall

comply with the requirements stipulated in the following legislation and code of practice:

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

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

## **5.5. WASTE MANAGEMENT STRATEGIES**

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

### **Waste Management Hierarchy**

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

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

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

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

procedures;

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

### **Waste Reduction Measures**

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

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

### **Measures for Management of C&D Materials**

5.5.5. C&D materials will be segregated on-site into public fill and non-inert C&D materials and stored in different containers or skips to facilitate re-use of the public fill and proper disposal of the non-inert C&D materials. Specific areas within the construction sites will be designated for such segregation and storage, if immediate re-use is not

practicable. The C&D materials generated during the construction phase will be transported by trucks with cover or enclosed containers to minimize the potential environmental impact. Trip ticket system will be adopted to avoid illegal dumping. GPS monitoring on dump trucks will be considered to include as one of the contractual requirements for contractors.

### **Measures for Management of Chemical Waste & Other Waste**

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

5.5.7. Chemical waste will be disposed of:

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

### **Measures for Management of General Refuse**

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

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

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

## **5.6. CONCLUSION**

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

## 6. LAND CONTAMINATION

### 6.1. INTRODUCTION

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

### 6.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

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

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

### 6.3. ACQUISITION OF LOCAL AUTHORITY

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

**Table 6.1 Enquiries and Responses on Land Contamination Related Records**

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

## 6.4. SITE HISTORY

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

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

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

## 6.5. CONCLUSION

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

## **7. CONCLUSION**

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

**FIGURE 1.1  
LOCATION OF PROJECT SITE**

LEGEND:

- Site Boundary
- 300/500m Assessment Area



|         | Prepared | Checked  | Approved |
|---------|----------|----------|----------|
| Initial | LY       | YS       | HM       |
| Date    | 20250530 | 20250530 | 20250530 |

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

Drawing Title  
 PROPOSED DEVELOPMENT LOCATION

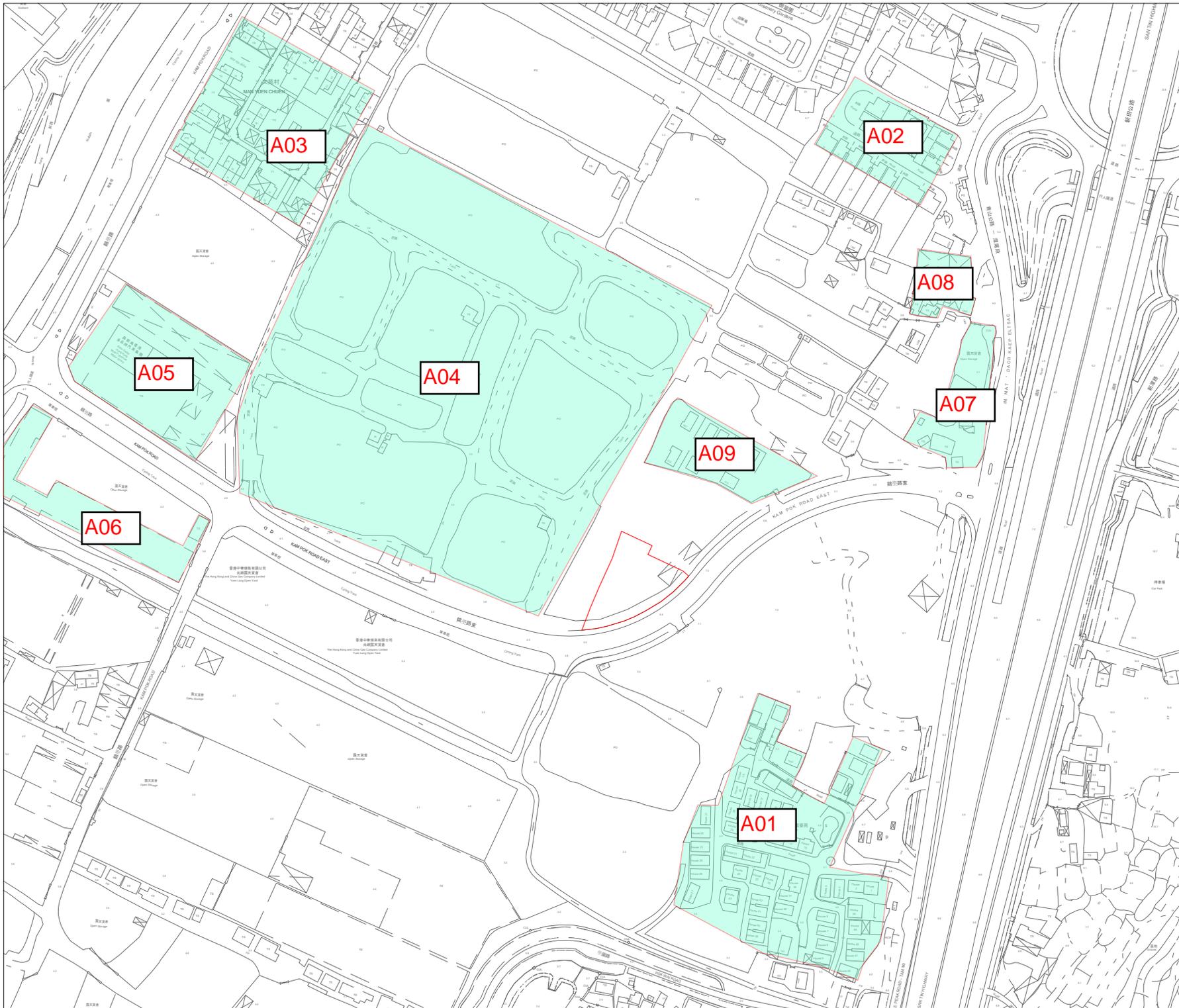
|                         |           |
|-------------------------|-----------|
| Drawing No.<br>FIGURE 1 | Rev.<br>0 |
|-------------------------|-----------|

Scale:  
 A4 - 1:5500

**FIGURE 2.1**  
**LOCATION OF REPRESENTATIVE AIR**  
**SENSITIVE RECEIVERS**

LEGEND:

 Site Boundary



|         | Prepared | Checked  | Approved |
|---------|----------|----------|----------|
| Initial | LY       | YS       | HM       |
| Date    | 20250530 | 20250530 | 20250530 |

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

**Drawing Title**  
 LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS

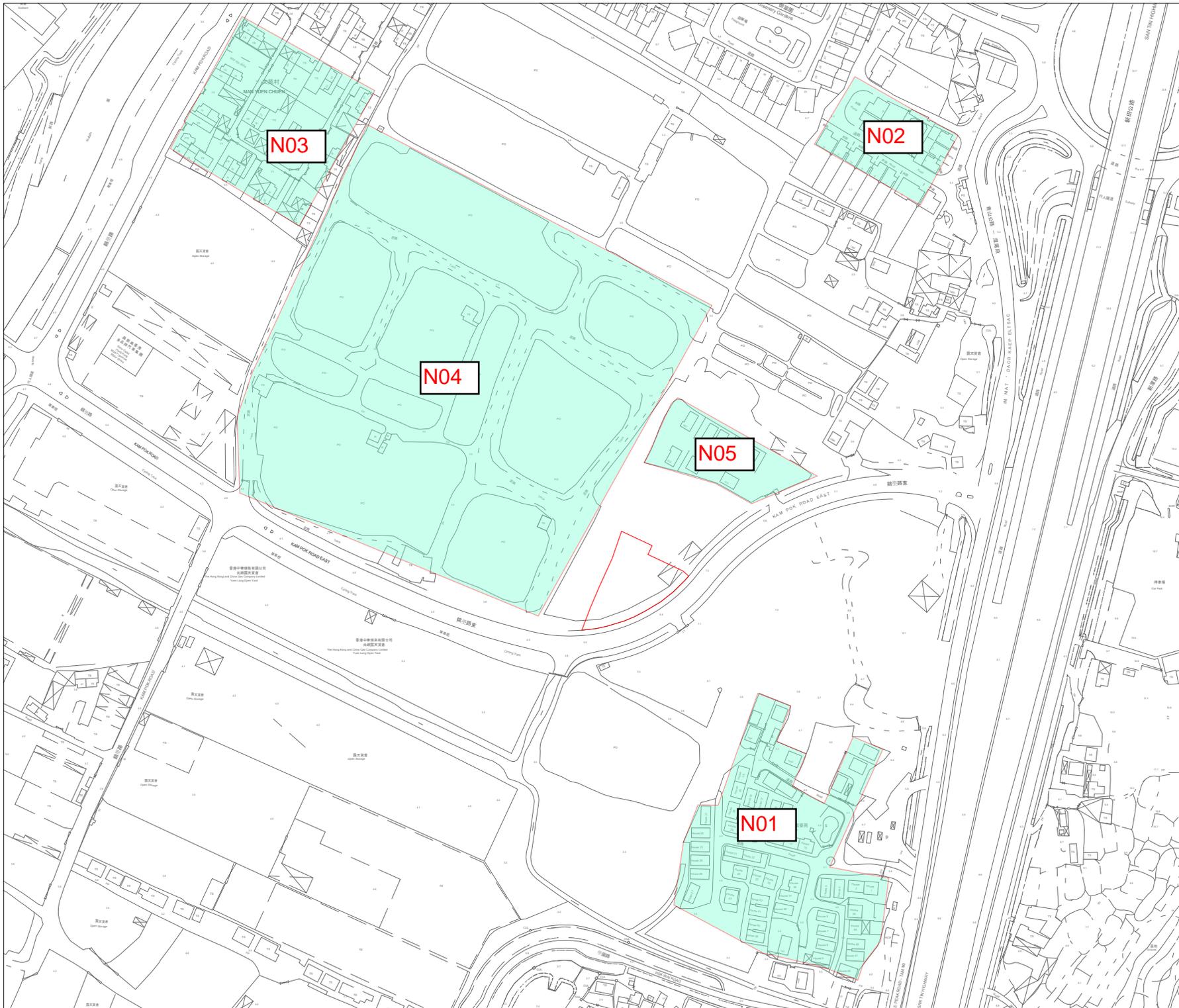
|                                  |                  |
|----------------------------------|------------------|
| <b>Drawing No.</b><br>FIGURE 2.1 | <b>Rev.</b><br>0 |
|----------------------------------|------------------|

**Scale:**  
 A4 - 1:3000

**FIGURE 2.2  
BUFFER DISTANCES**



**FIGURE 3.1**  
**LOCATION OF REPRESENTATIVE NOISE**  
**SENSITIVE RECEIVERS**



LEGEND:

Site Boundary

|         | Prepared | Checked  | Approved |
|---------|----------|----------|----------|
| Initial | LY       | YS       | HM       |
| Date    | 20250530 | 20250530 | 20250530 |

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

**Drawing Title**  
 LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS

|                           |           |
|---------------------------|-----------|
| Drawing No.<br>FIGURE 3.1 | Rev.<br>0 |
|---------------------------|-----------|

Scale:  
 A4 - 1:3000

**FIGURE 3.2**  
**LOCATION OF REPRESENTATIVE TRAFFIC**  
**NOISE SENSITIVE RECEIVERS**

**LEGEND:**

- Project Site
- Noise Sensitive Receiver



|         |          |          |          |
|---------|----------|----------|----------|
|         | Prepared | Checked  | Approved |
| Initial | LY       | YS       | HM       |
| Date    | 20250526 | 20250526 | 20250526 |

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

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

|                   |             |
|-------------------|-------------|
| <b>Figure No.</b> | <b>Rev.</b> |
| Figure 3.2a       | 0           |

**LEGEND:**

- Project Site
- Noise Sensitive Receiver



|         |          |          |          |
|---------|----------|----------|----------|
|         | Prepared | Checked  | Approved |
| Initial | LY       | YS       | HM       |
| Date    | 20250930 | 20250930 | 20250930 |

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

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

|                   |             |
|-------------------|-------------|
| <b>Figure No.</b> | <b>Rev.</b> |
| Figure 3.2b       | 0           |

**LEGEND:**

- Project Site
- Noise Sensitive Receiver



|         |          |          |          |
|---------|----------|----------|----------|
|         | Prepared | Checked  | Approved |
| Initial | LY       | YS       | HM       |
| Date    | 20250930 | 20250930 | 20250930 |

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

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

|                   |             |
|-------------------|-------------|
| <b>Figure No.</b> | <b>Rev.</b> |
| Figure 3.2c       | 0           |

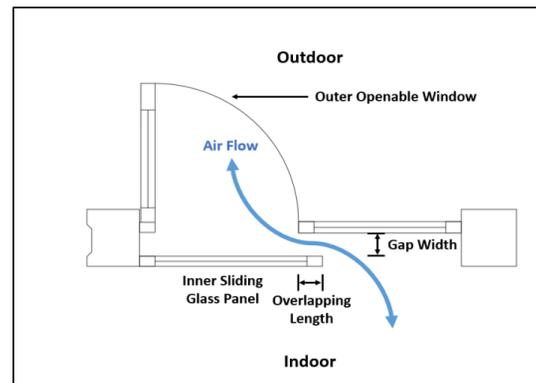
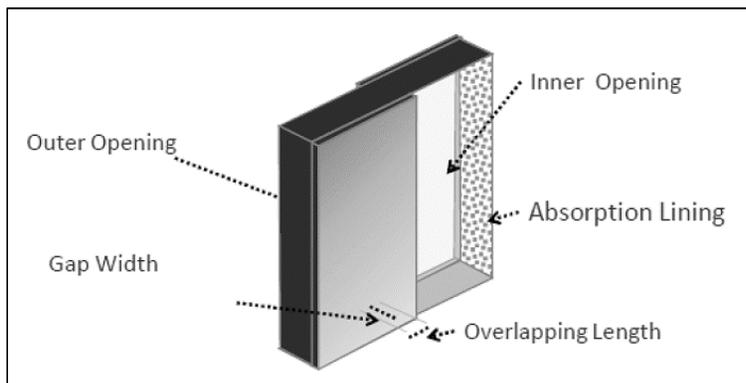
**FIGURE 3.3  
LOCATION OF PROPOSED ACOUSTIC  
WINDOW**

**Proposed Types of Acoustic Window (Baffle Type)**

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

Notes:

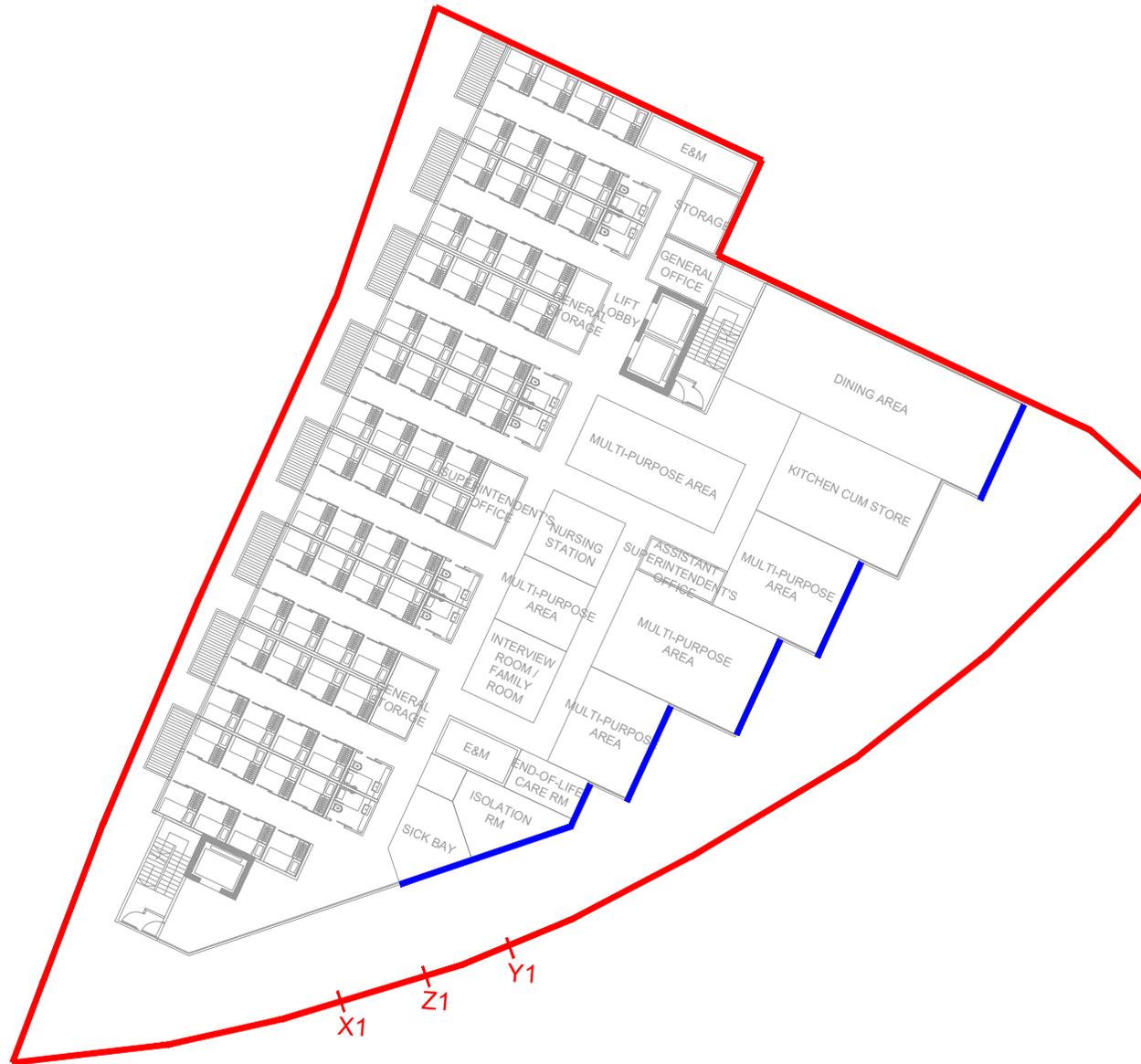
[1] MPA: Micro-Perforated Absorber



**LEGEND:**

 Project Site

 Type 2 AW (BT)



|         |          |          |          |
|---------|----------|----------|----------|
|         | Prepared | Checked  | Approved |
| Initial | LY       | YS       | HM       |
| Date    | 20250526 | 20250526 | 20250526 |

**Project Title**

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

**Figure Title**

Location of Proposed Acoustic Window (1/F)

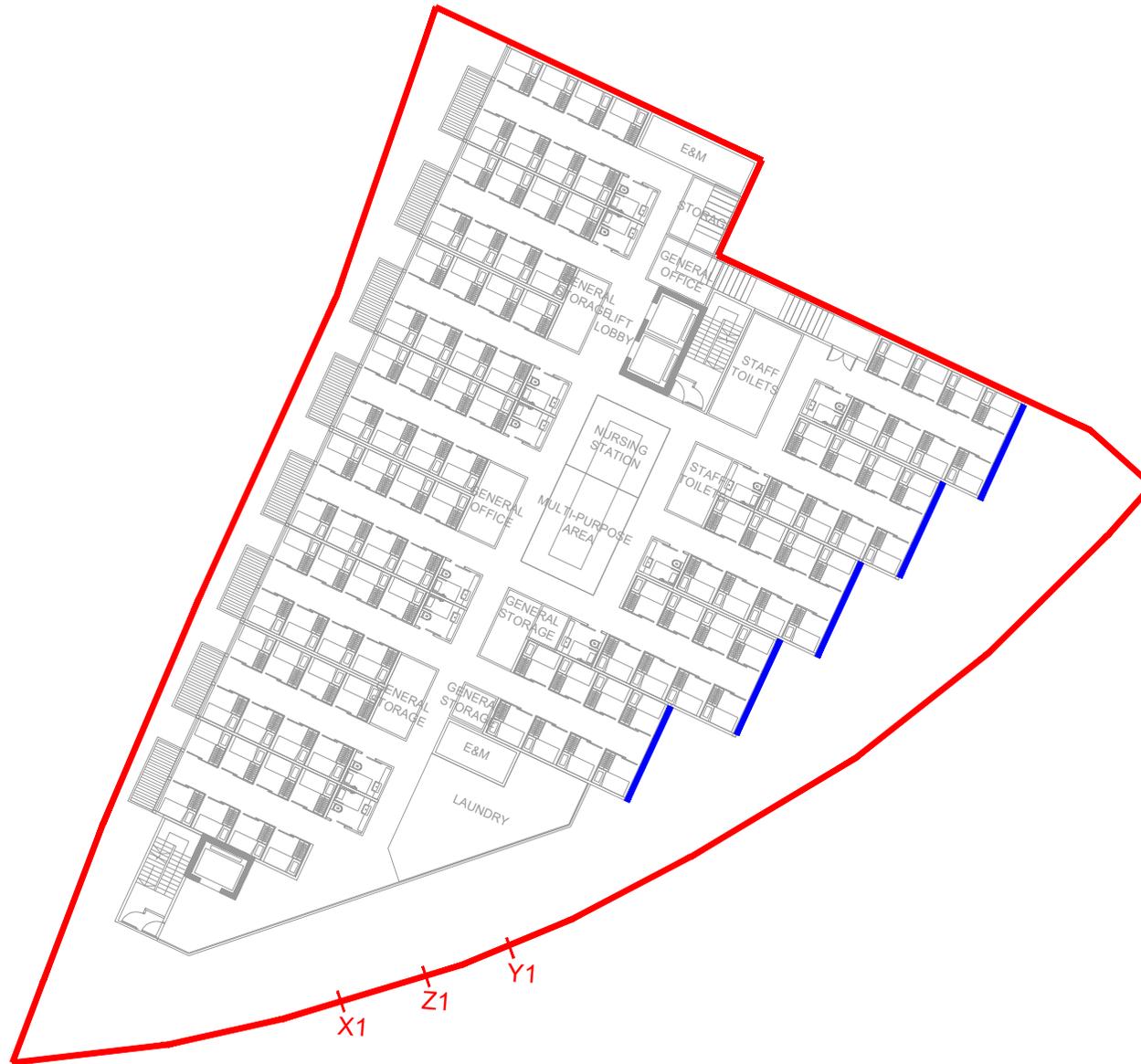
|                   |             |
|-------------------|-------------|
| <b>Figure No.</b> | <b>Rev.</b> |
| Figure 3.3a       | 0           |



**LEGEND:**

 Project Site

 Type 2 AW (BT)



|         |          |          |          |
|---------|----------|----------|----------|
|         | Prepared | Checked  | Approved |
| Initial | LY       | YS       | HM       |
| Date    | 20250930 | 20250930 | 20250930 |

**Project Title**

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

**Figure Title**

Location of Proposed Acoustic Window (2/F)

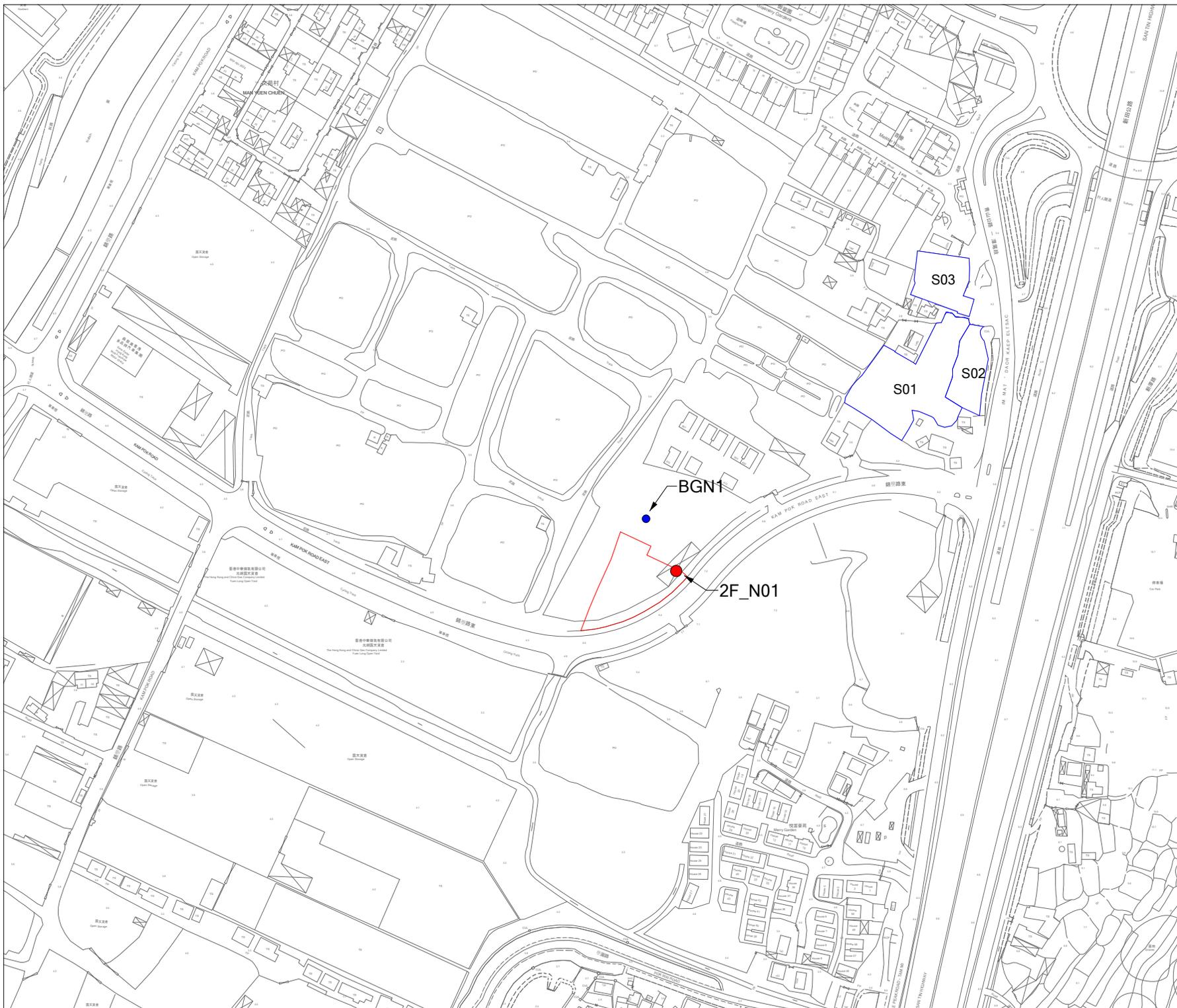
|                   |             |
|-------------------|-------------|
| <b>Figure No.</b> | <b>Rev.</b> |
| Figure 3.3b       | 0           |



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

LEGEND:

- Site Boundary
- Major Fixed Noise Sources
- Background Noise Measurement Location
- Representative NSRs



|         | Prepared | Checked  | Approved |
|---------|----------|----------|----------|
| Initial | LY       | YS       | HM       |
| Date    | 20250915 | 20250915 | 20250915 |

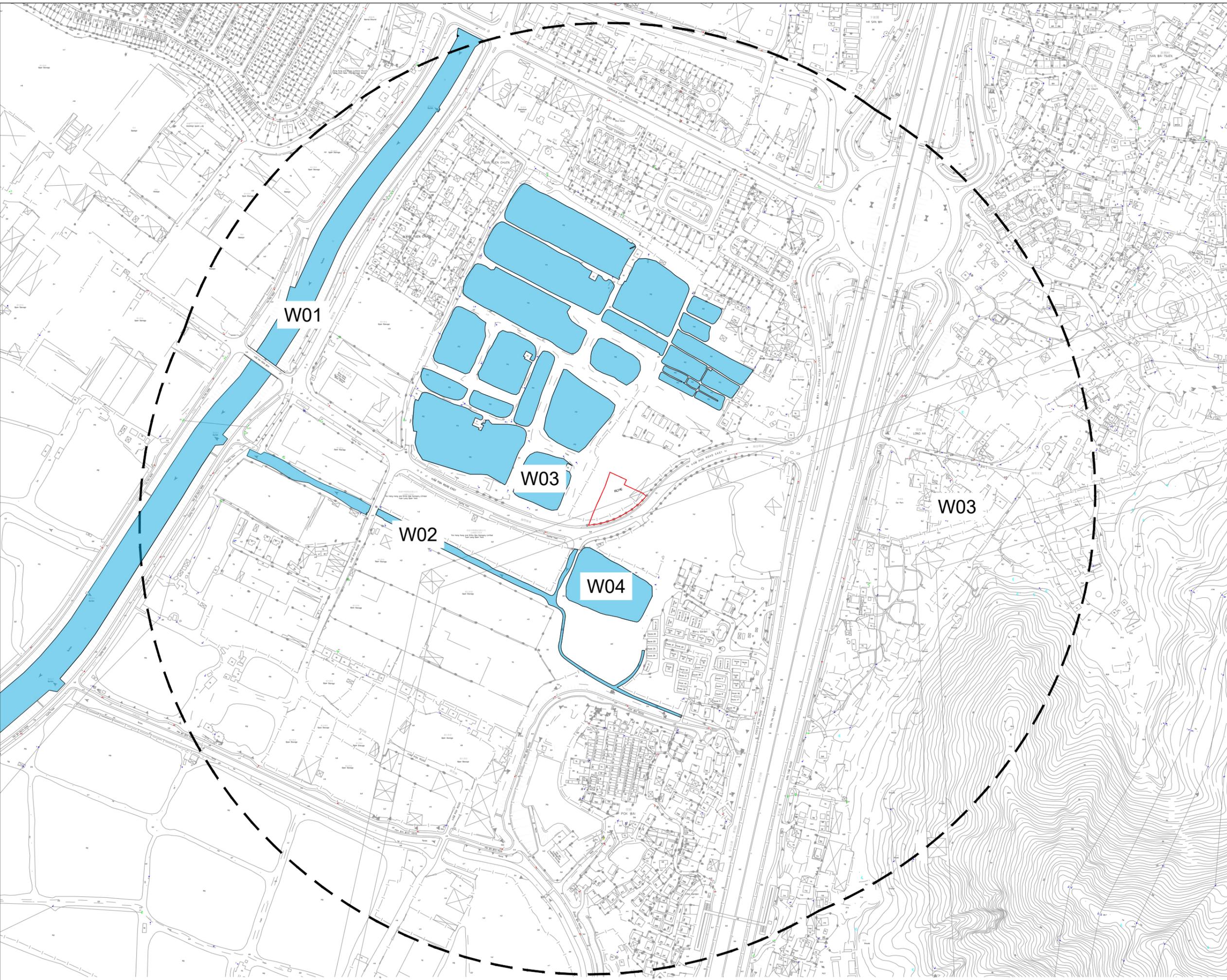
**Project Title**  
 Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long

**Drawing Title**  
 LOCATION OF BACKGROUND NOISE MEASUREMENT AND MAJOR FIXED NOISE SOURCES

|                                  |                  |
|----------------------------------|------------------|
| <b>Drawing No.</b><br>FIGURE 3.4 | <b>Rev.</b><br>0 |
|----------------------------------|------------------|

**Scale:**  
 A4 - 1:3000

**FIGURE 4.1**  
**LOCATION OF WATER SENSITIVE RECEIVER**



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

|         | Prepared | Checked  | Approved |
|---------|----------|----------|----------|
| Initial | Various  | TL       | HM       |
| Date    | 20250923 | 20250923 | 20250923 |

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

**Drawing Title**  
 Location of Water Sensitive Receiver

| Drawing No. | Rev. |
|-------------|------|
| Figure 4.1  | 1    |

Scale: A3

**FIGURE 6.1  
AERIAL PHOTOS**

LEGEND:

 Site Boundary



Year 1977



Year 1988



Year 1992



Year 2005

|         | Prepared | Checked  | Approved |
|---------|----------|----------|----------|
| Initial | LY       | YS       | HM       |
| Date    | 20250630 | 20250630 | 20250630 |

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

DrawingTitle  
 AERIAL PHOTOS

|                            |           |
|----------------------------|-----------|
| Drawing No.<br>FIGURE 6.1a | Rev.<br>0 |
|----------------------------|-----------|

Scale:  
 A4 - N.T.S

LEGEND:

 Site Boundary



Year 2018



Year 2019



Year 2021



Year 2024

|         | Prepared | Checked  | Approved |
|---------|----------|----------|----------|
| Initial | LY       | YS       | HM       |
| Date    | 20250630 | 20250630 | 20250630 |

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

DrawingTitle  
 AERIAL PHOTOS

|                            |           |
|----------------------------|-----------|
| Drawing No.<br>FIGURE 6.1b | Rev.<br>0 |
|----------------------------|-----------|

Scale:  
 A4 - N.T.S

# **APPENDIX 1.1 INDICATIVE BUILDING PLAN**

NOTES:

LEGEND:

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

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

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

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

DRAWING : MASTER LAYOUT PLAN

SCALE : 1:400 @A3

PROJECT NO: 25001\_KPR

Drawing No. :

Rev:

A

Date:

FIGURE 2 MAY 2025





NOTES:

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

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

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

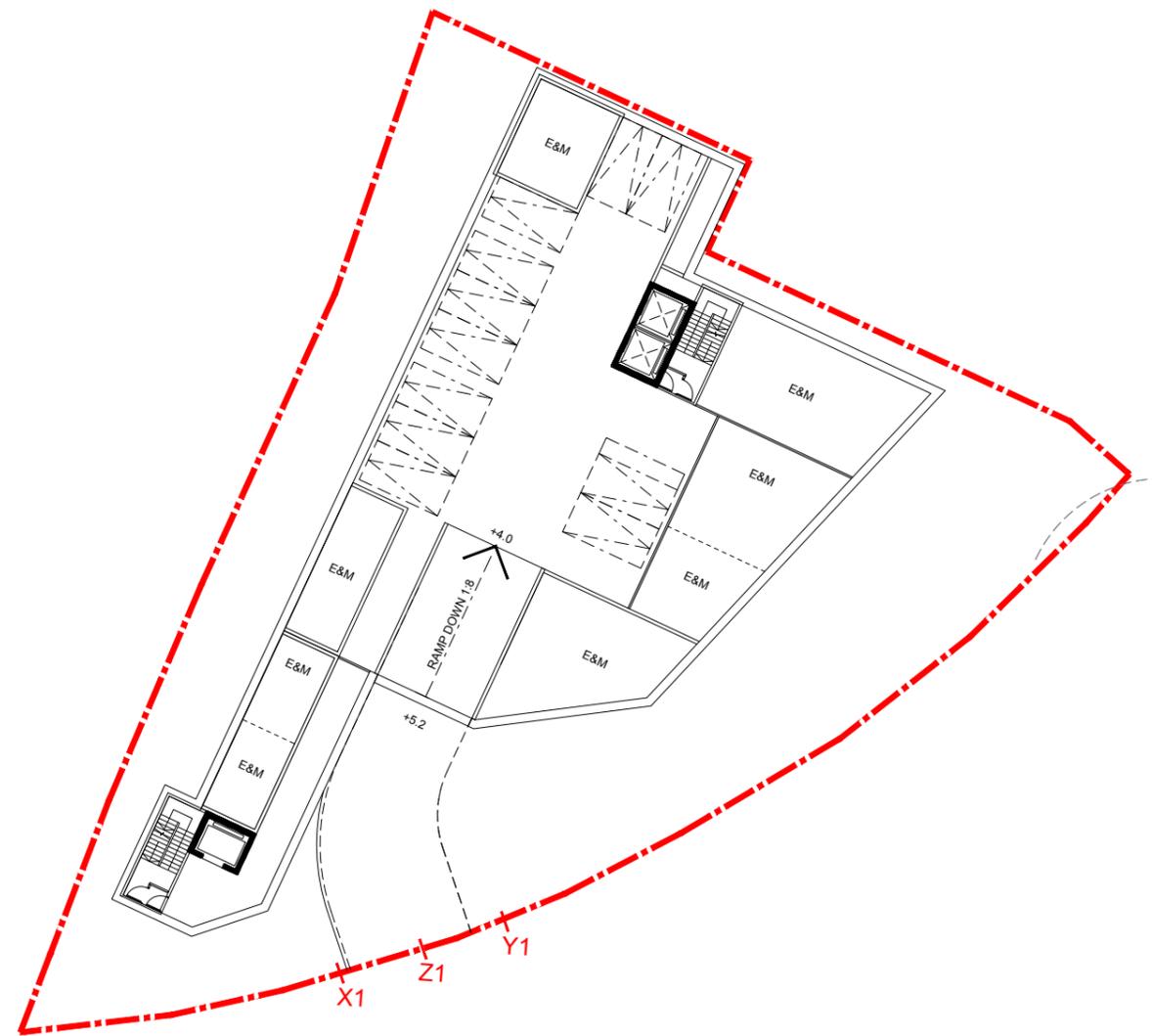
DRAWING : BASEMENT FLOOR PLAN

SCALE : 1:400 @A3 Rev: —

PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B102 MAY 2025



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

NOTES:

