Appendix Ij of RNTPC
Paper No. A/YL-NSW/349B

DeSPACE (International) Limited

Date: 9th February 2026

Pages: 1 + Attachments

BY EMAIL

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

Dear Sir/Madam,

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

PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR 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 (8)

Reference is made to the email dated 6th February 2026 from the Planning Department in relation to technical comments from TD.

In order to address the comments, please find attached the copy of the response-to-comment (R to C) table with the Revised Traffic Impact Assessment.

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

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

Greg Lam

[redacted]

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 6th February 2026: **Comments from TD**		
1.	The applicant should include all the traffic related content discussed in the previous RtC to the final TIA Report to make it self-contained. Missing contents include, but are not limited to, the following: • Please mention the access arrangement in the Report, such as the purpose of two run-in/outs X1Y1Z1 and X2Y2Z2, the width of vehicular entrance and pedestrian access, etc. Please include those information in the Figure as well. • Please mention the PCs/taxis pick-up/drop off arrangement in the Report. • Please mention the refuse collection arrangement in the Report. • Please recap my comment item 15, 18 dated 9 Sep 2025 in the Report.	The relevant contents have been incorporated in the attached final 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

CONTENTS

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

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

1.0 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 carriageway2-lane standard. It connects with The Fairview Park Roundabout to the north and Kam Pok Road East to the south.

Traffic Survey

2.4 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Friday, 7th March 2025 during the AM and PM peak periods. The locations of the surveyed junctions are presented in Figure 2.1 and their layouts are shown in Figures 2.2 to 2.4.

2.5 The surveyed junctions include the following:

- J1: Kam Pok Road / Kam Pok Road East;
- J2: Castle Peak Road – Tam Mi / Kam Pok Road; and
- J3: The Fairview Park Roundabout

2.6 The counts were classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. From the survey, the AM and PM peak hours were found to be between 0800 – 0900 and 1700 – 1800 hours respectively.

2.7 Reference is made to the 2023 Annual Traffic Census ("ATC") closest core station, which is 5016 San Tin Highway, Castle Peak Road & San Tam Road (from Kam Tin Road to Fairview Park Boulevard), and found that traffic flow for the month of March, when the traffic survey for the captioned was conducted, is around 1.5% lower than the annual monthly average. Hence, the observed traffic flows are adjusted upwards by 1.5%. The revised existing AM and PM peak hour traffic flows are presented in Figure 2.5.

Operational Performance of the Surveyed Junctions

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

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

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

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

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

Public Transport Facilities

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

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

Route	Routing	Frequency (minutes)
KMB 76K	Long Ping Estate – Ching Ho Estate	20 – 30
KMB 268	Sham Tseng – Kwun Tong (Tsui Ping North Estate)	30 – 35
CTB 976	Sai Wan Ho – Lok Ma Chau (San Tin)	6 per day
CTB 976A	Siu Sai Wan (Island Resort) – Lok Ma Chau (San Tin)	2 per day
GMB 36	Yuen Long (Fook Hong Street) – Tai Sang Wai Rural Office	10 – 15
GMB 37	Yuen Long (Fook Hong Street) – Yau Tan Mei Village Office	12 – 15
GMB 38	Yuen Long (Fook Hong Street) – Yau Tam Mei West	10 – 15
GMB 75	Yuen Long (Fook Hong Street) – Lok Ma Chau Spur Line Public Transport Interchange	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[1]	No. of Vehicle	No. of Passengers on-board[2] [a]	Capacity[3] [b]	Vacancy [b] – [a]	Occupancy [a] / [b]
AM Peak					
KMB 76K	3	146	384	238	38.0%
KMB 268	2	14	124	110	11.3%
GMB 37	5	65	86	21	75.6%
GMB 38	6	77	102	25	75.5%
GMB 75	3	27	51	24	52.9%
GMB 76	2	15	32	17	46.9%
GMB 78	2	12	38	26	31.6%
Total	23	356	817	461	43.6%
PM Peak					
KMB 76K	3	154	384	230	40.1%
KMB 268	2	14	124	110	11.3%
GMB 37	7	93	118	25	78.8%
GMB 38	9	95	147	52	64.6%
GMB 75	3	36	48	12	75.0%
GMB 76	1	10	19	9	52.6%
GMB 78	2	12	38	26	31.6%
Total	27	414	878	464	47.2%

Note: (1) KMB – Kowloon Motor Bus GMB – Green Minibus
(2) Passengers counted the moment before the vehicles departed from the bus stop
(3) Assumed capacities: Double-decker = 128, Single-decker = 62

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

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

Note: (1) KMB – Kowloon Motor Bus GMB – Green Minibus
(2) Passengers counted the moment before the vehicles departed from the bus stop
(3) Assumed capacities: Double-decker = 128, Single-decker = 62

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

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

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

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

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

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

4.13 Table 4.5 shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed 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	60	20	80	16	64	80

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.

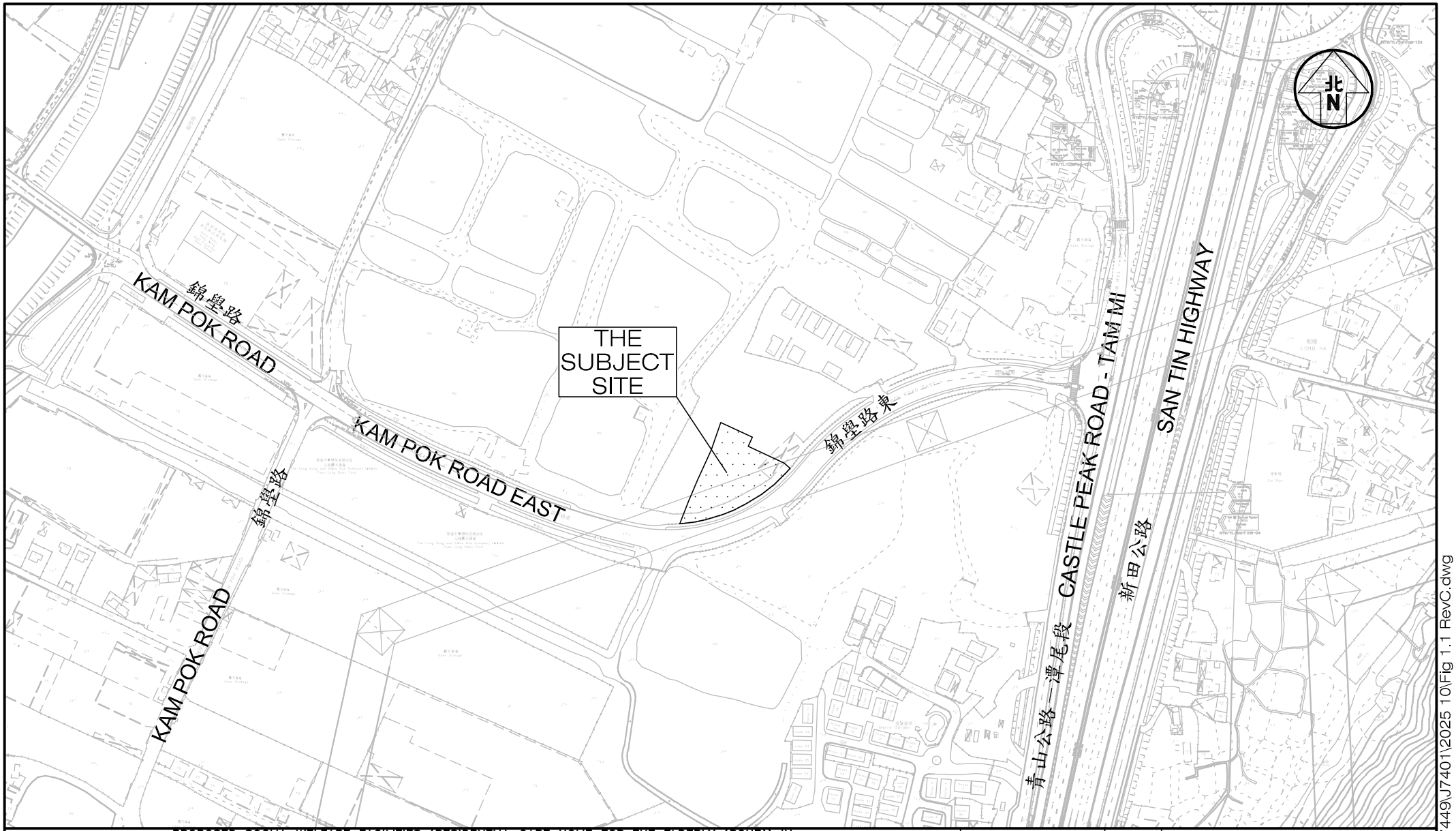
5.3 The internal transport facilities for the Proposed RCHE are provided based on the operational needs with the reference to 4 surveyed RCHEs.

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.

Figures



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

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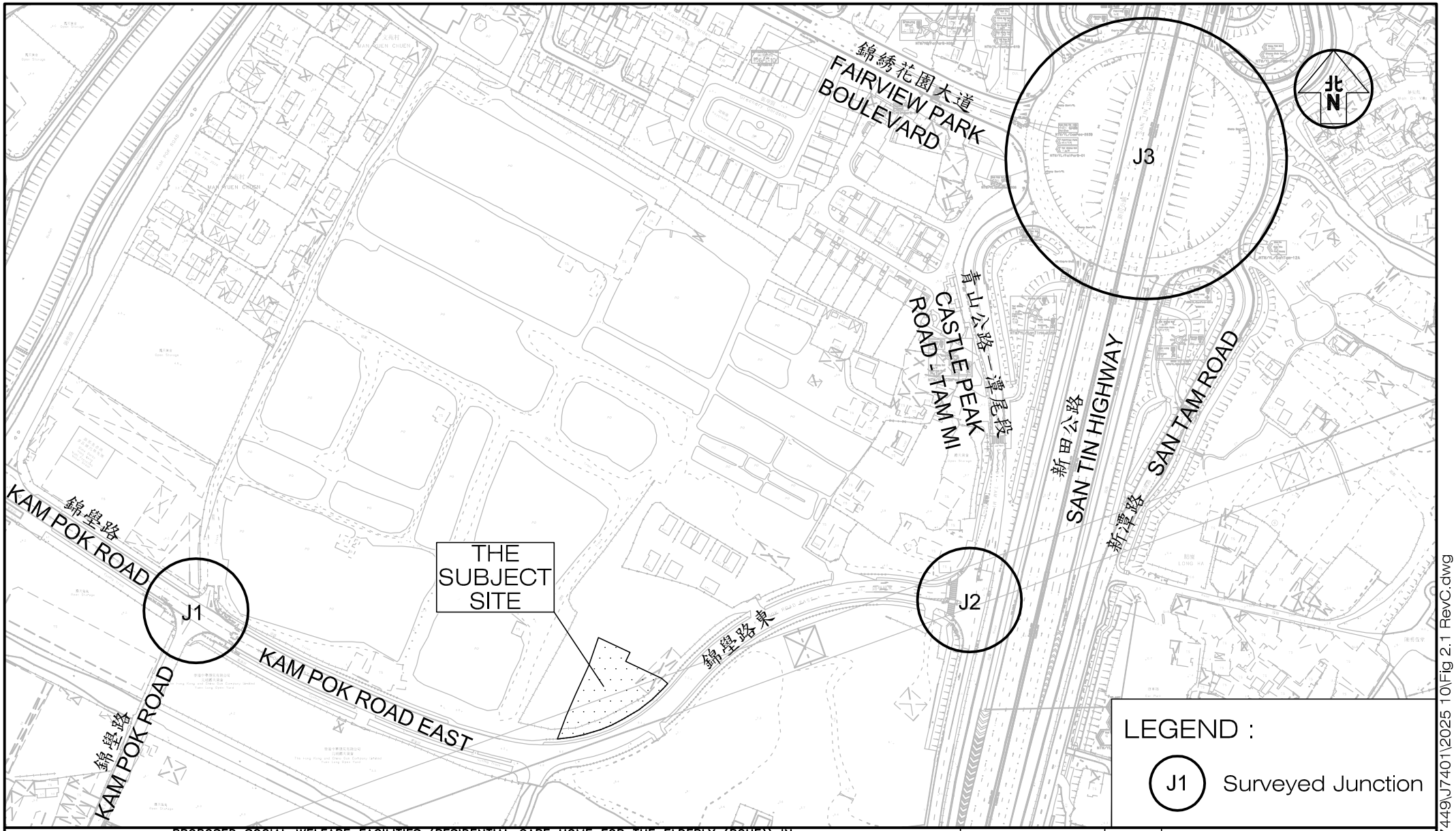

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART),3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104,NAM SANG WAI, YUEN LONG	J7401	Figure No. 2.1 / Revision C
Figure 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