LEGEND:



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

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

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

DRAWING : GROUND FLOOR PLAN

SCALE : 1:400 @A3

PROJECT NO: 25001\_KPR

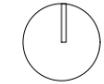
Drawing No. : Date:

CP-B103 MAY 2025



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

3671 S.A



NOTES:

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

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

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TOWN PLANNER

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ARCHITECT

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Syn Plus Design Limited



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

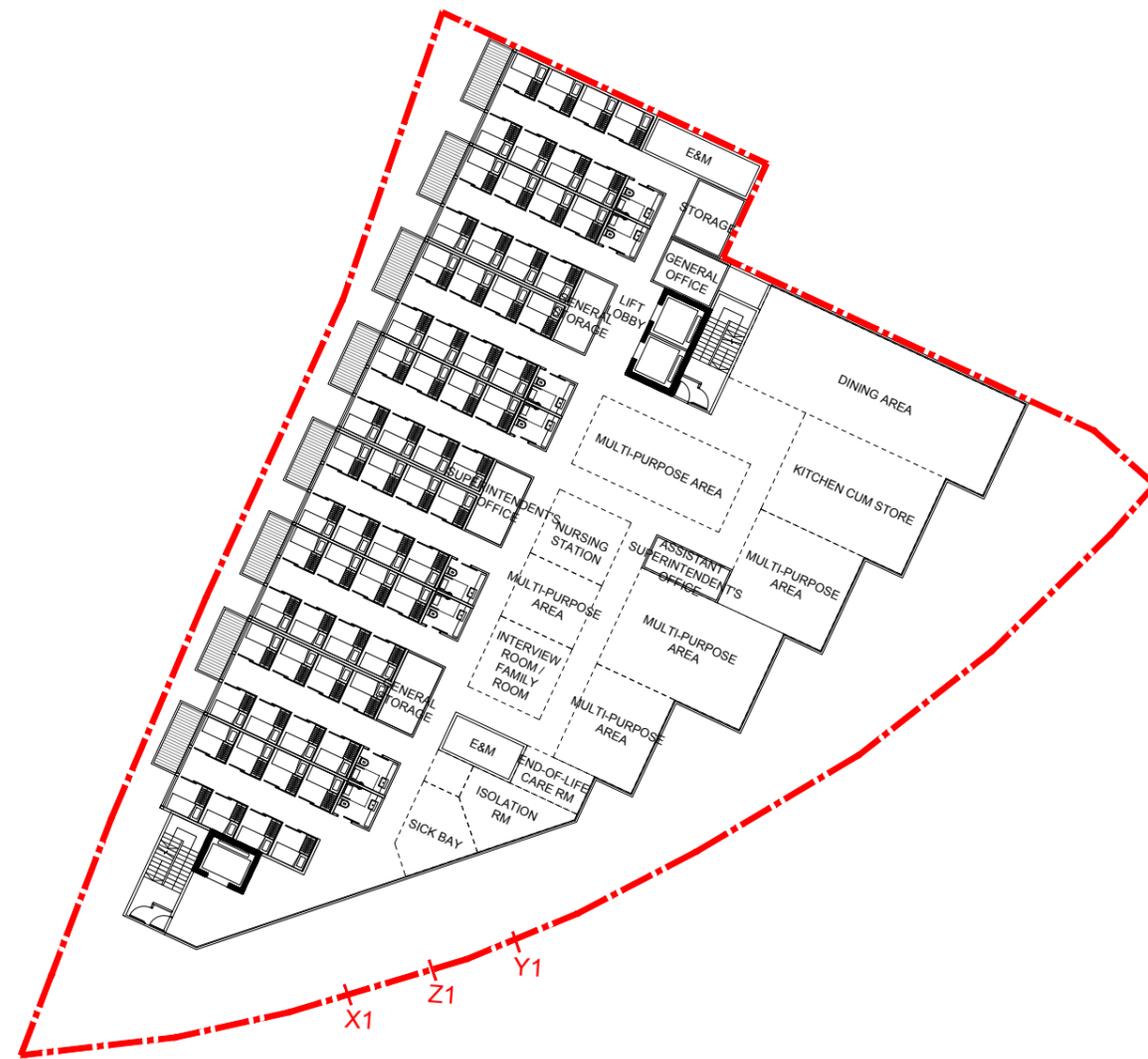
DRAWING : FIRST FLOOR PLAN

SCALE : 1:400 @A3

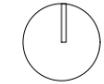
PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B104 MAY 2025



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



NOTES:

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

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

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TOWN PLANNER

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ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

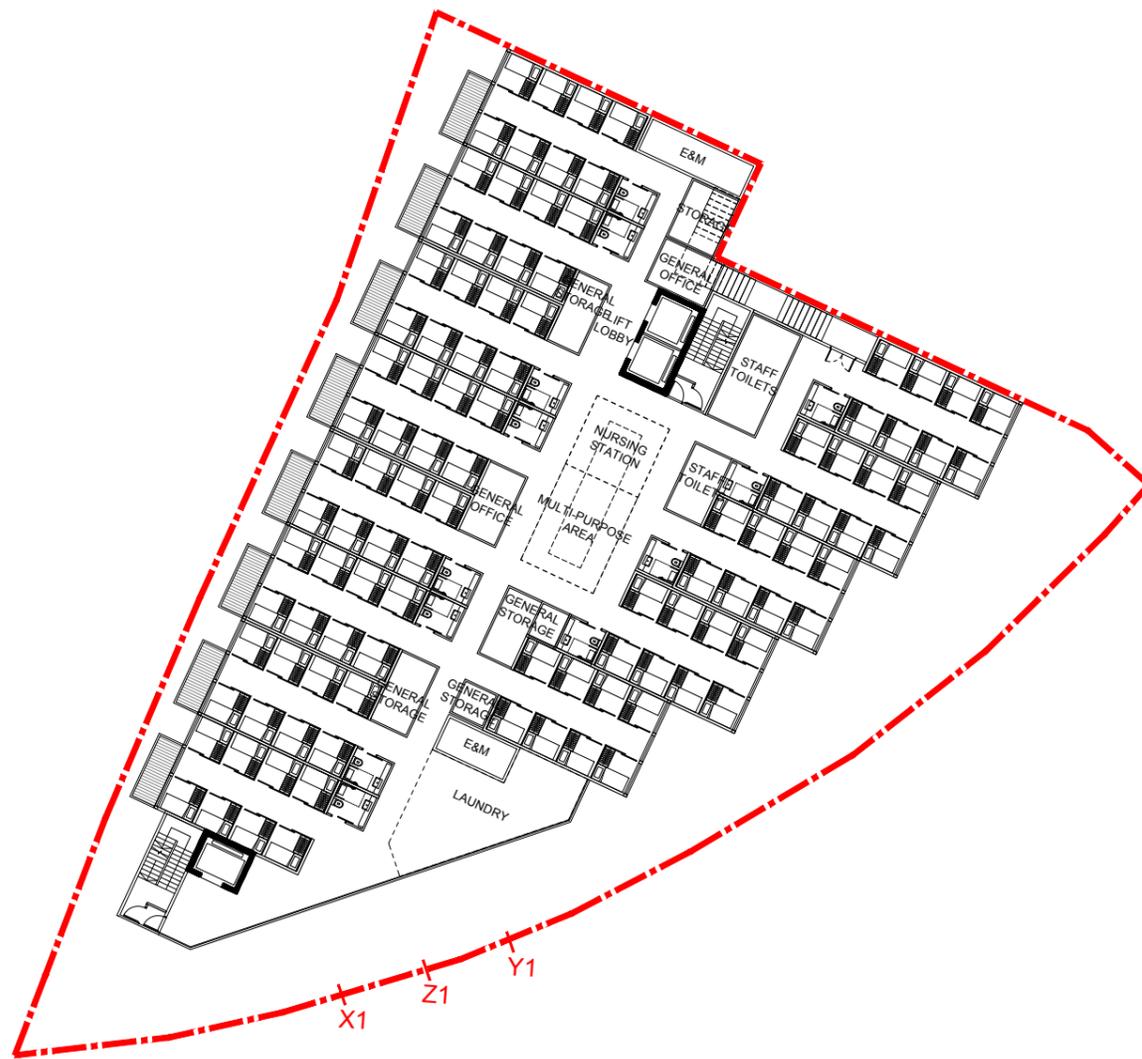
DRAWING : SECOND FLOOR PLAN

SCALE : 1:400 @A3 Rev: —

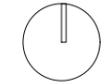
PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B105 MAY 2025



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



NOTES:

| REV | DATE     | DESCRIPTION    | BY | CHKD |
|-----|----------|----------------|----|------|
| -   | 5.5.2025 | CONCEPT DESIGN | KC | PC   |

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

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TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

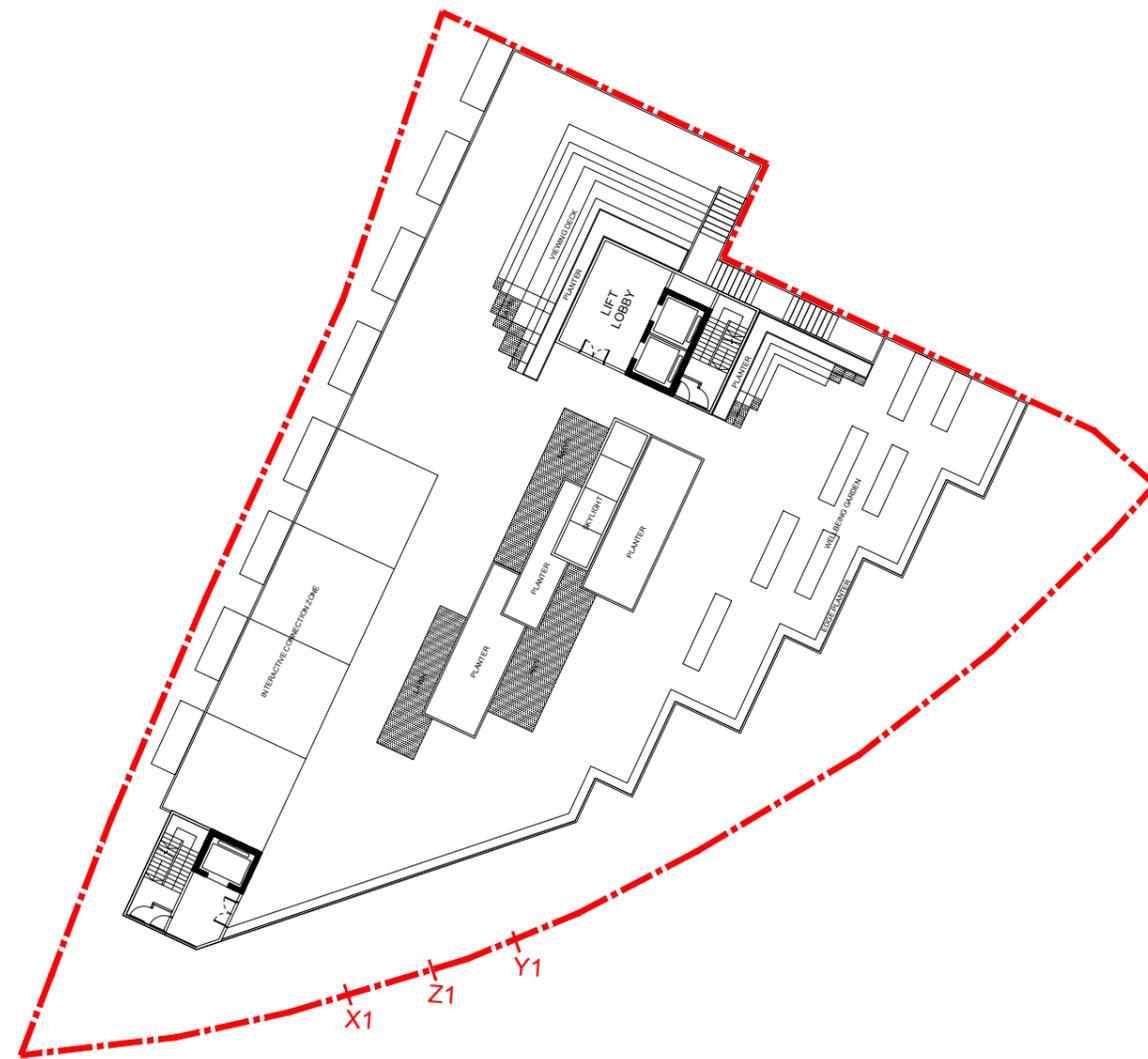
DRAWING : ROOF PLAN

SCALE : 1:400 @A3 Rev: —

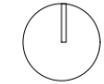
PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B106 MAY 2025



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



NOTES:

| REV | DATE     | DESCRIPTION    | BY | CHKD |
|-----|----------|----------------|----|------|
| -   | 5.5.2025 | CONCEPT DESIGN | KC | PC   |

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

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

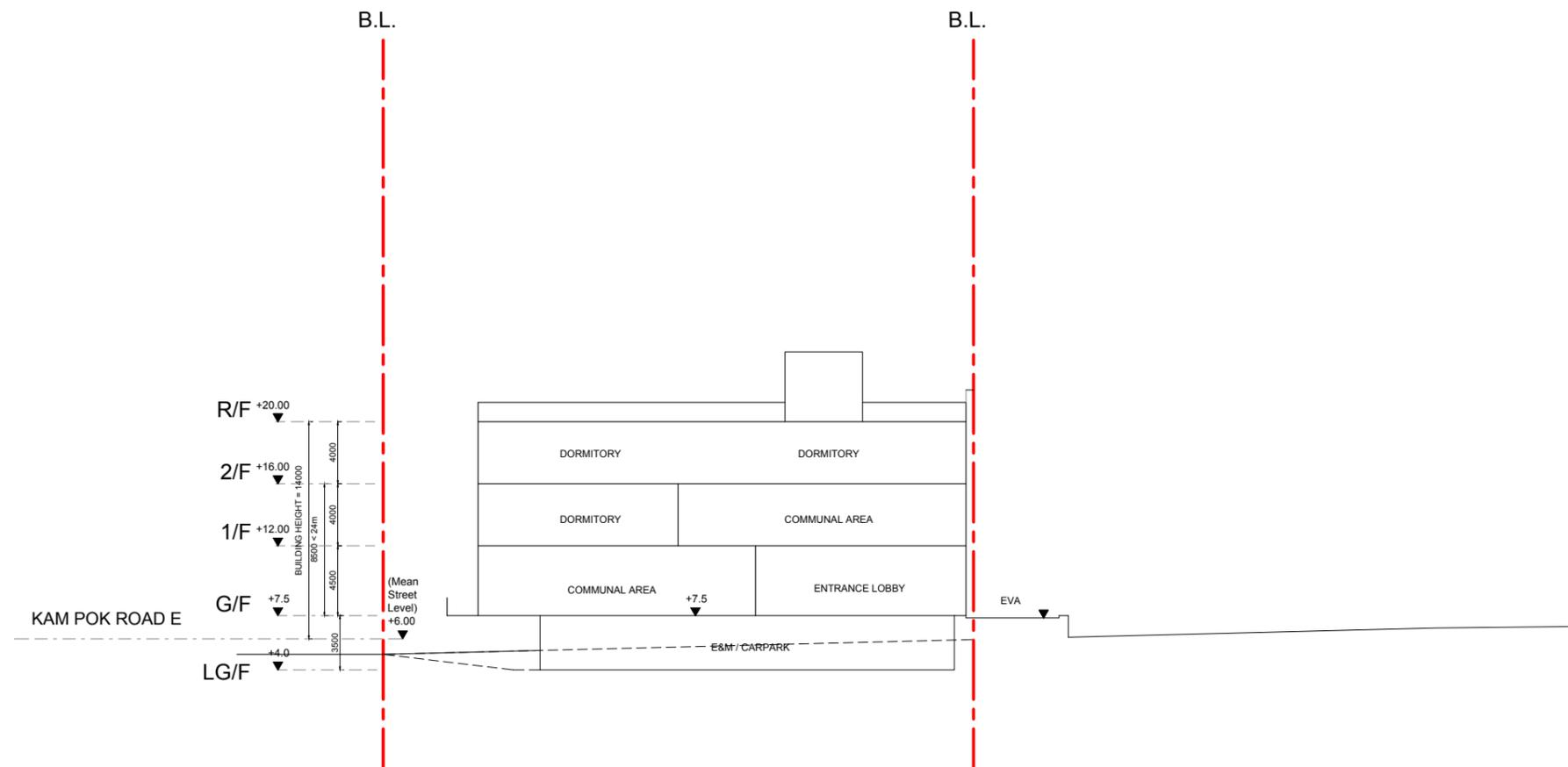
DRAWING : SCHEMATIC SECTION

SCALE : 1: 400 @A3

PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B201 MAY 2025



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

## **APPENDIX 2.1**

# **TD'S ENDORSEMENT ON THE ROAD TYPE**

---

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

Dear Tommy,

Your preceding email refers.

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

Thank you.

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

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

---

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

Dear Donald,

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

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

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

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

Thank you for your attention.

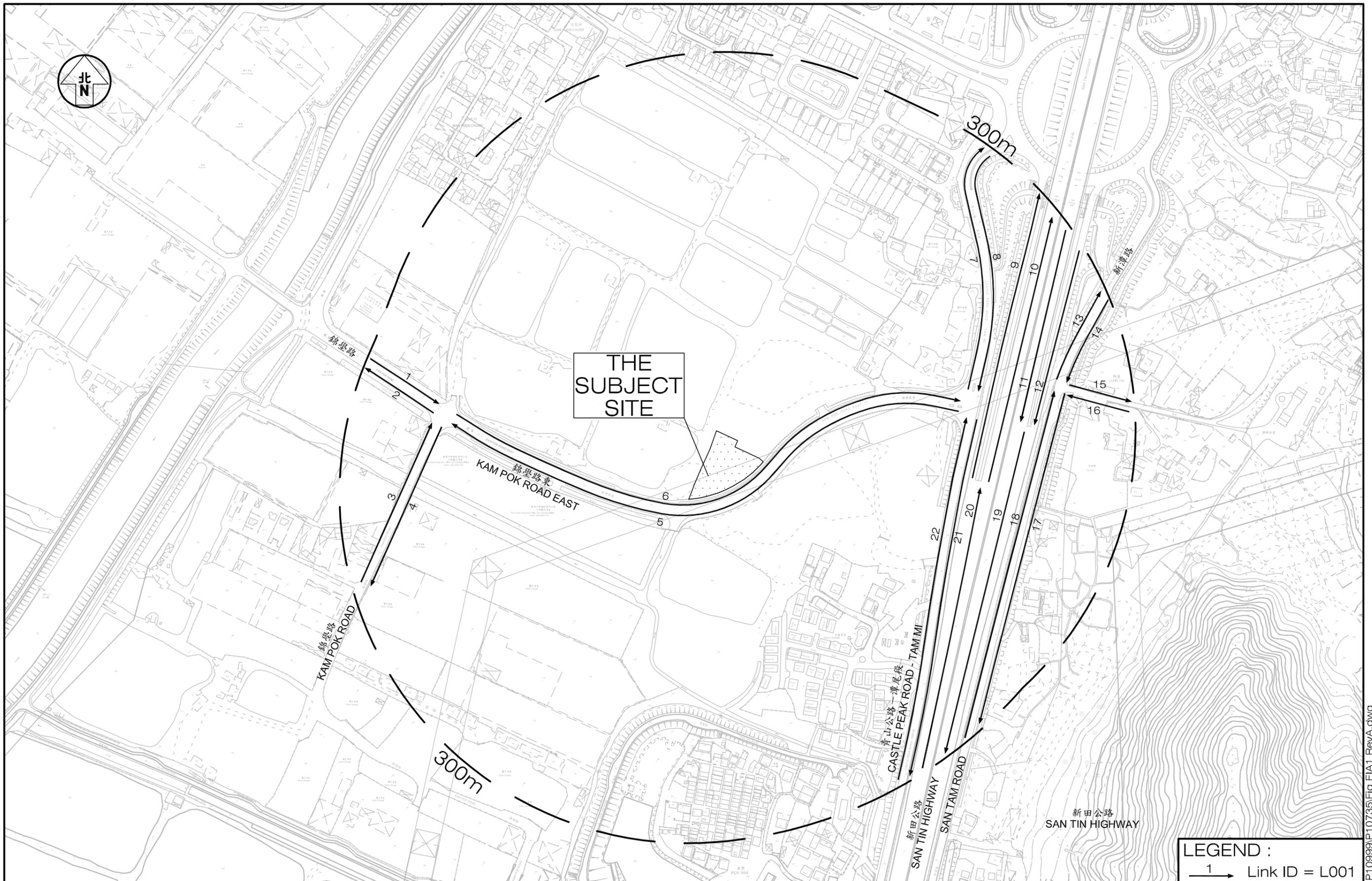
Regards,

Tommy Law  
CKM Asia Limited  
Traffic and Transportation Planning Consultant

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[k](#)

## **APPENDIX 3.1 TRAFFIC FORECAST DATA**



LEGEND :  
 1 → Link ID = L001

Project PROPOSED SOCIAL WELFARE FACILITIES (RCHE) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104, NAM SANG WAI, YUEN LONG

Figure Title LOCATION OF TRAFFIC DATA

|             |             |            |       |
|-------------|-------------|------------|-------|
| Figure No.  | EIA1        | Revision   | A     |
| Designed by | K C         | Drawn by   | C C L |
| Scale in A3 | 1 : 3,000   | Checked by | -     |
| Date        | 26 MAY 2025 |            |       |

**CKM Asia Limited**  
 Traffic and Transportation Planning Consultants

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

# YEAR 2045 TRAFFIC FORECAST

Date: 24 Dec 2025

Job No.: J7400 & J7401

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

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

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

PD – Primary Distributor

DD – District Distributor

LD – Local Distributor

RR – Rural Road

# YEAR 2045 TRAFFIC FORECAST

Date: 24 Dec 2025

Job No.: J7400 & J7401

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

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

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

PD – Primary Distributor

DD – District Distributor

LD – Local Distributor

RR – Rural Road

# **APPENDIX 3.2 TRAFFIC NOISE IMPACT ASSESSMENT RESULTS**

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

| Floor  | NAP ID | Description        | Floor Height, mPD | Assessment Height, mPD | Noise Criteria, dB(A) | Unmitigated Noise Level, L <sub>10</sub> (1 hour) <sup>1</sup> , dB(A) | Proposed Noise Mitigation Measures | Estimated Noise Attenuation, dB(A) | Mitigated Noise Level, L <sub>10</sub> (1 hour) <sup>1</sup> , dB(A) | Compliance |
|--------|--------|--------------------|-------------------|------------------------|-----------------------|--|------------------------------------|------------------------------------|--|------------|
|        |        |                    |                   |                        |                       | AM   |                                    |                                    |  |            |
| G/F    | GF_N01 | Rehab Zone         | +7.50             | +8.7                   | 70                    | 68   | N/A                                | N/A                                | 68   | Yes        |
|        | GF_N02 | Multi-purpose Room |                   |                        | 70                    | 66   | N/A                                | N/A                                | 66   | Yes        |
|        | GF_N03 | Multi-purpose Room |                   |                        | 70                    | 66   | N/A                                | N/A                                | 66   | Yes        |
|        | GF_N04 | RCHE Dormitory     |                   |                        | 70                    | 66   | N/A                                | N/A                                | 66   | Yes        |
|        | GF_N05 | RCHE Dormitory     |                   |                        | 70                    | 65   | N/A                                | N/A                                | 65   | Yes        |
|        | GF_N06 | RCHE Dormitory     |                   |                        | 70                    | 65   | N/A                                | N/A                                | 65   | Yes        |
|        | GF_N07 | RCHE Dormitory     |                   |                        | 70                    | 65   | N/A                                | N/A                                | 65   | Yes        |
|        | GF_N08 | RCHE Dormitory     |                   |                        | 70                    | 65   | N/A                                | N/A                                | 65   | Yes        |
|        | GF_N09 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | GF_N10 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | GF_N11 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | GF_N12 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | GF_N13 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | GF_N14 | RCHE Dormitory     |                   |                        | 70                    | 63   | N/A                                | N/A                                | 63   | Yes        |
|        | GF_N15 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
| 1/F    | 1F_N01 | Dining Area        | +12.00            | +13.2                  | 70                    | 75   | Type 2                             | 7                                  | 68   | Yes        |
|        | 1F_N03 | Multi-purpose Room |                   |                        | 70                    | 73   | Type 2                             | 7                                  | 66   | Yes        |
|        | 1F_N04 | Multi-purpose Room |                   |                        | 70                    | 73   | Type 2                             | 7                                  | 66   | Yes        |
|        | 1F_N05 | Multi-purpose Room |                   |                        | 70                    | 73   | Type 2                             | 7                                  | 66   | Yes        |
|        | 1F_N06 | End-of-Life Room   |                   |                        | 70                    | 74   | Type 2                             | 7                                  | 67   | Yes        |
|        | 1F_N07 | Isolation Room     |                   |                        | 70                    | 75   | Type 2                             | 7                                  | 68   | Yes        |
|        | 1F_N08 | Sick Bay           |                   |                        | 70                    | 75   | Type 2                             | 7                                  | 68   | Yes        |
|        | 1F_N09 | RCHE Dormitory     |                   |                        | 70                    | 67   | N/A                                | N/A                                | 67   | Yes        |
|        | 1F_N10 | RCHE Dormitory     |                   |                        | 70                    | 66   | N/A                                | N/A                                | 66   | Yes        |
|        | 1F_N11 | RCHE Dormitory     |                   |                        | 70                    | 66   | N/A                                | N/A                                | 66   | Yes        |
|        | 1F_N12 | RCHE Dormitory     |                   |                        | 70                    | 66   | N/A                                | N/A                                | 66   | Yes        |
|        | 1F_N13 | RCHE Dormitory     |                   |                        | 70                    | 66   | N/A                                | N/A                                | 66   | Yes        |
|        | 1F_N14 | RCHE Dormitory     |                   |                        | 70                    | 65   | N/A                                | N/A                                | 65   | Yes        |
|        | 1F_N15 | RCHE Dormitory     |                   |                        | 70                    | 65   | N/A                                | N/A                                | 65   | Yes        |
|        | 1F_N16 | RCHE Dormitory     |                   |                        | 70                    | 65   | N/A                                | N/A                                | 65   | Yes        |
|        | 1F_N17 | RCHE Dormitory     |                   |                        | 70                    | 65   | N/A                                | N/A                                | 65   | Yes        |
|        | 1F_N18 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | 1F_N19 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | 1F_N20 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | 1F_N21 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | 1F_N22 | RCHE Dormitory     |                   |                        | 70                    | 64   | N/A                                | N/A                                | 64   | Yes        |
|        | 1F_N23 | RCHE Dormitory     |                   |                        | 70                    | 63   | N/A                                | N/A                                | 63   | Yes        |
|        | 1F_N24 | RCHE Dormitory     |                   |                        | 70                    | 65   | N/A                                | N/A                                | 65   | Yes        |
|        | 2/F    | 2F_N01             |                   |                        | RCHE Dormitory        | +16.00   | +17.2                              | 70                                 | 77   | Type 2     |
| 2F_N02 |        | RCHE Dormitory     | 70                | 77                     | Type 2                |  |                                    | 7                                  | 70   | Yes        |
| 2F_N03 |        | RCHE Dormitory     | 70                | 76                     | Type 2                |  |                                    | 7                                  | 69   | Yes        |
| 2F_N04 |        | RCHE Dormitory     | 70                | 77                     | Type 2                |  |                                    | 7                                  | 70   | Yes        |
| 2F_N05 |        | RCHE Dormitory     | 70                | 75                     | Type 2                |  |                                    | 7                                  | 68   | Yes        |
| 2F_N06 |        | RCHE Dormitory     | 70                | 77                     | Type 2                |  |                                    | 7                                  | 70   | Yes        |
| 2F_N07 |        | RCHE Dormitory     | 70                | 75                     | Type 2                |  |                                    | 7                                  | 68   | Yes        |
| 2F_N08 |        | RCHE Dormitory     | 70                | 77                     | Type 2                |  |                                    | 7                                  | 70   | Yes        |
| 2F_N09 |        | RCHE Dormitory     | 70                | 74                     | Type 2                |  |                                    | 7                                  | 67   | Yes        |
| 2F_N10 |        | RCHE Dormitory     | 70                | 77                     | Type 2                |  |                                    | 7                                  | 70   | Yes        |
| 2F_N14 |        | RCHE Dormitory     | 70                | 67                     | N/A                   |  |                                    | N/A                                | 67   | Yes        |
| 2F_N15 |        | RCHE Dormitory     | 70                | 67                     | N/A                   |  |                                    | N/A                                | 67   | Yes        |
| 2F_N16 |        | RCHE Dormitory     | 70                | 67                     | N/A                   |  |                                    | N/A                                | 67   | Yes        |
| 2F_N17 |        | RCHE Dormitory     | 70                | 66                     | N/A                   |  |                                    | N/A                                | 66   | Yes        |
| 2F_N18 |        | RCHE Dormitory     | 70                | 66                     | N/A                   |  |                                    | N/A                                | 66   | Yes        |
| 2F_N19 |        | RCHE Dormitory     | 70                | 66                     | N/A                   |  |                                    | N/A                                | 66   | Yes        |
| 2F_N20 |        | RCHE Dormitory     | 70                | 66                     | N/A                   |  |                                    | N/A                                | 66   | Yes        |
| 2F_N21 |        | RCHE Dormitory     | 70                | 65                     | N/A                   |  |                                    | N/A                                | 65   | Yes        |
| 2F_N22 |        | RCHE Dormitory     | 70                | 65                     | N/A                   |  |                                    | N/A                                | 65   | Yes        |
| 2F_N23 |        | RCHE Dormitory     | 70                | 65                     | N/A                   |  |                                    | N/A                                | 65   | Yes        |
| 2F_N24 |        | RCHE Dormitory     | 70                | 65                     | N/A                   |  |                                    | N/A                                | 65   | Yes        |
| 2F_N25 |        | RCHE Dormitory     | 70                | 65                     | N/A                   |  |                                    | N/A                                | 65   | Yes        |
| 2F_N26 |        | RCHE Dormitory     | 70                | 64                     | N/A                   |  |                                    | N/A                                | 64   | Yes        |
| 2F_N27 |        | RCHE Dormitory     | 70                | 64                     | N/A                   |  |                                    | N/A                                | 64   | Yes        |
| 2F_N28 |        | RCHE Dormitory     | 70                | 64                     | N/A                   |  |                                    | N/A                                | 64   | Yes        |
| 2F_N29 |        | RCHE Dormitory     | 70                | 66                     | N/A                   |  |                                    | N/A                                | 66   | Yes        |

| Results Summary                   |      |
|-----------------------------------|------|
| Total No. of NAPs                 | 68   |
| Total No. of NAPs with exceedance | 0    |
| Compliance Rate                   | 100% |

## **APPENDIX 3.3 FIXED NOISE SITE SURVEY RECORD**

Title: Inventory of Major Fixed Noise Sources

| Source Location                     | Source Description | Source ID | Avg. Measured SPL, dB(A) | Measurement Dist. from Source (d), m | Distance Correction, dB(A) | SWL adopted in Fixed Noise Assessment, dB(A) | Remarks  |
|-------------------------------------|--------------------|-----------|--------------------------|--------------------------------------|----------------------------|--|--|
| 祥發五金貿易有限公司                          | Open Storage       | S01       | 65.8                     | 15                                   | 31.5                       | 97.3   |  |
| Hung Kee Metal Recycling Int'l Ltd. | Open Storage       | S02       | -                        | -                                    | -                          | 97.3   | No operation was observed during site survey. SWL reference to S01 |
| Dorfield Ltd.                       | Open Storage       | S03       | 68.9                     | 7                                    | 24.9                       | 93.8   |  |

# Site Survey Record (conducted 23 July 2025 14:00 – 17:00)



Photo 1: 祥發五金貿易有限公司 (S01)



Photo 2: Hung Kee Metal Recycling Int'l Ltd. (S02)



Photo 3: Dorfield Ltd. (S03)

# **APPENDIX 3.4 DETAILED CALCULATION FOR FIXED NOISE IMPACT ASSESSMENT**

|                  |  |
|------------------|--|
| Project:         | Proposed Residential Care Home for the Elderly (RCHE) in Nam Sang Wai, Yuen Long |
| Title:           | Assessment for Noise from Fixed Sources  |
| Subtitle:        | Calculation of SPL at Assessment Points  |
| NSR ID:          | 2F_N01   |
| NSR x coord:     | 823476.7   |
| NSR y coord:     | 836538.3   |
| NSR floor (/F)   | 2  |
| NSR height (mPD) | 17.2   |
| ASR              | B  |

| Noise Source ID     | Description                         | Activities/Equipment | Operation |            | SWL, dB(A) |            | Horizontal Distance from NSR, m | Correction, dB(A) |         |        | Day-time Corrected Noise Level, Leq dB(A) | Night-time Corrected Noise Level, Leq dB(A) | Remark   |
|---------------------|-------------------------------------|----------------------|-----------|------------|------------|------------|---------------------------------|-------------------|---------|--------|---|---|--|
|                     |                                     |                      | Daytime   | Night-time | Daytime    | Night-time |                                 | Distance          | Barrier | Façade |   |   |  |
| S01                 | 祥發五金貿易有限公司                          | Lorry Crane          | Y         | Y          | 97.3       | 97.3       | 172                             | -53               | 0       | 3      | 48  | 48  | Night time operation is assumed as worst case scenario |
| S02                 | Hung Kee Metal Recycling Int'l Ltd. | Lorry Crane          | Y         | Y          | 97.3       | 97.3       | 200                             | -54               | 0       | 3      | 46  | 46  |  |
| S03                 | Dorfield Ltd.                       | Fork Lift            | Y         | Y          | 93.8       | 93.8       | 234                             | -55               | 0       | 3      | 41  | 41  |  |
| <b>Total SPL</b>    |                                     |                      |           |            |            |            |                                 |                   |         |        | 51  | 51  |  |
| <b>Criteria ANL</b> |                                     |                      |           |            |            |            |                                 |                   |         |        | 65  | 55  |  |
| <b>Exceedance</b>   |                                     |                      |           |            |            |            |                                 |                   |         |        | -   | -   |  |

# **APPENDIX 3.5 MODIFICATION PLAN OF EXISTING NOISE BARRIER**

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

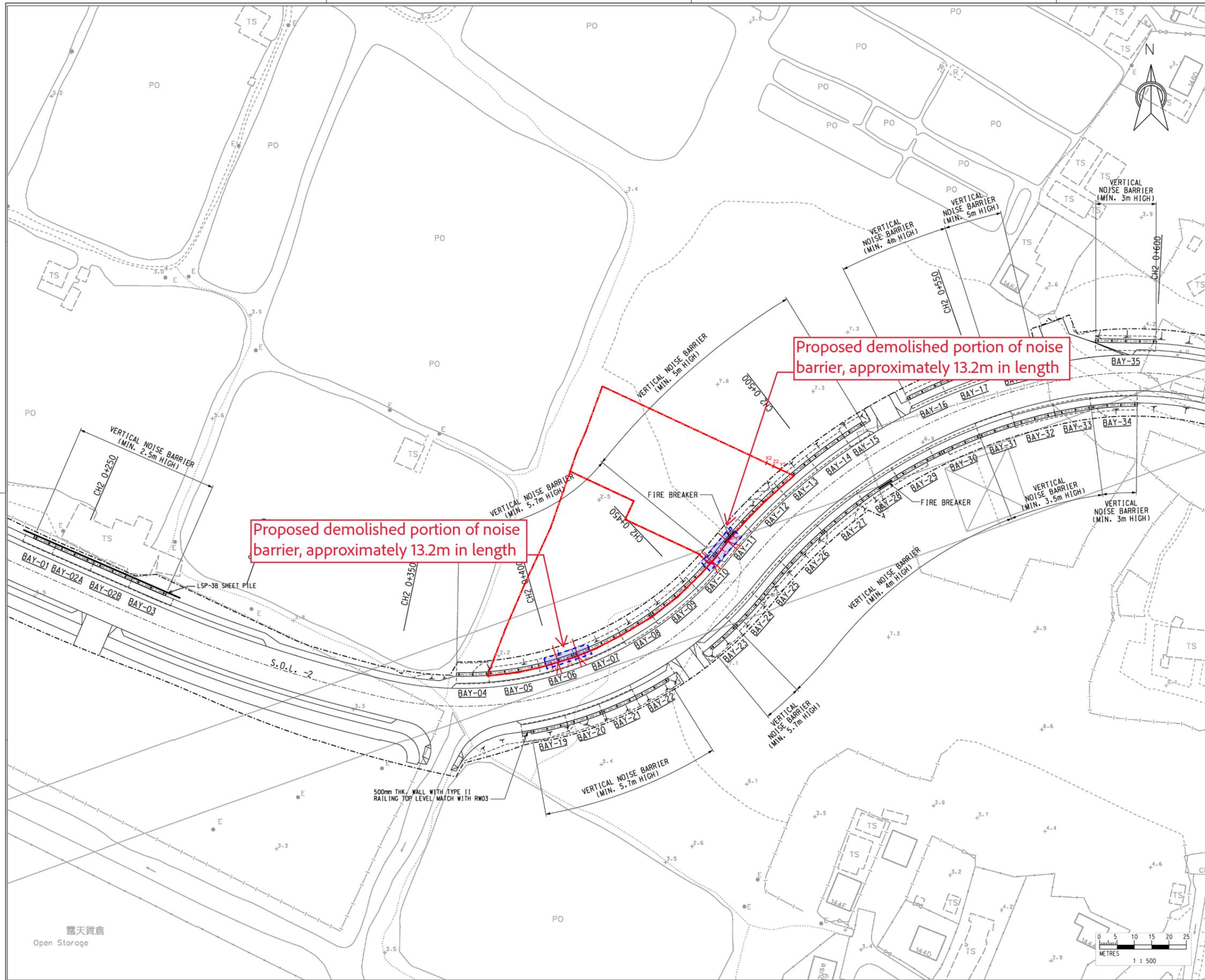
**Email dated 4<sup>th</sup> July 2025 refers:**

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

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

## **Appendix 3**

### Modification Plans of Noise Barrier and Street Furniture



**NOTES :**  
 1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.  
 2. ALL LEVELS ARE IN MPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).