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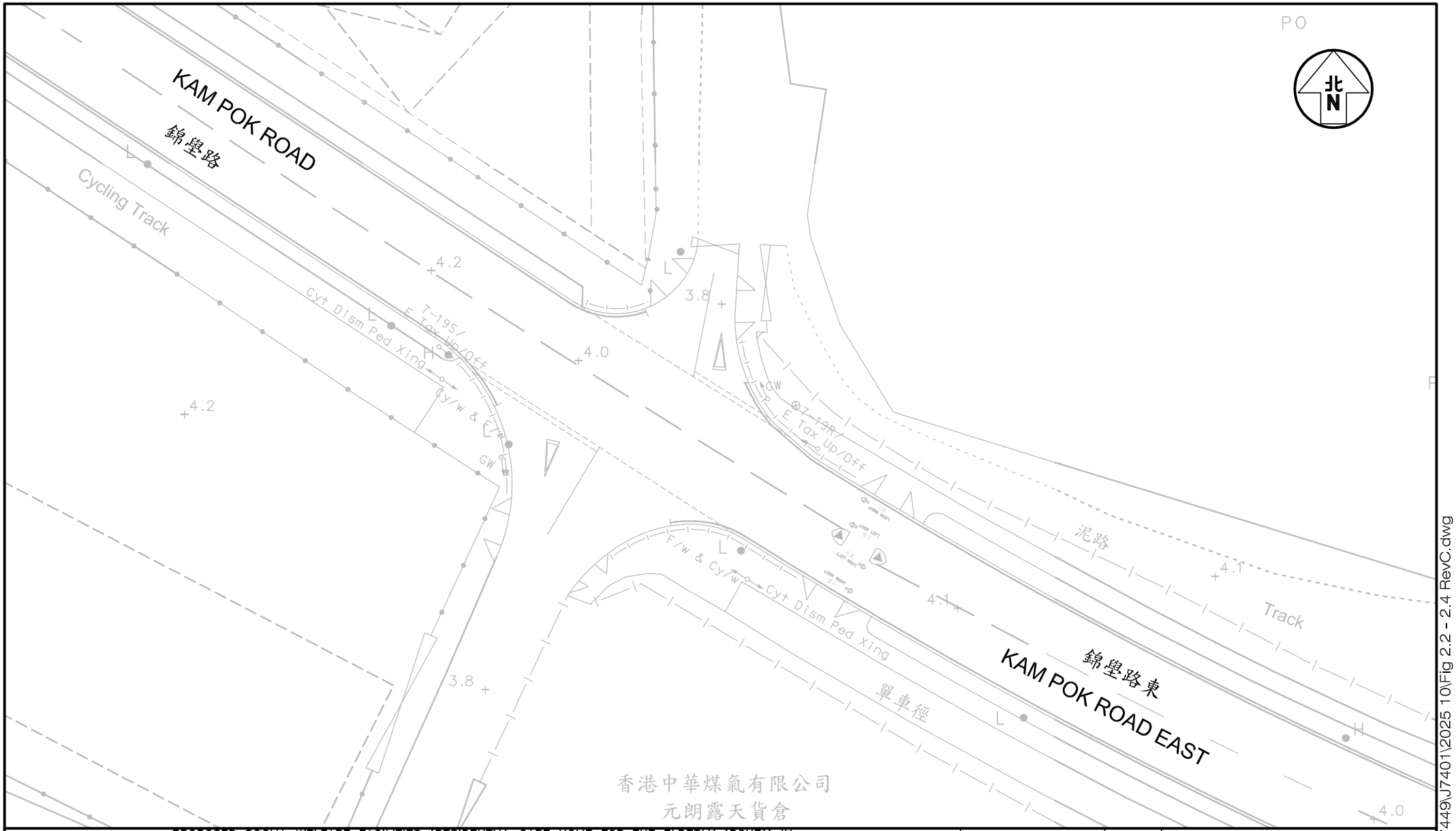

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART),3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104,NAM SANG WAI, YUEN LONG	J7401	Figure No. 2.2 / Revision C
Figure 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

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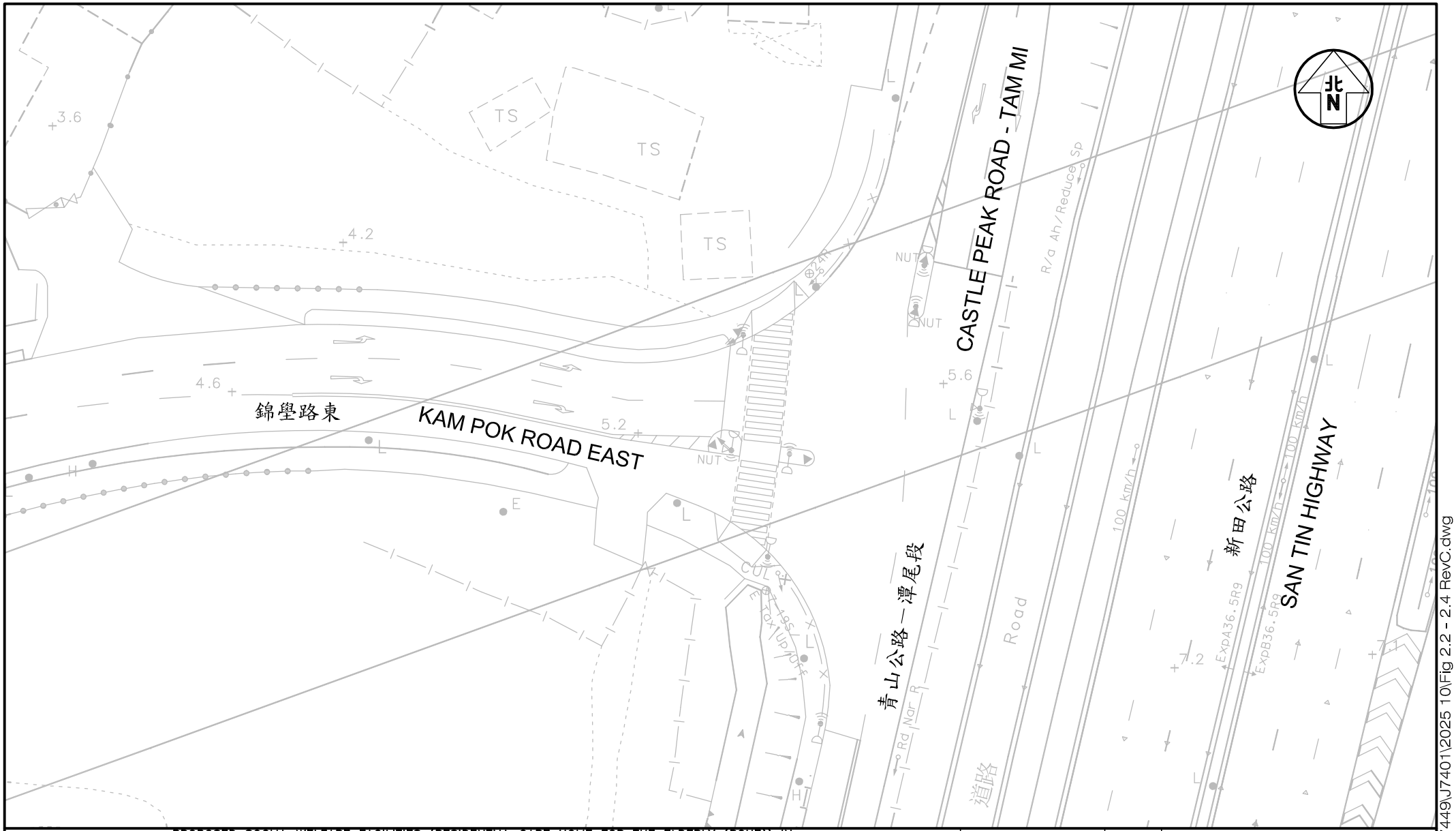

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Figure Title	EXISTING JUNCTION LAYOUT OF CASTLE PEAK ROAD – TAM MI / KAM POK ROAD		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 500 / Date 03 OCT 2025

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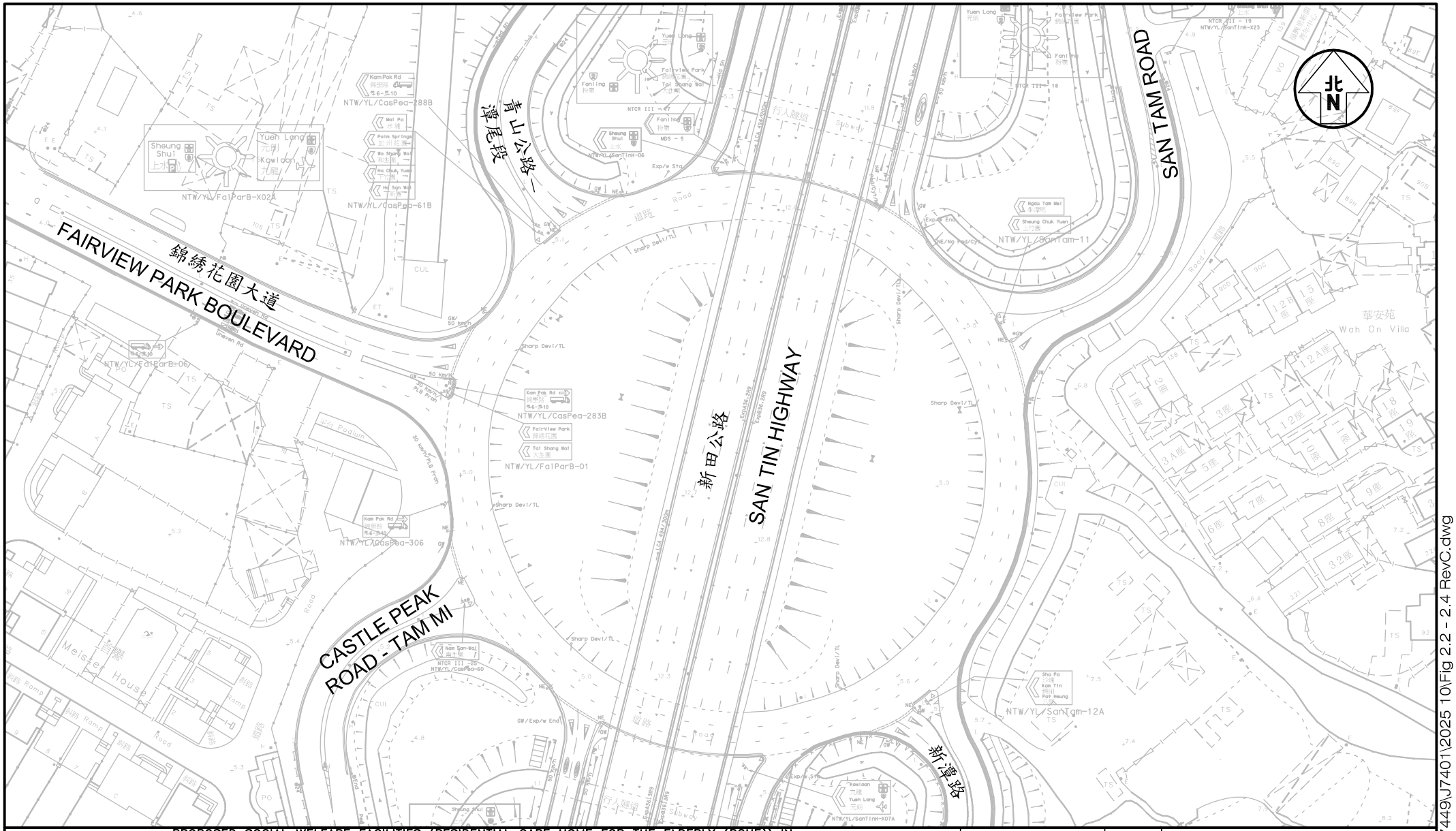

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Figure Title	EXISTING JUNCTION LAYOUT OF THE FAIRVIEW PARK ROUNDABOUT		Designed by L C H / Drawn by N C M / Checked by K C
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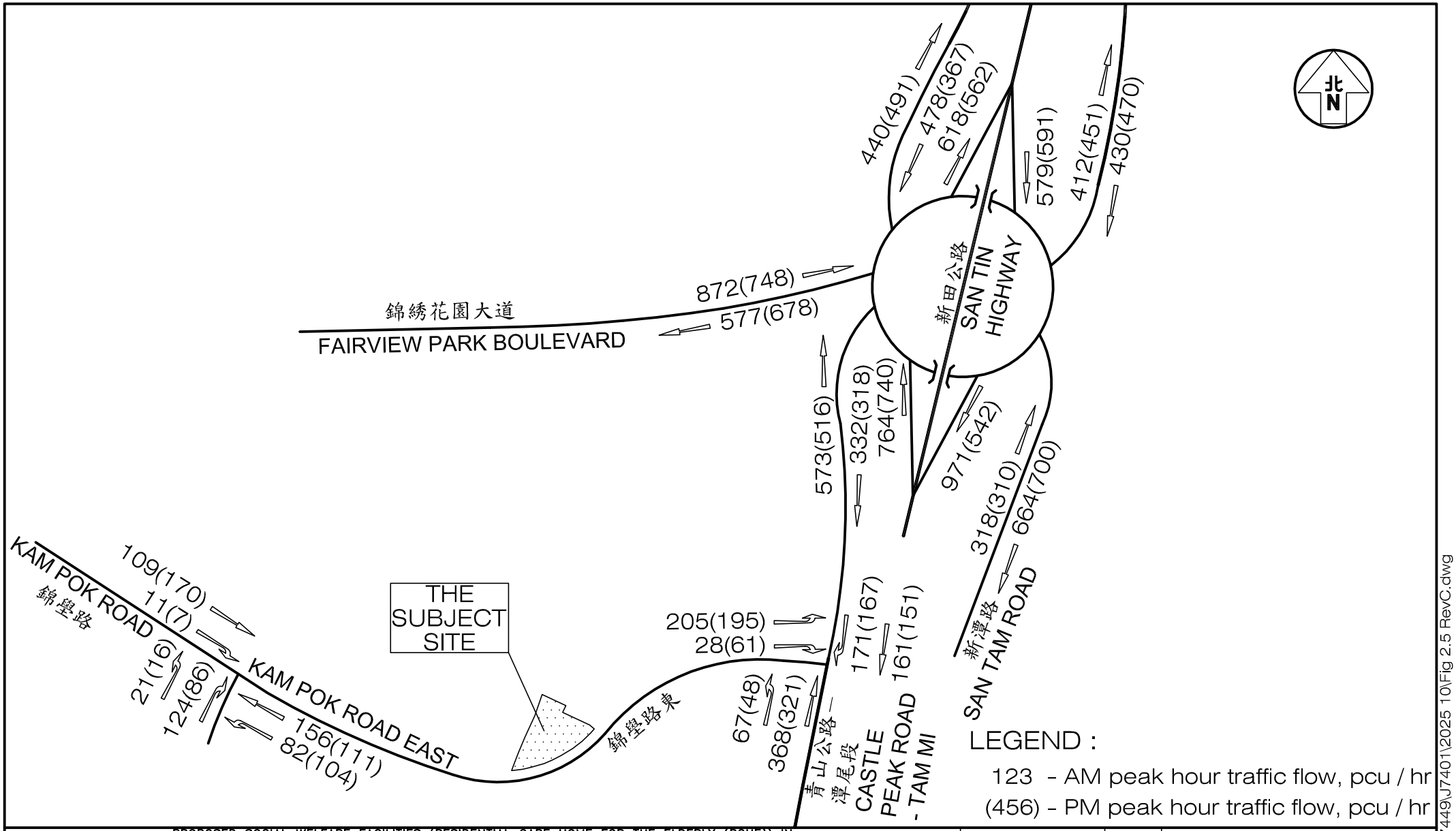