**LEGEND :**  
 [Symbol] SITE BOUNDARY  
 [Symbol] NOISE BARRIER  
 [Symbol] FIRE BREAKER  
 [Symbol] LSP-3B SHEET PILE



Proposed demolished portion of noise barrier, approximately 13.2m in length

Proposed demolished portion of noise barrier, approximately 13.2m in length

| Rev. | Description of Revision | Date   | Ckd.   |
|------|-------------------------|--------|--------|
| Z    | AS BUILT                | OCT 13 | SIGNED |
| E    | SHEET PILE ADDED        | DEC 12 | SIGNED |
| D    | GENERAL REVISION        | JUN 12 | SIGNED |
| C    | GENERAL REVISION        | JAN 12 | SIGNED |
| B    | GENERAL REVISION        | JAN 12 | SIGNED |
| A    | GENERAL REVISION        | NOV 11 | JM     |

Client  
 路政署 (工程部)  
 HIGHWAYS DEPARTMENT  
 WORKS DIVISION

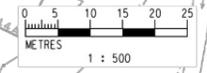
Consultants  
**MANNINGS**  
 (Asia) Consultants Limited

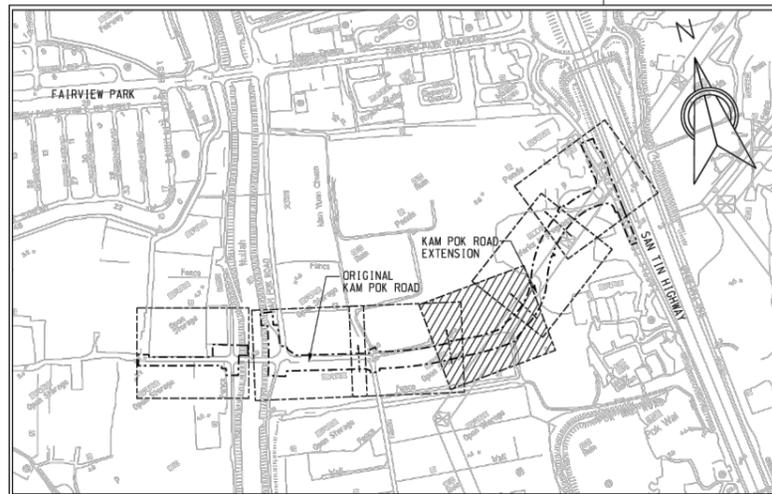
|                           |                  |
|---------------------------|------------------|
| Scale In A1<br>1 : 500    | Date<br>DEC 2010 |
| Designed<br>FT            | Drawn<br>TWN     |
| Design Team Leader<br>SNG | Checked<br>JM    |
| Approved<br>KTC           | Date<br>DEC 2010 |
|                           | Date<br>DEC 2010 |

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

Title  
 NOISE BARRIER  
 LAYOUT PLAN

|                                |       |           |
|--------------------------------|-------|-----------|
| Drawing No.<br>D1199/KP/NB/011 | Stage | Rev.<br>Z |
|--------------------------------|-------|-----------|

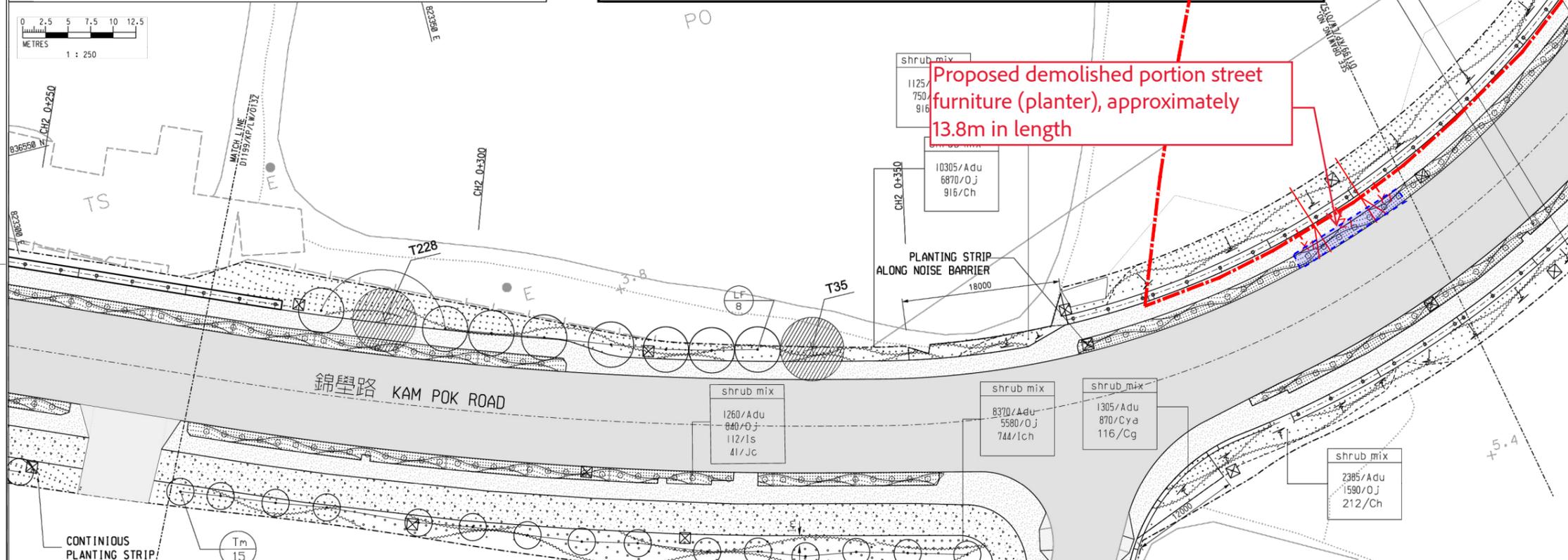




KEY PLAN SCALE 1 : 5000



| KEY                         | BOTANICAL NAME            | CHINESE NAME | SIZE (HT x SPD) | SPACING      | TOTAL QUANTITY | REMARKS                     |
|-----------------------------|---------------------------|--------------|-----------------|--------------|----------------|-----------------------------|
| <b>GROUNDCOVERS :</b>       |                           |              |                 |              |                |                             |
| Adu                         | Arachis duranensis        | 蔓花生          | 100 x 150       | 100 o.c.     | 25380          | -                           |
| Oj                          | Ophiopogon japonicus      | 山麥冬          | 200 x 200       | 150 o.c.     | 15300          | -                           |
| <b>SHRUBS :</b>             |                           |              |                 |              |                |                             |
| Is                          | Ixora stricta             | 細葉紅花 龍船花     | 300 x 400       | 400 o.c.     | 168            | shaped to form              |
| Ch                          | Calliandra haematocephala | 紅絨球          | 600 x 450       | 400 o.c.     | 1128           | flowering, shaped to form   |
| Jc                          | Juniperus chinensis       | 洋白柏          | 1500 x 600      | 2000 o.c.    | 41             | -                           |
| Cya                         | Cyperus alternifolius     | 風車草          | 300 x 150       | 150 o.c.     | 1620           | -                           |
| Cg                          | Canna generalis           | 大美人蕉         | 400 x 400       | 400 o.c.     | 1032           | -                           |
| <b>COMPENSATORY TREES :</b> |                           |              |                 |              |                |                             |
| Tm                          | Terminalia montaly        | 細葉欖仁         | HS              | -            | 15             | -                           |
| Lf                          | Liquidambar formosana     | 楓香           | HS              | min. 5m o.c. | 8              | DBH: 150mm; 3.5m(H) x 3m(S) |



Proposed demolished portion street furniture (planter), approximately 13.8m in length

- NOTES :**
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
  - ALL LEVELS ARE IN MPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).
  - ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR LANDSCAPE AND ALL RELEVANT DRAWINGS AND SPECIFICATIONS.
  - ALL PLANTS TO BE TRUE TO SPECIES; PLANTS TO BE HEALTHY AND WITH THE HABIT AND SIZE OF THE PLANT SPECIFIED. PLANTS TO BE FREE FROM PESTS, DISEASE, PARASITES, DISCOLORATION AND DAMAGE AND SHALL HAVE A VIGOROUS FIBROUS ROOT SYSTEM WITH WELL DEVELOPED SHAPE FOR THE SPECIES AS SPECIFIED.
  - ALL PLANTS AND TREES SHALL BE PLANTED ON GRADE AND OPEN-BOTTOM PLANTERS. TREE LOCATIONS SHALL BE REFERRED TO RELEVANT APPROVED TREE REMOVAL APPLICATION.
  - SOIL LEVEL SHALL BE LOWERED BY 50MM FROM THE FINISHED LEVEL AND SLIGHTLY SLOPED TO CENTRE.
  - SOIL MIX TO BE BACK FILLED TO A DEPTH OF 600MM WHERE SHRUB AND GROUND COVER PLANTINGS SHALL BE LOCATED AND 1200MM WHERE TREES SHALL BE LOCATED.
  - ORIGINAL SUB-SOIL SHALL BE BROKEN UP TO FACILITATE NATURAL DRAINAGE.

- LEGEND :**
- SITE BOUNDARY
  - C/W CARRIAGEWAY
  - F/P FOOTPATH
  - C/T CYCLE TRACK
  - RUN-IN
  - VERTICAL NOISE BARRIER
  - RETAINING WALL
  - PEDESTRIAN CROSSING
  - PLANTING
  - TRANSPLANTED TREES
  - COMPENSATORY TREES
  - WATER POINT (Ø 40M INTERVAL)

| Rev. | Description of Revision | Date   | Ckd.   |
|------|-------------------------|--------|--------|
| Z    | AS BUILT                | APR 15 | SIGNED |
| C    | GENERAL REVISION        | AUG 13 | SIGNED |
| B    | GENERAL REVISION        | JUL 13 | SIGNED |
| A    | GENERAL REVISION        | JAN 13 | SIGNED |

Client  
 路政署 (工程組)  
 HIGHWAYS DEPARTMENT  
 WORKS DIVISION

Consultants  
**MANNINGS**  
 (Asia) Consultants Limited

Scale in A1: 1 : 250 Date: FEB 2011

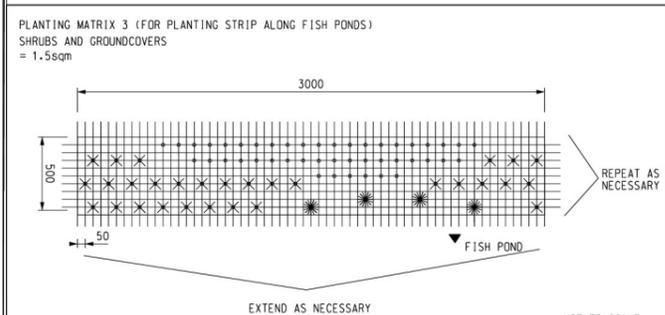
| Designated GK | Drawn | Checked |
|---------------|-------|---------|
| SNG           | SAN   | JM      |

Design Team Leader: SNG Date: FEB 2011  
 Approved: KTC Date: FEB 2011

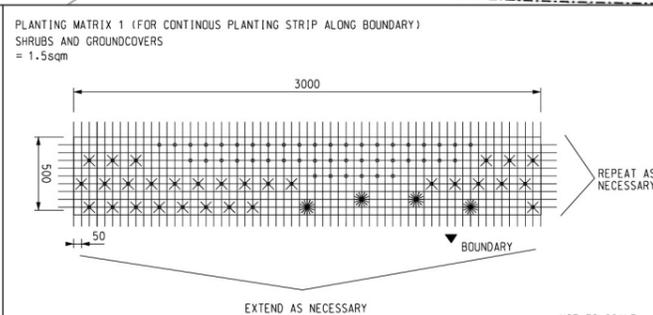
Project  
**Contract No. HY/2010/09**  
**Improvement and Extension of Kam Pok Road**

Title  
**LANDSCAPE LAYOUT PLAN**

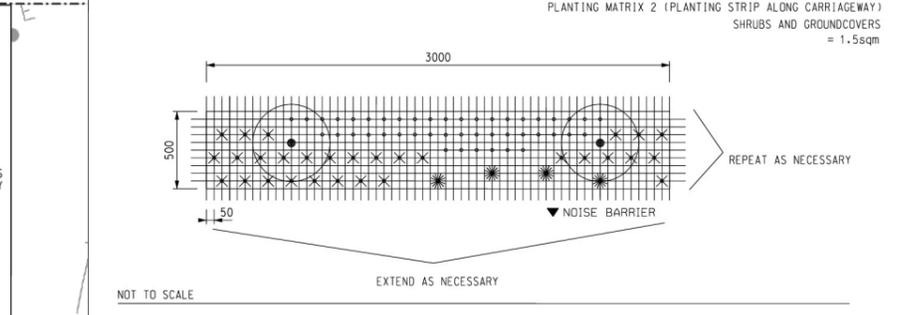
| Drawing No.     | Stage | Rev. |
|-----------------|-------|------|
| D1199/KP/LW/014 |       | Z    |



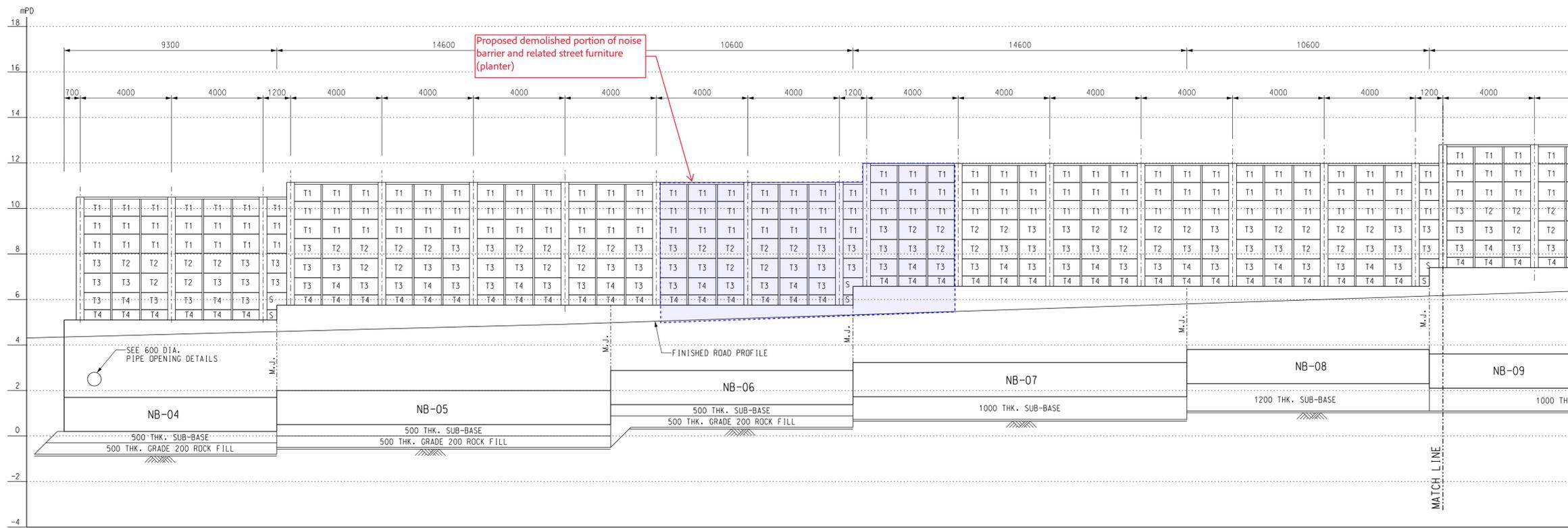
- LEGEND :**
- ARACHIS DURANENSIS (APPROX. 45NDS.)
  - × CYPERUS ALTERNIFOLIUS (APPROX. 30NDS.)
  - ☼ CANNA GENERALIS (APPROX. 4NDS.)



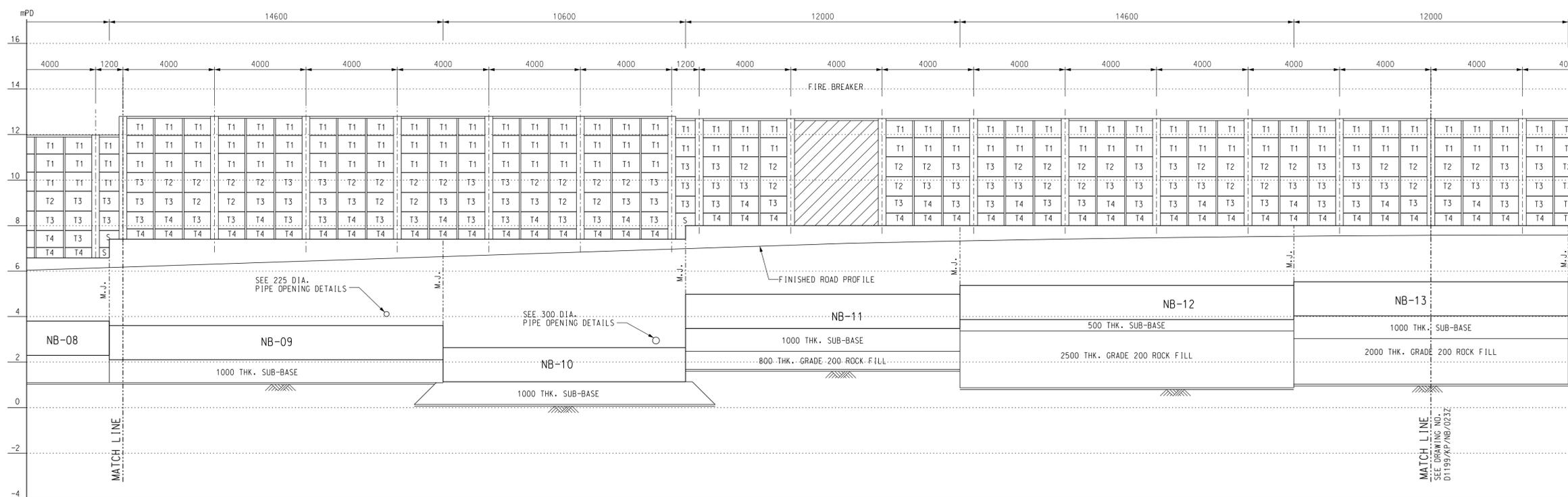
- LEGEND :**
- ARACHIS DURANENSIS (APPROX. 45NDS.)
  - × OPHIOPOGON JAPONICUS (APPROX. 30NDS.)
  - ☼ CALLIANDRA HAEMATOCEPHALA (APPROX. 4NDS.)



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



ELEVATION FROM NB-04 TO NB-15



ELEVATION FROM NB-04 TO NB-15

NOTES :

1. FOR NOTES & LEGEND REFER TO DRAWING NO. D1199/KP/NB/021Z.
2. FOR ALL PIPE OPENING DETAILS REFER TO DRAWING NO. D1199/KP/NB/018Z.
3. ALL PIPES ARE SHOWN FOR INDICATIVE ONLY.

|      |                         |      |             |        |         |
|------|-------------------------|------|-------------|--------|---------|
| Rev. | AS BUILT                | Date | OCT 13 2010 | SIGNED | REVISED |
|      | Description of Revision |      |             | CHKD.  |         |

Client  
 路政署 (工程部)  
HIGHWAYS DEPARTMENT  
WORKS DIVISION

Consultants  
**MANNINGS**  
(Asia) Consultants Limited

|                    |         |       |          |
|--------------------|---------|-------|----------|
| Scale in A1        | 1 : 100 | Date  | DEC 2010 |
| Designed           | GK      | Drawn | TWN      |
| Checked            | JM      |       |          |
| Design Team Leader | SNG     | Date  | DEC 2010 |
| Approved           | KTC     | Date  | DEC 2010 |

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

Title  
**NOISE BARRIER**  
**ELEVATIONS**

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



# **APPENDIX 6.1**

## **ENQUIRIES TO GOVERNMENTAL AUTHORITY**

本署檔案  
OUR REF :  
來函檔案  
YOUR REF : W25185/RCHE-0002  
電話  
TEL NO : 3162 8418  
圖文傳真  
FAX NO : 3162 8584  
網址  
HOMEPAGE : <http://www.epd.gov.hk/>

**Environmental Protection Department**  
**Environmental Compliance Division**  
**Regional Office (North)**  
10/F., Shatin Government Offices,  
1 Sheung Wo Che Road,  
Sha Tin, New Territories,  
Hong Kong.

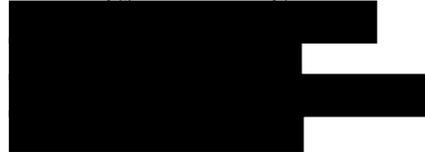


環境保護署  
環保法規管理科  
區域辦事處(北)  
香港新界沙田  
上禾輦路一號  
沙田政府合署 10 樓

By email only ( [REDACTED] )

3 July 2025

BeeXergy Consulting Limited



(Attn: Mr. Leo YU)

Dear Mr. YU,

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

**RE: Request for Information of Registered Chemical Waste Producer Records and Historical  
Records of Chemical Spillage / Leakage**

Regarding your enquiries in the letter under reference dated 30 June 2025, this Regional Office has no record of spillage or leakage of chemicals within the site boundary in the past ten years.

Concerning the records of registered chemical waste producers, a register of chemical waste producers is available for inspection in the Territorial Control Office of the department. If you would like to inspect, please contact Mr. Tim H. T. CHAN at 2835 1017 for making an appointment to view the records.

Should you have any query on the matter, please contact the undersigned at 3162 8418.

Yours sincerely,

(Ken NG)

For Director of Environmental Protection

---

**Re: Request for Information of Registered Dangerous Goods Records and Historical Records of Chemical Spillage / Leakage**

---

From ado\_lea\_cs@hkfsd.gov.hk <ado\_lea\_cs@hkfsd.gov.hk>

Date Thu 7/24/2025 12:12 PM

To Leo Yu <[REDACTED]>

Cc OE8 CS/FSD <oe\_cs\_8@hkfsd.gov.hk>

*Our reference: (19) in FSD GR 6-5/4 R Pt. 59*

*Your reference: W25185/RCHE-0001, W25185/RCHD-0001*

Dear Mr. YU,

**Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE) and Residential Care Home for Persons with Disabilities (RCHD)) in “Village Type Development” Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long**  
**Request for Information of Dangerous Goods & Incident Records**

I refer to your email of 27.6.2025 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Best regards,

TSANG Chun-hei Jason  
Assistant Divisional Officer (Legal Affairs) (Acting)  
Corporate Services Division  
Fire Services Department

Tel.: 2733 7896

Remark:

Lift incidents are excluded unless otherwise required.

Disclaimer:

\*Fire Services Department uses its best endeavor to ensure the accuracy and reliability of the information provided, but cannot guarantee its accuracy and reliability and accepts no liability of any nature for any loss or damage arising from any inaccuracies or omissions that may from the information provided.

---

**From:** Leo Yu <[REDACTED]>

**Sent:** Friday, July 4, 2025 16:01

**To:** ADO LEA CS/FSD

**Cc:** OE8 CS/FSD

**Subject:** Re: Fw: Request for Information of Registered Dangerous Goods Records and Historical Records of Chemical Spillage / Leakage

Dear Mr. Chow,

Thank you for the prompt response. Please find enclosed the appointment letters for your record as requested.

Best regards,

**Leo Yu**

[REDACTED]

[REDACTED]

[REDACTED]

---

Virus-

free.[www.avast.com](http://www.avast.com)

On Fri, 4 Jul 2025 at 08:29, <[ado\\_lea\\_cs@hkfsd.gov.hk](mailto:ado_lea_cs@hkfsd.gov.hk)> wrote:

*Our reference: (19) in FSD GR 6-5/4 R Pt. 59*

*Your reference: W25185/RCHE-0001, W25185/RCHD-0001*

Dear Mr. YU,

**Proposed Social Welfare Facilities (Residential Care Home for the Elderly (RCHE) and Residential Care Home for Persons with Disabilities (RCHD)) in "Village Type Development" Zone, Various Lots in D.D. 104 and Adjoining Government Land, Nam Sang Wai, Yuen Long**  
**Request for Information of Dangerous Goods & Incident Records**

I refer to your email on 27.6.2025 regarding the captioned subject.

Your case is being handled, and a reply will be furnished to you as soon as possible. Please be advised that due to time lapse, this Department can only provide the following information for your requested information:

- (i) Dangerous Goods Licence Record: from the year of 1990 to present moment.
- (ii) Incident Record: Past three years of fire and special services incidents. Lift incidents will be excluded unless otherwise required.

**Please also submit the appointment letter from your client for record.**

Should you have further questions, please feel free to contact the undersigned.

Best regards,

CHOW Yin-hei  
Assistant Divisional Officer (Legal Affairs)  
Corporate Services Division  
Fire Services Department

Tel.: 2733 7896

---

From: "Leo Yu" <[REDACTED]>  
To: [hkfsdenq@hkfsd.gov.hk](mailto:hkfsdenq@hkfsd.gov.hk)  
Date: 27/06/2025 17:42  
Subject: Request for Information of Registered Dangerous Goods Records and Historical Records of Chemical Spillage / Leakage

---

Dear Sir/Madam,

We are commissioned to conduct Environmental Assessment to support the Planning Application No. A/YL-NSW/348 and A/YL-NSW/349 at Kam Pok Road East.

We would like to request information for our assessment, please find enclosed the cover letter for your follow up. Thank you.

Please contact the undersigned if you have any queries.

Best regards,  
**Leo Yu**

*BeeXergy Consulting Limited* | [REDACTED]

[REDACTED]  
[REDACTED] [attachment "RCHE-0001 Letter\_FSD.pdf" deleted by yin\_hei CHOW/FSD/HKSARG] [attachment "RCHD-0001 Letter\_FSD.pdf" deleted by yin\_hei CHOW/FSD/HKSARG]

## **APPENDIX 6.2 SITE WALKOVER CHECKLIST**

## Site Walkover Checklist (24 July 2025)

### GENERAL SITE DETAILS

SITE OWNER/CLIENT Right Top Limited

PROPERTY ADDRESS Various lots in D.D. 104 and adjoining government land, Nam Sang Wai, Yuen Long

### PERSON CONDUCTING THE QUESTIONNAIRE

NAME Leo Yu

POSITION Consultant (Beexergy Consulting Limited)

### AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME Law Yau Hung

POSITION Director

TELEPHONE ██████████

### SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/chemicals/materials handled.

**Obtain a flow schematic if possible.**

Number of employees: Full-time: Not applicable

Part-time: Not applicable

Temporary/Seasonal: Not applicable

Maximum no. of people on site at any time: Not applicable

Typical hours of operation: Not applicable

Number of shifts: Not applicable

Days per week: Not applicable

Weeks per year: Not applicable

Scheduled plant shut-down: Not applicable

Detail the main sources of energy at the site:

|             |        |
|-------------|--------|
| Gas         | Yes/No |
| Electricity | Yes/No |
| Coal        | Yes/No |
| Oil         | Yes/No |
| Other       | Yes/No |

### **SITE DESCRIPTION**

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area: Approximately 1,845sqm

What area of the site is covered by buildings (%): 0

Please list all current and previous owners/occupiers if possible. Right Top Limited

---

Is a site plan available? If yes, please attach. Yes/No

Are there any other parties on site as tenants or sub-tenants? Yes/No

If yes, identify those parties: \_\_\_\_\_

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

North: Residential development

---

South: Kam Pok Road East and temporary storage

---

East: Kam Pok Road East and temporary storage

---

West: Ponds (to be redevelop as residential development according to A/YL-NSW/314)

---

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

The site is a flat terrain in general.

State the size and location of the nearest residential communities.

The proposed residential development at the north and west is around 3 to 5 storeys.

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

Ponds is found at the west, to be redevelop as residential development according to A/YL-NSW/314.

### **Questionnaire with Existing/Previous Site Owner or Occupier**

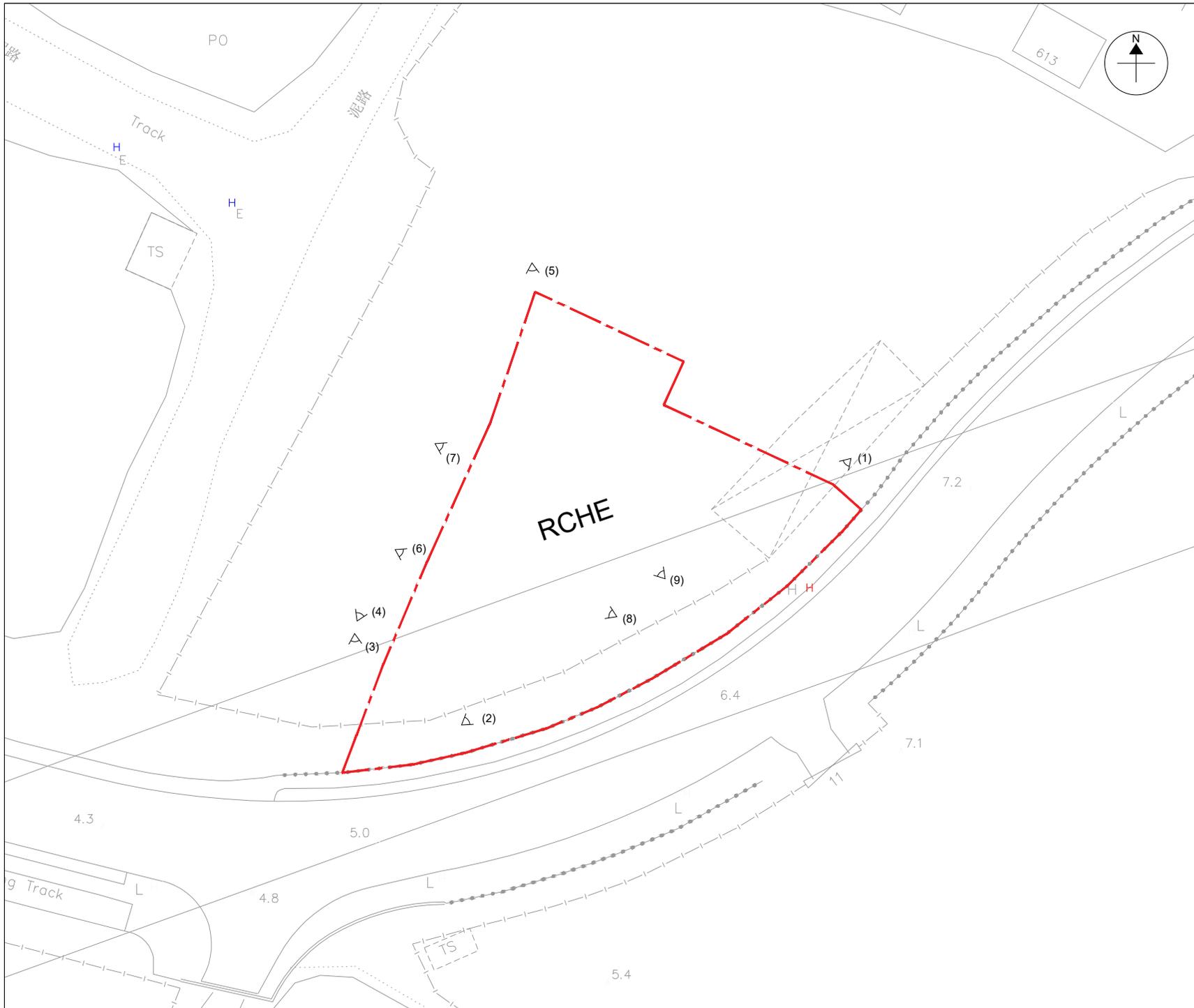
| Ref. |  | Yes/No | Notes          |
|------|--|--------|----------------|
| 1.   | What are the main activities/operations at the above address?  | No     |                |
| 2.   | How long have you been occupying the site?   | No     |                |
| 3.   | Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy?)  | No     |                |
| 4.   | Prior to your occupancy, who occupied the site?  | No     |                |
| 5.   | What were the main activities/operations during their occupancy?   | No     |                |
| 6.   | Have there been any major changes in operations carried out at the site in the last 10 years?  | No     |                |
| 7.   | Have any polluting activities been carried out in the vicinity of the site in the past?  | -      |                |
| 8.   | To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?   | -      |                |
| 9.   | Are there any boreholes/wells or natural springs either on the site or in the surrounding area?  | -      |                |
| 10.  | Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)                               | No     |                |
| 11.  | Are any chemicals used in your daily operations? (If yes, please provide details.)   | No     |                |
|      | • Where do you store these chemicals?  | -      | Not applicable |
| 12.  | Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)                               | -      | Not applicable |
| 13.  | Has the facility produced a separate hazardous substance inventory?  | No     |                |
| 14.  | Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.) | No     |                |
| 15.  | How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns,                               | No     |                |

|     |   |    |                |
|-----|---|----|----------------|
|     | vaults and cylinders)?  |    |                |
| 16. | Do you have any underground storage tanks? (If yes, please provide details.)  | No |                |
|     | <ul style="list-style-type: none"> <li>▪ How many underground storage tanks do you have on site?</li> </ul>   | No |                |
|     | <ul style="list-style-type: none"> <li>▪ What are the tanks constructed of?</li> </ul>  | No |                |
|     | <ul style="list-style-type: none"> <li>▪ What are the contents of these tanks?</li> </ul>   | No |                |
|     | <ul style="list-style-type: none"> <li>▪ Are the pipelines above or below ground?</li> </ul>  | No |                |
|     | <ul style="list-style-type: none"> <li>▪ If the pipelines are below ground, has any leak and integrity testing been performed?</li> </ul>                         | No |                |
|     | <ul style="list-style-type: none"> <li>▪ Have there been any spills associated with these tanks?</li> </ul>   | No |                |
| 17. | Are there any disused underground storage tanks?  | No |                |
| 18. | Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)   | -  | Not applicable |
| 19. | How are the wastes disposed of?   | -  | Not applicable |
| 20. | Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)                     | No |                |
| 21. | Have any spills occurred on site? (If yes, please provide details.)   | No |                |
|     | <ul style="list-style-type: none"> <li>• When did the spill occur?</li> </ul>   | -  |                |
|     | <ul style="list-style-type: none"> <li>• What were the substances spilled?</li> </ul>   | -  |                |
|     | <ul style="list-style-type: none"> <li>• What was the quantity of material spilled?</li> </ul>  | -  |                |
|     | <ul style="list-style-type: none"> <li>• Did you notify the relevant departments of the spill?</li> </ul>   | -  |                |
|     | <ul style="list-style-type: none"> <li>• What were the actions taken to clean up the spill?</li> </ul>  | -  |                |
|     | <ul style="list-style-type: none"> <li>• What were the areas affected?</li> </ul>   | -  |                |
| 22. | Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.) | No |                |
| 23. | Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?   | -  | Not applicable |
| 24. | Are there any known contaminations on site? (If yes, please provide details.)   | -  |                |
| 25. | Has the site ever been remediated? (If yes, please provide details.)  | -  |                |

### Observations

|     |   |     |                          |
|-----|---|-----|--------------------------|
| 1.  | Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?  | N/A | No chemical storage area |
| 2.  | What are the conditions of the bund walls and floors?   | N/A | No chemical storage area |
| 3.  | Are any surface water drains located near to drum storage and unloading areas?  | No  |                          |
| 4.  | Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)  | No  |                          |
| 5.  | Is there a storage site for the wastes?   | No  |                          |
| 6.  | Is there an on-site landfill?   | No  |                          |
| 7.  | Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)   | No  |                          |
| 8.  | Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)   | No  |                          |
| 9.  | Are there any potential off-site sources of contamination?  | No  |                          |
| 10. | Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?  | No  |                          |
| 11. | Are there any sumps, effluent pits, interceptors or lagoons on site?  | No  |                          |
| 12. | Any noticeable odours during site walkover?   | No  |                          |
| 13. | Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam? | No  |                          |

## **APPENDIX 6.3 SITE PHOTO**



**LEGEND:**

- Project Site
- Viewpoint

|         |          |          |          |
|---------|----------|----------|----------|
|         | Prepared | Checked  | Approved |
| Initial | Various  | Various  | HM       |
| Date    | 20250926 | 20250926 | 20250926 |

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

**Figure Title**  
 Viewpoint of photo record

|                   |             |
|-------------------|-------------|
| <b>Figure No.</b> | <b>Rev.</b> |
| Appendix 6.3      | 0           |

**Photo Record of Site Survey (24/07/2025)**



Photo 1: Site perimeter at northeast of the site



Photo 2: Site perimeter at southeast of the site



Photo 3: Site perimeter at southwest of the site



Photo 4: Site perimeter at southwest of the site



Photo 5: Site perimeter at northwest of the site



Photo 6: General view of the site



Photo 7: The site was vacant and unpaved



Photo 8: No oil stain is observed on the ground



Photo 9: No oil stain is observed on the ground

## **Appendix 5**

### Sewerage Impact Assessment (SIA)

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

**SEWERAGE IMPACT ASSESSMENT**

12 Jan 2026

Report No: RT25285-SIA-01D

*Prepared By:*



**BeeXergy Consulting Limited (BXG)**

Phone: (852) [REDACTED]  
Address: [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Email: [REDACTED]

| Project:    | PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, VARIOUS LOTS IN D.D. 104 AND ADJOINING GOVERNMENT LAND, NAM SANG WAI, YUEN LONG SEWERAGE IMPACT ASSESSMENT |                    |        |         |          |
|-------------|--|--------------------|--------|---------|----------|
| Report No.: | Ref: RT25285-SIA-01D   |                    |        |         |          |
| Revision    | Issue Date   | Description        | Author | Checker | Approver |
| 0           | 20/05/2025   | Issued for Comment | LY     | YS      | HM       |
| A           | 08/07/2025   | Issued for Comment | LY     | YS      | HM       |
| B           | 14/10/2025   | Issued for Comment | VS     | LY      | HM       |
| C           | 14/11/2025   | Issued for Comment | VS     | LY      | HM       |
| D           | 12/01/2026   | Issued for Comment | VS     | LY      | HM       |
|             |  |                    |        |         |          |
|             |  |                    |        |         |          |
|             |  |                    |        |         |          |

Prepared By:

Checked by

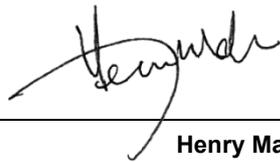


Various

Leo Yu

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Approved by:



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Director

Disclaimer:

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

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## **1 INTRODUCTION**

### **1.1 PROJECT BACKGROUND**

1.1.1. The Project Proponent proposes to develop a 3-storey Residential Care Home for the Elderly (RCHE) in various lots in D.D. 104, Nam Sang Wai (hereafter called “the Proposed Development”).