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Figure Title	EXISTING PEAK HOUR TRAFFIC FLOWS	Designed by L C H / Drawn by N C M / Checked by K C	Scale in A4 N.T.S. / Date 03 OCT 2025

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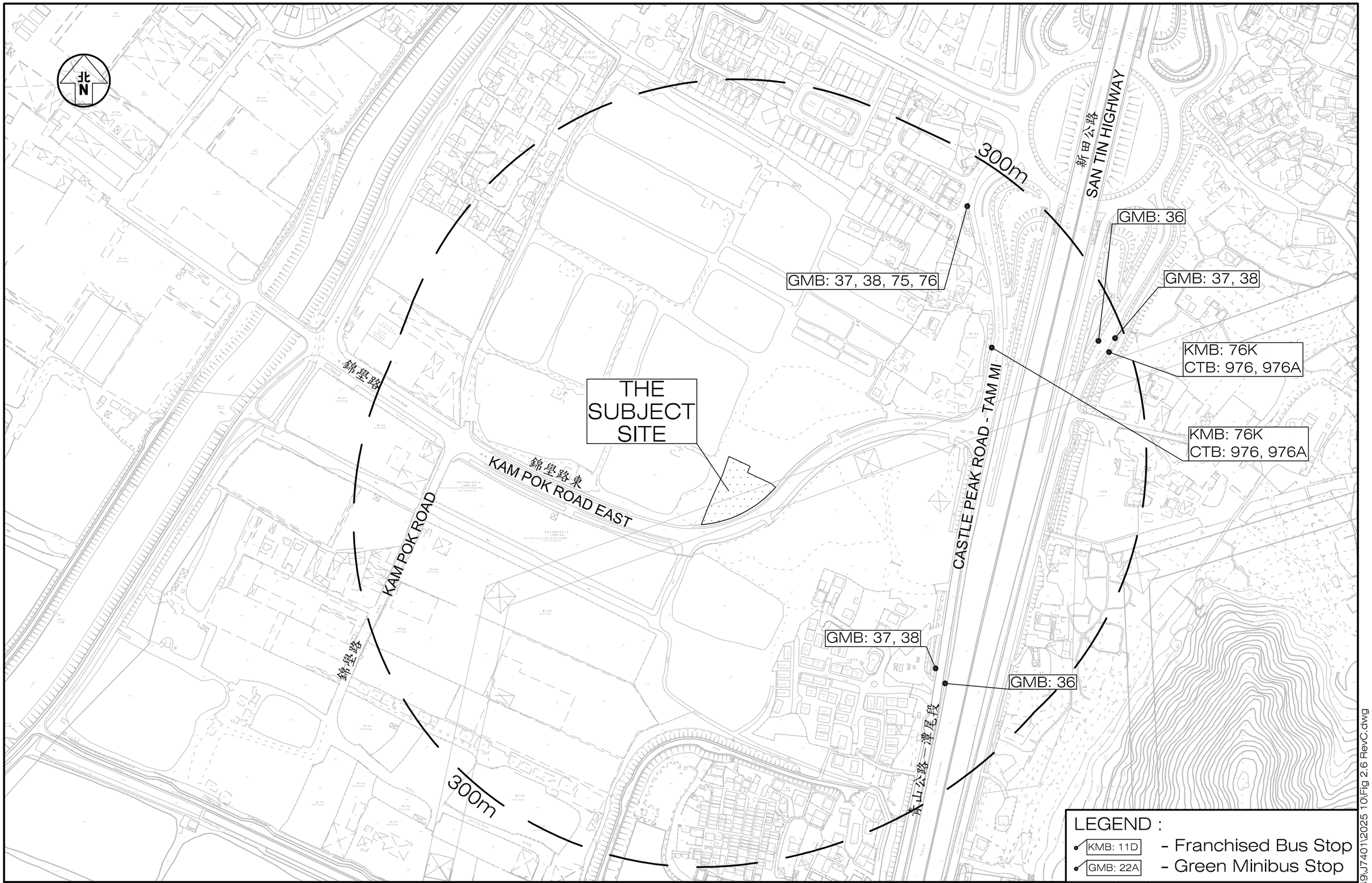

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J7401

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

Figure No. 2.6
Revision C
Designed by L C H
Drawn by N C M
Checked by K C
Scale in A3 1 : 3,000
Date 03 OCT 2025

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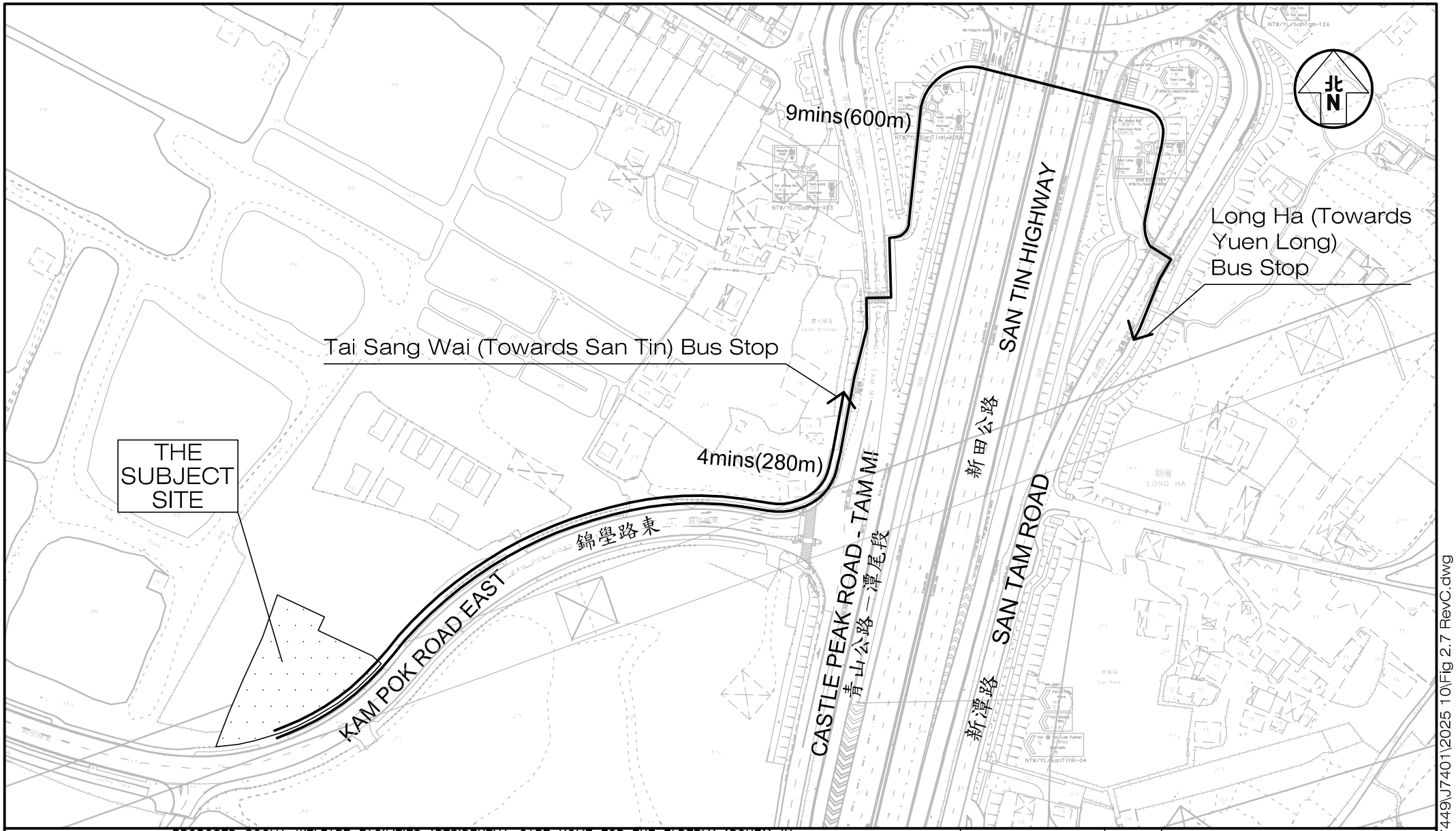

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Figure Title	THE WALKING PATH BETWEEN THE PROPOSED RCHE AND THE NEARBY FRANCHISED BUS STOPS		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 2000 / Date 03 OCT 2025

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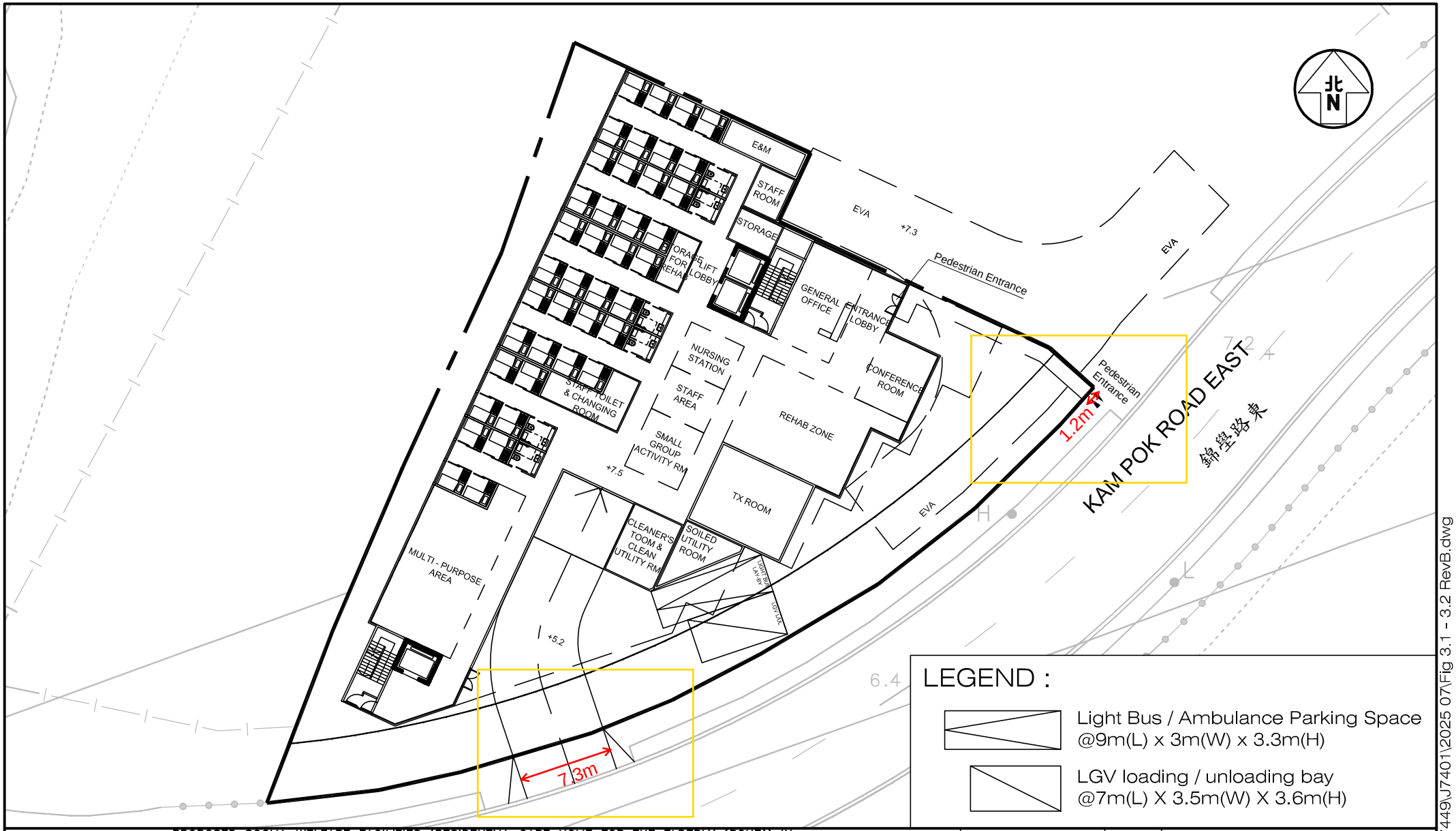

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Figure Title	G/F LAYOUT PLAN		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 400 / Date 03 OCT 2025

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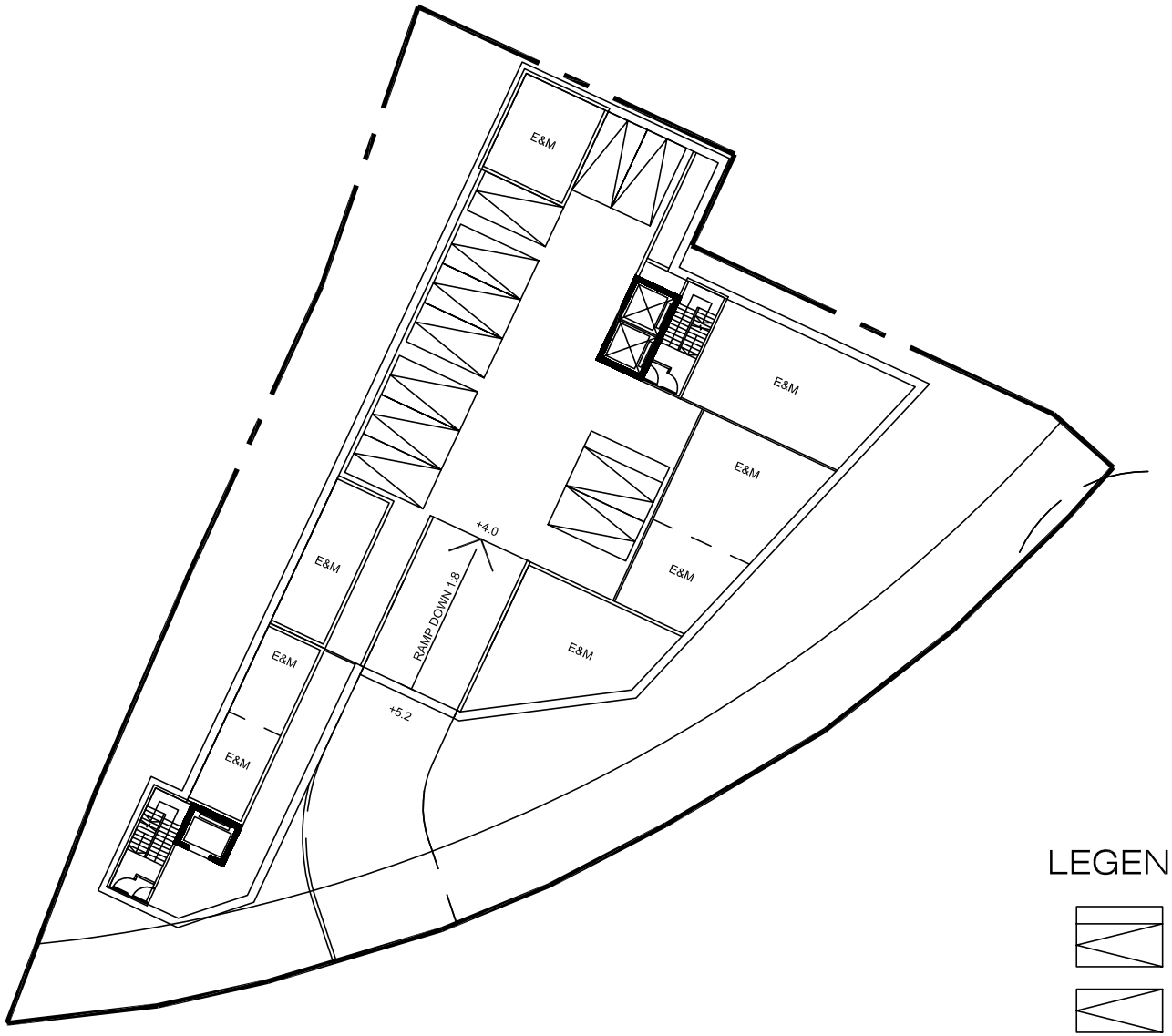

LEGEND :

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

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

Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR 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
Figure Title	B/F LAYOUT PLAN	Designed by L C H / Drawn by N C M / Checked by K C	
		Scale in A4 1 : 400	Date 03 OCT 2025

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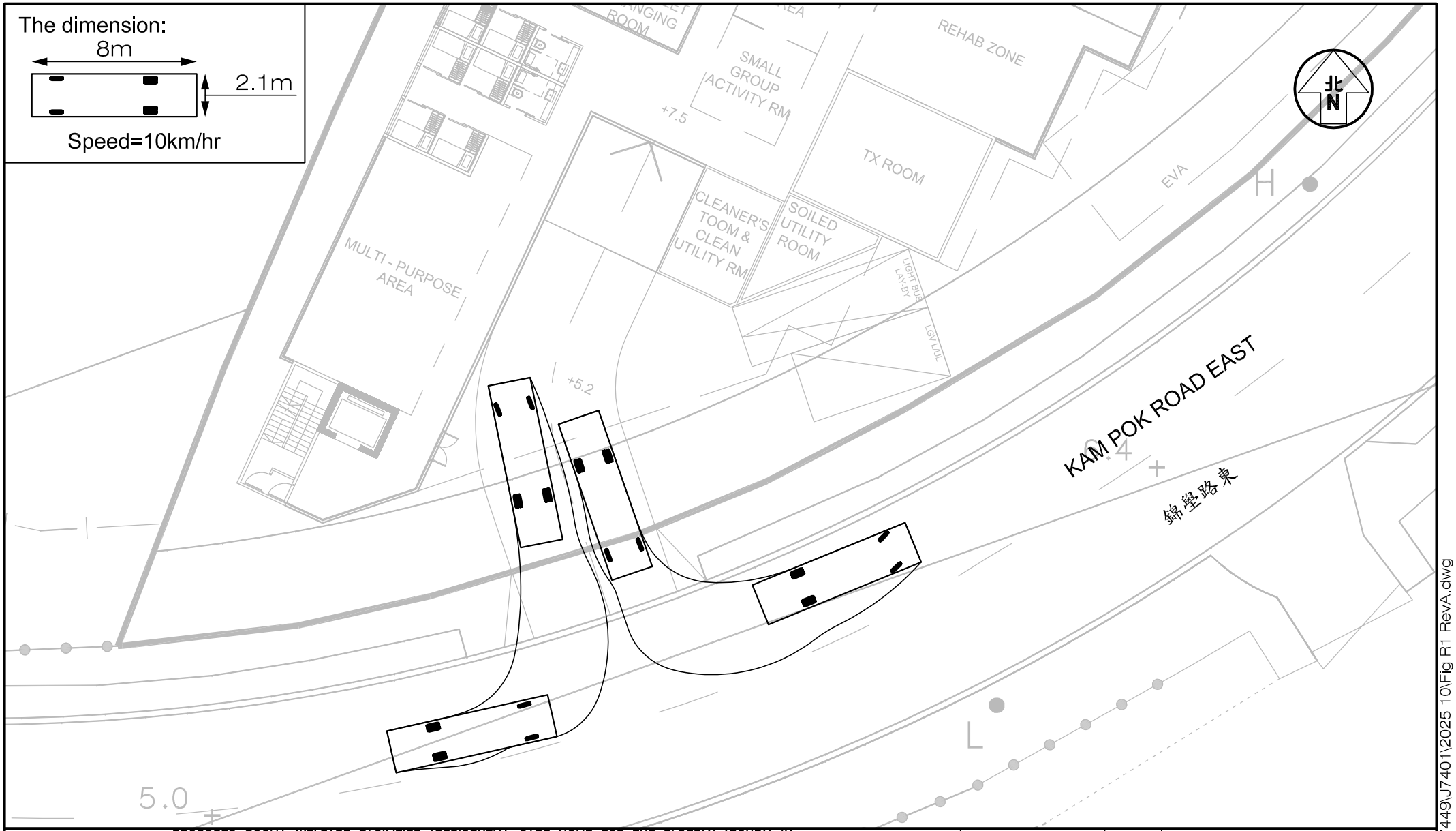

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Figure Title	SWEPT PATH OF LIGHT BUS ENTERTING AND LEAVEING THE SUBJECT SITE		Designed by L C H / Drawn by N C M / Checked by K C
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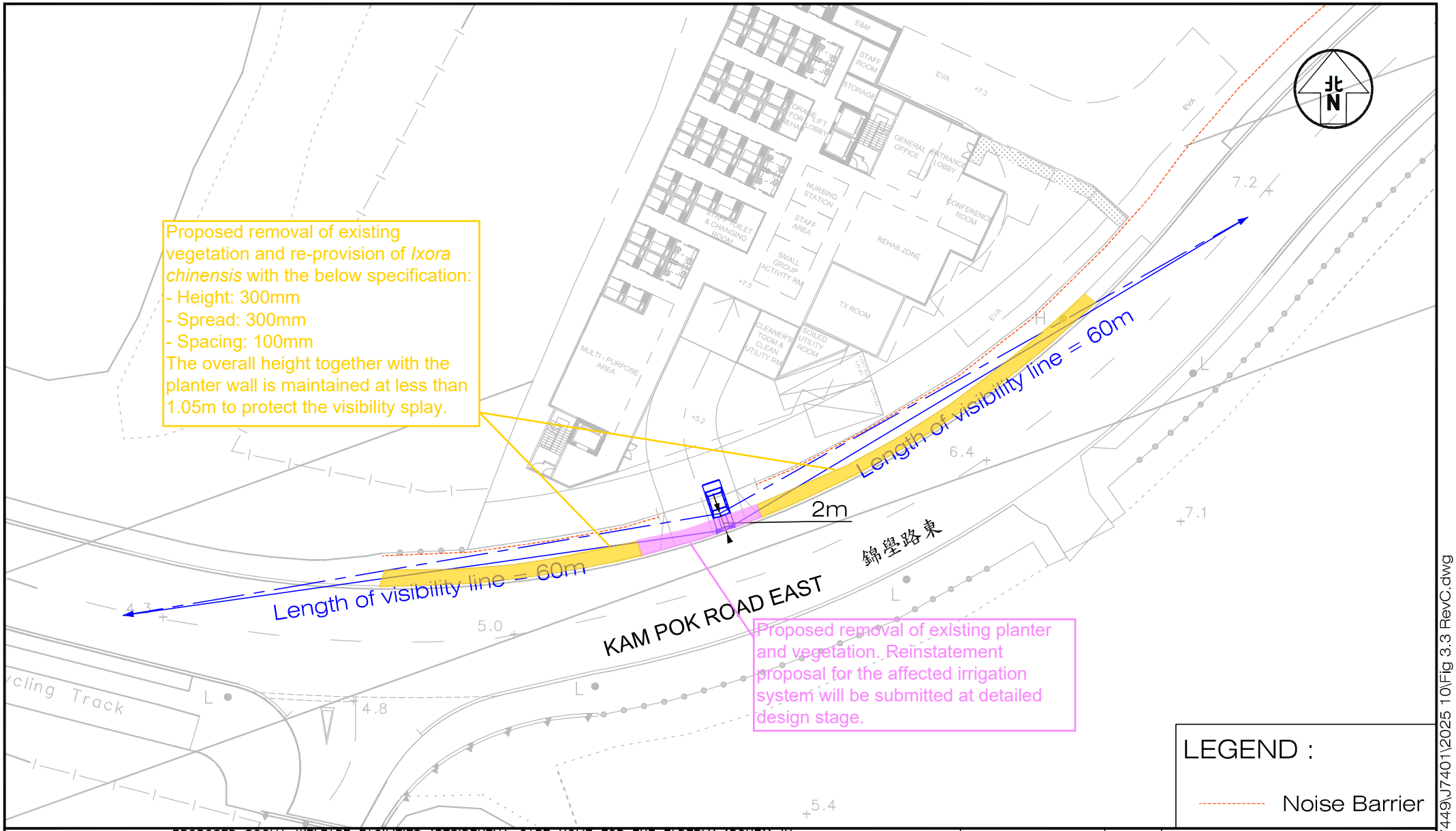

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Figure Title	LENGTH OF VISIBILITY LINE FOR THE MOTORIST LEAVING THE PROPOSED RCHE AT KAM POK ROAD EAST	Designed by C Y Y / Drawn by N C M / Checked by K C	Scale in A4 1 : 500 / Date 03 OCT 2025