1.1.2. BeeXergy Consulting Limited was appointed by DeSPACE (International) Limited (the Town Planner) to conduct a Sewerage Impact Assessment (SIA) for the Proposed Development to support the application under Section 16 of the Town Planning Ordinance. The latest architectural drawings and technical information on the Project Site were largely provided by the Project Architect.

### **1.2 PROJECT LOCATION**

1.2.1. The Project Site is approximately 1844m<sup>2</sup>, currently bounded by abandoned fishponds to the north and west, Kam Pok Road East to the south. **Figure 1** shows the location of the Project Site and its surrounding area.

### **1.3 DESCRIPTION OF THE SUBJECT SITE AND PROPOSED DEVELOPMENT**

1.3.1. The Project Site area is approximately 1,844m<sup>2</sup>. The Proposed Development is an 3-storey building consisting of RCHE dormitory and communal area. The master layout plan provided by the Project Architect is enclosed in **Appendix A**. The tentative population intake year is 2030.

## **2 SEWERAGE IMPACT ASSESSMENT**

### **2.1 SCOPE OF WORKS**

2.1.1. The objective of this SIA is to assess whether the capacity of the sewerage networking is sufficient to cope with the peak sewage flow arising from the Proposed Development during its operation stage or not and to recommend appropriate mitigation measures to alleviate unacceptable sewerage impact, if any.

### **2.2 EXISTING SEWERAGE FACILITIES**

2.2.1. The existing sewerage record from the Lands Department (LandsD) and Drainage Service Department (DSD) are obtained for this SIA and attached in **Figure 2**. There are no existing manholes identified in the sewerage plan. The public sewerage facility located closest to the Project Site is Nam Sang Wai Sewage Pumping Station which is located approximately 800m away from the boundary of the Project Site. Reference

was made to the approved planning application (A/YL-NSW/314), a set of existing 225mm public sewerage system (from feature no. MH540 to MH235) is identified along Kam Pok Road East, which is currently not in use, the relevant information is extracted in **Appendix C**.

## 2.3 OTHER PLANNED SEWERAGE FACILITIES

- 2.3.1. Reference was made to the approved planning application (A/YL-NSW/314), newly proposed sewers (P1 to P15) and upgrading works of the existing sewers identified along Kam Pok Road East (MH540 to MH235) were proposed to serve its own development and planned development sites in vicinity. The location of the proposed connection are shown in **Figure 3**.
- 2.3.2. It is noted that downstream sections of the communal gravity sewer, from manhole at the junction with Kam Pok Road connecting proposed manhole P3 to existing manhole FSH1001886, which connect along Pok Wai South Road to Nam Sang Wai Sewage Pumping Station (NSWSPS), have been proposed by several approved planning applications (No.: A/YL-NSW/314, Y/YL-NSW/7 and Y/YL-MP/10). The proposed alignment of this downstream section of the communal gravity sewer of different planning applications are shown in **Appendix D**.

## 2.4 PROPOSED SEWERAGE FACILITIES

- 2.4.1. New terminal manhole (namely S1) and manholes MH660, MH620 and MH580 will be constructed to collect the sewage generated from the Proposed Development and connect to manhole MH540 via a new 225mm diameter sewer pipe. The location of the proposed connection are shown in **Figure 3**. The cover level of proposed terminal manhole should be higher than that of the downstream public manhole(s). The proposed new terminal manhole and 225mm sewer pipe within site boundary will be implemented and maintained by the Project Proponent, other proposed manhole and sewer outside site boundary will become a public sewage system serving multiple users and will be handed over to government for future maintenance. The capacity check of the sewer will start from the proposed terminal manhole S1. The proposed development would not have population intake before the sewerage infrastructure of the project is functionally connected to the public sewerage system by other development mentioned in Section 2.3.
- 2.4.2. For other proposed sewers and upgrading works from MH540 to FSH100188, the Project Proponent will be responsible for the liaison and coordination with the other interfacing projects for the implementation of the required sewerage works in later stage. In case these planned sewers **i.e. proposed sewers between MH235 to**

FSH1001886 and upgraded sewers between MH540 to MH235 under planning application No. A/YL-NSW/314 are not available at the time of completion of the Proposed Development, the Project Proponent will, after liaison with DSD and the other future developments near the Proposed Site, construct the sewers in order to cater the sewage discharge during operation of the Proposed Development should a population intake be required. Otherwise, there will be no population intake until proposed sewerage system becomes available.

- 2.4.3. The party responsible for construction of sewers from manhole S1 to FSH1001886 is summarized in **Table 2.1**.

**Table 2.1 Construction Responsibilities**

| Location                     | Manhole Section     | Construction Responsibility         |
|------------------------------|---------------------|-------------------------------------|
| Within Development Boundary  | S1 to MH660         | The Developer                       |
| Outside Development Boundary | MH660 to MH540      | The Developer                       |
| Outside Development Boundary | MH540 to FSH1001886 | The Developer of other Developments |

## 2.5 MAINTENANCE RESPONSIBILITY

- 2.5.1. All sewers and sewerage facilities within the proposed development will be constructed, operated, and maintained by the Proposed Development.
- 2.5.2. For the proposed gravity sewers are exclusively used by the Proposed Development, those sewers shall be maintained by the Proposed Development. For downstream sections of the communal gravity sewer that are proposed along Kam Pok East and Pok Wai South Rod to NSWSPS will become public sewers that serve multiple users, the sewers shall be handed over to the DSD for future maintenance.
- 2.5.3. The party responsible for maintenance of sewers from manhole S1 to FSH1001886 is summarized in **Table 2.2**.

**Table 2.2 Maintenance Responsibilities**

| Location                     | Manhole Section     | Maintenance Responsibility |
|------------------------------|---------------------|----------------------------|
| Within Development Boundary  | S1 to MH660         | The Developer              |
| Outside Development Boundary | S1 to MH660         | The Developer              |
| Outside Development Boundary | MH660 to FSH1001886 | DSD                        |

## 2.6 ASSESSMENT CRITERIA, METHODOLOGY, AND ASSUMPTIONS

- 2.6.1. The Unit Flow Factors and Global Peaking Factor are adopted from the figures in the Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version

1.0)<sup>1</sup> (GESF) issued by the Environmental Protection Department (EPD) in March 2005 to estimate the sewage flows generated from the Project Site.

2.6.2. The Unit Flow Factors and Catchment Inflow Factors as shown in **Table 2.3** below are adopted in the assessment and the surrounding catchments are shown in **Figure 3**.

**Table 2.3 Unit Flow Factors and Catchment Inflow Factors Extracted from GESF**

| Parameter   | Value                   | Justification  |
|---|-------------------------|--|
| <i>Population</i>                                     |                         |  |
| Residents in Proposed Development                     | 208 people              | 208 beds   |
| Employees in Proposed Development                     | 90 people               | Advised by Project Proponent   |
| <i>Unit Flow Factors</i>                              |                         |  |
| Residents and Visitors in Proposed Development        | 0.19m <sup>3</sup> /day | “Institutional and special class” based on EPD’s GESF Table T-1.           |
| Employees in Proposed Development                     | 0.28m <sup>3</sup> /day | J11 “Community, Social & Personal Services” based on EPD’s GESF Table T-2. |
| <i>Catchment Inflow Factor (<math>P_{CIF}</math>)</i> |                         |  |
| Discharge from the Project Site and all Catchments    | 1.0                     | Yuen Long Catchment based on EPD’s GESF Table T-4.                         |

2.6.3. With reference to Table T-5 of GESF, a global peaking factor of 8 and 6 (including stormwater allowance) are adopted according to the contributing population.

2.6.4. With reference to Table 5 in the Sewerage Manual (Part 1)<sup>2</sup> issued by the DSD in May 2013, slimed sewer of  $k_s$  of 0.6mm under “Poor” condition is assumed for both the sewers from the Subject Site and existing sewerage system in the worst-case scenario. The Colebrook-White Equation will be used to analyse the flow conditions. Equation (ii) for circular pipes flowing partially full is adopted to estimate the sewage flow for the Subject Site and following sewers.

## 2.7 RESULTS AND DISCUSSION

2.7.1. The estimated average flow rate and total peak flow of the Proposed Development are approximately 64.7m<sup>3</sup>/day and 5.99L/s.

<sup>1</sup> [http://www.epd.gov.hk/epd/sites/default/files/epd/english/environmentinhk/water/guide\\_ref/files/gesf.pdf](http://www.epd.gov.hk/epd/sites/default/files/epd/english/environmentinhk/water/guide_ref/files/gesf.pdf)

<sup>2</sup> [http://www.dsd.gov.hk/EN/Files/Technical\\_Manual/technical\\_manuals/Sewerage\\_Manual\\_1\\_Eurocodes.pdf](http://www.dsd.gov.hk/EN/Files/Technical_Manual/technical_manuals/Sewerage_Manual_1_Eurocodes.pdf)

2.7.2. Sewage generated from the Proposed Development and surrounding catchment areas will be connected at the downstream of sewage network. The cumulative flow is not exceeded sewer capacity and no adverse sewerage impacts to the sewerage system are identified. Details of the sewage calculation are included in **Appendix B**.

### **3 CONCLUSION**

3.2.1. A Social Welfare Facility (Residential Care Home for the Elderly) is proposed to develop at various lots in D.D. 104, Nam Sang Wai. This is the SIA to support the application under Section 16 of the Town Planning Ordinance. Based on the SIA results, it is found that the proposed sewerage system serving the area has sufficient capacity to cater for the sewage generation from the proposed development and the surrounding planned developments. Adverse sewerage impacts are not anticipated.

**FIGURE 1**  
**LOCATION OF THE PROJECT SITE AND ITS**  
**SURROUNDING AREA**

---

LEGEND:

 Site Boundary



|         | Prepared | Checked  | Approved |
|---------|----------|----------|----------|
| Initial | LY       | YS       | HM       |
| Date    | 20250530 | 20250530 | 20250530 |

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

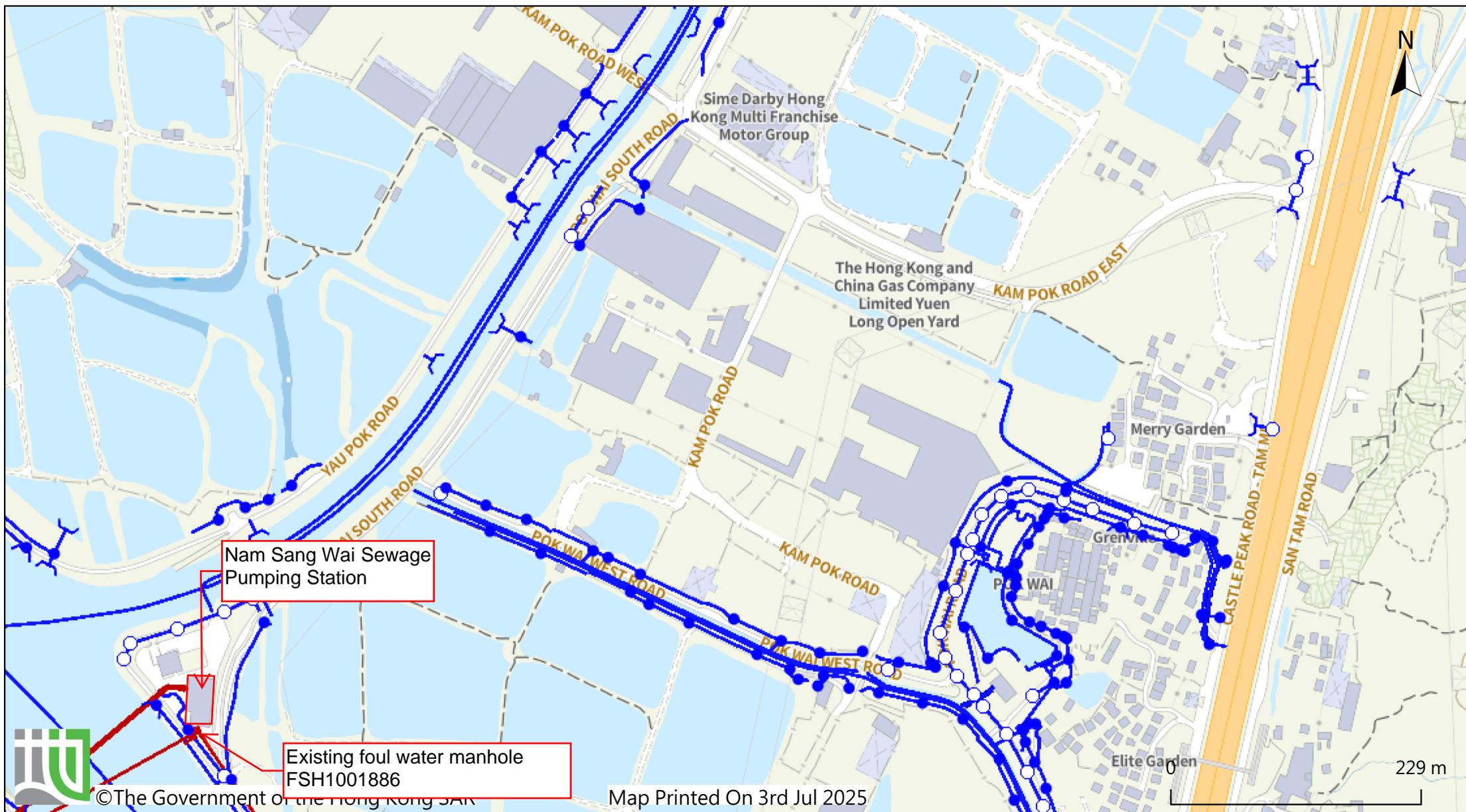
Drawing Title  
 PROPOSED DEVELOPMENT LOCATION

|                         |           |
|-------------------------|-----------|
| Drawing No.<br>FIGURE 1 | Rev.<br>0 |
|-------------------------|-----------|

Scale:  
 A4 - 1:5500

**FIGURE 2**  
**EXISTING SEWERAGE SYSTEM**

---

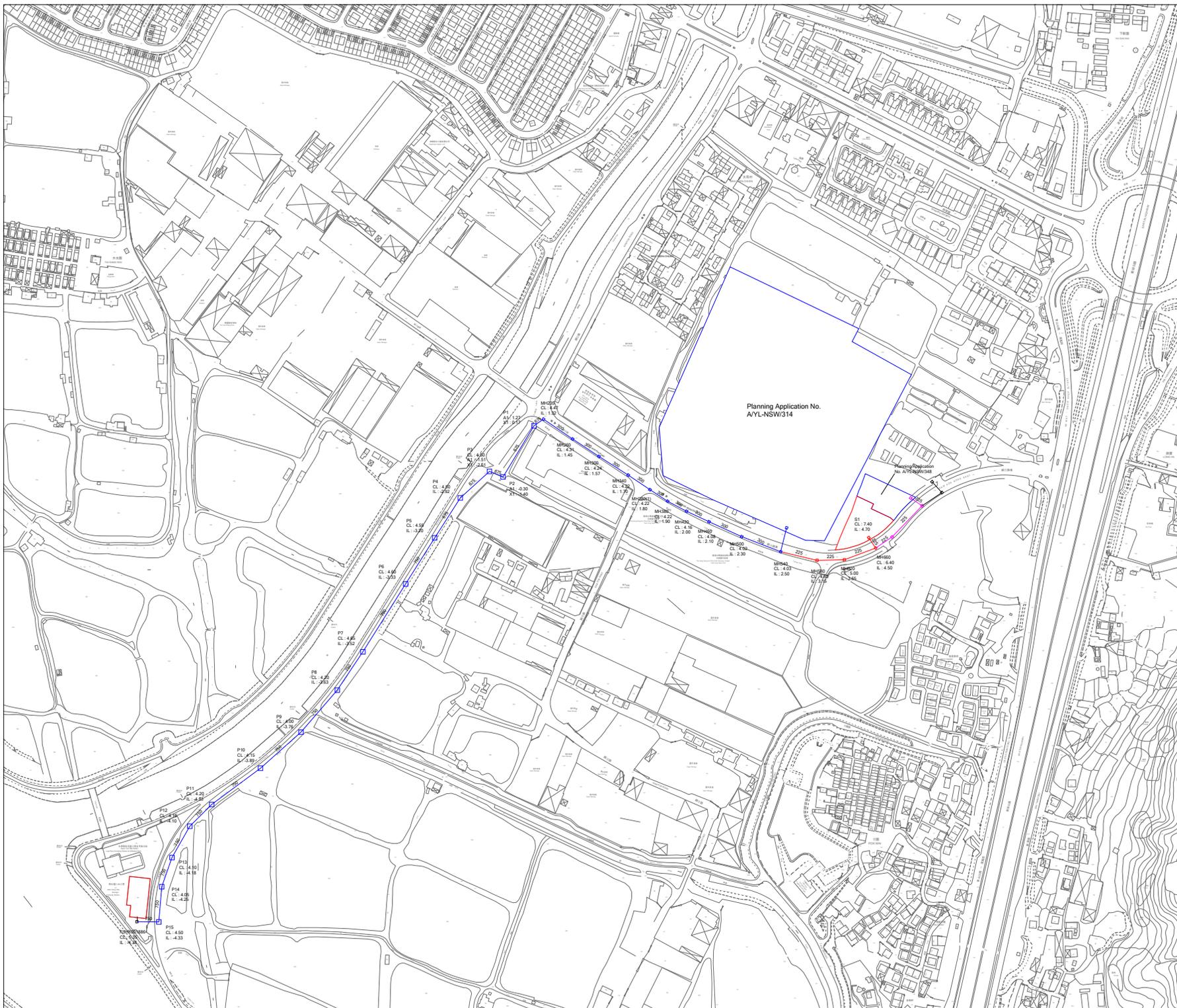


**FIGURE 3**  
**PROPOSED TERMINAL MANHOLE AND**  
**CONNECTION**

---

LEGEND:

- Site Boundary
- Proposed Manhole
- Proposed Sewer
- Existing Manhole
- Existing Sewer
- Proposed Manhole (by App. No. A/YL-NSW/314)
- Proposed Sewer (by App. No. A/YL-NSW/314)
- Proposed Manhole (by App. No. A/YL-NSW/348)
- Proposed Sewer (by App. No. A/YL-NSW/348)



|         |          |          |          |
|---------|----------|----------|----------|
|         | Prepared | Checked  | Approved |
| Initial | VS       | LY       | HM       |
| Date    | 20260112 | 20260112 | 20260112 |

**Project Title**

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

**Drawing Title**

PROPOSED TERMINAL MANHOLE AND CONNECTION

|             |      |
|-------------|------|
| Drawing No. | Rev. |
| FIGURE 3    | 0    |

Scale: A4 - 1:5500

# **APPENDIX A**

# **MASTER LAYOUT PLAN**

---

NOTES:

LEGEND:

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

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

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

CLIENT

TOWN PLANNER

DeSPACE (International) Limited



ARCHITECT

Vessel International Limited  
Syn Plus Design Limited



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

DRAWING : MASTER LAYOUT PLAN

SCALE : 1:400 @A3

PROJECT NO: 25001\_KPR

Drawing No. :

Rev:

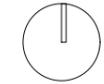
A

Date:

FIGURE 2 MAY 2025



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



NOTES:

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

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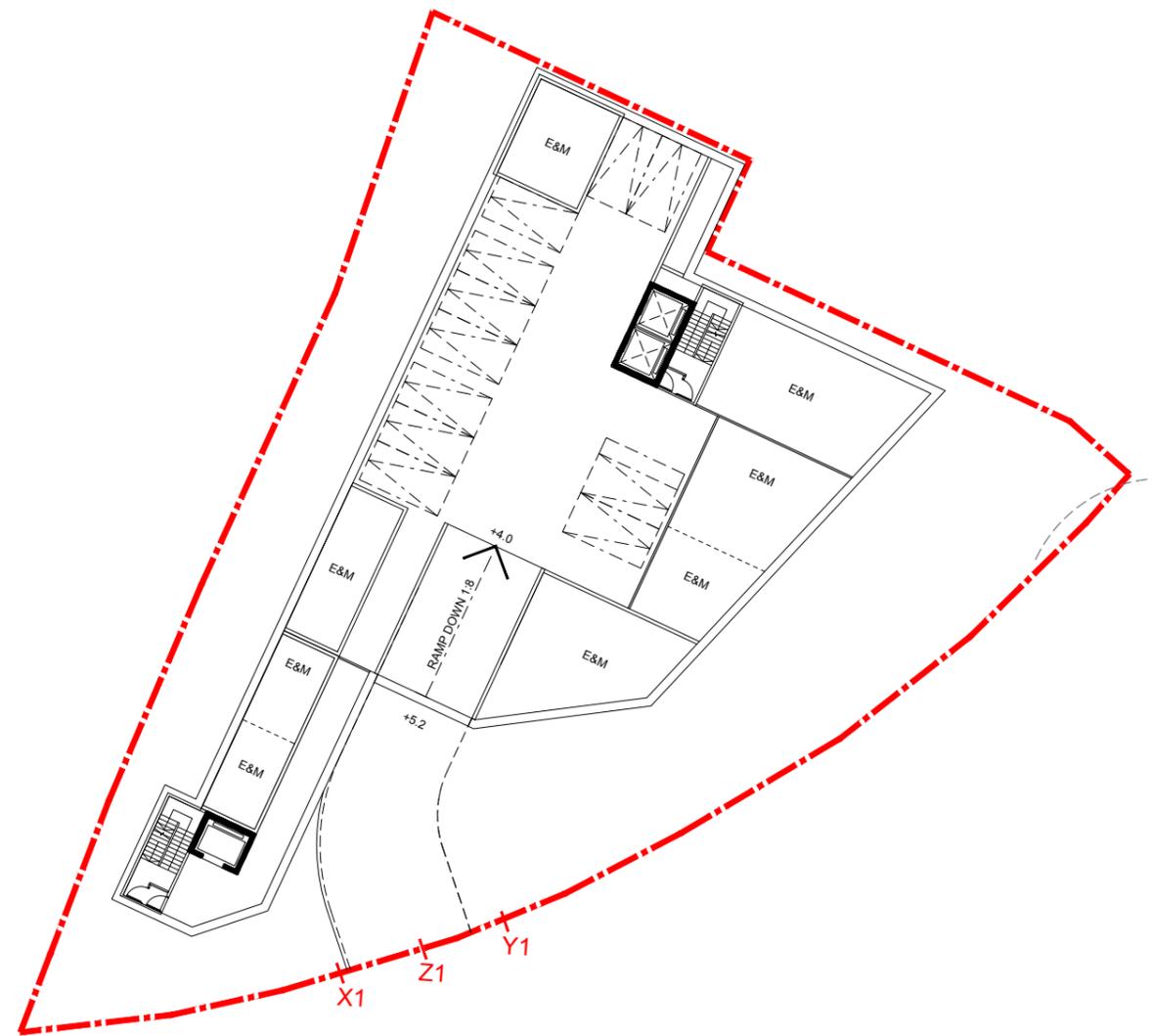
DRAWING : BASEMENT FLOOR PLAN

SCALE : 1:400 @A3 Rev: —

PROJECT NO: 25001\_KPR

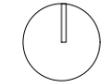
Drawing No. : Date:

CP-B102 MAY 2025



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





NOTES:

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

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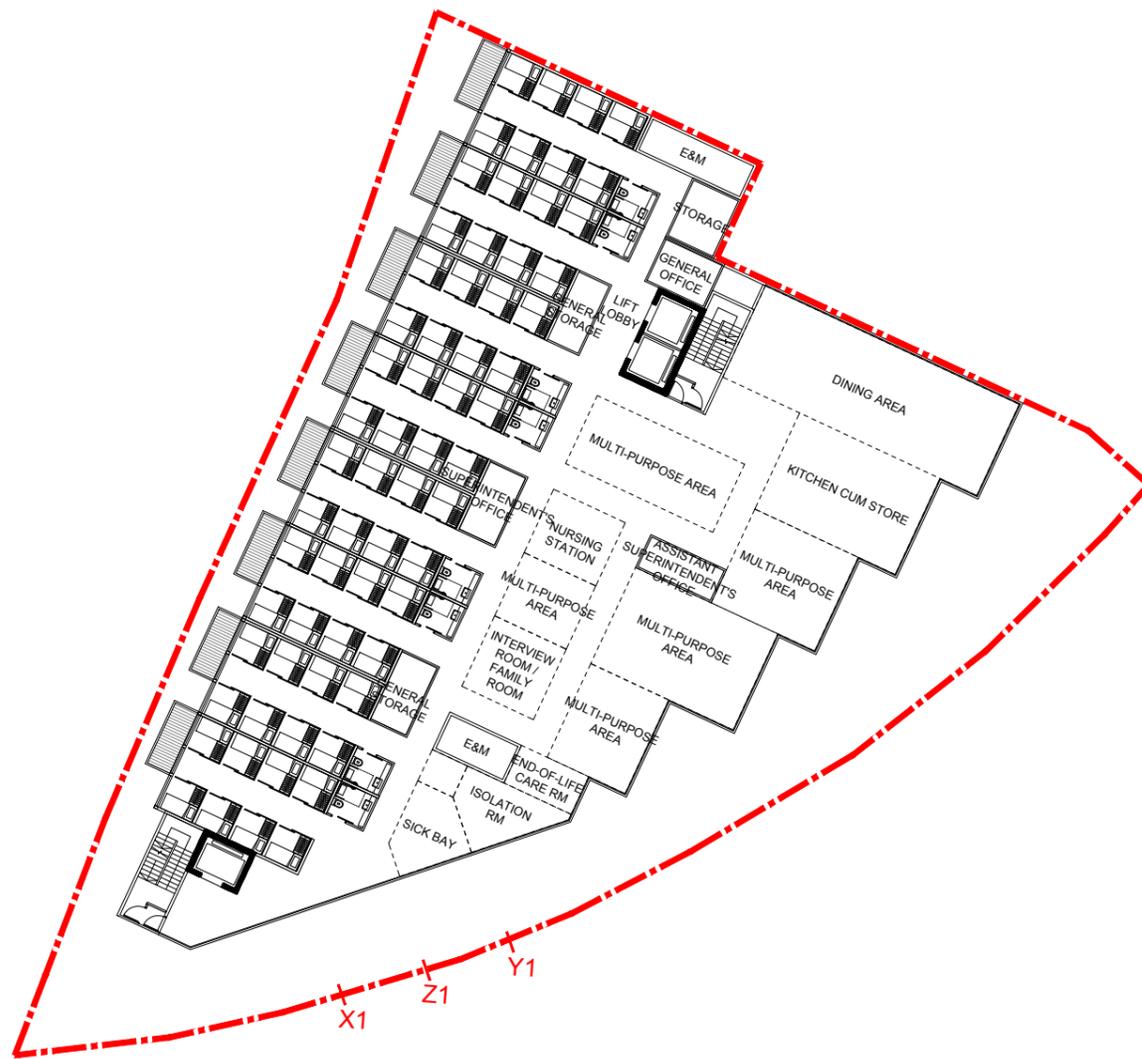
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SCALE : 1:400 @A3 Rev: —

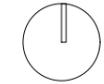
PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B104 MAY 2025



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



NOTES:

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

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

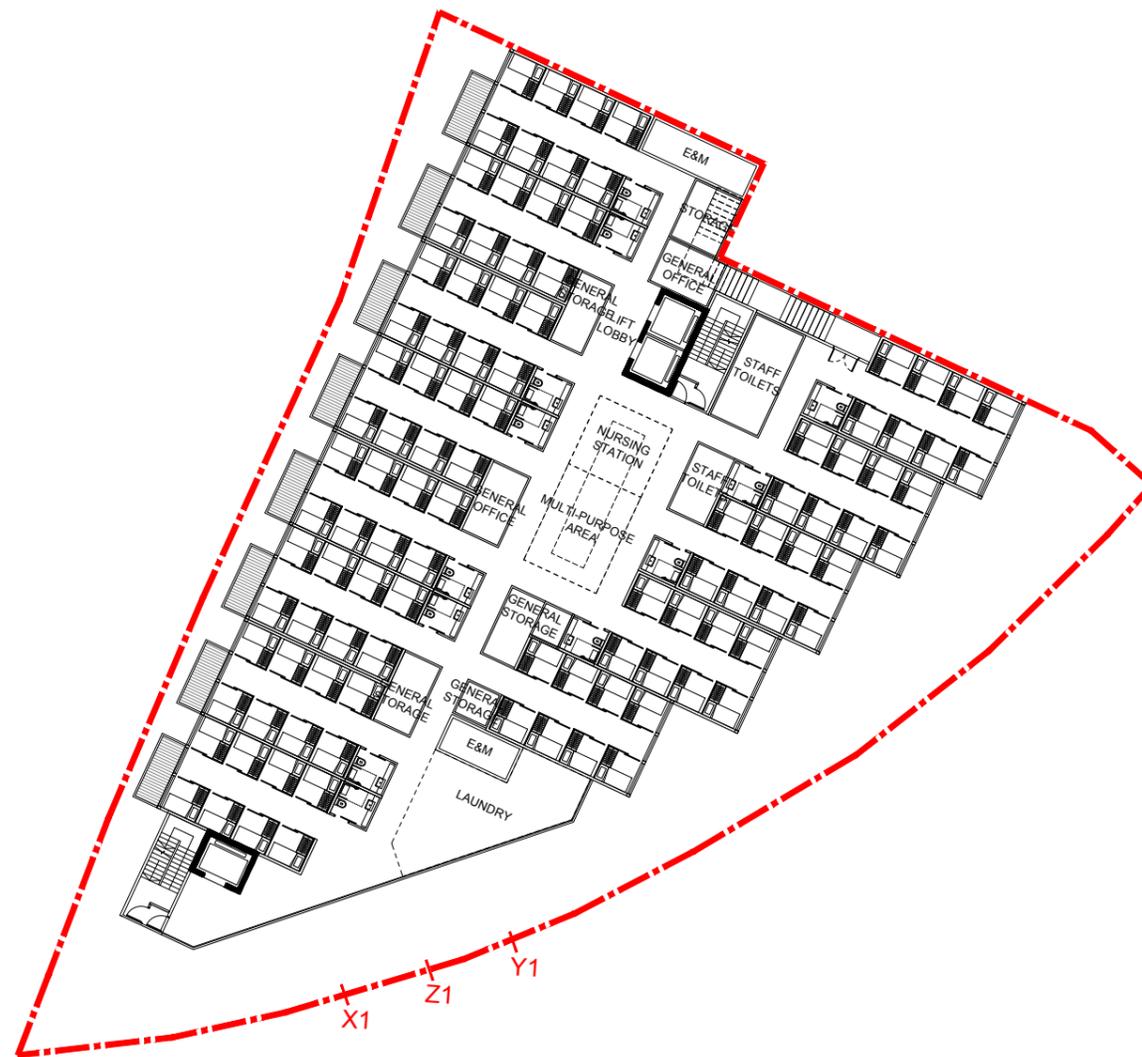
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SCALE : 1:400 @A3 Rev: —

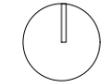
PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B105 MAY 2025



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



NOTES:

| REV | DATE     | DESCRIPTION    | BY | CHKD |
|-----|----------|----------------|----|------|
| -   | 5.5.2025 | CONCEPT DESIGN | KC | PC   |

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

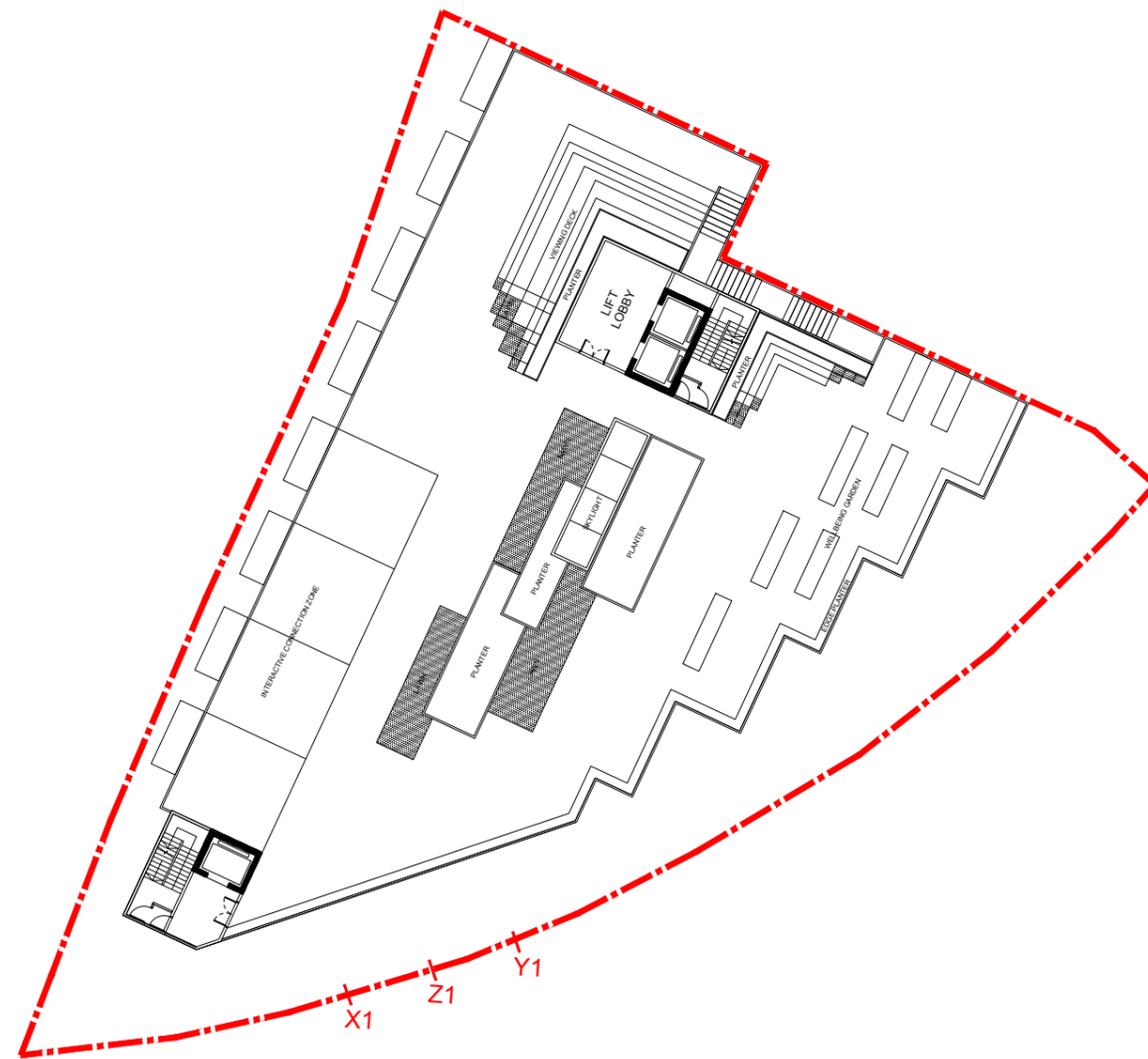
DRAWING : ROOF PLAN

SCALE : 1:400 @A3 Rev: —

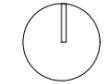
PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B106 MAY 2025



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



NOTES:

| REV | DATE     | DESCRIPTION    | BY | CHKD |
|-----|----------|----------------|----|------|
| -   | 5.5.2025 | CONCEPT DESIGN | KC | PC   |

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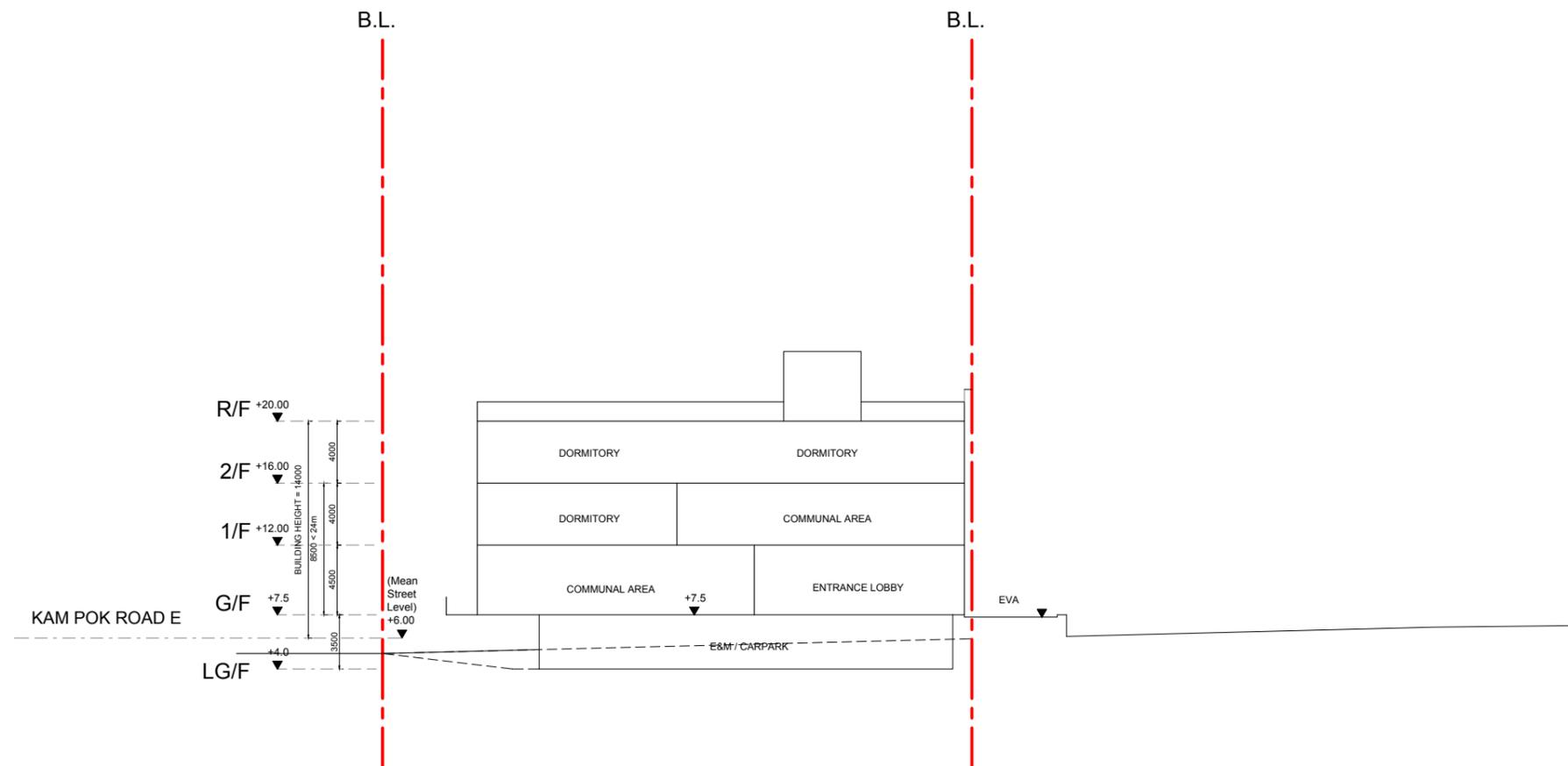
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SCALE : 1: 400 @A3 Rev: —

PROJECT NO: 25001\_KPR

Drawing No. : Date:

CP-B201 MAY 2025



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

**APPENDIX B**  
**SEWAGE CALCULATION AND HYDRAULIC**  
**CAPACITY CHECK**

---

**APPENDIX B - CALCULATION OF SEWAGE FLOW**

| Development   | GFA (m <sup>2</sup> ) | No. of Flat | Occupancy Density <sup>(a), (b)</sup><br>(Number of Persons)<br>(Workers per GFA in 100m <sup>2</sup> ) | Estimated Population | Unit Flow Factor (m <sup>3</sup> /day) | Estimated Average Dry Weather Flow (m <sup>3</sup> /day) | Catchment Inflow Factor | Estimated Average Dry Weather Flow X Catchment Inflow Factor (m <sup>3</sup> /day) | Remarks  |
|---|-----------------------|-------------|---|----------------------|--|--|-------------------------|--|--|
| <b>1) Proposed Development</b>  |                       |             |   |                      |  |  |                         |  |  |
| Residents in Proposed Development   | 3850                  | -           | -   | 208                  | 0.19                                   | 39.520   | 1.0                     | 39.520   | Estimated Population: The proposed development scheme will provide 208 bed spaces.<br>Unit Flow Factor: 0.190m <sup>3</sup> /day for 'Institutional and special class' based on EPD's GESF Table T-1 |
| Employees in Proposed Development   |                       | -           | -   | 90                   | 0.28                                   | 25.200   |                         | 25.200   | Estimated Population: Number of staff advised by Project Proponent .<br>Unit Flow Factor: 0.280m <sup>3</sup> /day for 'Institutional and special class' based on EPD's GESF Table T-1               |
| <b>Total Average Daily Dry Weather Flow of Proposed Development (m<sup>3</sup>/day)</b> |                       |             |   |                      |  |  |                         | <b>64.720</b>  |  |

**Sewage Flow of Planned Development**

| Planning Application No. | ADWF (m3/day) | Contributing Populatoin [1] |
|--------------------------|---------------|-----------------------------|
| A/YL-NSW/348             | 59.02         | 219                         |
| A/YL-NSW/314             | 125.3         | 464                         |
| Y/YL-MP/7                | 1001.1        | 3708                        |
| Y/YL-MP/8                | 984.3         | 3646                        |
| Y/YL-MP/10               | 1972.76       | 7307                        |
| Y/YL-MP/11               | 1039.06       | 3848                        |
| Y/YL-NSW/7               | 1565          | 5796                        |

| Section          | Contributing Development   | Total ADWF (m3/day) | Total Contributing Population | Peaking Factor | Peak Flow (L/s) |
|------------------|--|---------------------|-------------------------------|----------------|-----------------|
| MH660 to MH540   | Proposed Development<br>A/YL-NSW/348   | 123.740             | 517                           | 8              | 11.46           |
| MH540 to P3      | Proposed Development<br>A/YL-NSW/348<br>A/YL-NSW/314   | 249.040             | 981                           | 8              | 23.06           |
| P3 to P9         | Proposed Development<br>A/YL-NSW/348<br>A/YL-NSW/314<br>Y/YL-MP/7<br>Y/YL-MP/8<br>Y/YL-MP/10<br>Y/YL-MP/11               | 5246.260            | 19489                         | 4              | 242.88          |
| P9 to FSH1001886 | Proposed Development<br>A/YL-NSW/348<br>A/YL-NSW/314<br>Y/YL-MP/7<br>Y/YL-MP/8<br>Y/YL-MP/10<br>Y/YL-MP/11<br>Y/YL-NSW/7 | 6811.260            | 25285                         | 4              | 315.34          |

Note:

[1] Contributing population = Project calculated total average flow (ADWF in m3/day) / 0.27 (m3/person/day)

**Appendix B - Hydraulic Capacity of the Proposed and Downstream Sewers**

| Manhole Reference | Manhole Reference | Pipe Dia. | Pipe Length | Upstream Invert Level | Downstream Invert Level | g <sup>(1)</sup> | k <sub>s</sub> <sup>(1),(2)</sup> | s <sup>(1)</sup> | v <sup>(1)</sup> | v <sup>(1),(2)</sup> | A                 | Q <sup>(4)</sup> | Estimated Capacity  | ADWF    | Contributing Population | Peaking Factor | Peak Flow | Capacity | Compliance | Remarks   |
|-------------------|-------------------|-----------|-------------|-----------------------|-------------------------|------------------|-----------------------------------|------------------|------------------|----------------------|-------------------|------------------|---------------------|---------|-------------------------|----------------|-----------|----------|------------|-----------|
|                   |                   | mm        | m           | mPD                   | mPD                     | m/s <sup>2</sup> | m                                 | m/s <sup>2</sup> | m/s              | m <sup>2</sup>       | m <sup>3</sup> /s | L/s              | m <sup>3</sup> /day | L/s     |                         |                | %         |          |            |           |
| S1                | MH660             | 225       | 27.0        | 4.700                 | 4.500                   | 9.81             | 0.0006                            | 0.0074           | 1.306E-06        | 1.1196               | 0.0398            | 0.0445           | 44.52               | 64.72   | 298                     | 8              | 5.99      | 13.5%    | Yes        |           |
| MH660             | MH620             | 225       | 42.0        | 4.500                 | 3.650                   | 9.81             | 0.0006                            | 0.0202           | 1.306E-06        | 1.8611               | 0.0398            | 0.0740           | 74.00               | 123.74  | 517                     | 8              | 11.46     | 15.5%    | Yes        |           |
| MH620             | MH580             | 225       | 31.0        | 3.650                 | 3.150                   | 9.81             | 0.0006                            | 0.0161           | 1.306E-06        | 1.6597               | 0.0398            | 0.0660           | 65.99               | 123.74  | 517                     | 8              | 11.46     | 17.4%    | Yes        |           |
| MH580             | MH540             | 225       | 38.0        | 3.150                 | 2.500                   | 9.81             | 0.0006                            | 0.0171           | 1.306E-06        | 1.7097               | 0.0398            | 0.0680           | 67.98               | 123.74  | 517                     | 8              | 11.46     | 16.9%    | Yes        |           |
| MH540             | MH500             | 300       | 46.0        | 2.500                 | 2.300                   | 9.81             | 0.0006                            | 0.0043           | 1.306E-06        | 1.0286               | 0.0707            | 0.0727           | 72.71               | 249.04  | 981                     | 8              | 23.06     | 31.7%    | Yes        |           |
| MH500             | MH460             | 300       | 40.0        | 2.300                 | 2.100                   | 9.81             | 0.0006                            | 0.0050           | 1.306E-06        | 1.1042               | 0.0707            | 0.0781           | 78.05               | 249.04  | 981                     | 8              | 23.06     | 29.5%    | Yes        |           |
| MH460             | MH420             | 300       | 27.0        | 2.100                 | 2.000                   | 9.81             | 0.0006                            | 0.0037           | 1.306E-06        | 0.9482               | 0.0707            | 0.0670           | 67.02               | 249.04  | 981                     | 8              | 23.06     | 34.4%    | Yes        |           |
| MH420             | MH380             | 300       | 24.0        | 2.000                 | 1.900                   | 9.81             | 0.0006                            | 0.0042           | 1.306E-06        | 1.0066               | 0.0707            | 0.0712           | 71.16               | 249.04  | 981                     | 8              | 23.06     | 32.4%    | Yes        |           |
| MH380             | MH380(1)          | 300       | 23.0        | 1.900                 | 1.800                   | 9.81             | 0.0006                            | 0.0043           | 1.306E-06        | 1.0286               | 0.0707            | 0.0727           | 72.71               | 249.04  | 981                     | 8              | 23.06     | 31.7%    | Yes        |           |
| MH380(1)          | MH340             | 300       | 29.0        | 1.800                 | 1.700                   | 9.81             | 0.0006                            | 0.0034           | 1.306E-06        | 0.9144               | 0.0707            | 0.0646           | 64.63               | 249.04  | 981                     | 8              | 23.06     | 35.7%    | Yes        |           |
| MH340             | MH300             | 300       | 38.0        | 1.700                 | 1.570                   | 9.81             | 0.0006                            | 0.0034           | 1.306E-06        | 0.9107               | 0.0707            | 0.0644           | 64.37               | 249.04  | 981                     | 8              | 23.06     | 35.8%    | Yes        |           |
| MH300             | MH260             | 300       | 35.0        | 1.570                 | 1.450                   | 9.81             | 0.0006                            | 0.0034           | 1.306E-06        | 0.9117               | 0.0707            | 0.0644           | 64.44               | 249.04  | 981                     | 8              | 23.06     | 35.8%    | Yes        |           |
| MH260             | MH235             | 300       | 39.0        | 1.450                 | 1.320                   | 9.81             | 0.0006                            | 0.0033           | 1.306E-06        | 0.8987               | 0.0707            | 0.0635           | 63.53               | 249.04  | 981                     | 8              | 23.06     | 36.3%    | Yes        |           |
| MH235             | P1                | 675       | 13.0        | 1.320                 | 1.270                   | 9.81             | 0.0006                            | 0.0038           | 1.306E-06        | 1.6166               | 0.3578            | 0.5785           | 1157.03             | 249.04  | 981                     | 8              | 23.06     | 2.0%     | Yes        | Twin pipe |
| P1                | P2                | 675       | 66.0        | 0.170                 | -0.300                  | 9.81             | 0.0006                            | 0.0071           | 1.306E-06        | 2.2057               | 0.3578            | 0.7893           | 1578.57             | 249.04  | 981                     | 8              | 23.06     | 1.5%     | Yes        | Twin pipe |
| P2                | P3                | 675       | 16.0        | -1.400                | -1.510                  | 9.81             | 0.0006                            | 0.0069           | 1.306E-06        | 2.1669               | 0.3578            | 0.7754           | 1550.84             | 249.04  | 981                     | 8              | 23.06     | 1.5%     | Yes        | Twin pipe |
| P3                | P4                | 675       | 43.0        | -2.610                | -2.920                  | 9.81             | 0.0006                            | 0.0072           | 1.306E-06        | 2.2194               | 0.3578            | 0.7942           | 1588.38             | 5246.26 | 19489                   | 4              | 242.88    | 15.3%    | Yes        | Twin pipe |
| P4                | P5                | 675       | 52.0        | -2.920                | -3.200                  | 9.81             | 0.0006                            | 0.0054           | 1.306E-06        | 1.9158               | 0.3578            | 0.6856           | 1371.14             | 5246.26 | 19489                   | 4              | 242.88    | 17.7%    | Yes        | Twin pipe |
| P5                | P6                | 750       | 60.0        | -3.200                | -3.330                  | 9.81             | 0.0006                            | 0.0022           | 1.306E-06        | 1.2920               | 0.4418            | 0.5708           | 1141.60             | 5246.26 | 19489                   | 4              | 242.88    | 21.3%    | Yes        | Twin pipe |
| P6                | P7                | 750       | 88.0        | -3.330                | -3.520                  | 9.81             | 0.0006                            | 0.0022           | 1.306E-06        | 1.2897               | 0.4418            | 0.5698           | 1139.58             | 5246.26 | 19489                   | 4              | 242.88    | 21.3%    | Yes        | Twin pipe |
| P7                | P8                | 750       | 50.0        | -3.520                | -3.630                  | 9.81             | 0.0006                            | 0.0022           | 1.306E-06        | 1.3020               | 0.4418            | 0.5752           | 1150.45             | 5246.26 | 19489                   | 4              | 242.88    | 21.1%    | Yes        | Twin pipe |
| P8                | P9                | 750       | 61.0        | -3.630                | -3.760                  | 9.81             | 0.0006                            | 0.0021           | 1.306E-06        | 1.2813               | 0.4418            | 0.5660           | 1132.09             | 5246.26 | 19489                   | 4              | 242.88    | 21.5%    | Yes        | Twin pipe |
| P9                | P10               | 750       | 59.0        | -3.760                | -3.890                  | 9.81             | 0.0006                            | 0.0022           | 1.306E-06        | 1.3031               | 0.4418            | 0.5757           | 1151.35             | 6811.26 | 25285                   | 4              | 315.34    | 27.4%    | Yes        | Twin pipe |
| P10               | P11               | 750       | 67.0        | -3.890                | -4.030                  | 9.81             | 0.0006                            | 0.0021           | 1.306E-06        | 1.2685               | 0.4418            | 0.5604           | 1120.85             | 6811.26 | 25285                   | 4              | 315.34    | 28.1%    | Yes        | Twin pipe |
| P11               | P12               | 750       | 34.0        | -4.030                | -4.100                  | 9.81             | 0.0006                            | 0.0021           | 1.306E-06        | 1.2591               | 0.4418            | 0.5562           | 1112.48             | 6811.26 | 25285                   | 4              | 315.34    | 28.3%    | Yes        | Twin pipe |
| P12               | P13               | 750       | 40.0        | -4.100                | -4.180                  | 9.81             | 0.0006                            | 0.0020           | 1.306E-06        | 1.2407               | 0.4418            | 0.5481           | 1096.27             | 6811.26 | 25285                   | 4              | 315.34    | 28.8%    | Yes        | Twin pipe |
| P13               | P14               | 750       | 34.0        | -4.180                | -4.250                  | 9.81             | 0.0006                            | 0.0021           | 1.306E-06        | 1.2591               | 0.4418            | 0.5562           | 1112.48             | 6811.26 | 25285                   | 4              | 315.34    | 28.3%    | Yes        | Twin pipe |
| P14               | P15               | 750       | 39.0        | -4.250                | -4.330                  | 9.81             | 0.0006                            | 0.0021           | 1.306E-06        | 1.2567               | 0.4418            | 0.5552           | 1110.41             | 6811.26 | 25285                   | 4              | 315.34    | 28.4%    | Yes        | Twin pipe |
| P15               | FSH1001886        | 750       | 24.0        | -4.330                | -4.380                  | 9.81             | 0.0006                            | 0.0021           | 1.306E-06        | 1.2666               | 0.4418            | 0.5596           | 1119.16             | 6811.26 | 25285                   | 4              | 315.34    | 28.2%    | Yes        | Twin pipe |

Note:

(1) g=gravitational acceleration; k<sub>s</sub>=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The mean velocity (V) is calculated by the Colebrook-White Equation for circular pipes:

$$V = -\sqrt{(8gD^5) \log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gD^5)}}\right)}$$

where V = mean velocity (m/s)

g = gravitational acceleration (m/s<sup>2</sup>)

D = internal pipe diameter (m)

s = slope

k<sub>s</sub> = roughness coefficient(m)

v = kinematic viscosity of fluid (m<sup>2</sup>/s)

(3) The value of k<sub>s</sub> = 0.6mm is used for the calculation of existing pipe for conservative approach and 0.6mm for proposed new clayware pipe in poor condition based on DSD's "Sewerage Manual" Table 5: Recommended roughness values

(4) Peak flow (Q) is calculated by Q = V x A

**APPENDIX C**  
**EXISTING SEWERS IDENTIFIED UNDER**  
**APPROVED APPLICATION NO. A/YL-NSW/314**

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## 2. SEWERAGE IMPACT ASSESSMENT (“SIA”)

### 2.1 Introduction

2.1.1 The Proposed Development is a comprehensive development scheme to include wetland restoration proposal. This section gives a brief discussion on the current environmental legislation and standards and assess the impacts arising from the proposed development. Recommendations of mitigation measures have been made if there is any adverse effect induced by the proposed development.

### 2.2 Existing and Planned Sewerage Infrastructure

2.2.1 The site currently falls within the Yuen Long / Kam Tin sewerage catchment and is classified as an ~~unsewered area under the Yuen Long / Kam Tin Sewerage Master Plan (YLKT SMP)~~. A set of existing 225mm public sewerage system (from feature no. MH540 to MH235) is identified along Kam Pok Road East, which is currently not in use and could serve the Project Site.

2.2.2 The existing Yuen Long Sewage Treatment Works (YLSTW) serves Yuen Long Town, Yuen Long Industrial Estate and Kam Tin areas with a design capacity of 70,000m<sup>3</sup>/day (ADWF). It provides primary and secondary treatment to the effluent, which is discharged to the Shan Pui River and then to Deep Bay.

2.2.3 The public sewerage facility located at the Project Site is a Sewerage Pumping Station (SPS), as shown in Figure 2-1.

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

### 2.3 Assessment Methodology and Assumptions

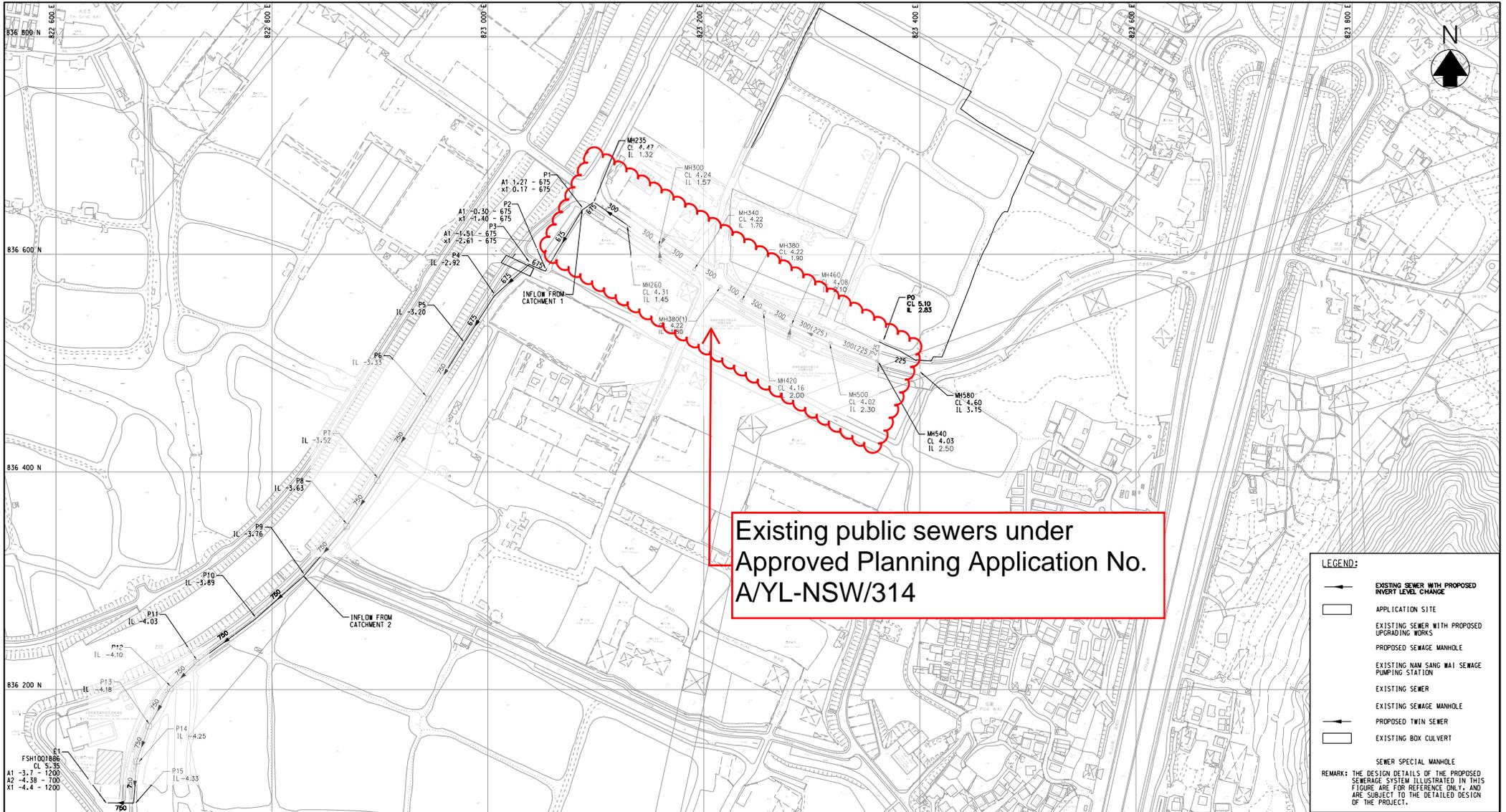
2.3.1 An analysis of the capacity of the sewage pipes and the SPS has been carried out to evaluate the adequacy of the proposed sewerage system. The design assumptions and basis are shown in **Table 2-1**.

**Table 2-1 Design Assumption and Basis**

| Items             | Values   |
|-------------------|--|
| Design Standard   | DSD Sewerage Design Manual, Part 1 & 2   |
| Flow Formula Used | Colebrook White Formula  |
| Unit Flow Factor  | EPD Guideline for Estimating Sewerage Flows for Sewerage Infrastructure Planning (GESF)<br>0.37 m <sup>3</sup> /d/head (Domestic, Private R3) for residents<br>0.28 m <sup>3</sup> /d/head (Commercial, J11) for clubhouse staff<br>1.58 m <sup>3</sup> /d/head (Restaurant, J10) for restaurant |

### 2.4 Estimate of Sewage Flow

2.4.1 The sewage flow to be generated from the projected residential population, as well as activities at the clubhouse and the associated facilities has been estimated following “EPD Guideline for Estimating Sewerage Flows for Sewerage Infrastructure Planning”. Major contributions of sewage flow from the Proposed Development include projected 270 residents. The estimated sewage flow is shown in **Table 2-2**.



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

**LEGEND:**

- EXISTING SEWER WITH PROPOSED INVERT LEVEL CHANGE
- APPLICATION SITE
- EXISTING SEWER WITH PROPOSED UPGRADING WORKS
- PROPOSED SEWAGE MANHOLE
- EXISTING NAM SANG WAI SEWAGE PUMPING STATION
- EXISTING SEWER
- EXISTING SEWAGE MANHOLE
- PROPOSED TWIN SEWER
- EXISTING BOX CULVERT
- SEWER SPECIAL MANHOLE

REMARK: THE DESIGN DETAILS OF THE PROPOSED SEWERAGE SYSTEM ILLUSTRATED IN THIS FIGURE ARE FOR REFERENCE ONLY, AND ARE SUBJECT TO THE DETAILED DESIGN OF THE PROJECT.

|  |
|--|
| Figure: 2.1  |
| Title: PROPOSED SEWERAGE SYSTEM FOR THE APPLICATION SITE   |
| Project: PLANNING APPLICATION FOR PROPOSED COMPREHENSIVE DEVELOPMENT SCHEME TO INCLUDE WETLAND RESTORATION PROPOSAL AND PROPOSED FILLING OF PONDS/LAND AND EXCAVATION OF LAND IN "OU(CDWRA)" ZONE AT VARIOUS LOTS IN D.D. 104, NORTH OF KAM POK ROAD EAST, POK WAI, YUEN LONG, NEW TERRITORIES |

|                |          |
|----------------|----------|
| <b>RAMBOLL</b> |          |
| Drawn by:      | CL       |
| Checked by:    | NH       |
| Rev:           | 6.1      |
| Date:          | Aug 2023 |

User : Che15660  
Plot date : 2023/11/16

**APPENDIX D**  
**PLANNED COMMUNAL GRAVITY SEWERS**  
**UNDER OTHER APPROVED APPLICATION**

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| <b>Total Flow from Proposed Development</b>  |   |       |  |
|--|---|-------|--|
| Flow rate  | = | 125.3 | m <sup>3</sup> /day  |
| Contributing population *  | = | 464   | People   |
| Peaking factor   | = | 8     | – (Table T-5 of GESF for population <1,000 incl. stormwater allowance) |
| Peak flow  | = | 11.60 | litre/sec  |
| <p>Note:</p> <ol style="list-style-type: none"> <li>1. According to the submitted planning statement for current proposed development, the concerned dwellings will comprise 2-storeys to 4-storeys housing units with an average household size is assumed to be 3 people.</li> <li>2. * according to the calculation method in GESF for the so-called "Contributing Population" for peaking factor selection.</li> </ol> |   |       |  |

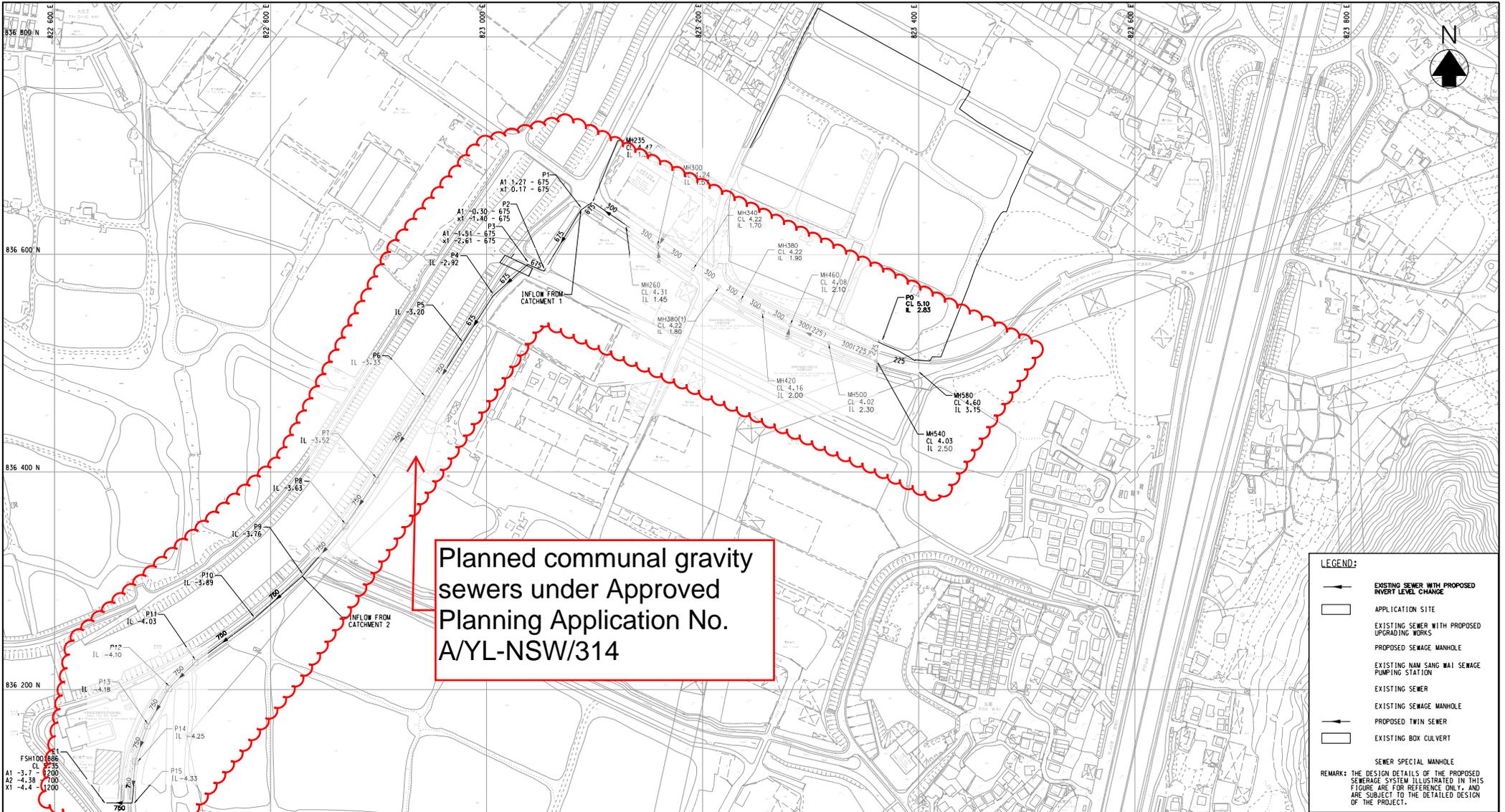
2.4.2 The average flow and the peak flow from the Application Site will be approximately 125.3 m<sup>3</sup>/day and 11.60 L/s, respectively.

## 2.5 Sewerage Impact Assessment

2.5.1 It is proposed that the sewage generated from the Proposed Development will be discharged into the existing 225mm diameter communal sewer at the south of the Application Site for disposal at YLSTW via Nam Sang Wai SPS (**Figure 2.1** refers). Relevant proposed upgrading works and proposed change in invert levels at some of the existing sewers, are also illustrated in **Figure 2.1** such as those between sewer MH540 to MH460, and between MH460 and MH235. The hydraulic checking of existing and proposed sewers starting from the discharge point to Nam Sang Wai SPS is provided in **Appendix 2.1** and it is found to be adequate to serve the Proposed Development with upgrading and modification works on several sewer segments.

2.5.2 There are existing stormwater pipe and box culvert along Pok Wai South Road, which are in vicinity of the proposed sewage system. **Planned communal gravity sewers under Approved Planning Application No. A/YL-NSW/314** drawings **2.3**.