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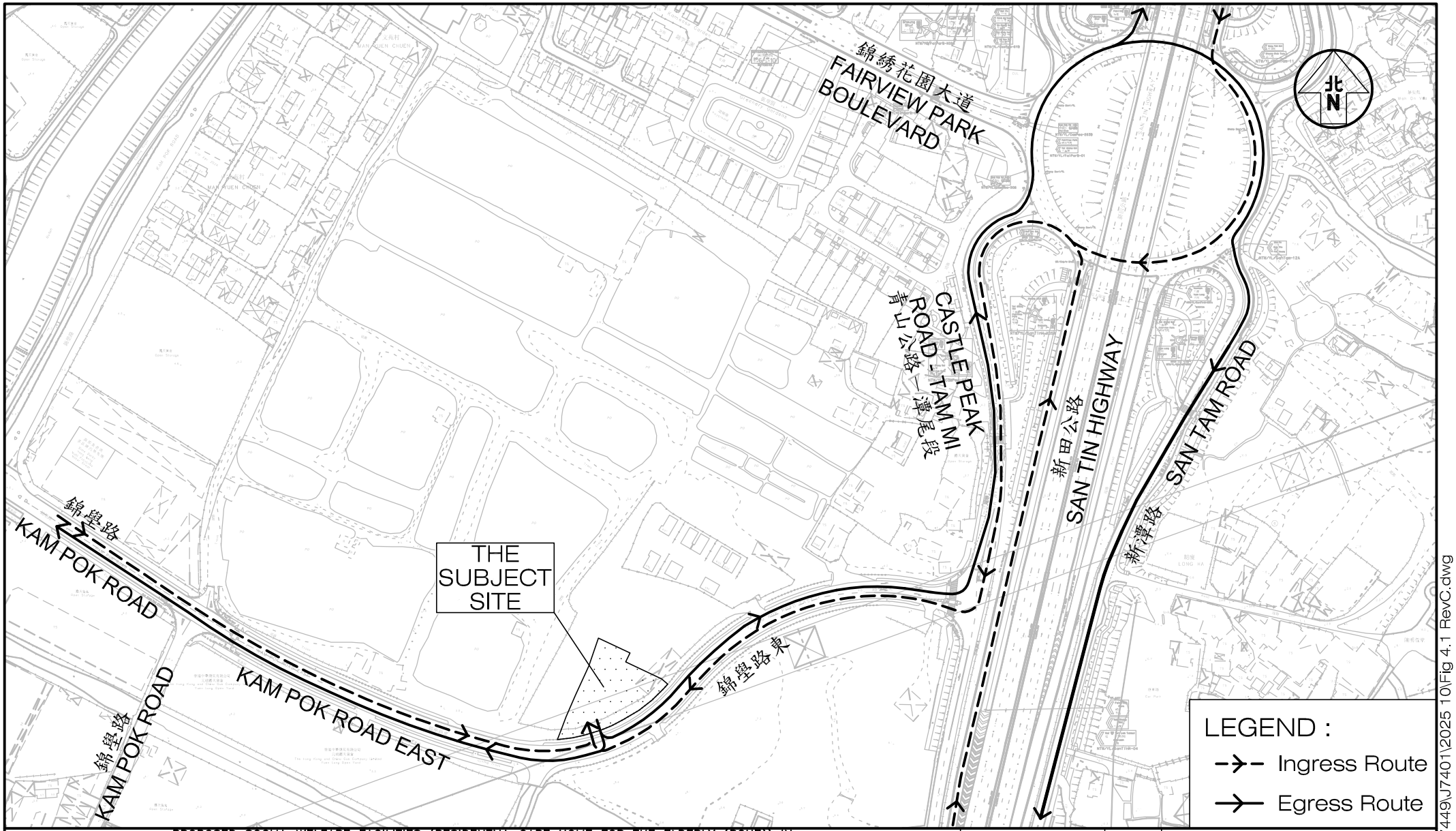

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Figure Title	THE VEHICULAR INGRESS / EGRESS ROUTES OF THE PROPOSED RCHE		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 3000 / Date 03 OCT 2025

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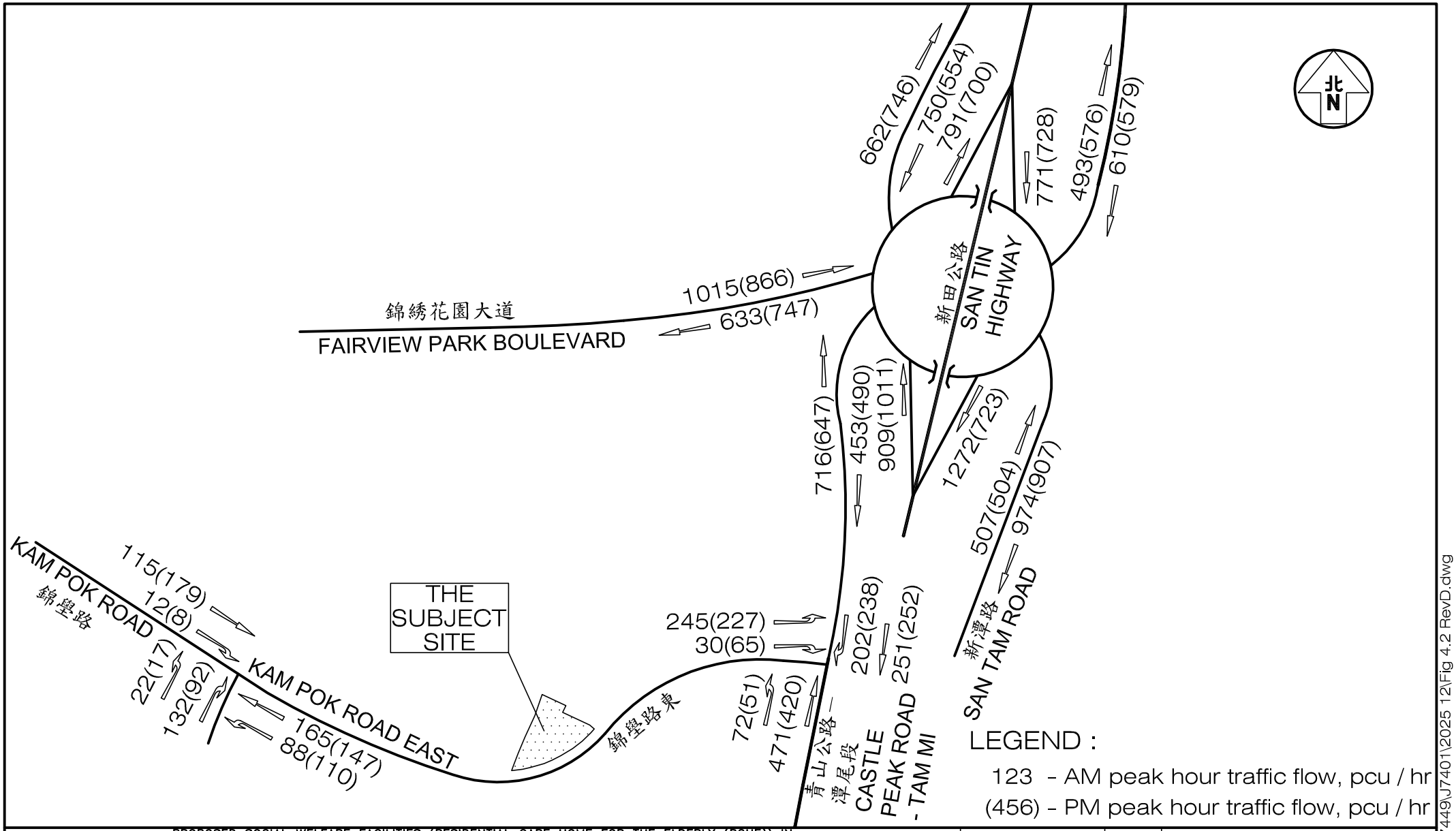

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Figure Title	YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED RCHE		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 N.T.S. / Date 24 DEC 2025

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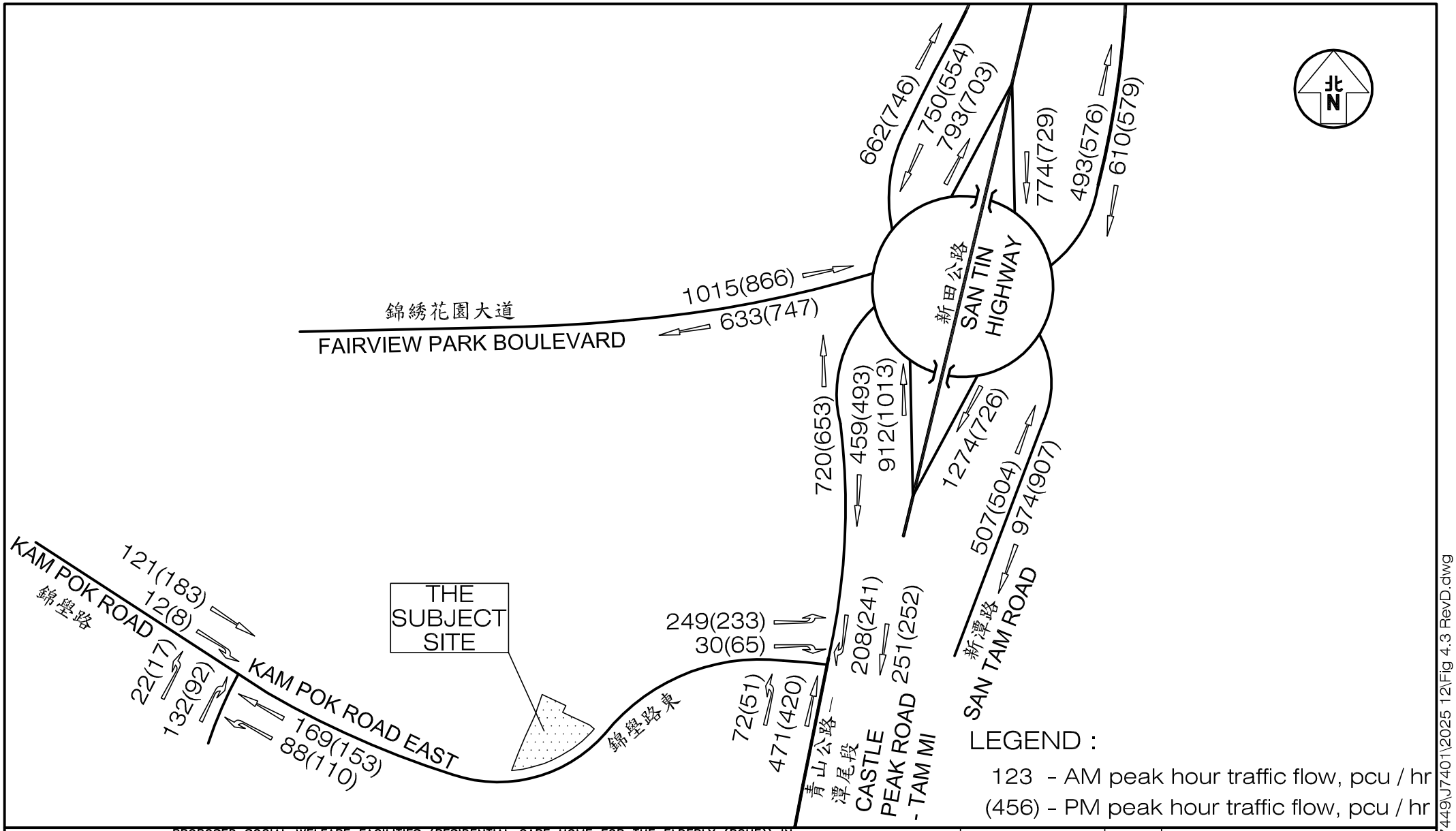

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Figure Title	YEAR 2033 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED RCHE		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 N.T.S. / Date 24 DEC 2025

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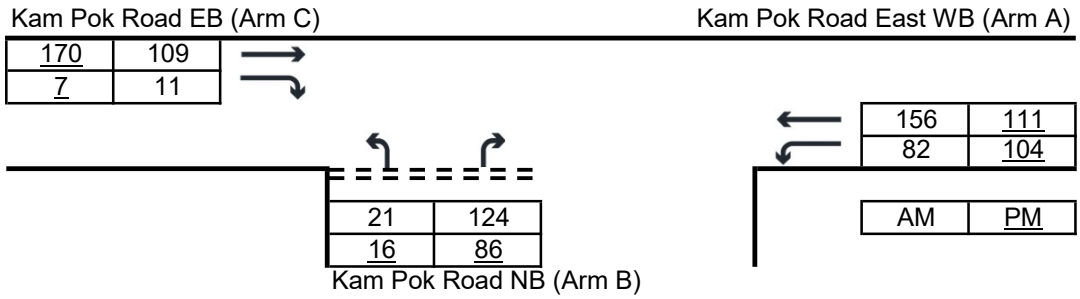
Appendix 1 – Calculation

Priority Junction Analysis

Junction:	Kam Pok Road / Kam Pok Road East				
Design Year:	2025	Job Number:	J7401	Date:	24 Dec 2025
Scenario:	Existing Condition				Page 1



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

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

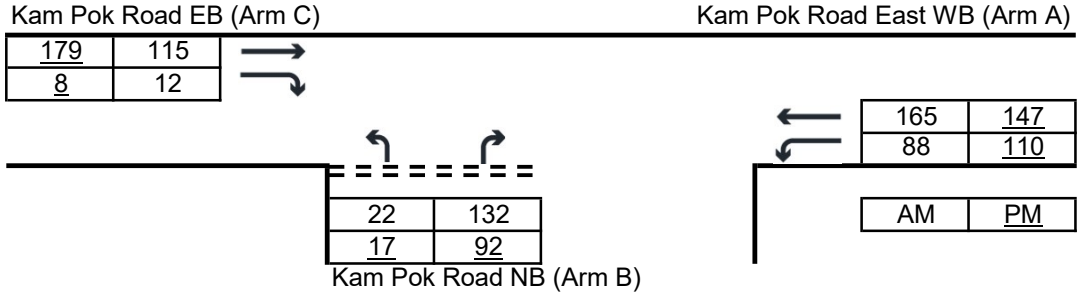
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	109	170	Q-BA	444	444
q-CB	11	7	Q-BC	595	602
q-AB	82	104	Q-CB	714	719
q-AC	156	111	Q-BAC	461	463
q-BA	124	86			
q-BC	21	16			
f	0.145	0.157			

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

Priority Junction Analysis

Junction:	Kam Pok Road / Kam Pok Road East				
Design Year:	2033	Job Number:	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-lBA - 150)]

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

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

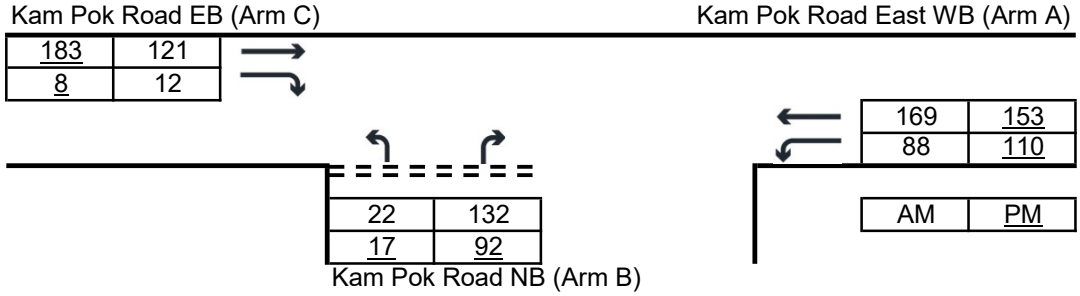
Analysis :