2.5.3 It is understood there are other planned developments in the vicinity of the proposed sewer P1 to E1 as shown in **Figure 2.1**. However, none of these have a solid development schedule. The proposed sewer P1 to E1 as shown in **Figure 2.1** will become public sewers. Manhole P1, P2 and P3 are designed as backdrop manhole to cater for the high velocity flow and to avoid the box culvert located at the outfall at Pok Wai South Road at the same time. In order to ensure there is sufficient capacity reserved, a sensitivity test has also been undertaken and provided in **Appendix 2.2**. It is understood that the gravity sewer P1 to E1 should have sufficient capacity to cater the additional sewage of around 15,000 m<sup>3</sup>/d due to other nearby developments (**Appendix 4.1** refers). This is considered to be a very conservative approach. It is therefore suggested to provide twin 675 mm to 750 mm gravity sewers for sewer P1 to E1 along the Pok Wai South Road. The design checking of proposed sewage system, considering a capacity of 15,000 m<sup>3</sup>/d from nearby developments, is provided in



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

**LEGEND:**

- EXISTING SEWER WITH PROPOSED INVERT LEVEL CHANGE
- ▭ APPLICATION SITE
- EXISTING SEWER WITH PROPOSED UPGRADING WORKS
- PROPOSED SEWAGE MANHOLE
- ▭ EXISTING NAM SANG WAI SEWAGE PUMPING STATION
- EXISTING SEWER
- EXISTING SEWAGE MANHOLE
- PROPOSED TWIN SEWER
- ▭ EXISTING BOX CULVERT
- SEWER SPECIAL MANHOLE

REMARK: THE DESIGN DETAILS OF THE PROPOSED SEWERAGE SYSTEM ILLUSTRATED IN THIS FIGURE ARE FOR REFERENCE ONLY, AND ARE SUBJECT TO THE DETAILED DESIGN OF THE PROJECT.

|  |                |     |
|--|----------------|-----|
| Figure: 2.1  | <b>RAMBOLL</b> |     |
| Title: PROPOSED SEWERAGE SYSTEM FOR THE APPLICATION SITE   |                |     |
| Project: PLANNING APPLICATION FOR PROPOSED COMPREHENSIVE DEVELOPMENT SCHEME TO INCLUDE WETLAND RESTORATION PROPOSAL AND PROPOSED FILLING OF PONDS/LAND AND EXCAVATION OF LAND IN "OU(CDWRA)" ZONE AT VARIOUS LOTS IN D.D. 104, NORTH OF KAM POK ROAD EAST, POK WAI, YUEN LONG, NEW TERRITORIES | Drawn by:      | CL  |
|  | Checked by:    | NH  |
|  | Rev:           | 6.1 |
| Date:  | Aug 2023       |     |

**Appendix 2.2 Hydraulic Calculation of the Proposed Sewers for the Application Site (Sensitivity Analysis)**

**Note:**

- 1) Colebrook-White's equation is adopted for full-bore pipe velocity calculation.
- 2) Backwash Flowrate generated by swimming pool from developments, if any, has been included in the Design Peak Flowrate.
- 3) Catchment 1 is the planned development in the upstream
- 4) Catchment 2 is the application Y/YL-NSW/7, the ADFW is obtained from the approved SIA Report at October 2023

Catchment 1, ADFW = 13435 m<sup>3</sup>/day Proposed Deve. ADFW = 125.3 m<sup>3</sup>/day Catchment 2, ADFW = 1565 m<sup>3</sup>/day  
 = 13435/3600/24 = 125.3/3600/24 = 1565/3600/24  
 = 0.1555 m<sup>3</sup>/s = 0.0015 m<sup>3</sup>/s = 0.0181 m<sup>3</sup>/s

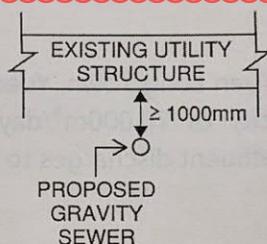
| Pipe              | Diameter (mm) | Diameter for calculation | Original Diameter | Upstream Invert Level (mPD) | Downstream Invert Level (mPD) | Pipe Length (m) | Gradient (1 in) | Roughness (mm) | No. of Pipes | Inflow                                   | ADWF (m <sup>3</sup> /s) | Contributing Population | Peak Factor | Design Peak Flowrate (m <sup>3</sup> /s) | Full Bore Velocity (m/s) | Full Bore Capacity (m <sup>3</sup> /s) | Utilization (%) |
|-------------------|---------------|--------------------------|-------------------|-----------------------------|-------------------------------|-----------------|-----------------|----------------|--------------|--|--------------------------|-------------------------|-------------|--|--------------------------|--|-----------------|
| P0 to MH540       | 225           | 225                      | 225               | 2.83                        | 2.50                          | 18,910          | 57              | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 1.354                    | 0.054                                  | 21.6%           |
| MH540 to MH500    | 300           | 300                      | 300               | 2.50                        | 2.30                          | 46,020          | 230             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.819                    | 0.058                                  | 20.0%           |
| MH500 to MH460    | 300           | 300                      | 300               | 2.30                        | 2.10                          | 39,640          | 198             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.882                    | 0.062                                  | 18.6%           |
| MH460 to MH420    | 300           | 300                      | 300               | 2.10                        | 2.00                          | 27,370          | 274             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.751                    | 0.053                                  | 21.9%           |
| MH420 to MH380    | 300           | 300                      | 300               | 2.00                        | 1.90                          | 23,630          | 236             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.808                    | 0.057                                  | 20.3%           |
| MH380 to MH300(1) | 300           | 300                      | 300               | 1.90                        | 1.80                          | 23,230          | 232             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.815                    | 0.058                                  | 20.1%           |
| MH380(1) to MH340 | 300           | 300                      | 300               | 1.80                        | 1.70                          | 28,910          | 289             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.730                    | 0.052                                  | 22.5%           |
| MH340 to MH300    | 300           | 300                      | 300               | 1.70                        | 1.57                          | 38,240          | 294             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.724                    | 0.051                                  | 22.7%           |
| MH300 to MH260    | 300           | 300                      | 300               | 1.57                        | 1.45                          | 34,900          | 291             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.728                    | 0.051                                  | 22.5%           |
| MH260 to MH235    | 300           | 300                      | 300               | 1.45                        | 1.32                          | 38,840          | 299             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.718                    | 0.051                                  | 22.9%           |
| MH235 to P1       | 300           | 300                      | 300               | 1.32                        | 1.27                          | 12,590          | 252             | 3,000          | 1            | Proposed Deve.                           | 0.0015                   | 464                     | 8           | 0.012                                    | 0.783                    | 0.055                                  | 21.0%           |
| P1 to P2          | 675           | 675                      | 675               | 0.17                        | -0.30                         | 65,790          | 140             | 3,000          | 2            | Catchment 1, Proposed Deve.              | 0.1569                   | 50,223                  | 4.05684     | 0.637                                    | 1.794                    | 1.284                                  | 49.6%           |
| P2 to P3          | 675           | 675                      | 675               | -1.40                       | -1.51                         | 16,250          | 148             | 3,000          | 2            | Catchment 1, Proposed Deve.              | 0.1569                   | 50,223                  | 4.05684     | 0.637                                    | 1.746                    | 1.250                                  | 50.9%           |
| P3 to P4          | 675           | 675                      | 675               | -2.61                       | -2.92                         | 43,380          | 140             | 3,000          | 2            | Catchment 1, Proposed Deve.              | 0.1569                   | 50,223                  | 4.05684     | 0.637                                    | 1.794                    | 1.284                                  | 49.6%           |
| P4 to P5          | 675           | 675                      | 675               | -2.92                       | -3.20                         | 52,150          | 186             | 3,000          | 2            | Catchment 1, Proposed Deve.              | 0.1569                   | 50,223                  | 4.05684     | 0.637                                    | 1.555                    | 1.113                                  | 57.2%           |
| P5 to P6          | 750           | 750                      | 750               | -3.20                       | -3.33                         | 59,790          | 460             | 3,000          | 2            | Catchment 1, Proposed Deve.              | 0.1569                   | 50,223                  | 4.05684     | 0.637                                    | 1.058                    | 0.935                                  | 68.1%           |
| P6 to P7          | 750           | 750                      | 750               | -3.33                       | -3.52                         | 88,210          | 464             | 3,000          | 2            | Catchment 1, Proposed Deve.              | 0.1569                   | 50,223                  | 4.05684     | 0.637                                    | 1.053                    | 0.931                                  | 68.4%           |
| P7 to P8          | 750           | 750                      | 750               | -3.52                       | -3.63                         | 50,460          | 459             | 3,000          | 2            | Catchment 1, Proposed Deve.              | 0.1569                   | 50,223                  | 4.05684     | 0.637                                    | 1.060                    | 0.936                                  | 68.0%           |
| P8 to P9          | 750           | 750                      | 750               | -3.63                       | -3.76                         | 61,240          | 471             | 3,000          | 2            | Catchment 1, Proposed Deve.              | 0.1569                   | 50,223                  | 4.05684     | 0.637                                    | 1.046                    | 0.924                                  | 68.9%           |
| P9 to P10         | 750           | 750                      | 750               | -3.76                       | -3.89                         | 59,460          | 457             | 3,000          | 2            | Catchment 1, Catchment 2, Proposed Deve. | 0.1751                   | 56,020                  | 3.991       | 0.699                                    | 1.061                    | 0.938                                  | 74.5%           |
| P10 to P11        | 750           | 750                      | 750               | -3.89                       | -4.03                         | 67,200          | 480             | 3,000          | 2            | Catchment 1, Catchment 2, Proposed Deve. | 0.1751                   | 56,020                  | 3.991       | 0.699                                    | 1.036                    | 0.915                                  | 76.3%           |
| P11 to P12        | 750           | 750                      | 750               | -4.03                       | -4.10                         | 34,060          | 487             | 3,000          | 2            | Catchment 1, Catchment 2, Proposed Deve. | 0.1751                   | 56,020                  | 3.991       | 0.699                                    | 1.029                    | 0.909                                  | 76.8%           |
| P12 to P13        | 750           | 750                      | 750               | -4.10                       | -4.18                         | 39,540          | 494             | 3,000          | 2            | Catchment 1, Catchment 2, Proposed Deve. | 0.1751                   | 56,020                  | 3.991       | 0.699                                    | 1.021                    | 0.902                                  | 77.5%           |
| P13 to P14        | 750           | 750                      | 750               | -4.18                       | -4.25                         | 33,830          | 483             | 3,000          | 2            | Catchment 1, Catchment 2, Proposed Deve. | 0.1751                   | 56,020                  | 3.991       | 0.699                                    | 1.032                    | 0.912                                  | 76.6%           |
| P14 to P15        | 750           | 750                      | 750               | -4.25                       | -4.33                         | 36,830          | 485             | 3,000          | 2            | Catchment 1, Catchment 2, Proposed Deve. | 0.1751                   | 56,020                  | 3.991       | 0.699                                    | 1.030                    | 0.910                                  | 76.7%           |
| P15 to E1         | 750           | 750                      | 750               | -4.33                       | -4.38                         | 23,630          | 473             | 3,000          | 2            | Catchment 1, Catchment 2, Proposed Deve. | 0.1751                   | 56,020                  | 3.991       | 0.699                                    | 1.044                    | 0.923                                  | 75.7%           |

Details of the planned communal gravity sewers under the Approved Application No. A/YL-NSW/314

with necessary manholes will be constructed from the Proposed Development and connect to the existing NSWSPS. No private land will be affected for making such connection.

4.1.3 As per EPD request, the proposed gravity sewers have taken account the sewage flow from other sites in the vicinity leading to NSWSPS via Pok Wai South Road. The proposed sewage disposal scheme, proposed sewer longitudinal profile and calculations of design flow and manhole schedule are shown in **Figure 2**, **Figure 3** and **Annex 4** respectively. Clearance of not less than 1000mm will be maintained between the proposed sewers and existing utility structures (i.e. 2 cells 4000x2950 Box Culvert at J/O Kam Pok Road and Pok Wai West Road and 4 cells 2500x2000 trunk box culvert at Pok Wai South Road near Pok Wai West Road).

planned communal gravity sewers under Approved Planning Application No. Y/YL-NSW/7



Section showing the interface between existing utility structure and proposed gravity sewer

4.1.4 The design capacity of NSWSPS is 42,921m<sup>3</sup>/day in ADWF and the average daily flow recorded in December 2021 is around 3,600m<sup>3</sup>/day (see **Annex 3**). Based on the calculations shown in **Table 2**, the estimated sewage to be generated from the Proposed Development is 1,565m<sup>3</sup>/day, which is only equivalent to 3.6% of existing NSWSPS design capacity and 2.2% of existing YLSTW design capacity. Therefore, it is considered that sewage generated by the Proposed Development would not overload NSWSPS and YLSTW.

4.1.5 A matrix for different type of proposed sewerage system is provided in **Table 3** to summarize the construction and maintenance responsibilities.

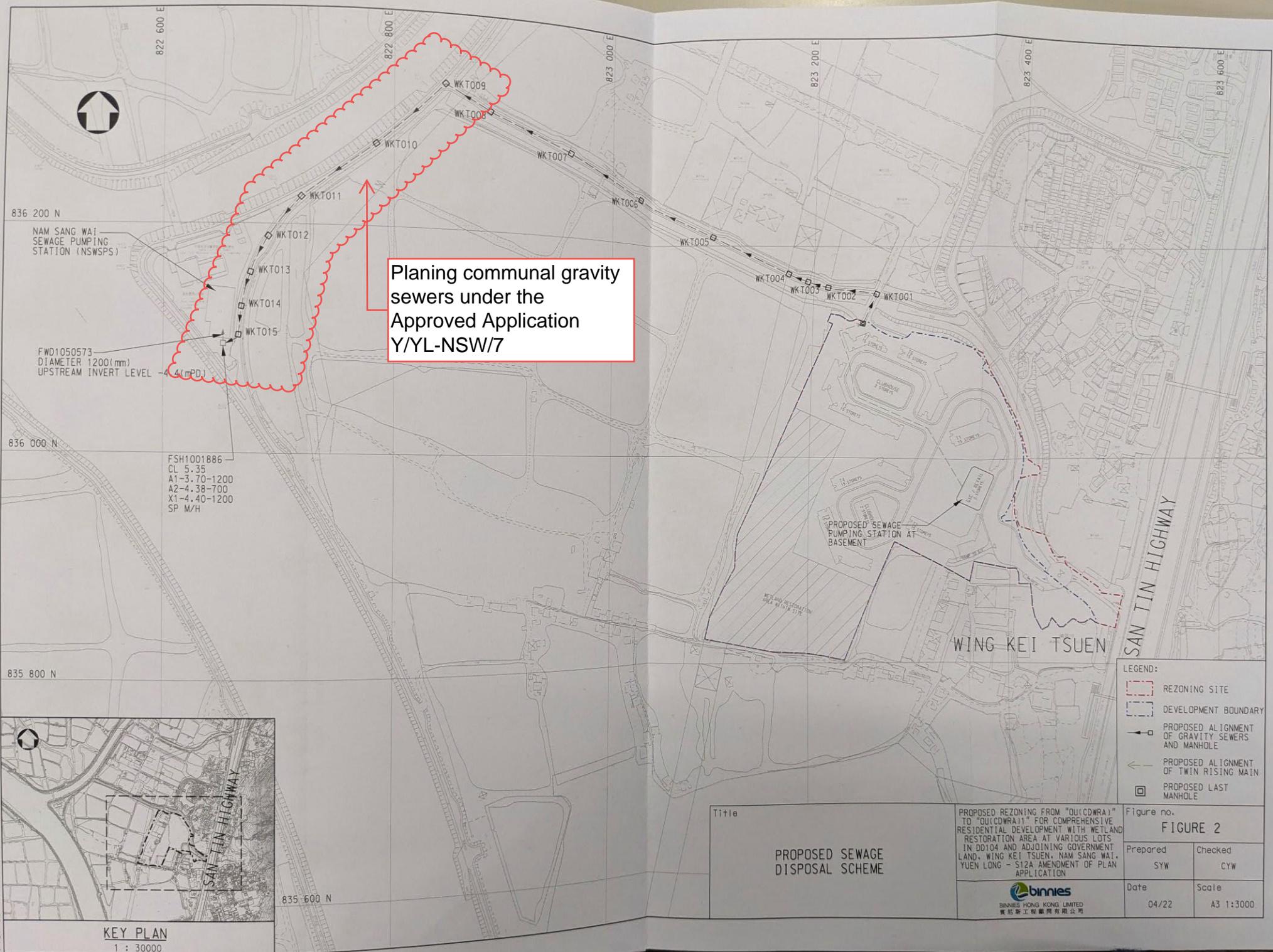
**Table 3 – Matrix of construction and maintenance responsibilities**

| Element                         | Location                     | Construction Responsibility | Maintenance Responsibility |
|---------------------------------|------------------------------|-----------------------------|----------------------------|
| Proposed Sewage Pumping Station | Within Development Boundary  | The Developer               | The Developer              |
| Proposed Rising Mains           | Within Development Boundary  | The Developer               | The Developer              |
| Proposed Terminal Manhole       | Within Development Boundary  | The Developer               | The Developer              |
| Proposed Sewers and Manholes    | Outside Development Boundary | The Developer               | DSD                        |

## 5. EVALUATION OF THE STRATEGY AND RECOMMENDATIONS

### 5.1 Regional sewerage strategy

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



Planing communal gravity sewers under the Approved Application Y/YL-NSW/7

NAM SANG WAI SEWAGE PUMPING STATION (NSWSPS)

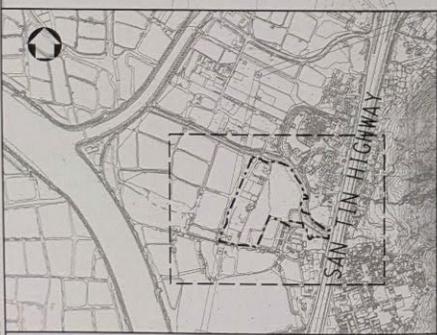
FWD1050573  
DIAMETER 1200(mm)  
UPSTREAM INVERT LEVEL -4.4(mPD)

FSH1001886  
CL 5.35  
A1-3.70-1200  
A2-4.38-700  
X1-4.40-1200  
SP M/H

PROPOSED SEWAGE PUMPING STATION AT BASEMENT

WING KEI TSUEN

- LEGEND:
- REZONING SITE
  - DEVELOPMENT BOUNDARY
  - PROPOSED ALIGNMENT OF GRAVITY SEWERS AND MANHOLE
  - PROPOSED ALIGNMENT OF TWIN RISING MAIN
  - PROPOSED LAST MANHOLE



KEY PLAN  
1 : 30000

|   |                               |                    |
|---|-------------------------------|--------------------|
| Title<br><br><b>PROPOSED SEWAGE DISPOSAL SCHEME</b> | Figure no.<br><b>FIGURE 2</b> |                    |
|   | Prepared<br>SYW               | Checked<br>CYW     |
| Date<br>04/22                                       |                               | Scale<br>A3 1:3000 |

PROPOSED REZONING FROM "QUICDWR1" TO "QUICDWR11" FOR COMPREHENSIVE RESIDENTIAL DEVELOPMENT WITH WETLAND RESTORATION AREA AT VARIOUS LOTS IN DD104 AND ADJOINING GOVERNMENT LAND, WING KEI TSUEN, NAM SANG WAI, YUEN LONG - S12A AMENDMENT OF PLAN APPLICATION



BINNIES HONG KONG LIMITED  
賓尼士工程顧問有限公司

Plot date : 8/3/2022

**PROPOSED REZONING FROM "OU(CDWRA)" TO "OU(CDWRA)1"  
FOR COMPREHENSIVE RESIDENTIAL DEVELOPMENT WITH WETLAND RESTORATION AREA  
AT VARIOUS LOTS IN DD104 AND ADJOINING GOVERNMENT LAND,  
WING KEI TSUEN, NAM SANG WAI, YUEN LONG – S12A AMENDMENT OF PLAN APPLICATION**

**Manhole Schedule - Wing Kei Tsuen**

| Manhole No. | Manhole type   | Backdrop manhole required | Manhole type (Combine) | To Manhole | From Manhole | Ground Level (mPD) | PIPE IN            |                   |                   | PIPE OUT           |          |                   |                   |
|-------------|----------------|---------------------------|------------------------|------------|--------------|--------------------|--------------------|-------------------|-------------------|--------------------|----------|-------------------|-------------------|
|             |                |                           |                        |            |              |                    | Invert Level (mPD) | Pipe Size (mm) DN | Pipe Size (mm) OD | Invert Level (mPD) | IL Check | Pipe Size (mm) DN | Pipe Size (mm) OD |
| WKT000      | L              | -                         | L                      | WKT001     | WKT000       | 4.70               | -0.27              | 351.35            | 400.00            | -0.36              | OK       | 351.35            | 400.00            |
| WKT001      | L              | No                        | L                      | WKT002     | WKT001       | 4.60               | -0.36              | 491.85            | 560.00            | -0.50              | OK       | 491.85            | 560.00            |
| WKT002      | L              | No                        | L                      | WKT003     | WKT002       | 4.90               | -0.50              | 491.85            | 560.00            | -0.56              | OK       | 491.85            | 560.00            |
| WKT003      | L              | No                        | L                      | WKT004     | WKT003       | 4.85               | -0.56              | 491.85            | 560.00            | -0.63              | OK       | 491.85            | 560.00            |
| WKT004      | L              | No                        | L                      | WKT005     | WKT004       | 4.80               | -0.63              | 491.85            | 560.00            | -0.90              | OK       | 491.85            | 560.00            |
| WKT005      | L              | No                        | L                      | WKT006     | WKT005       | 4.75               | -0.90              | 491.85            | 560.00            | -1.16              | OK       | 491.85            | 560.00            |
| WKT006      | L              | No                        | L                      | WKT007     | WKT006       | 4.70               | -1.16              | 491.85            | 560.00            | -1.43              | OK       | 491.85            | 560.00            |
| WKT007      | L              | No                        | L                      | WKT008     | WKT007       | 4.50               | -1.43              | 491.85            | 560.00            | -1.70              | OK       | 491.85            | 560.00            |
| WKT008      | Special Type 1 | No                        | Special Type 1         | WKT009     | WKT008       | 4.70               | -1.70              | 491.85            | 560.00            | -1.85              | OK       | 491.85            | 560.00            |
| WKT009      | L              | No                        | L                      | WKT010     | WKT009       | 4.20               | -1.85              | 623.60            | 710.00            | -2.11              | OK       | 623.60            | 710.00            |
| WKT010      | L              | No                        | L                      | WKT011     | WKT010       | 4.00               | -2.11              | 623.60            | 710.00            | -2.38              | OK       | 623.60            | 710.00            |
| WKT011      | Special Type 1 | No                        | Special Type 1         | WKT012     | WKT011       | 4.15               | -2.38              | 623.60            | 710.00            | -2.53              | OK       | 623.60            | 710.00            |
| WKT012      | Special Type 1 | No                        | Special Type 1         | WKT013     | WKT012       | 4.20               | -2.53              | 623.60            | 710.00            | -2.65              | OK       | 623.60            | 710.00            |
| WKT013      | Special Type 1 | No                        | Special Type 1         | WKT014     | WKT013       | 4.15               | -2.65              | 623.60            | 710.00            | -2.75              | OK       | 623.60            | 710.00            |
| WKT014      | Special Type 1 | No                        | Special Type 1         | WKT015     | WKT014       | 4.10               | -2.75              | 623.60            | 710.00            | -2.83              | OK       | 623.60            | 710.00            |
| WKT015      | Special Type 1 | No                        | Special Type 1         | Existing   | WKT015       | 4.05               | -2.83              | 623.60            | 710.00            | -2.88              | OK       | 623.60            | 710.00            |

| Manhole No. | Material of pipe | Velocity (m/s) | Velocity check | Cumulative Design Flow (m3/s) | Full Bore Capacity (m3/s) | Full Bore Capacity with 10% reduction (m3/s) | Usage percentage (%) | Capacity check | TYPE OF BEDDING |
|-------------|------------------|----------------|----------------|-------------------------------|---------------------------|--|----------------------|----------------|-----------------|
| WKT000      | HDPE             | 1.22           | OK             | 0.072                         | 0.118                     | 0.107  | 67.98                | OK             | TYPE B BEDDING  |
| WKT001      | HDPE             | 1.51           | OK             | 0.166                         | 0.287                     | 0.258  | 64.46                | OK             | TYPE B BEDDING  |
| WKT002      | HDPE             | 1.51           | OK             | 0.166                         | 0.287                     | 0.258  | 64.46                | OK             | TYPE B BEDDING  |
| WKT003      | HDPE             | 1.51           | OK             | 0.166                         | 0.287                     | 0.258  | 64.46                | OK             | TYPE B BEDDING  |
| WKT004      | HDPE             | 1.51           | OK             | 0.166                         | 0.287                     | 0.258  | 64.46                | OK             | TYPE B BEDDING  |
| WKT005      | HDPE             | 1.51           | OK             | 0.166                         | 0.287                     | 0.258  | 64.46                | OK             | TYPE B BEDDING  |
| WKT006      | HDPE             | 1.51           | OK             | 0.166                         | 0.287                     | 0.258  | 64.46                | OK             | TYPE B BEDDING  |
| WKT007      | HDPE             | 1.51           | OK             | 0.166                         | 0.287                     | 0.258  | 64.46                | OK             | TYPE B BEDDING  |
| WKT008      | HDPE             | 1.51           | OK             | 0.166                         | 0.287                     | 0.258  | 64.46                | OK             | TYPE B BEDDING  |
| WKT009      | HDPE             | 1.75           | OK             | 0.320                         | 0.535                     | 0.481  | 66.56                | OK             | TYPE B BEDDING  |
| WKT010      | HDPE             | 1.75           | OK             | 0.320                         | 0.535                     | 0.481  | 66.56                | OK             | TYPE B BEDDING  |
| WKT011      | HDPE             | 1.75           | OK             | 0.320                         | 0.535                     | 0.481  | 66.56                | OK             | TYPE B BEDDING  |
| WKT012      | HDPE             | 1.75           | OK             | 0.320                         | 0.535                     | 0.481  | 66.56                | OK             | TYPE B BEDDING  |
| WKT013      | HDPE             | 1.75           | OK             | 0.320                         | 0.535                     | 0.481  | 66.56                | OK             | TYPE B BEDDING  |
| WKT014      | HDPE             | 1.75           | OK             | 0.320                         | 0.535                     | 0.481  | 66.56                | OK             | TYPE B BEDDING  |
| WKT015      | HDPE             | 1.75           | OK             | 0.320                         | 0.535                     | 0.481  | 66.56                | OK             | TYPE B BEDDING  |

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

|       |     |
|-------|-----|
| 20.00 | 300 |
| 80.00 | 300 |
| 80.00 | 300 |
| 80.00 | 300 |
| 80.00 | 300 |
| 80.00 | 300 |
| 45.00 | 300 |
| 80.00 | 300 |
| 45.00 | 300 |
| 35.00 | 300 |
| 30.00 | 300 |
| 25.00 | 300 |
| 15.00 | 300 |

**Table 4-2: Comparison of Additional Sewage Flow with Capacity of Public Sewerage**

| Sewerage Facilities | Design Capacity (m <sup>3</sup> /day) <sup>(1)</sup> | Current Average Daily Flow (m <sup>3</sup> /day) | Estimated Future Flow <sup>(2)</sup> (m <sup>3</sup> /day) | Total Future Flow (m <sup>3</sup> /day) | Spare Capacity (m <sup>3</sup> /day) |
|---------------------|--|--|--|---|--------------------------------------|
| <b>NSWSPS</b>       | 42,921   | 3,900  | 16,561   | 20,461                                  | 22,460                               |

Notes:

- 1) For NSWSPS and YLEPP, the design capacity and current average daily flow comparison refer to ADWF.
- 2) The estimated future flow includes the EPD initial estimation for the communal gravity sewers (i.e., 15,500 m<sup>3</sup>/d) and the estimated sewage flow from light public housing (i.e., 1,061 m<sup>3</sup>/d). The estimated sewage flow from light public housing is based on the technical schedule of "Light Public Housing at Yau Pok Road, Yuen Long - Project Profile". **Appendix 3 and 4** refers.

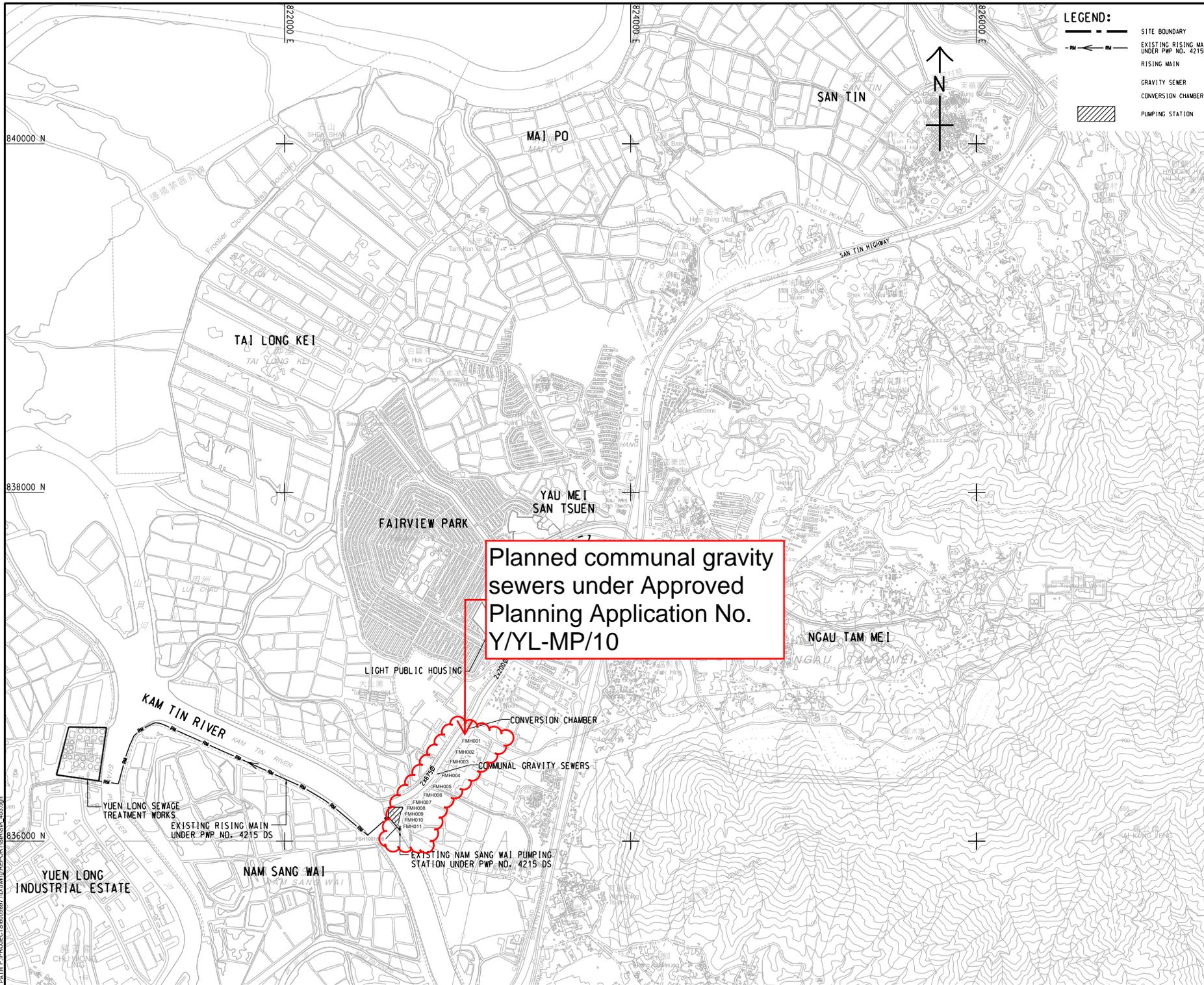
4.2.2. The sewage from the Development (i.e. 1,973m<sup>3</sup>/day) merely occupies 5% of the design capacity of existing NSWSPS, 2% of the design capacity of existing YLEPP (phase I) and 1% of the design capacity of planned YLEPP (Phase II). Hence no adverse impact on the existing NSWSPS, existing YLEPP (Phase I) and planned YLEPP (Phase II) is envisaged. The assessment also shows that the existing and planned sewerage system would be sufficient to cater for the proposed development.

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

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

4.3.1. The sewage from the proposed development will be conveyed to a private underground sewage pumping station (SPS) located at the western boundary of the site. It is proposed that twin 200mm dia. rising mains will lay along Kam Pok Road to convey the sewage to a proposed common conversion chamber at Pok Wai South Road. The conversion chamber connected to proposed communal gravity sewers downstream is designed to cater for other existing and planned developments within the area. The proposed communal gravity sewers and manholes also facilitate future discharge of sewage from other development in the vicinity. The proposed downstream communal gravity sewers and manholes are proposed public sewerage system serving multiple users. The sewer will be constructed to discharge the sewage from the proposed development to the existing NSWSPS and ultimately discharge to YLEPP. The proposed alignment of the rising mains and the gravity sewers is shown in **Figure 3**. The tentative location of the proposed private SPS is shown in **Figure 4**.

4.3.2. Hydraulic checking of the proposed rising mains has been conducted. It is found to be adequate to serve the proposed development, **Appendix 2** refers.



**LEGEND:**

- SITE BOUNDARY
- EXISTING RISING MAIN UNDER P/WP NO. 4215DS
- RISING MAIN
- GRAVITY SEWER
- CONVERSION CHAMBER
- ▨ PUMPING STATION

**AECOM**

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

**CLIENT**  
 [Redacted]

**CONSULTANT**  
 AECOM Asia Company Ltd.  
 www.aecom.com

**SUB-CONSULTANTS**  
 [Redacted]

**ISSUE/REVISION**

| NO. | DATE | DESCRIPTION | CHK. |
|-----|------|-------------|------|
|     |      |             |      |
|     |      |             |      |
|     |      |             |      |
|     |      |             |      |
|     |      |             |      |

**STATUS**  
 [Redacted]

**SCALE**  
 A3 1:20000

**DIMENSION UNIT**  
 METRES

**KEY PLAN**  
 [Redacted]

**PROJECT NO.**  
 60098971

**AGREEMENT NO.**  
 [Redacted]

**SHEET TITLE**  
 EXISTING AND PLANNED SEWERAGE NETWORK PLAN

**SHEET NUMBER**  
 60098971/SIA/FIGURE 3

V of water = 0.000001 m<sup>3</sup>/s 20 °C

| Manhole No.        |            | Cover Level |      |       |       | Invert Level                        |                             |             |                             | Pipe                     |                      |   |                                |  |                         |                               |   |                     |  |  | Remark |
|--------------------|------------|-------------|------|-------|-------|-------------------------------------|-----------------------------|-------------|-----------------------------|--------------------------|----------------------|---|--------------------------------|--|-------------------------|-------------------------------|---|---------------------|--|--|--------|
| U/S                | D/S        | U/S         |      | D/S   |       | Nominal Outside Diameter (OD)<br>mm | Nominal Diameter (DN)<br>mm | Length<br>m | Flow Area<br>m <sup>2</sup> | Pipe Gradient<br>(1 in ) | Pipe Velocity<br>m/s | Capacity (Twin Pipe)<br>m <sup>3</sup> /s | Roughness <sup>(4)</sup><br>mm | Accumulated ADWF <sup>(5)</sup><br>m <sup>3</sup> /d | Contributing Population | Peaking Factor <sup>(6)</sup> | Estimated Peak Discharge<br>m <sup>3</sup> /s | Capacity Check<br>% |  |  |        |
|                    |            | mPD         | mPD  | mPD   | mPD   |                                     |                             |             |                             |                          |                      |   |                                |  |                         |                               |   |                     |  |  |        |
| Conversion Chamber | FMH001     | 4.50        | 4.50 | -2.68 | -2.87 | 800                                 | 675                         | 75.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH001             | FMH002     | 4.50        | 4.55 | -2.87 | -3.04 | 800                                 | 675                         | 70.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH002             | FMH003     | 4.55        | 4.60 | -3.04 | -3.22 | 800                                 | 675                         | 70.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH003             | FMH004     | 4.60        | 4.65 | -3.22 | -3.41 | 800                                 | 675                         | 75.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH004             | FMH005     | 4.65        | 4.20 | -3.41 | -3.61 | 800                                 | 675                         | 80.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH005             | FMH006     | 4.20        | 4.00 | -3.61 | -3.81 | 800                                 | 675                         | 80.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH006             | FMH007     | 4.00        | 4.15 | -3.81 | -4.01 | 800                                 | 675                         | 80.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH007             | FMH008     | 4.15        | 4.20 | -4.01 | -4.12 | 800                                 | 675                         | 45.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH008             | FMH009     | 4.20        | 4.15 | -4.12 | -4.21 | 800                                 | 675                         | 35.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH009             | FMH010     | 4.15        | 4.10 | -4.21 | -4.28 | 800                                 | 675                         | 30.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH010             | FMH011     | 4.10        | 4.05 | -4.28 | -4.34 | 800                                 | 675                         | 25.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |
| FMH011             | FSH1001886 | 4.05        | 5.35 | -4.34 | -4.38 | 800                                 | 675                         | 15.0        | 0.36                        | 400                      | 1.09                 | 0.78                                      | 1.5                            | 15,500   | 57,408                  | 3.98                          | 0.713   | 91                  |  |  |        |

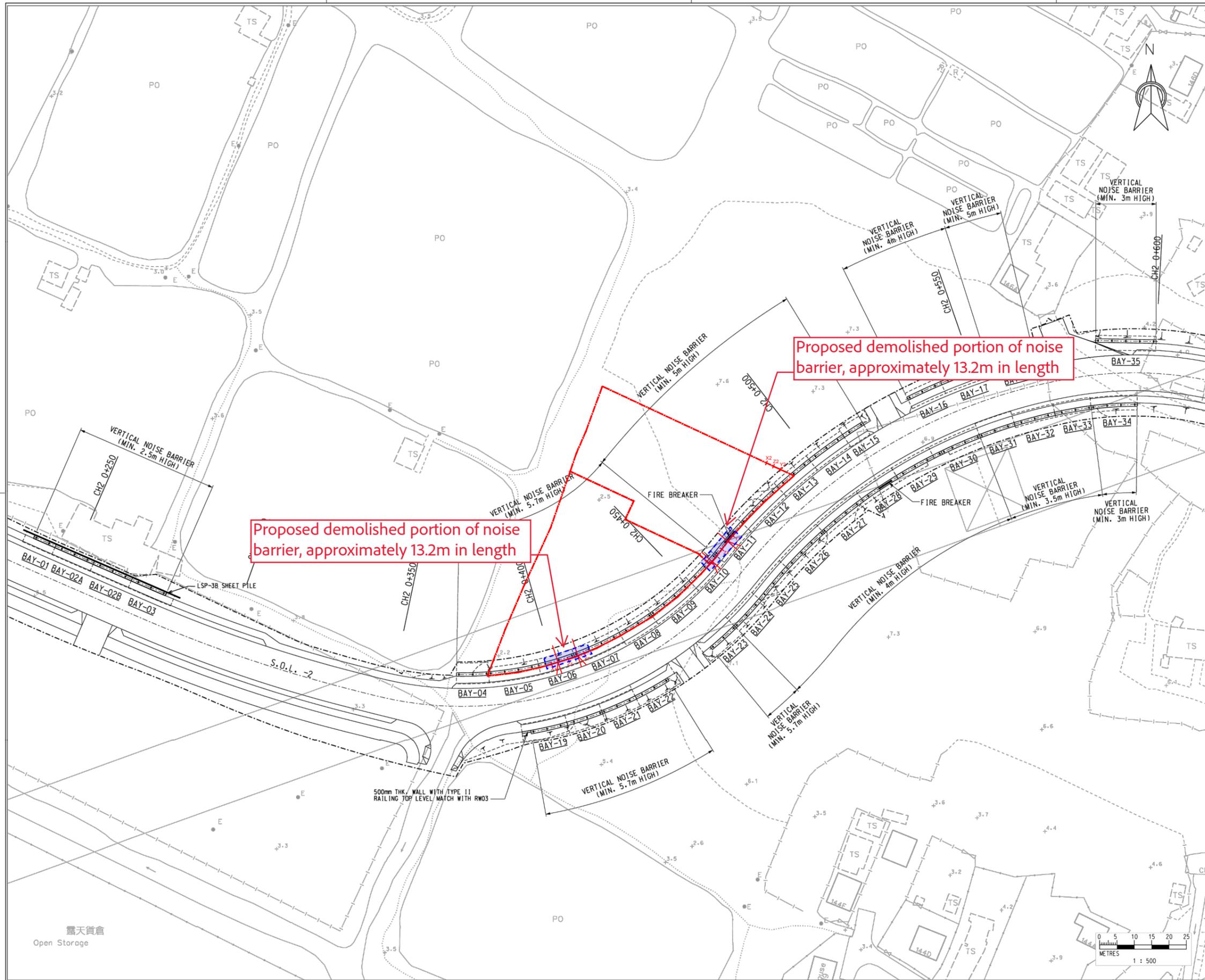
Note:

1. Contributing population = Projected Flow + Flow from Development (ADWF in m<sup>3</sup>/day) / 0.27 (m<sup>3</sup>/person/day).
2. Peaking factor with stormwater allowance is adopted.
3. The proposed gravity sewer shall be constructed to discharge the sewage to from the both R(D) and REC Development and other residential development which has similar sewerage arrangement in the vicinity to the existing NSWSPS and ultimately to YLEPP.
4. Concrete sewers slied to about half depth; velocity, when flowing half full, approximately 1.2 m/s, normal condition is as
5. Base on EPD initial estimation, the communal gravity sewer need to cater for design sewage flow of at least 15,500 m<sup>3</sup>/d.
6. The communal gravity sewer is subject to detailed design, the hydraulic calculation demonstrate the feasibility in terms of

Details of the planned communal gravity sewers under the Approved Application No. Y/YL-MP/10

## **Appendix 6**

### Modification Plans of Noise Barrier and Street Furniture



- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
  2. ALL LEVELS ARE IN MPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).

- LEGEND :**
- SITE BOUNDARY
  - NOISE BARRIER
  - FIRE BREAKER
  - LSP-3B SHEET PILE



Proposed demolished portion of noise barrier, approximately 13.2m in length

Proposed demolished portion of noise barrier, approximately 13.2m in length

| Rev. | Description of Revision | Date   | Ckd.   |
|------|-------------------------|--------|--------|
| Z    | AS BUILT                | OCT 13 | SIGNED |
| E    | SHEET PILE ADDED        | DEC 12 | SIGNED |
| D    | GENERAL REVISION        | JUN 12 | SIGNED |
| C    | GENERAL REVISION        | JAN 12 | SIGNED |
| B    | GENERAL REVISION        | JAN 12 | SIGNED |
| A    | GENERAL REVISION        | NOV 11 | JM     |

Client  
 路政署 (工程部)  
 HIGHWAYS DEPARTMENT  
 WORKS DIVISION

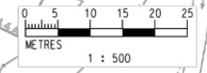
Consultants  
**MANNINGS**  
 (Asia) Consultants Limited

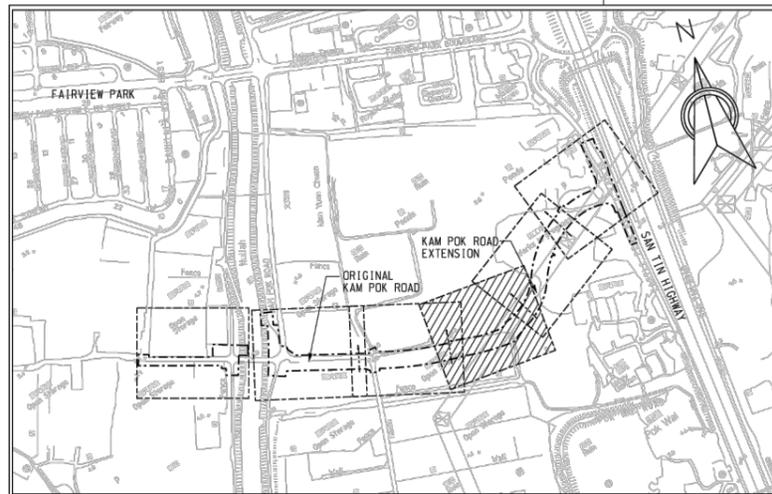
|                           |                  |
|---------------------------|------------------|
| Scale in A1<br>1 : 500    | Date<br>DEC 2010 |
| Designed<br>FT            | Drawn<br>TWN     |
| Design Team Leader<br>SNG | Checked<br>JM    |
| Approved<br>KTC           | Date<br>DEC 2010 |
|                           | Date<br>DEC 2010 |

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

Title  
 NOISE BARRIER  
 LAYOUT PLAN

|                                |            |           |
|--------------------------------|------------|-----------|
| Drawing No.<br>D1199/KP/NB/011 | Stage<br>Z | Rev.<br>Z |
|--------------------------------|------------|-----------|

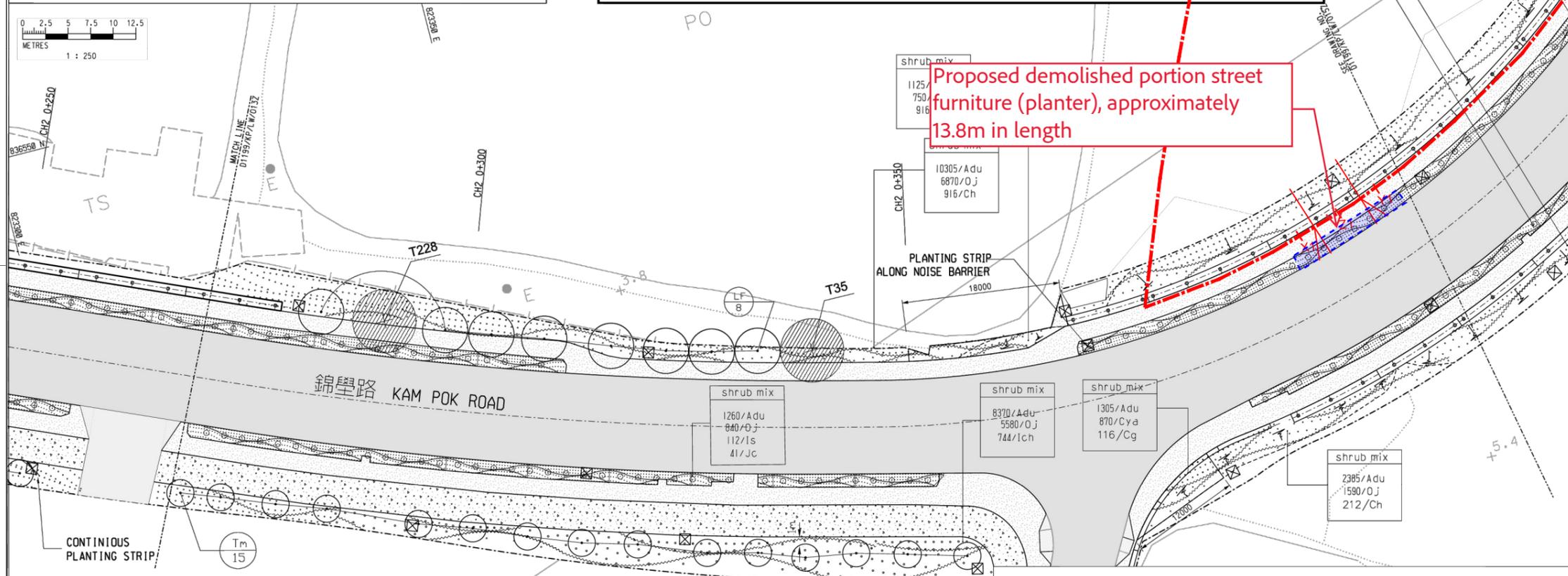




KEY PLAN SCALE 1 : 5000



| KEY                         | BOTANICAL NAME            | CHINESE NAME | SIZE (HT x SPD) | SPACING      | TOTAL QUANTITY | REMARKS                     |
|-----------------------------|---------------------------|--------------|-----------------|--------------|----------------|-----------------------------|
| <b>GROUNDCOVERS :</b>       |                           |              |                 |              |                |                             |
| Adu                         | Arachis duranensis        | 蔓花生          | 100 x 150       | 100 o.c.     | 25380          | -                           |
| Oj                          | Ophiopogon japonicus      | 山麥冬          | 200 x 200       | 150 o.c.     | 15300          | -                           |
| <b>SHRUBS :</b>             |                           |              |                 |              |                |                             |
| Is                          | Ixora stricta             | 細葉紅花 龍船花     | 300 x 400       | 400 o.c.     | 168            | shaped to form              |
| Ch                          | Calliandra haematocephala | 紅絨球          | 600 x 450       | 400 o.c.     | 1128           | flowering, shaped to form   |
| Jc                          | Juniperus chinensis       | 洋白柏          | 1500 x 600      | 2000 o.c.    | 41             | -                           |
| Cya                         | Cyperus alternifolius     | 風車草          | 300 x 150       | 150 o.c.     | 1620           | -                           |
| Cg                          | Canna generalis           | 大美人蕉         | 400 x 400       | 400 o.c.     | 1032           | -                           |
| <b>COMPENSATORY TREES :</b> |                           |              |                 |              |                |                             |
| Tm                          | Terminalia montaly        | 細葉欖仁         | HS              | -            | 15             | -                           |
| Lf                          | Liquidambar formosana     | 楓香           | HS              | min. 5m o.c. | 8              | DBH: 150mm; 3.5m(H) x 3m(S) |



Proposed demolished portion street furniture (planter), approximately 13.8m in length

- NOTES :**
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
  - ALL LEVELS ARE IN MPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).
  - ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR LANDSCAPE AND ALL RELEVANT DRAWINGS AND SPECIFICATIONS.
  - ALL PLANTS TO BE TRUE TO SPECIES; PLANTS TO BE HEALTHY AND WITH THE HABIT AND SIZE OF THE PLANT SPECIFIED. PLANTS TO BE FREE FROM PESTS, DISEASE, PARASITES, DISCOLORATION AND DAMAGE AND SHALL HAVE A VIGOROUS FIBRIOUS ROOT SYSTEM WITH WELL DEVELOPED SHAPE FOR THE SPECIES AS SPECIFIED.
  - ALL PLANTS AND TREES SHALL BE PLANTED ON GRADE AND OPEN-BOTTOM PLANTERS. TREE LOCATIONS SHALL BE REFERRED TO RELEVANT APPROVED TREE REMOVAL APPLICATION.
  - SOIL LEVEL SHALL BE LOWERED BY 50MM FROM THE FINISHED LEVEL AND SLIGHTLY MOUND TO CENTRE.
  - SOIL MIX TO BE BACK FILLED TO A DEPTH OF 600MM WHERE SHRUB AND GROUND COVER PLANTINGS SHALL BE LOCATED AND 1200MM WHERE TREES SHALL BE LOCATED.
  - ORIGINAL SUB-SOIL SHALL BE BROKEN UP TO FACILITATE NATURAL DRAINAGE.

- LEGEND :**
- SITE BOUNDARY
  - C/W CARRIAGEWAY
  - F/P FOOTPATH
  - C/T CYCLE TRACK
  - RUN-IN
  - VERTICAL NOISE BARRIER
  - RETAINING WALL
  - PEDESTRIAN CROSSING
  - PLANTING
  - TRANSPLANTED TREES
  - COMPENSATORY TREES
  - WATER POINT (Ø 40M INTERVAL)

| Rev. | Description of Revision | Date   | Ckd.   |
|------|-------------------------|--------|--------|
| Z    | AS BUILT                | APR 15 | SIGNED |
| C    | GENERAL REVISION        | AUG 13 | SIGNED |
| B    | GENERAL REVISION        | JUL 13 | SIGNED |
| A    | GENERAL REVISION        | JAN 13 | SIGNED |

Client  
 路政署 (工程組)  
 HIGHWAYS DEPARTMENT  
 WORKS DIVISION

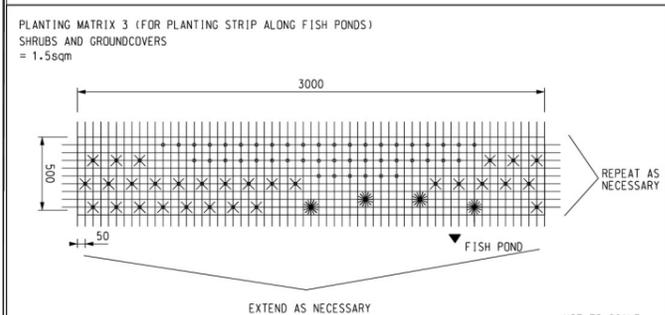
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 (Asia) Consultants Limited

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

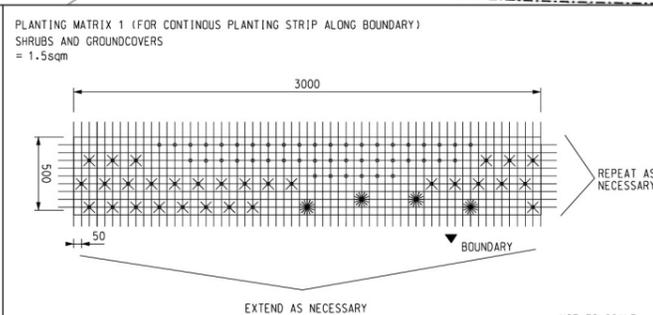
Project  
**Contract No. HY/2010/09**  
**Improvement and Extension of Kam Pok Road**

Title  
**LANDSCAPE LAYOUT PLAN**

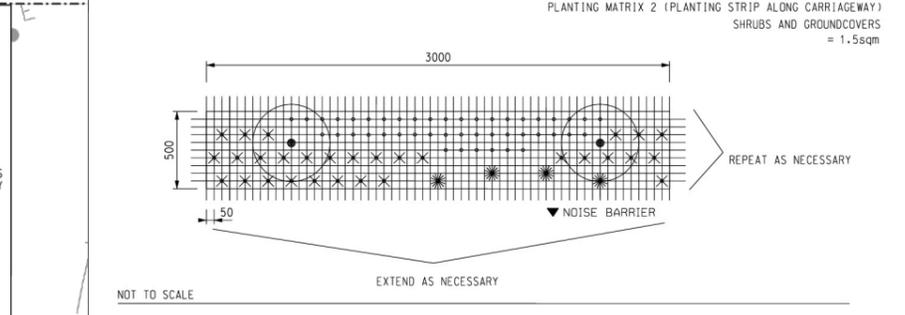
|                                       |            |           |
|---------------------------------------|------------|-----------|
| Drawing No.<br><b>D1199/KP/LW/014</b> | Stage<br>5 | Rev.<br>Z |
|---------------------------------------|------------|-----------|



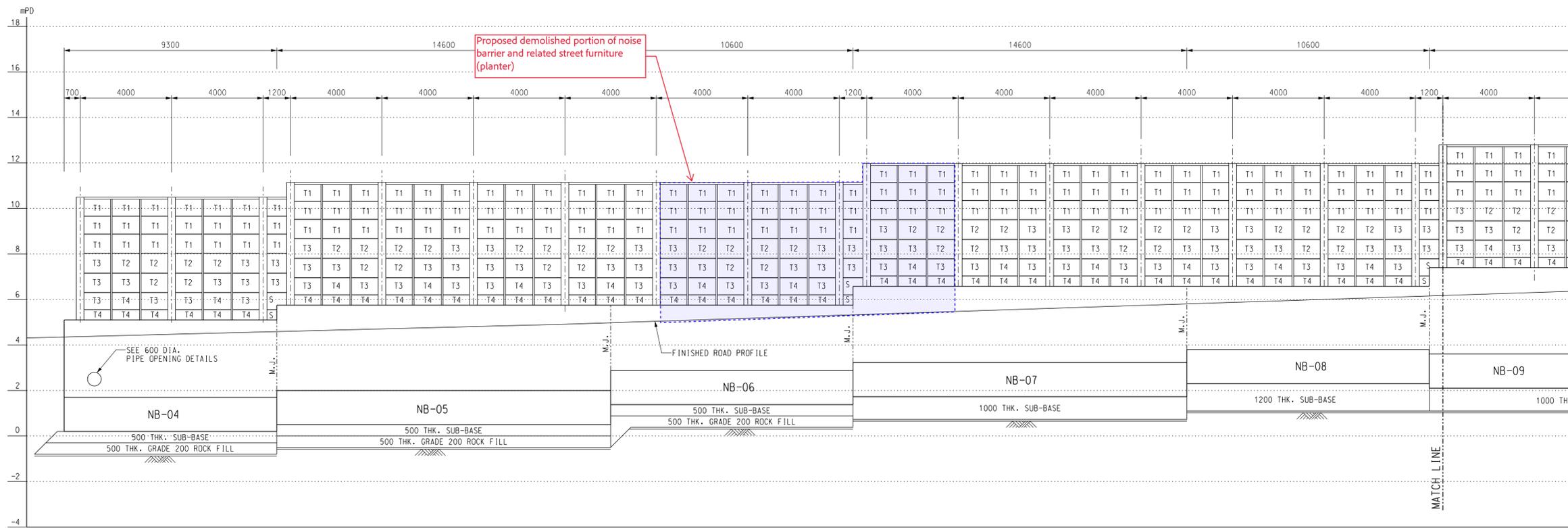
- LEGEND :**
- ARACHIS DURANENSIS (APPROX. 45NDS.)
  - × CYPERUS ALTERNIFOLIUS (APPROX. 30NDS.)
  - ☼ CANNA GENERALIS (APPROX. 4NDS.)



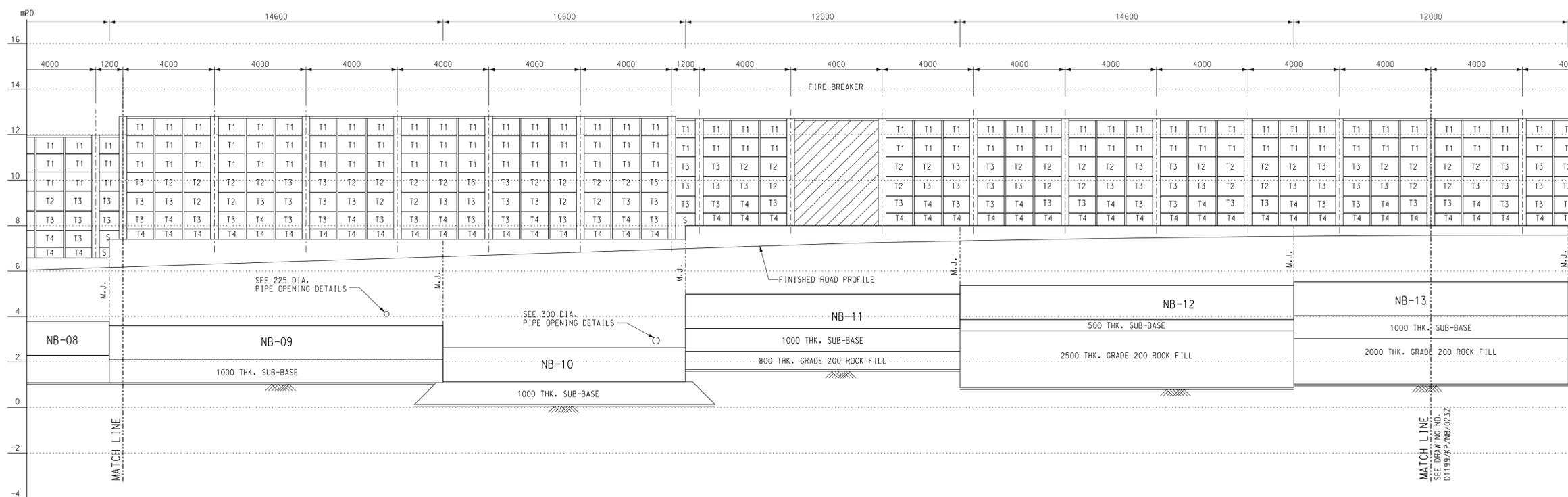
- LEGEND :**
- ARACHIS DURANENSIS (APPROX. 45NDS.)
  - × OPHIOPOGON JAPONICUS (APPROX. 30NDS.)
  - ☼ CALLIANDRA HAEMATOCEPHALA (APPROX. 4NDS.)



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



ELEVATION FROM NB-04 TO NB-15



ELEVATION FROM NB-04 TO NB-15

NOTES :

- FOR NOTES & LEGEND REFER TO DRAWING NO. D1199/KP/NB/021Z.
- FOR ALL PIPE OPENING DETAILS REFER TO DRAWING NO. D1199/KP/NB/018Z.
- ALL PIPES ARE SHOWN FOR INDICATIVE ONLY.

|      |                         |        |                                  |
|------|-------------------------|--------|----------------------------------|
| Rev. | AS BUILT                | Oct 13 | SIGNED<br>M.S. FONG<br>RE/NT1-53 |
|      | Description of Revision | Date   | Ckd.                             |

Client  
 路政署 (工程部)  
 HIGHWAYS DEPARTMENT  
 WORKS DIVISION

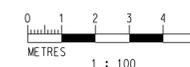
Consultants  
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|                           |                  |               |
|---------------------------|------------------|---------------|
| Scale in A1<br>1 : 100    | Date<br>DEC 2010 |               |
| Designed<br>GK            | Drawn<br>TWN     | Checked<br>JM |
| Design Team Leader<br>SNG | Date<br>DEC 2010 |               |
| Approved<br>KTC           | Date<br>DEC 2010 |               |

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

Title  
 NOISE BARRIER  
 ELEVATIONS

|                                |       |           |
|--------------------------------|-------|-----------|
| Drawing No.<br>D1199/KP/NB/022 | Stage | Rev.<br>Z |
|--------------------------------|-------|-----------|



## **Appendix 7**

Email correspondence with HyD and LCSD

---

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

11 messages

**Jeffrey Kwok DeSPACE** <[REDACTED]>

27 January 2026 at 11:22

To: eap33a@lcsd.gov.hk

Cc: Ajjum Distinction CHAN/PLAND &lt;adchan@pland.gov.hk&gt;, [REDACTED], Greg Lam &lt;[REDACTED]&gt;, Chi Kong LEUNG &lt;chikongleung@td.gov.hk&gt;, CKM Asia &lt;[REDACTED]&gt;

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



---

**2 attachments** **Planter Amendment for RCHD (A\_YL-NSW\_348).pdf**  
3247K **Planter Amendment for RCHE (A\_YL-NSW\_349).pdf**  
3453K

---

**Jeffrey Kwok DeSPACE** <[REDACTED]>

27 January 2026 at 14:58

To: eap33a@lcsd.gov.hk

Cc: Ajjum Distinction CHAN/PLAND &lt;adchan@pland.gov.hk&gt;, [REDACTED], Greg Lam &lt;[REDACTED]&gt;, Chi Kong LEUNG &lt;chikongleung@td.gov.hk&gt;, CKM Asia &lt;[REDACTED]&gt;

Dear Jaco,

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





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

Regards,  
**Jeffrey Kwok**



DeSPACE (International) Limited



[Quoted text hidden]

---

**Jeffrey Kwok DeSPACE** <[REDACTED]>  
To: deyle.nt@hyd.gov.hk

27 January 2026 at 15:05

Dear Stanley,

Please find below forwarded emails.

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

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.
2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

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

Regards,  
**Jeffrey Kwok**



DeSPACE (International) Limited



[Quoted text hidden]

kin.man.choi@hyd.gov.hk <kin.man.choi@hyd.gov.hk>  
To: Jeffrey Kwok DeSPACE <[REDACTED]>  
Cc: kit.wan.leung@hyd.gov.hk

27 January 2026 at 18:00

Dear Jeffrey

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

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

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



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

Dear Stanley,

Please find below forwarded emails.

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

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.
2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

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

Regards,  
**Jeffrey Kwok**

[REDACTED]  
[REDACTED]  
[REDACTED]

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

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

Dear Jaco,

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





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

Regards,  
**Jeffrey Kwok**

[REDACTED]  
[REDACTED]  
[REDACTED]

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

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

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.
2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

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

Regards,  
**Jeffrey Kwok**

[Quoted text hidden]

---

**Jeffrey Kwok DeSPACE** <[REDACTED]>  
To: eap33a@lcsd.gov.hk, eyclam@lcsd.gov.hk

29 January 2026 at 16:36

Dear Edwin and Jaco,

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

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

Regards,  
**Jeffrey Kwok**



DeSPACE (International) Limited

[Redacted]

Planter.zip

[Quoted text hidden]

Jaco HM TSANG <jhmtsang@lcsd.gov.hk>

2 February 2026 at 10:59

To: Jeffrey Kwok DeSPACE <[Redacted]>

Cc: [Redacted], Greg Lam <[Redacted]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[Redacted]>

Dear Jeffrey,

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

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

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

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

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

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

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

From: "Jeffrey Kwok DeSPACE" <[Redacted]>

To: eap33a@lcsd.gov.hk, eyclam@lcsd.gov.hk

Date: 29/01/2026 16:37

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

Dear Edwin and Jaco,

As per our conversation, please see the attached photos and video of the concerned planters for your information. There seems to be NO auto irrigation system installed.

If you require additional information, please do not hesitate to let me know. Thank you.

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

Regards,  
**Jeffrey Kwok**

[Redacted]  
[Redacted]  
[Redacted]

\_Planter.zip

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

Dear Jaco,

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

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

Regards,  
**Jeffrey Kwok**

[REDACTED]  
[REDACTED]  
[REDACTED]

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

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

1. Whether HyD and LCSD are the management and maintenance parties of the concerned planters.
2. Whether it is acceptable for the proposed partial demolition and maintaining vegetations at <1.05m by the applicant. (Detailed design will be provided at a later stage.)

Your prompt reply is much appreciated. Thank you!

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

Regards,  
**Jeffrey Kwok**

[REDACTED]  
[REDACTED]  
[REDACTED]

-----  
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-----

---

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

Dear Donald,

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

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

Regards,  
**Jeffrey Kwok**



[Quoted text hidden]  
[Quoted text hidden]

---

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

Dear Tommy,

Please see attached drafts for your review. Thanks.

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

Regards,  
Jeffrey Kwok



DeSPACE (International) Limited

[Quoted text hidden]

---

**2 attachments**

**Planter Alteration Proposal (RCHD).pdf**  
1570K

**Planter Alteration Proposal (RCHE).pdf**  
2226K

---

Jeffrey Kwok DeSPACE <[REDACTED]>

2 February 2026 at 16:06

To: Chi Kong LEUNG <chikongleung@td.gov.hk>

Cc: Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, CKM Asia <[REDACTED]>, Greg Lam <[REDACTED]>, [REDACTED]

Dear Donald,

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

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

Regards,  
Jeffrey Kwok



DeSPACE (International) Limited

[Quoted text hidden]

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**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

[Quoted text hidden]

---

**2 attachments**

 **Planter Alteration Proposal (RCHE).pdf**  
2226K

 **Planter Alteration Proposal (RCHD).pdf**  
1617K

---

**Jaco HM TSANG** <jhmtsang@lcsd.gov.hk>

3 February 2026 at 15:36

To: Jeffrey Kwok DeSPACE <[REDACTED]>

Cc: Chung Yeung TAM <cyetam@lcsd.gov.hk>, Kenix HK LEUNG <khokleung@lcsd.gov.hk>, Edwin YC LAM <eyclam@lcsd.gov.hk>, [REDACTED], Greg Lam <[REDACTED]>, Chi Kong LEUNG <chikongleung@td.gov.hk>, CKM Asia <[REDACTED]>, Ajyum Distinction CHAN/PLAND <adchan@pland.gov.hk>, awymak@pland.gov.hk, Travis Tsz Ki KWOK/PLAND <ttkkwok@pland.gov.hk>

Dear Jeffrey,

I refer to your submitted drafted drawings.

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

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

---

From: "Jeffrey Kwok DeSPACE" <[REDACTED]>

To: "Jaco HM TSANG" <jhmtsang@lcsd.gov.hk>

Cc: [REDACTED], "Greg Lam" <[REDACTED]>, "Chi Kong LEUNG" <chikongleung@td.gov.hk>, "CKM Asia" <[REDACTED]>, "Ajyum Distinction CHAN/PLAND" <adchan@pland.gov.hk>, awymak@pland.gov.hk, "Travis Tsz Ki KWOK/PLAND" <ttkkwok@pland.gov.hk>

Date: 03/02/2026 13:36

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

Dear Jaco,

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

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

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

Regards,  
**Jeffrey Kwok**

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]

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

[Quoted text hidden]

## **Appendix 8**

### Photomontages



| Figure No.  | Figure Title  | Date      | Prepared by   |
|-------------|---|-----------|---|
| Viewpoint 1 | Viewpoint 1: View from the Junction of Kam Pok Road and Kam Pok Road East Facing East | July 2025 |  |



KEY PLAN



| Figure No.  | Figure Title  | Date      | Prepared by  |
|-------------|---|-----------|--|
| Viewpoint 2 | Viewpoint 2: View from Kam Pok Road East facing Northeast | July 2025 | <br>DeSPACE (International) Limited |

## **Appendix 9**

LC Paper No. CB(1)775/10-11(01)

**For information**

**Legislative Council Panel on Transport**

**Improvement and Extension of Kam Pok Road**

**PURPOSE**

This paper informs Members of our proposal to upgrade **6829TH** – Improvement and Extension of Kam Pok Road (the Project) to Category A for the provision of a direct route connecting Tai Sang Wai to Castle Peak Road (Tam Mi), and to relieve the traffic at the junction of Fairview Park Boulevard and Kam Pok Road at Yuen Long.

**PROJECT SCOPE**

2. The scope of **6829TH** (the Project) comprises –
  - (a) construction of a new section of single two-lane carriageway of approximately 490 metres (m) in length and 10.3m in width with associated footpaths of 2m in width connecting the existing Kam Pok Road to Castle Peak Road (Tam Mi);
  - (b) improvement of a section of Kam Pok Road of approximately 145m in length (east of Pok Wai South Road) to a single two-lane carriageway of 10.3m in width with associated footpaths of 2m in width;
  - (c) improvement of a road section of approximately 155m in length between Yau Pok Road and Man Yuen Road to a single two-lane carriageway of 7.3m in width with associated footpaths of 2m in width;
  - (d) construction of sections of cycle tracks of 360m in length and 3.5m in width along a section of Kam Pok Road; and

- (e) ancillary works including drainage, water supplies, slope and landscaping works; construction of vertical noise barriers; and provision of lighting.

———— A layout plan showing the proposed works is at **Enclosure 1**. An artist's impression showing the roads concerned after completion of the Project is at  
———— **Enclosure 2**.

3. We have substantially completed the detailed design for the Project. We plan to commence the construction works in May 2011 for substantial completion and opening to traffic in December 2012 and full completion in March 2013<sup>1</sup>.

## JUSTIFICATIONS

4. The existing roads connecting the open storage yards and port back-up sites in Tai Sang Wai and areas to the south of Fairview Park Boulevard (through which traffic can gain access to the external road network via the Fairview Park Boulevard Roundabout of San Tin Highway) are mostly sub-standard single-lane unpaved village roads without road lighting, drainage system and road markings, which are grossly inadequate for carrying traffic with a high composition of heavy goods vehicles. At present, the bulk of the traffic from Tai Sang Wai (mainly heavy good vehicles generated by the open storage and port back-up operations in the area) prefers to use Kam Pok Road (a private single two-lane road) and Fairview Park Boulevard (a private dual two-lane road), being the shortest route, as opposed to Kam Pok Road and Castle Peak Road (Tam Mi), to gain access to the external road network via the Fairview Park Boulevard Roundabout of San Tin Highway. This gives rise to the following problems –

- (a) There have been conflicts between the residents of Fairview Park, villagers of San Tin and operators of the nearby warehouses / container yards over the use of Fairview Park Boulevard. The owners of Fairview Park claimed that only Fairview Park residents and those who had been given permission by them have the right of way through the Fairview Park Boulevard.
- (b) The relatively large volume of container and heavy vehicle traffic generated by the open storage and port back-up operations using

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<sup>1</sup> Landscaping works and installation of an irrigation system and noise barriers will be conducted between December 2012 and March 2013.

the Fairview Park Boulevard, which is in fact designed for and mainly used by residential traffic, has given rise to safety concerns.

5. Moreover, according to the relevant approved Outline Zoning Plan, the existing open storage and port back-up sites in Tai Sang Wai will be phased out and converted into residential and/or recreational developments. The existing sub-standard roads will not be able to cope with the future developments in Tai Sang Wai and the existing road junction at Fairview Park Boulevard and Kam Pok Road<sup>2</sup>. Additional traffic from the future developments at Tai Sang Wai would strain the already tight capacity of the junction. It may also be inappropriate to require the future traffic from the Tai Sang Wai development to access the external road network via Fairview Park Boulevard given the concern regarding the right of way set out in paragraph 4(a) above. Therefore, there is a need to provide one more route for external access other than Fairview Park Boulevard.

6. With the completion of the Project, there will be a direct and convenient alternative link between the existing open storage and port back-up sites in Tai Sang Wai and Castle Peak Road (Tam Mi). Also, the Project will reduce the amount of traffic going through the Fairview Park Boulevard / Kam Pok Road junction<sup>3</sup> and will help meet the anticipated traffic demand arising from the developments of the Tai Sang Wai area. As the heavy vehicles from Tai Sang Wai are expected to use the new road for accessing the external road network due to shorter travelling time, the volume of heavy goods vehicle traffic on Fairview Park Boulevard is expected to reduce. This will help segregate residential and freight traffic, and in turn improve road safety and resolve the problem arising from the right of way of Fairview Park Boulevard.

## **FINANCIAL IMPLICATIONS**

7. We estimate the cost of the Project to be \$148.6 million in money-of-the-day (MOD) prices, made up as follows –

---

<sup>2</sup> On completion of the future development in the area in the longer term, this junction will be operating beyond its capacity by 36% in the peak hours.

<sup>3</sup> With the new road to handle traffic between Tai Sang Wai and Castle Peak Road (Tam Mi), the junction at Fairview Park Boulevard and Kam Pok Road is expected to be able to operate with a 15% reserve capacity at peak hours in the long term.

|   | <b>\$ million</b>      |                            |
|---|------------------------|----------------------------|
| (a) Road and drainage works                                       | 26.3                   |                            |
| (b) Underground box structure and piling works for road formation | 48.1                   |                            |
| (c) Water works   | 3.8                    |                            |
| (d) Noise barriers  | 30.7                   |                            |
| (e) Slope and landscaping works                                   | 11.0                   |                            |
| (f) Lighting  | 3.0                    |                            |
| (g) Contingencies   | <u>10.1</u>            |                            |
|   | Sub-total <u>133.0</u> | (in September 2010 prices) |
| (h) Provision for price adjustment                                | <u>15.6</u>            |                            |
|   | Total <u>148.6</u>     | (in MOD prices)            |

8. We estimate that the proposed works will create about 152 jobs (132 for labourers and another 20 for professional/technical staff) providing a total employment of 3 009 man-months.