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

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

Priority Junction Analysis

Junction:	Kam Pok Road / Kam Pok Road East				
Design Year:	2033	Job Number:	J7401	Date:	24 Dec 2025
Scenario:	Future Condition (With Proposed RCHE)			Page	3



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where Y = 1 - 0.0345W

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

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

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	121	183	Q-BA	439	434
q-CB	12	8	Q-BC	592	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

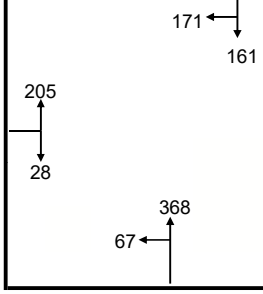
Scenario: Existing Condition P. 4

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

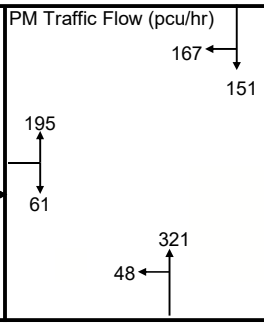
Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road - LT+SA	A1	1	3.50	20.0		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		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

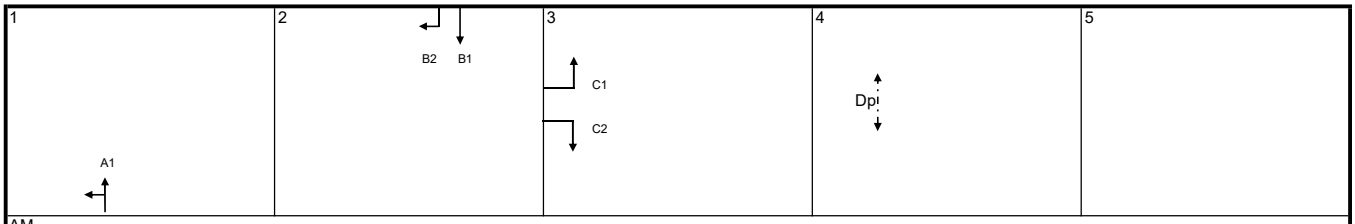


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

Note:

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



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

Signal Junction Analysis

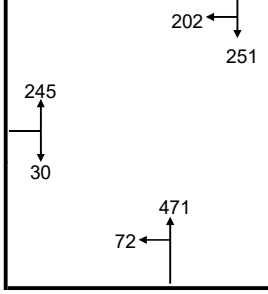
Junction: Castle Peak Road - Tam Mi / Kam Pok Road Job Number: J7401

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

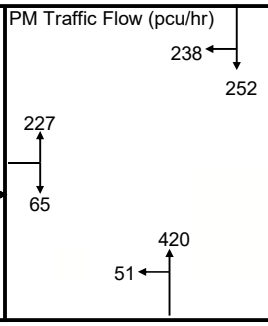
Design Year: 2033 Designed By: Checked By: Date: 24 Dec 2025

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

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

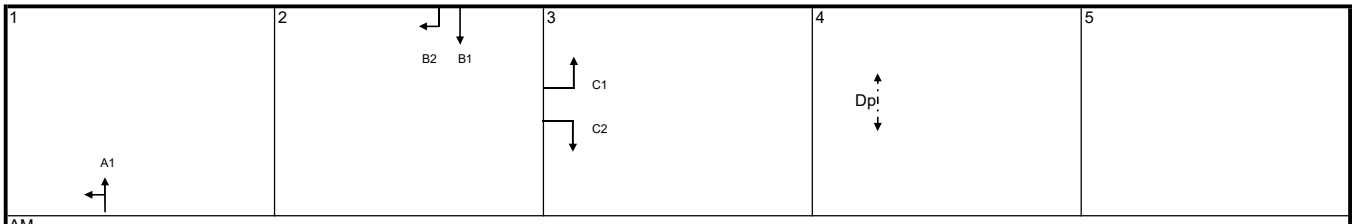


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.517		0.488	
L (s)	40		40	
C (s)	120		120	
practical y	0.600		0.600	
R.C. (%)	16%		23%	

Note:



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

Signal Junction Analysis

Junction: Castle Peak Road - Tam Mi / Kam Pok Road — Job Number: J7401

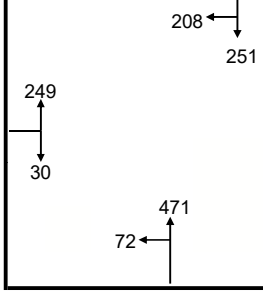
Scenario: Future Condition (With Proposed RCHE) — P. 6

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

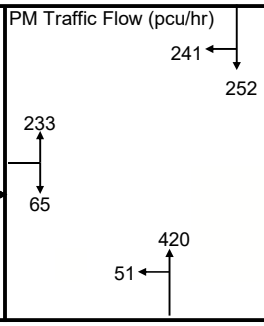
Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Castle Peak Road - LT+SA	A1	1	3.50	20.0		14	1945	543	0.279	0.279	10	1950	471	0.242	0.242
Tam Mi NB															
Castle Peak Road - Tam Mi SB SA	B1	2	3.30				2085	251	0.120			2085	252	0.121	
RT	B2	2	3.40	15.0		100	1905	208	0.109	0.109	100	1905	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		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

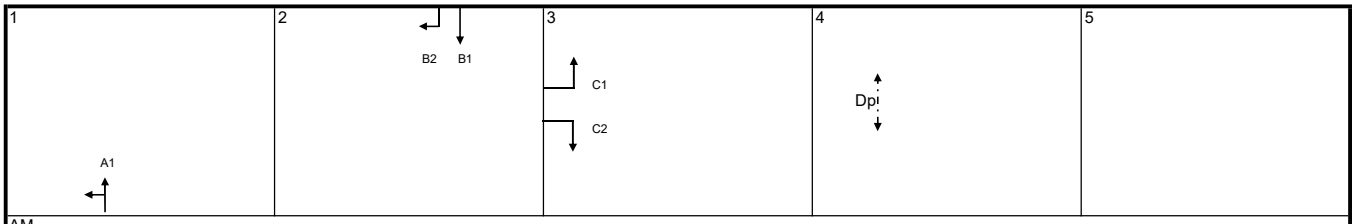


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

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

	AM Peak		PM Peak	
Group	1+2+3		1+2+3	
Sum y	0.522		0.493	
L (s)	40		40	
C (s)	120		120	
practical y	0.600		0.600	
R.C. (%)	15%		22%	

Note:



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

Roundabout Analysis

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

PM Peak

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

Legend

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

Geometric Parameters

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

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

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

Limitation

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

Ratio-of-Flow to Capacity (RFC)

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

Roundabout Analysis

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

PM Peak

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

Legend

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

Geometric Parameters

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

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

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

Limitation

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

Ratio-of-Flow to Capacity (RFC)

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

Roundabout Analysis

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

PM Peak

Arm	To A	To B	To C	To D	To E	to F	to G	Total	q_c
From A	30	58	191	130	103	286	68	866	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
Total	747	493	726	907	576	703	746	4898	

Legend

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

Geometric Parameters

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

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

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

Limitation

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

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	9.09	3640.95	1.00	0.99	2754.13	0.59	1624	1758	1015	866	0.625	0.493
From B	7.15	3640.95	1.00	0.98	2166.74	0.51	910	1118	720	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

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. SP1 / Revision C
Figure Title	SWEPT PATH OF LIGHT BUS ENTERING AND LEAVING THE LIGHT BUS / AMBULANCE PARKING SPACE ON G/F		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 250 / Date 03 OCT 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants

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

CKM Asia Limited
Traffic and Transportation Planning Consultants

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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. SP3 / Revision C
Figure Title	SWEPT PATH OF LGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY ON G/F		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 250 / Date 03 OCT 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
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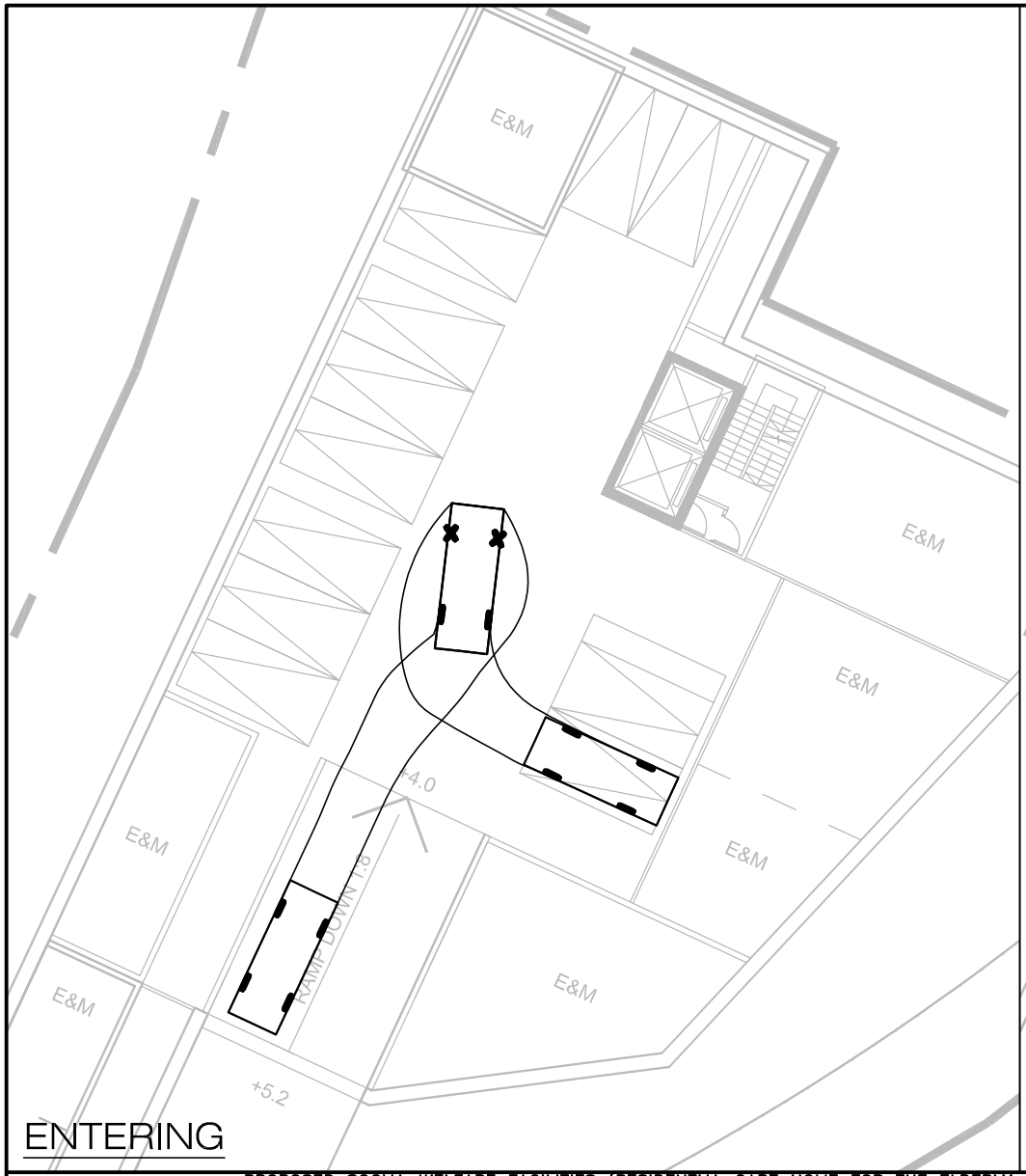

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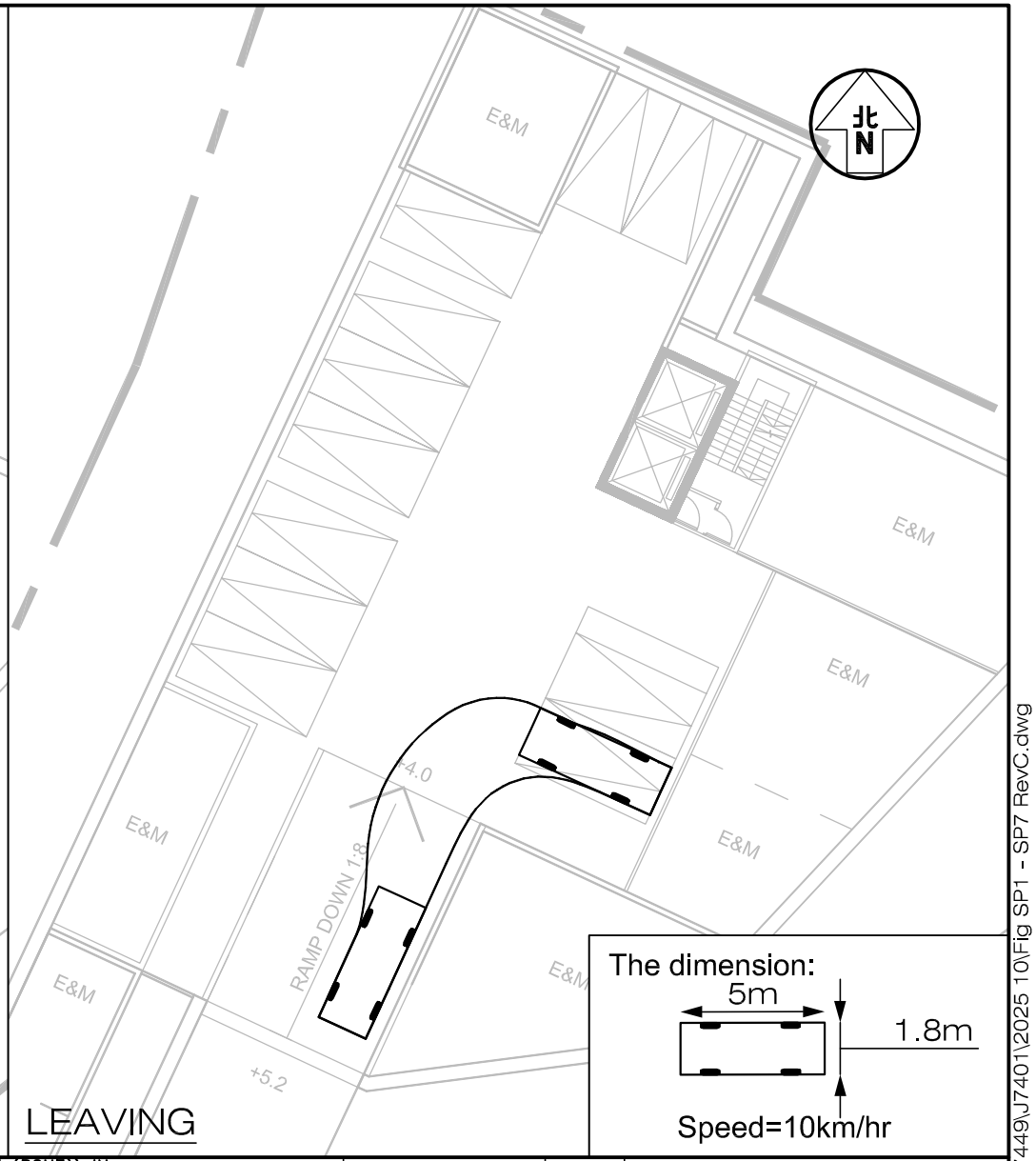

LEAVING

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Speed=10km/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	J7401	Figure No. SP4 / Revision C
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE ON B/F		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 250 / Date 03 OCT 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants

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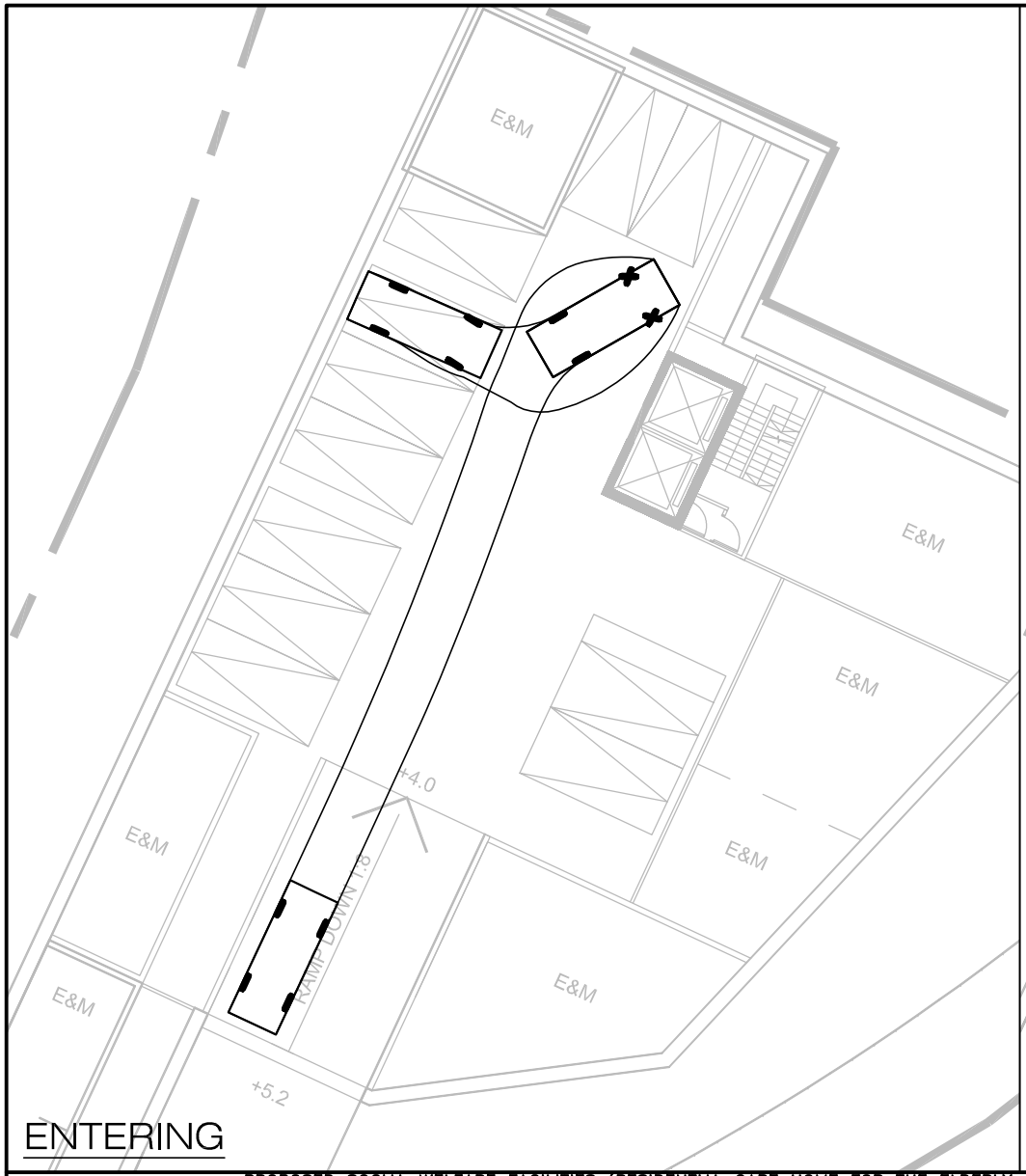

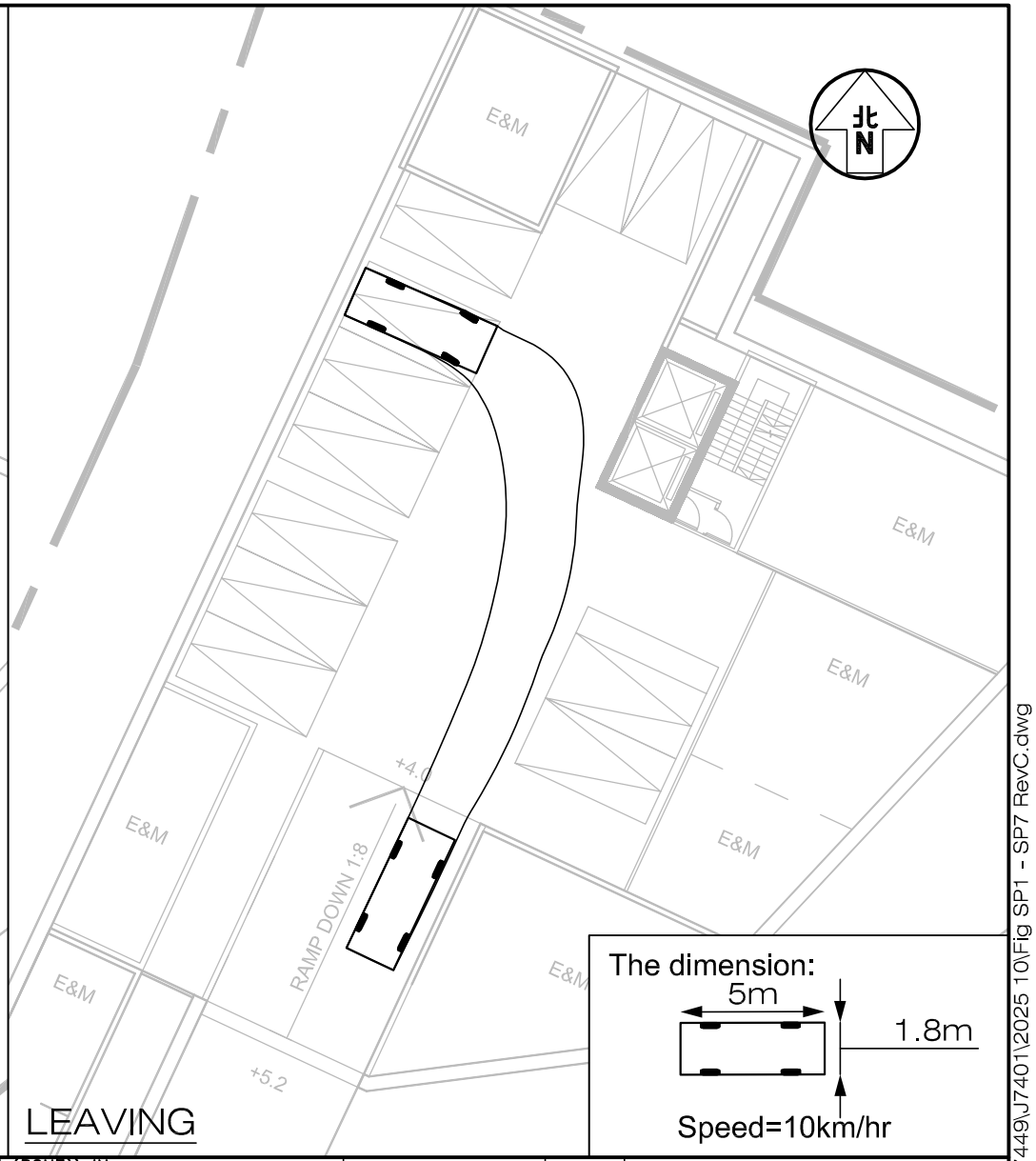

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Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) IN "VILLAGE TYPE DEVELOPMENT" ZONE, LOTS 3670 RP (PART), 3671 RP (PART),3672 RP (PART), 3673 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D.104,NAM SANG WAI, YUEN LONG	J7401	Figure No. SP5 / Revision C
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE ON B/F		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 250 / Date 03 OCT 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants

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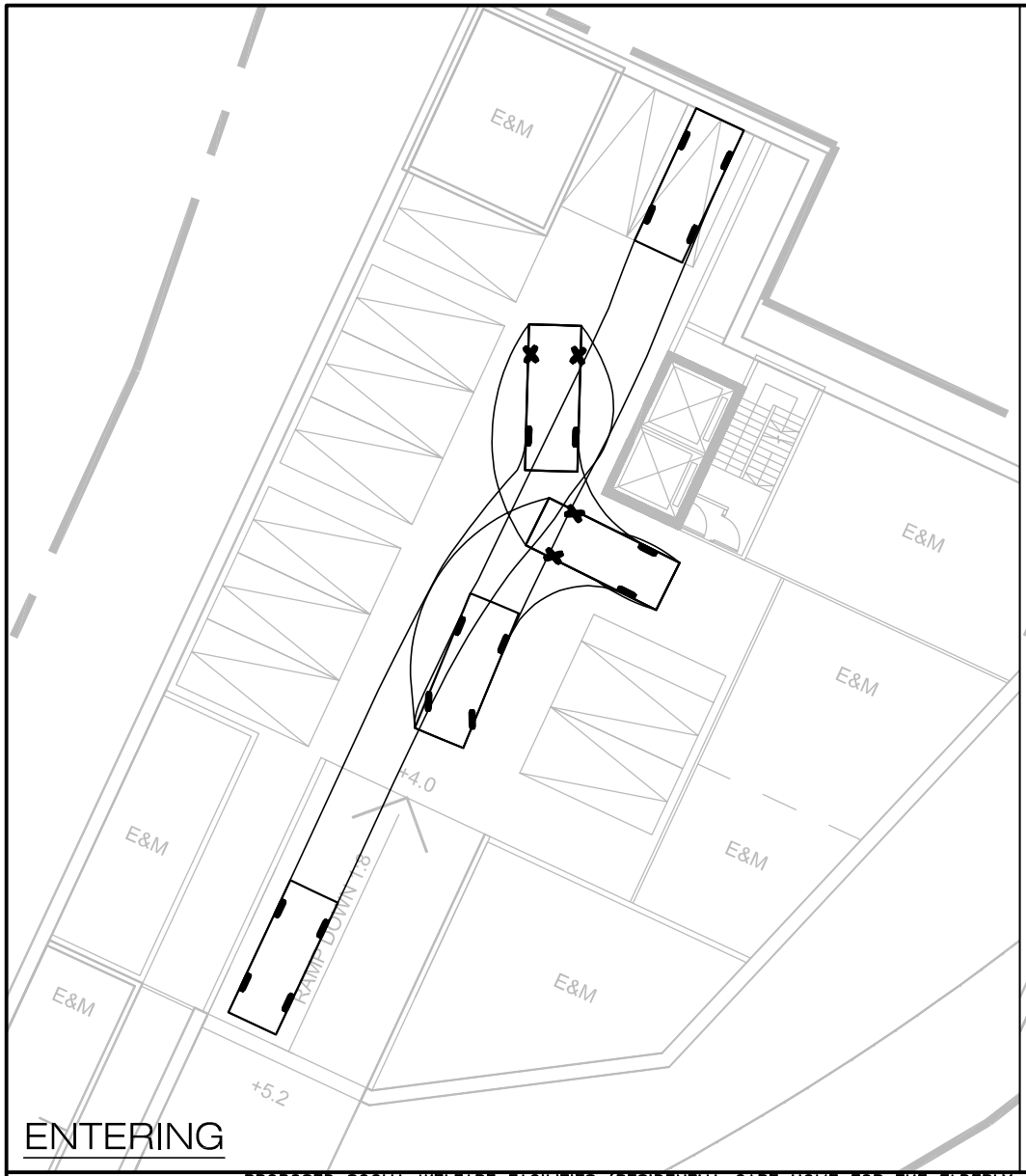