## **PUBLIC CONSULTATION**

9. We consulted the San Tin Rural Committee and the Traffic and Transport Committee of the Yuen Long District Council on 20 July 2009 and 24 July 2009 respectively. Members of both Committees supported the implementation of the Project.

10. We gazetted the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) (the Ordinance) on 25 September 2009. We received eight objections of which seven remained unresolved and one was

withdrawn conditionally. Details of these unresolved objections<sup>4</sup> and the Administration's response are at **Enclosure 3**.

11. Having considered the unresolved objections, the Chief Executive-in-Council authorised the proposed works under the Ordinance on 5 October 2010 and the notice of authorisation was gazetted on 12 November 2010.

## **ENVIRONMENTAL IMPLICATIONS**

12. The Project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We are conducting an Environmental Review (ER) for the project. The preliminary findings of the ER indicate that the project will not cause long-term adverse environmental impacts with implementation of the proposed mitigation measures.

13. We will incorporate the environmental mitigation measures recommended in the ER Report into the works contract to control pollution arising from construction works within established standards and guidelines. These measures include the use of quiet construction plant and temporary noise barriers to mitigate noise generation from construction activities; frequent cleaning and watering of the site and provision of wheel-washing facilities to reduce dust nuisance; and adoption of good site practices set out in the Recommended Pollution Control Clauses issued by the Environmental Protection Department. For mitigating the traffic noise impact during operation of the project, we will provide noise barriers to protect the sensitive receivers located in the vicinity as proposed in the ER Report. Furthermore, we will implement the Environmental Monitoring and Audit (EM&A) programme recommended in the ER Report. We have included in the project estimate the cost for implementation of the environmental mitigation measures recommended in the ER Report and the EM&A programme.

14. During planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. suitable excavated materials and demolition materials) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception

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<sup>4</sup> Under the Ordinance, an objection which is not withdrawn or is withdrawn with conditions is treated as an unresolved objection and will be submitted to the Chief Executive-in-Council for consideration.

facilities<sup>5</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimise the generation of construction waste.

15. We will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip-ticket system.

16. We estimate that the Project will generate in total about 24 000 tonnes of construction waste. Of these, we will reuse about 2 000 tonnes (8.3%) of inert construction waste on site and deliver about 19 000 tonnes (79.2%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of about 3 000 tonnes (12.5%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be about \$0.9 million for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne<sup>6</sup> at landfills).

## **HERITAGE IMPLICATIONS**

17. The Project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/building, sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

## **LAND ACQUISITION**

18. A total of 35 private lots will be affected by the Project and the total area to be resumed is about 15 939 square metres (m<sup>2</sup>). No building lot

---

<sup>5</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

<sup>6</sup> This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive) when the existing ones are filled.

will be resumed. There are 95 structures to be cleared within the private land, of which no domestic structure is involved. The Project also involves clearance of about 7 955 m<sup>2</sup> of Government land with 10 non-domestic structures. The estimated cost of land acquisition and clearance is about \$54 million. The cost of land acquisition will be charged to **Head 701 - Land Acquisition**.

## **TREE PROPOSAL**

19. Of the 104 trees within the project boundary, 70 trees will be felled and 34 trees will be transplanted off-site. None of the affected trees are important trees<sup>7</sup>. We will incorporate planting proposals as part of the Project, including an estimation of about 101 trees and 278 000 shrubs which totals to approximately 7 980 m<sup>2</sup> of planting area.

## **THE WAY FORWARD**

20. We intend to seek the funding support of the Public Works subcommittee and Finance Committee of the Legislative Council in January 2011 and February 2011 respectively to fully upgrade the Project to Category A. Subject to funding approval, we plan to start construction works in May 2011 for substantial completion and opening to traffic in December 2012 and full completion in March 2013.

## **ADVICE SOUGHT**

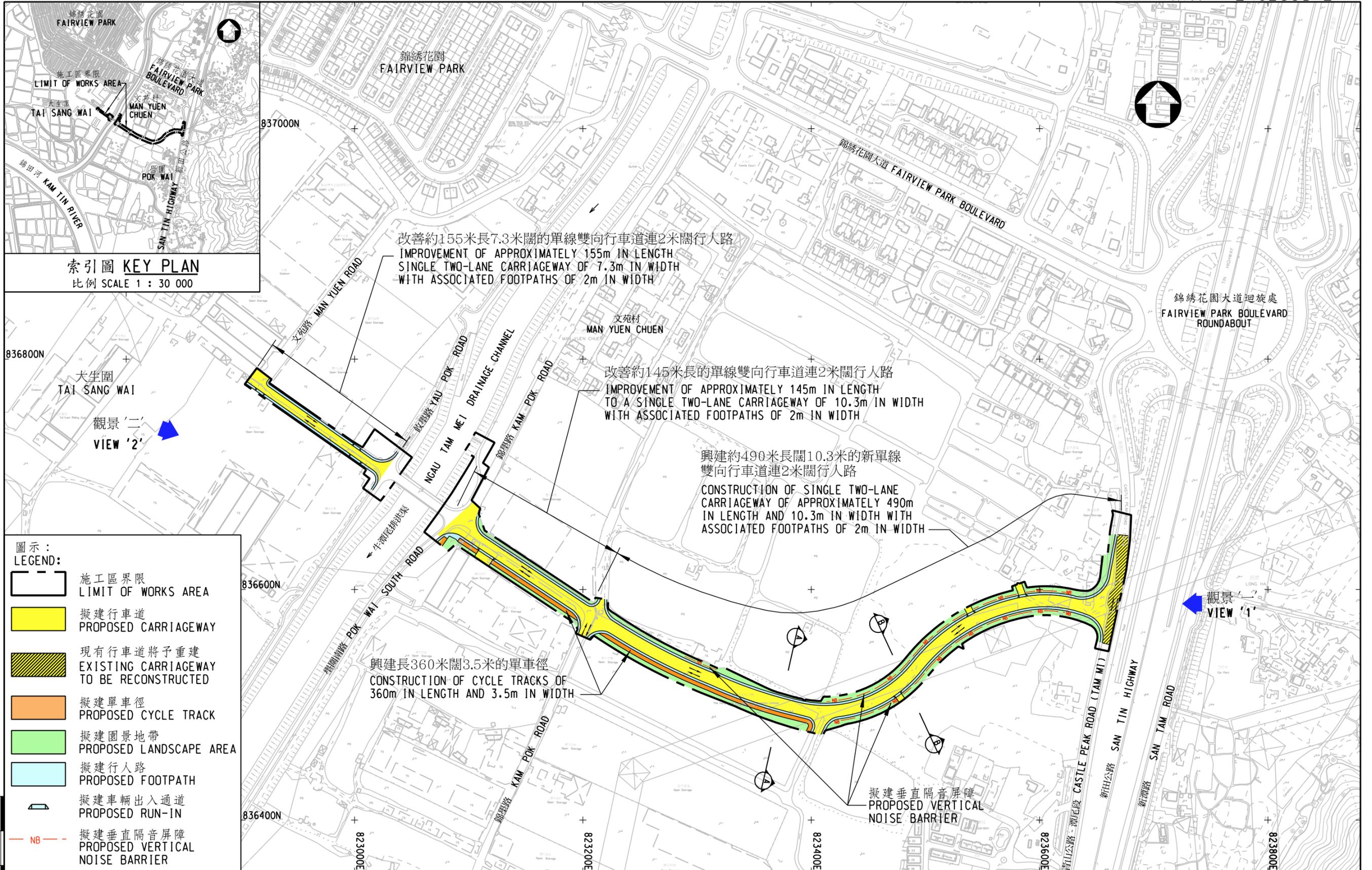
21. Members are invited to note the content of this paper.

## **Transport and Housing Bureau December 2010**

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<sup>7</sup> “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of important persons or events;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree size, shape and any special features), e.g. trees with curtain-like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal to or exceeding 1.0 m (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m.



索引圖 KEY PLAN  
比例 SCALE 1 : 30 000

圖示 :  
LEGEND:

- 施工區界限  
LIMIT OF WORKS AREA
- 擬建行車道  
PROPOSED CARRIAGEWAY
- 現有行車道將予重建  
EXISTING CARRIAGEWAY TO BE RECONSTRUCTED
- 擬建單車徑  
PROPOSED CYCLE TRACK
- 擬建園景地帶  
PROPOSED LANDSCAPE AREA
- 擬建行人路  
PROPOSED FOOTPATH
- 擬建車輛出入通道  
PROPOSED RUN-IN
- 擬建垂直隔音屏障  
PROPOSED VERTICAL NOISE BARRIER

50 mm SCALE 1 : 1  
40  
30  
20  
10  
0

改善約155米長7.3米闊的單線雙向行車道連2米闊行人路  
IMPROVEMENT OF APPROXIMATELY 155m IN LENGTH  
SINGLE TWO-LANE CARRIAGEWAY OF 7.3m IN WIDTH  
WITH ASSOCIATED FOOTPATHS OF 2m IN WIDTH

改善約145米長的單線雙向行車道連2米闊行人路  
IMPROVEMENT OF APPROXIMATELY 145m IN LENGTH  
TO A SINGLE TWO-LANE CARRIAGEWAY OF 10.3m IN WIDTH  
WITH ASSOCIATED FOOTPATHS OF 2m IN WIDTH

興建約490米長闊10.3米的新單線  
雙向行車道連2米闊行人路  
CONSTRUCTION OF SINGLE TWO-LANE  
CARRIAGEWAY OF APPROXIMATELY 490m  
IN LENGTH AND 10.3m IN WIDTH WITH  
ASSOCIATED FOOTPATHS OF 2m IN WIDTH

興建長360米闊3.5米的單車徑  
CONSTRUCTION OF CYCLE TRACKS OF  
360m IN LENGTH AND 3.5m IN WIDTH

擬建垂直隔音屏障  
PROPOSED VERTICAL  
NOISE BARRIER

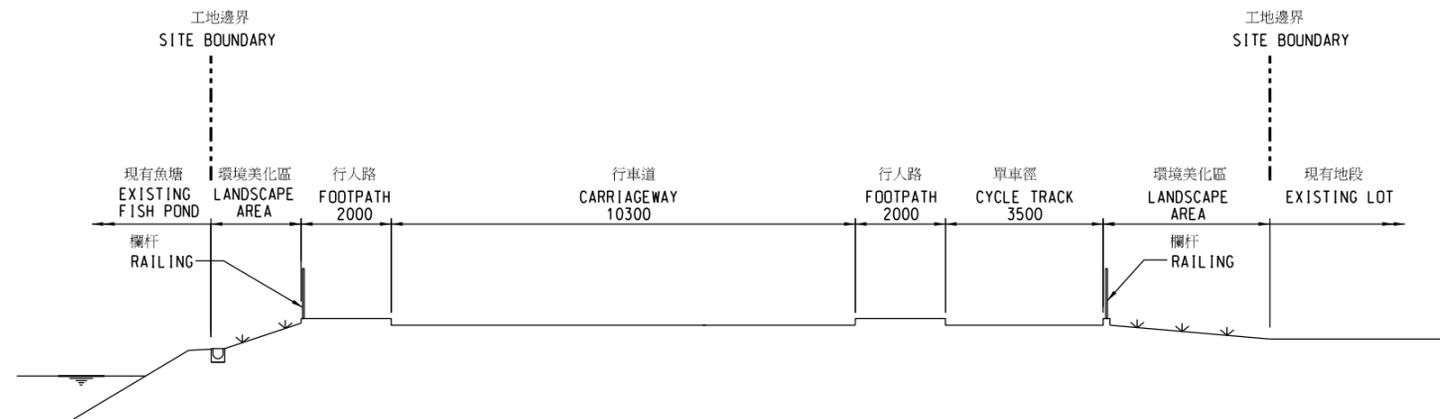
|                    |   |
|--------------------|---|
| 圖則名稱 drawing title | 工程計劃項目第 829TH 號<br>錦學路的改善及擴建工程 - 平面圖<br>PWP ITEM No. 829TH<br>IMPROVEMENT AND EXTENSION OF KAM POK ROAD - LAYOUT PLAN |
|--------------------|---|

| 職位 post     | 姓名 name           | 簽署 initial | 日期 date  |
|-------------|-------------------|------------|----------|
| 設計 designed | E/NT3-3 W.K. FONG | SIGNED     | 06.12.10 |
| 繪圖 drawn    | TO/3-3 H.S. LAM   | SIGNED     | 06.12.10 |
| 核對 checked  | E/NT3-3 W.K. FONG | SIGNED     | 06.12.10 |
| 批核 approved | SE/NT3 P.L. KAN   | SIGNED     | 06.12.10 |

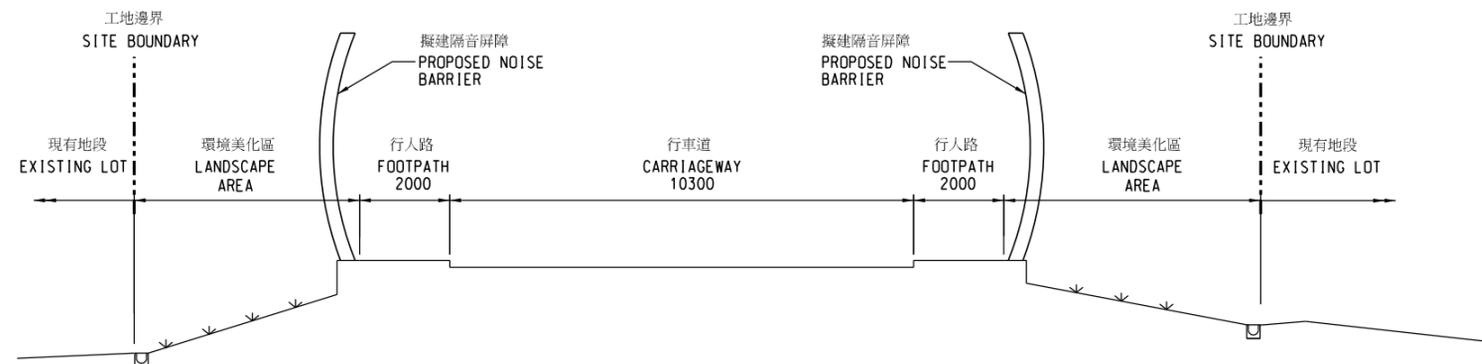
|                                |                       |    |
|--------------------------------|-----------------------|----|
| 版權所有不得翻印<br>COPYRIGHT RESERVED | 比例 scale<br>1 : 3 000 | A3 |
| 辦事處 office                     | 工程部<br>WORKS DIVISION |    |

|                  |                                   |
|------------------|-----------------------------------|
| 圖則編號 drawing no. | HWDYL073B-SP0008                  |
|                  | HIGHWAYS DEPARTMENT HONG KONG 路政署 |

- 註釋：  
NOTES:
1. 除特別註明外，所有量度均以毫米為單位。  
ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
  2. 所有水平均以米為單位並在香港主水平基準上。  
ALL LEVELS ARE IN METRE ABOVE HONG KONG PRINCIPAL DATUM.



切面圖 SECTION A-A



切面圖 SECTION B-B

50 mm SCALE 1 : 1

圖則名稱 drawing title  
工程計劃項目第 829TH 號  
錦學路的改善及擴建工程 - 切面圖  
PWP ITEM No. 829TH  
IMPROVEMENT AND EXTENSION OF KAM POK ROAD - SECTIONS

|             | 職位 post | 姓名 name   | 簽署 initial | 日期 date  |
|-------------|---------|-----------|------------|----------|
| 設計 designed | E/NT3-3 | W.K. FONG | SIGNED     | 09.11.10 |
| 繪圖 drawn    | T0/3-3  | H.S. LAM  | SIGNED     | 09.11.10 |
| 核對 checked  | E/NT3-3 | W.K. FONG | SIGNED     | 09.11.10 |
| 批核 approved | SE/NT3  | P.L. KAN  | SIGNED     | 09.11.10 |

|                                |                     |                       |                                      |
|--------------------------------|---------------------|-----------------------|--------------------------------------|
| 版權所有不得翻印<br>COPYRIGHT RESERVED | 比例 scale<br>1 : 150 | A3                    | 圖則編號 drawing no.<br>HWDYL073B-SP0004 |
| 辦事處<br>office                  |                     | 工程部<br>WORKS DIVISION | HIGHWAYS DEPARTMENT<br>HONG KONG 路政署 |



50 mm SCALE 1 : 1

觀景 '一' VIEW '1'

觀景 '二' VIEW '2'

|   |  |  |  |             |         |            |         |                                |  |    |   |
|---|--|--|--|-------------|---------|------------|---------|--------------------------------|--|----|---|
| 圖則名稱 drawing title  |  |  |  | 職位 post     | 姓名 name | 簽署 initial | 日期 date | 版權所有不得翻印<br>COPYRIGHT RESERVED | 比例 scale                                   | A3 | 圖則編號 drawing no.  |
| 工程計劃項目第 829TH 號<br>錦學路的改善及擴建工程 - 完成後的構思圖<br>PWP ITEM No. 829TH<br>IMPROVEMENT AND EXTENSION OF KAM POK ROAD -<br>ARTIST'S IMPRESSION AFTER COMPLETION |  |  |  | 設計 designed | E/NT3-3 | W.K. FONG  | SIGNED  |                                | 08.12.10                                   | 圖示 | DIAGRAMMATIC  |
|   |  |  |  | 繪圖 drawn    | TO/3-3  | H.S. LAM   | SIGNED  | 08.12.10                       | 辦事處 office<br><b>工程部</b><br>WORKS DIVISION |    |  HIGHWAYS DEPARTMENT HONG KONG 路政署 |
|   |  |  |  | 核對 checked  | E/NT3-3 | W.K. FONG  | SIGNED  | 08.12.10                       |  |    |   |
|   |  |  |  | 批核 approved | SE/NT3  | P.L. KAN   | SIGNED  | 08.12.10                       |  |    |   |

**Objections under the Roads (Works, Use and Compensation) Ordinance  
in respect of 6829TH – Improvement and Extension of Kam Pok Road**

**Objection No. 1**

The objector owns a piece of land along Castle Peak Road (Tam Mi) where he operates his business. He has no objection to the implementation of the project but requested the provision of a run-in (from either the new road or Castle Peak Road (Tam Mi)) for gaining vehicular access to his lot as he claimed that there are two existing vehicular accesses to his lot. That said, the objector admitted that the existing vehicular access via adjacent private lots to his lot was only paved by him after gazettal of the project in September 2009 and that the other vehicular access was constructed by him without obtaining necessary approval from concerned Government departments.

2. Given the circumstances, the Administration has advised the objector that his request for the provision of a run-in for gaining vehicular access to his lot was not justified and would not be entertained. In response to our explanation, the objector maintained his objection. Hence, the objection is unresolved.

**Objection No. 2**

3. The objector represents a group of villagers of Pok Wai and his major concerns are that the new road would affect vehicular access to his land located next to the new road; the new road would cause noise nuisance to Pok Wai village; and the Administration should compensate for the loss of land within the Village Type Development zone (V-Zone) due to construction of the new road by re-zoning equivalent land in the vicinity as V-Zone.

4. The Administration has responded to the objector that a run-in would be provided on the new road in front of his lot and that noise barriers would be provided on both sides of the new road within the V-Zone to mitigate traffic noise due to the project as shown on the gazettal documents. The expansion of the V-Zone would require amendments to the Outline Zoning Plan and the approval of the Town Planning Board (TPB).

5. In response to our explanation, the objector indicated that he has no objection to the implementation of the project but maintained his objection for the reason that the Government should compensate for the loss of land within

the V-Zone due to construction of the new road. Hence, the objection is unresolved.

### **Objection No. 3**

6. The objector represents a group of villagers of Pok Wai and his major concerns are that the new road would cause noise nuisance to Pok Wai village and that the new road would require resumption of land within the V-Zone. In response, the Administration has advised the objector that noise barriers would be provided on both sides of the new road within the V-Zone to mitigate traffic noise due to the project as shown on the gazettal documents and that the issue of compensation for the loss of land within the V-Zone would require amendments to the Outline Zoning Plan and the approval of the TPB.

7. In response to the Administration's explanation, the objector maintained his objection for the reason that the Government should compensate for the loss of land within the V-Zone due to construction of the new road. Hence, the objection is unresolved.

### **Objection No. 4**

8. The objector's major concerns are that there is no imminent need for the construction of the new road; the new road would cause noise nuisance to Pok Wai village; and the new road would require resumption of land for the construction of small house within the V-Zone, affecting the construction of small houses by indigenous villagers.

9. The Administration has advised the objector that the new road would provide a new access for Tai Sang Wai and Pok Wai and also tie in with village type and comprehensive developments in the area in the long term. Noise barriers would be provided on both sides of the new road within the V-Zone to mitigate traffic noise due to the project as shown on the gazettal documents. The project would also include construction of other basic infrastructures, such as sewers and water mains, which would facilitate V-type development.

10. Subsequent to a meeting with representatives from relevant government departments, the objector confirmed that his land within the V-Zone would not be affected by the project. Notwithstanding the above, the objector maintained his objection. Hence, the objection is unresolved.

## **Objection No. 5**

11. The objector's major concerns are that the new road would require resumption of land within the V-Zone which would not be beneficial to Pok Wai; the provision of noise barriers on both sides of the new road within the V-Zone would affect vehicular access to a piece of land located next to the new road owned by him; and the project would require resumption of most part of another piece of land owned by him leaving behind only a very small parcel of land which would not be of any use for future development and he requested the Government to resume the whole of the land.

12. In response, the Administration has advised the objector that the new road would provide a new access for Tai Sang Wai and Pok Wai, and also for village type and comprehensive developments in the area in the long term. A run-in would be provided on the new road in front of his lot as shown on the gazettal documents. According to the established practice for land resumption, resumption of private land for the implementation of Government projects would be kept to a minimum as far as possible and based on the land required for the project. The remaining parcel of land owned by him would be bigger than 0.01 acre, and under the existing land resumption policy, his request for resumption of the whole lot could not be entertained.

13. In response to the Administration's explanation, the objector maintained his objection. Hence, the objection is unresolved.

## **Objection No. 6**

14. The objector is a company which is concerned about resumption of part of the land currently used by it as storage yard. However, it would consider withdrawing the objection on the condition that there would be fair compensation for the resumption of the company's land and that a run-in abutting the new road for vehicular access to the remaining land would be provided.

15. In response, the Administration has advised the objector that resumption of private land for the implementation of government projects would be kept to a minimum as far as possible and based on the land required for the project, and that there is no objection to providing a run-in abutting the new road for vehicular access to the remaining land. The objector subsequently advised that it would be prepared to withdraw the objection subject to a run-in abutting the new road for vehicular access to the remaining land being provided, and that ex-gratia compensation rates for the resumed land

being not less than the fair open market value at the time of resumption. As withdrawal of the objection is conditional, the objection is considered unresolved.

### **Objection No. 7**

16. The objectors are village representatives (VRs) of Pok Wai and are mainly concerned about the fact that the Administration has not fully addressed the earlier 11 requests put forward by both the Chairman of the San Tin Rural Committee (STRC) and the VRs of Pok Wai, in particular the request for compensation for the loss of land within the V-Zone due to construction of the new road.

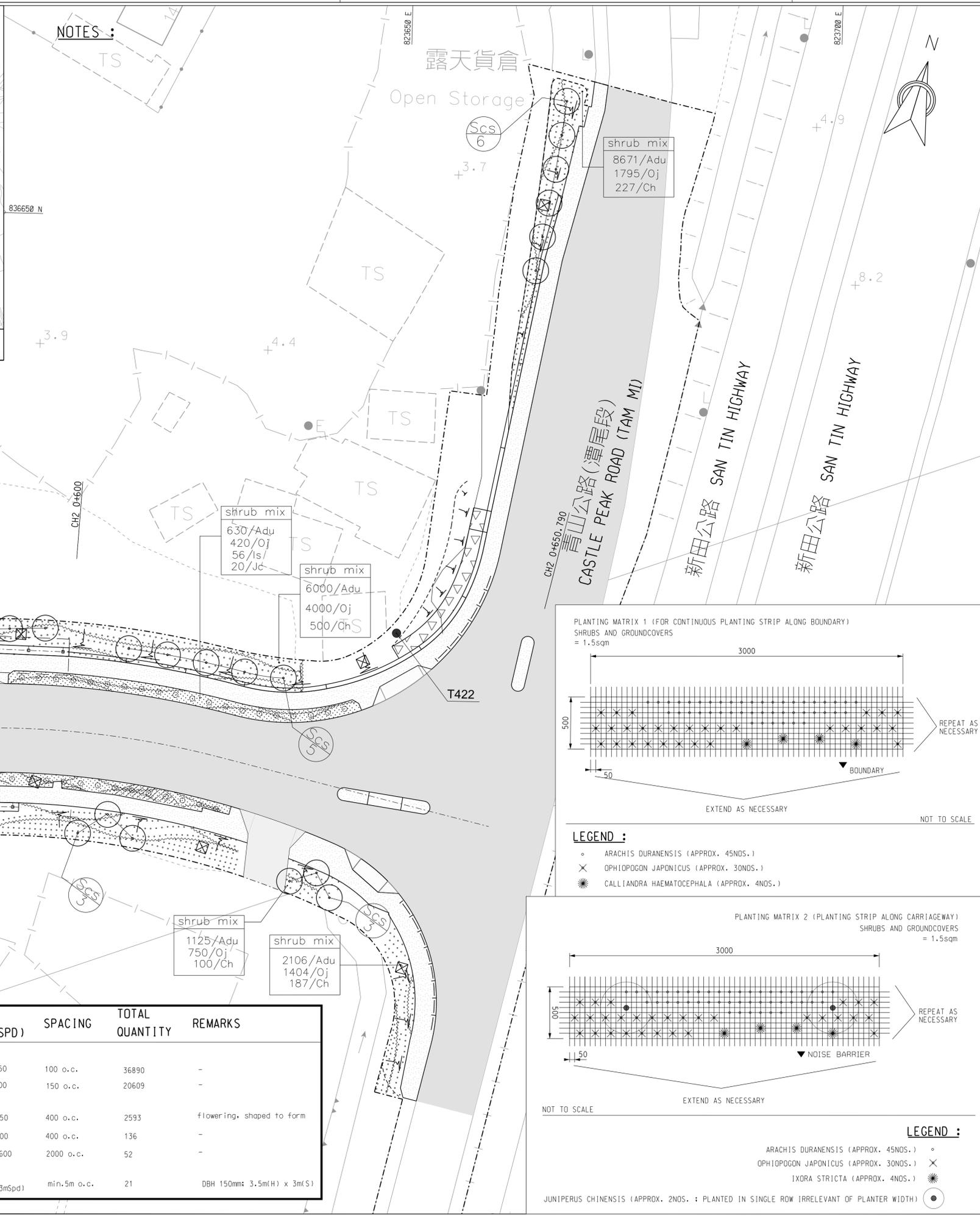
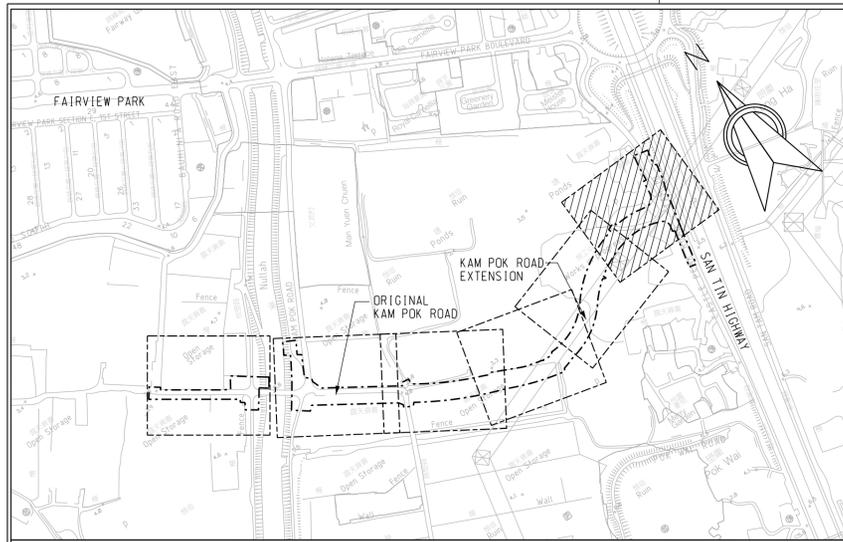
17. The Administration has responded to the objectors that both the STRC (with the objectors themselves being members of the Committee) and the Traffic and Transport Committee of the Yuen Long District Council at the meetings held on 20 July 2009 and 24 July 2009 respectively supported the implementation of the project. Since then, the Administration has followed up closely the 11 requests with some of them already included in the project and some being handled by concerned Government departments separately. The issue of compensation for the loss of land within the V-Zone would require amendments to the Outline Zoning Plan and the approval of the TPB. Indeed, the objectors indicated on a previous occasion that they agreed that the V-Zone issue be handled separately in order not to delay the project. In response to the explanation, the objectors maintained their objection. Hence, the objection is unresolved.

### **Objection No. 8**

18. The objector was mainly concerned about resumption of part of the land he has currently rented for business under a tenancy agreement. The objector advised that the land resumption would significantly affect the investments he has put in over the years. Nevertheless, he would offer to the land owner to continue to rent the remaining land for his business and that he would maintain his objection unless a run-in on the new road for gaining vehicular access to the remaining land would be provided.

19. The Administration has responded to the objector that it did not receive any objection from the concerned land owner. The Administration has also pointed out that his request for the provision of a run-in on the new road would not be accepted as the proposed run-in would be located at the road bend

and very close to Castle Peak Road (Tam Mi), which would be undesirable and unsatisfactory from the road safety point of view. If the objector considered that he was eligible for any type of ex-gratia compensation, he could make his application to the Lands Department under the “Ex-gratia Allowances Payable for Land Resumptions and Clearances” arrangements under the department. In response to the explanation, the objector maintained his objection. Hence, the objection is unresolved.



- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
  2. ALL LEVELS ARE IN mPD (METRE ABOVE HONG KONG PRINCIPAL DATUM).
  3. ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR LANDSCAPE AND ALL RELEVANT DRAWINGS AND SPECIFICATIONS.
  4. ALL PLANTS TO BE TRUE TO SPECIES; PLANTS TO BE HEALTHY AND WITH THE HABIT AND SIZE OF THE PLANT SPECIFIED. PLANTS TO BE FREE FROM PESTS, DISEASE, PARASITES, DISCOLORATION AND DAMAGE AND SHALL HAVE A VIGOROUS FIBROUS ROOT SYSTEM WITH WELL DEVELOPED SHAPE FOR THE SPECIES AS SPECIFIED.
  5. ALL PLANTS AND TREES SHALL BE PLANTED ON GRADE AND OPEN-BOTTOM PLANTERS. TREE LOCATIONS SHALL BE REFERRED TO RELEVANT APPROVED TREE REMOVAL APPLICATION.
  6. SOIL LEVEL SHALL BE LOWERED BY 50MM FROM THE FINISHED LEVEL AND SLIGHTLY MOUNDED TO CENTRE.
  7. SOIL MIX TO BE BACKFILLED TO A DEPTH OF 600MM WHERE SHRUB AND GROUNDCOVER PLANTINGS SHALL BE LOCATED AND 1200MM WHERE TREES SHALL BE LOCATED.
  8. ORIGINAL SUB-SOIL SHALL BE BROKEN UP TO FACILITATE NATURAL DRAINAGE.

- LEGEND :**
- SITE BOUNDARY
  - C/W CARRIAGEWAY
  - F/P FOOTPATH
  - C/T CYCLE TRACK
  - RUN-IN
  - VERTICAL NOISE BARRIER
  - RETAINING WALL
  - PEDESTRIAN CROSSING
  - PLANTING
  - TRANSPLANTED TREES
  - COMPENSATORY TREES
  - ⊗ WATER POINT (Ø 40M INTERVAL)

| Rev. | Description of Revision | Date     | Ckd.   |
|------|-------------------------|----------|--------|
| Z    | AS BUILT                | APR 15   | SIGNED |
| E    | GENERAL REVISION        | AUG 13   | SIGNED |
| D    | GENERAL REVISION        | JUL 13   | SIGNED |
| C    | GENERAL REVISION        | JAN 13   | SIGNED |
| B    | GENERAL REVISION        | JUN 12   | SIGNED |
| A    | GENERAL REVISION        | 08-02-12 | SIGNED |

Client  
 路政署 (工程部)  
 HIGHWAYS DEPARTMENT WORKS DIVISION

Consultants  
**MANNINGS**  
 (Asia) Consultants Limited

| Scale in A1 | Date     |
|-------------|----------|
| 1 : 250     | FEB 2011 |

| Designed | Drawn | Checked |
|----------|-------|---------|
| GK       | SAN   | JM      |

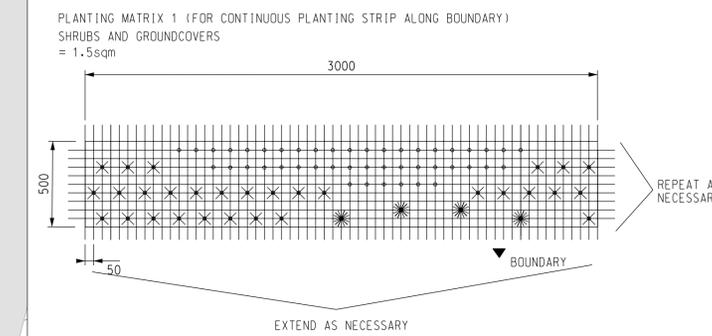
| Design Team Leader | Date     |
|--------------------|----------|
| SNG                | FEB 2011 |

| Approved | Date     |
|----------|----------|
| KTC      | FEB 2011 |

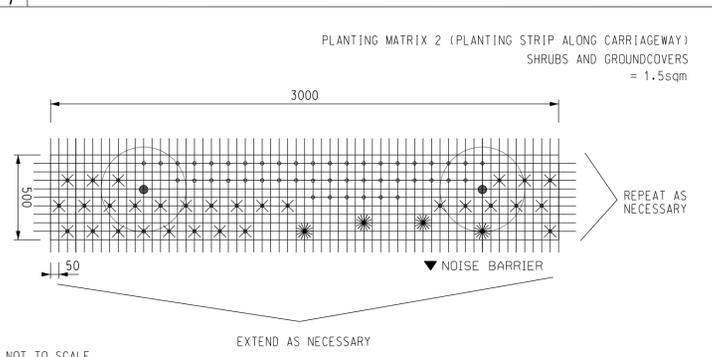
Project  
**Contract No. HY/2010/09**  
**Improvement and Extension of Kam Pok Road**

Title  
**LANDSCAPE LAYOUT PLAN**

(SHEET 6 OF 6)  
 Drawing No. **D1199/KP/LW/016** Stage Rev. **Z**



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



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

| KEY                        | BOTANICAL NAME            | CHINESE NAME | SIZE (HT x SPD)     | SPACING     | TOTAL QUANTITY | REMARKS                    |
|----------------------------|---------------------------|--------------|---------------------|-------------|----------------|----------------------------|
| <b>GROUNDCOVERS:</b>       |                           |              |                     |             |                |                            |
| Adu                        | Arachis duranensis        | 蔓花生          | 100 x 150           | 100 o.c.    | 36890          | -                          |
| Oj                         | Ophiopogon japonicus      | 山麥冬          | 200 x 200           | 150 o.c.    | 20609          | -                          |
| <b>SHRUBS:</b>             |                           |              |                     |             |                |                            |
| Ch                         | Calliandra haematocephala | 紅絨球          | 600 x 450           | 400 o.c.    | 2593           | flowering, shaped to form  |
| Is                         | Ixora stricta             | 細葉紅花 龍船花     | 500 x 400           | 400 o.c.    | 136            | -                          |
| Jc                         | Juniperus chinensis       | 洋白柏          | 1500 x 600          | 2000 o.c.   | 52             | -                          |
| <b>COMPENSATORY TREES:</b> |                           |              |                     |             |                |                            |
| Scs                        | Schima superba            | 木荷           | HS (3.5mHT, x3mSPD) | min.5m o.c. | 21             | DBH 150mm; 3.5m(H) x 3m(S) |