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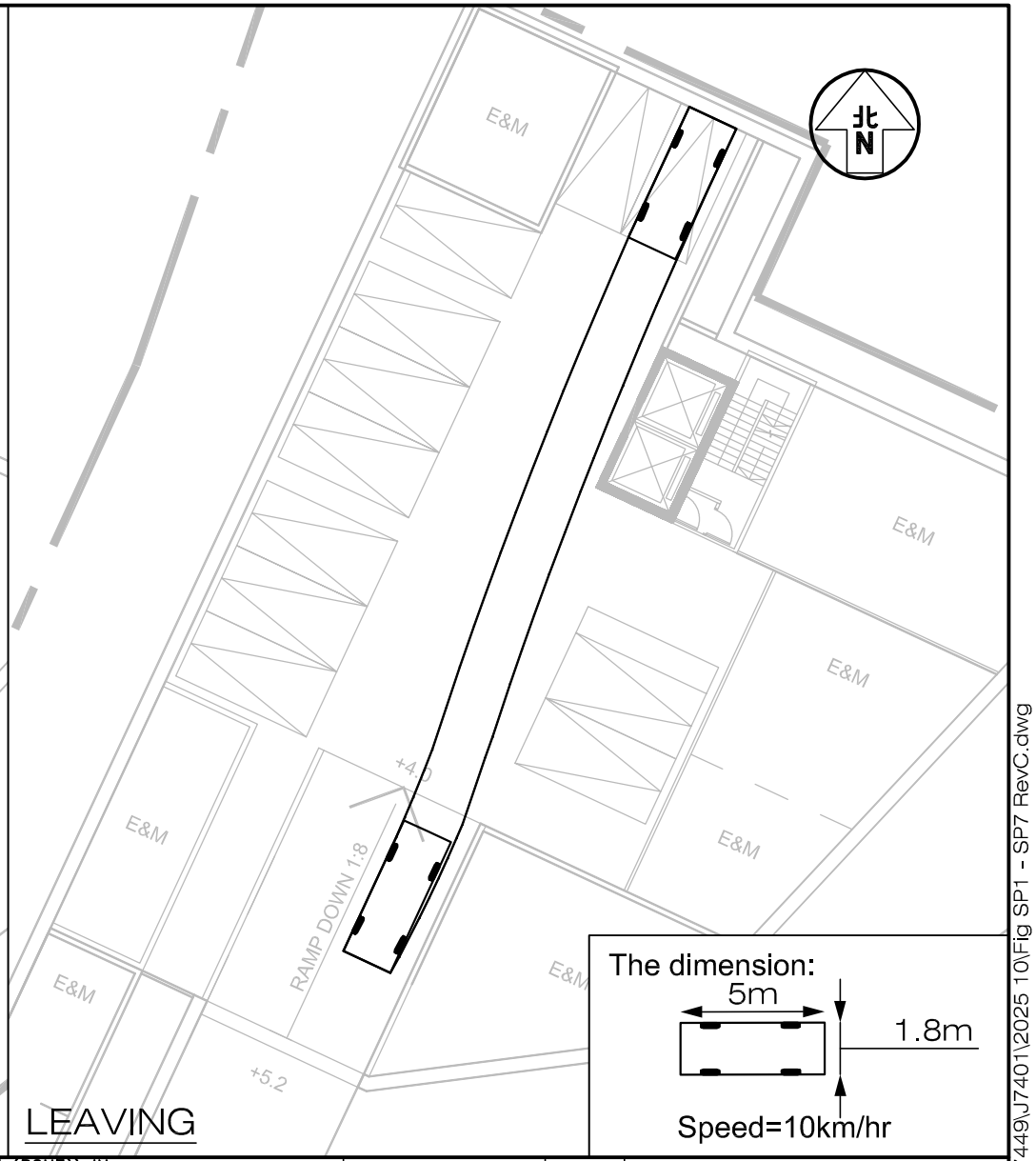

LEAVING

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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. SP6 / Revision C
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE CAR PARKING SPACE ON B/F		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 250 / Date 03 OCT 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants

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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. SP7 / Revision D
Figure Title	SWEPT PATH OF TAXI ENTERING AND LEAVING THE SUBJECT SITE		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 250 / Date 24 DEC 2025

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Traffic and Transportation Planning Consultants

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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
In						
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
Out						
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	
In					
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
Out					
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 GENEATION OF THE PROPOSED RCHE

Period	Vehicle Type				Traffic generation	
	Car	Taxi	LGV	Rehabus / Ambulance	veh/hr	pcu/hr
In						
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					
Out						
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					

Annex 1 –
1st Response to Comments

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
Email dated 27th June 2025 refers: **Comment from the Director of Environmental Protection**	
General 1. S.1.2.1 - The site area is inconsistent with that provided in the planning statement, please check.	The site area is corrected. Please refer to the revised EA (Appendix 1).
2. Please highlight all the changes/amendments in the next submission.	Noted.
Air Quality 1. Section 2.2.2 and Table 2.1 - The AQOs were updated on 11 April 2025. Please revise Table 2.1 to present the updated AQOs.	The table is updated accordingly. Please refer to the revised EA (Appendix 1).
2. Section 2.2.4 a. Please delete "active and passive" in line 1. b. Please revise "open road" in line 3 to "vehicular".	The section is revised accordingly. Please refer to the revised EA (Appendix 1). 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. 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. 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 estimation is provided in Section 2.4.2 to 2.4.3 accordingly. Please refer to the revised EA (Appendix 1). The section is revised accordingly. Please refer to the revised EA (Appendix 1). 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).
Email dated 17th July 2025 refers: **Comment from the Commissioner for Transport**	
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. 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). 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.

- Please provide a plan showing the vehicular ingress and egress routing to the subject site. Entrance for pedestrian should be shown on plan as well;	Noted. Please refer to Figure 4.1 in the revised TIA (Appendix 2) for the vehicular route and Figure 3.1 in the revised TIA (Appendix 2) for the pedestrian entrance.
- 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 (Appendix 2) for the pedestrian route to the nearby franchised bus stops.
- 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 (Appendix 2)
- 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 (Appendix 2).
- 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 (Appendix 2).
- 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 the Modification Plans of Noise Barrier and Street Furniture (Appendix 3) for the proposed alterations.
- 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	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.
- 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.	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.
Email dated 4th July 2025 refers: **Comments of the Chief Highway Engineer/New Territories West, Highways Department**	
- 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	Noted.
- 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 the Modification Plans of Noise Barrier and Street Furniture (Appendix 3).

Annex 2 –
2nd Response to Comments

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 9th September 2025 refers: **Comment from the Commissioner for Transport**		
General Comment:-		
• 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.		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.
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.	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: • RCHE with 278 beds • District Elderly Community Centre • Day Care Centre for the Elderly • Home Care Services Centre • Integrated Vocational Rehabilitation Centre • RCHD with 120 beds 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 **not suitable** for the captioned project.

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 GENEATION OF THE PROPOSED RCHE

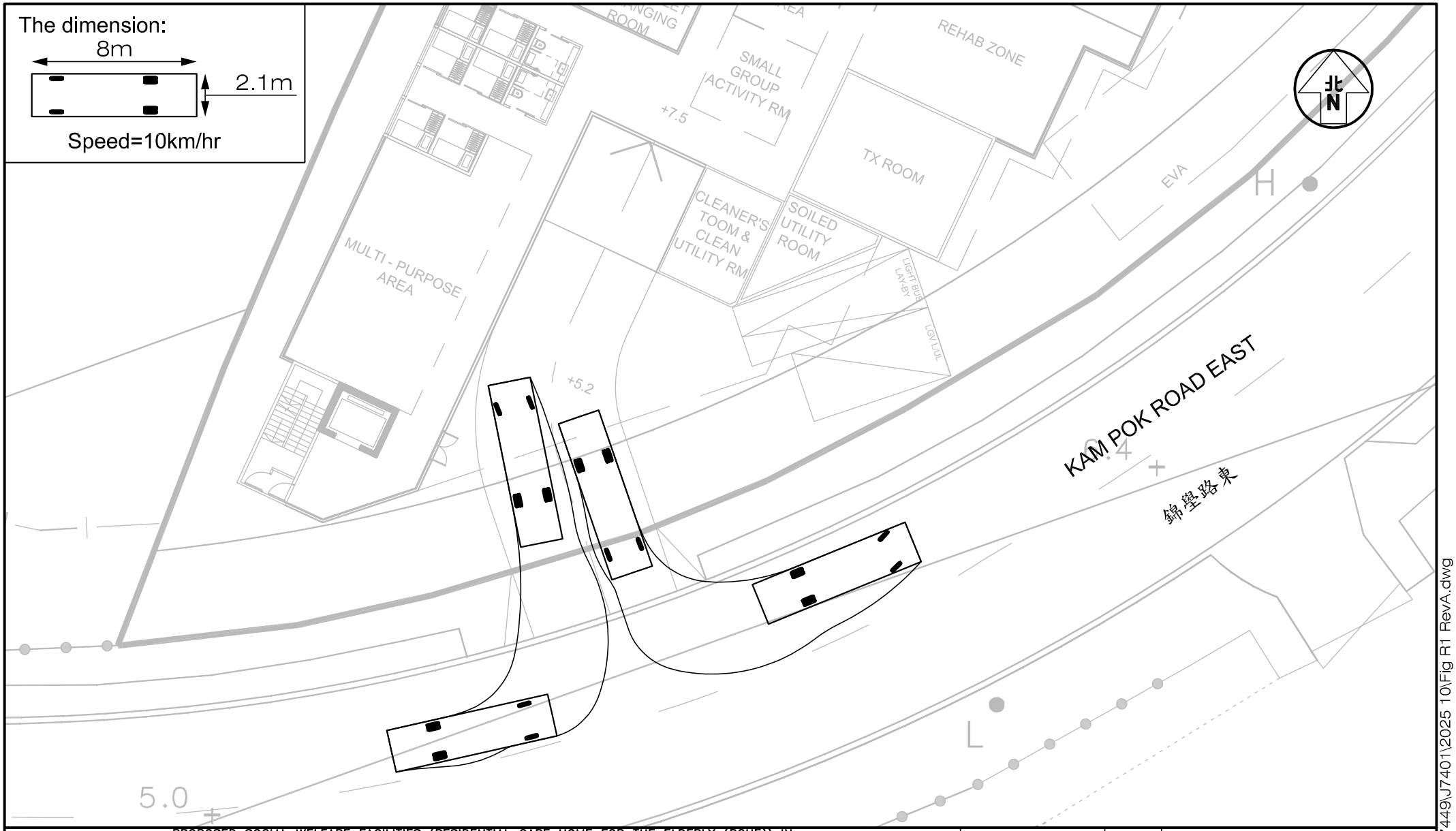
Period	**Vehicle Type**				**Traffic generation**	
	Car	**Taxi**	**LGV**	**Rehabus / Ambulance**	**veh/hr**	**pcu/hr**
In						
08:00-08:59	0	4	1	0	5	6
09:00-09:59	**5**	**3**	**1**	**1**	**10**	**12**
10:00-10:59	0	4	0	0	4	4
11:00-11:59	1	2	0	1	4	5
12:00-12:59	0	5	0	0	5	5
13:00-13:59	0	2	0	1	3	4
14:00-14:59	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					
Out						
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					

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 **Figure 3.1** 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 **Figure 3.3** 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 **Figure R1**. [See **Appendix 5** 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. 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 **Paragraph 2.2** in the revised TIA.
11.	Table 2.6: please review the adopted GMB capacity.	Noted. Please refer to the revised **Table 2.6** 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 **Figure R1**. [See **Appendix 5** of the R-to-C table.]

Appendix 5

Supplementary Traffic Information In Response to TD's Comments

Figure



Project Title	PROPOSED SOCIAL WELFARE FACILITIES (RESIDENTIAL CARE HOME FOR 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
Figure Title	SWEPT PATH OF LIGHT BUS ENTERTING AND LEAVEING THE SUBJECT SITE		Designed by L C H / Drawn by N C M / Checked by K C
			Scale in A4 1 : 250 / Date 03 OCT 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants

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Appendix A
Vehicle Composition of Traffic Generation Survey

APPENDIX A VEHICLE COMPOSITION OF TRAFFIC GENERATION SURVEY

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

TABLE A TRAFFIC GENERATED BY CARITAS LI KA SHING CARE AND ATTENTION HOME

Period	Vehicle Type (veh/hr)				Traffic generation	
	Car	Taxi	LGV	Rehabus / Ambulance	veh/hr	pcu/hr
In						
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
Out						
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	
In					
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
Out					
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

Annex 3 –
3rd Response to Comments

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

Annex 1

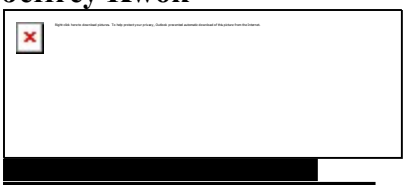
From: Jeffrey Kwok DeSPACE <[redacted]>
Sent: Wednesday, December 17, 2025 12:16 PM
To: CKM Asia
Subject: Fwd: [DPO Comment on TIA Table 4.3] [FI3] Planning Application A/YL-NSW/348&349

Dear Tommy,

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

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

Regards,
Jeffrey Kwok


[redacted]

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

Dear Jeffrey,

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

Ngau Tam Mei/ San Tin OZP

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

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

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

Kam Tin North OZP

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

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

Mai Po OZP

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

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

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

Nam Sang Wai OZP

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

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

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

Thanks and Regards,

Thomas LAU

FS&YLE DPO