Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A) 4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Planning Assessment Report

Prepared by

Planning Consultant	:	LCH Planning & Development Consultants Limited

In Association with

Project Architect	:	Threshold Consultants Limited
Traffic Consultant	:	OZZO Technology (HK) Limited
Environmental Consultant	:	EnviroSolutions & Consulting Limited
Drainage & Sewerage Consultant	:	Ho Tin & Associates Consulting Engineers Limited
Landscape Consultant	:	LanDes Limited
Visual Consultant	:	LCH Planning & Development Consultants Limited

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Executive Summary

(*in case of discrepancy between English and Chinese versions, English version shall prevail*)

This Application is submitted to seek the approval from the Town Planning Board ("**the Board**") under section 12A of the Town Planning Ordinance ("**the Ordinance**") for the rezoning of the Application Site from "Comprehensive Development Area" ("CDA") and "Green Belt" ("GB") zones to "Residential (Group A) 4" ("R(A)4") zone on the Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14 ("**the Proposed Amendment**"), for the proposed residential development and social welfare facility (Residential Care Home for the Elderly) (RCHE) ("**the Proposed Development**") at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories ("**the Application Site**", "**the Site**").

To capitalise on the rapidly ageing trend in population, as well as the societal and residential needs, the Proposed Development intends to provide new private housing supply with RCHE targeted for senior population in Yuen Long District. The Proposed Amendment is in line with the recommendation of the "CDA" review by the Rural and New Town Planning Committee (RNTPC), aiming to release the development potential for minor amendments in the future and to provide flexibility in subsequent modification of uses within the development.

With reference to the "*Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments*" as well as "*Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments – Time-limited Enhancements*", the Applicant will seek Social Welfare Department's support on the proposed RCHE under the Incentive Scheme, which encourages private developers to self-finance to build quality RCHE premises on their own land, and design to comply with the statutory and licensing requirements of the participation in the Incentive Scheme.

The Proposed Amendment is fully justified on the following grounds: -

i. In response to the changes of planning context since the designation of "CDA" and "GB" zones;
ii. Maximum development potential of scare land resources in a strategic location;
iii. Planning merits and various design features/concepts to provide more residential care services in territorial and district levels to meet the genuine need and to shorten the waiting time for quality RCHE places;
iv. Fulfilment of the recommended guiding principles to provide best practice developing a Liveable, Sustainable, and Quality RCHE;
v. Not only not incompatible in terms of land use nature, development scale and intensity with the surrounding environment; and
vi. Technical feasible with no adverse impact.

內容摘要

(*如內文與其英文版本有差異，則以英文版本為準*)

本規劃申請根據《城市規劃條例》第 12A 條，申請修訂《唐人新村分區計劃大綱核准圖編號 S/YL-TYST/14》(下稱「**擬議修訂**」)，將位於新界洪水橋大道村丈量約份第 121 約地段第 398 號餘段及 2188 號 (下稱「**申請地點**」)，由「綜合發展區」及「綠化地帶」地帶改劃為「住宅（甲類）4」地帶，以作擬議住宅發展及社會福利設施（安老院舍）(下稱「**擬議發展**」)，向城市規劃委員會 (下稱「**城規會**」) 提出申請。

為應對人口老化趨勢及社會和居住需求，擬議發展旨在於元朗區為優先主要樂齡人仕提供私人住房供應，並為長者提供優質的住宿照顧服務。擬作修訂的方案符合鄉郊及新市鎮規劃小組委員會之建議的「綜合發展區」用地檢討方案，旨在釋放地段的發展潛力，並為後續用途發展提供彈性。

有關地政總署發出的「鼓勵在新私人發展物業內提供安老院舍院址計劃」以及其於 2023 年公佈的優化計劃，申請人將向社會福利署爭取政策支持，在私人土地建設以自負盈虧方式發展高質素的安老院舍，其所有設計將符合獎勵計劃的法例及牌照要求。

擬議修訂有以下充份理據獲得支持：-

i. 為因應「綜合發展區」及「綠化地帶」地帶劃定以來的周邊環境變化；

ii. 釋放位於策略性位置之空置土地的發展潛力；

iii. 提供規劃增益及各項設計特點/概念，為地區以至全港提供更多院舍照顧服務，以滿足社會需求並縮短優質安老院舍住位的輪候時間；

iv. 落實良好作業指導原則，以發展一個宜居、可持續發展和優質的安老院舍，並應對社區當前及未來的社會、環境和經濟需求與期望；

v. 在土地用途性質、發展規模和密度上沒有不相容；以及

vi. 技術上可行亦不會有不利影響。

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1 INTRODUCTION

1.1 The Application

1.1.1 The Site was previously used for open storage and have been vacant since 2020. Upon review of the planning history and context, the Applicant would like to optimise the development potential of the Application Site by developing into residential development with a Residential Care Home for the Elderly (RCHE) to serve the Yuen Long District.

1.1.2 We are commissioned by the Applicant to prepare this planning assessment report on its behalf for proposing amendment (hereinafter referred to as the "**Proposed Amendment**") to the Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14 ("**Approved Tong Yan San Tsuen OZP**") under Section 12A of the Town Planning Ordinance ("**the Ordinance**") at Lot Nos. 398 RP and 2188 in Demarcation District No. (D.D.) 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories (**Figure 1**) (hereinafter referred to as the "**Application Site**") in order to implement the development project.

1.1.3 The Application Site falls within an area mainly zoned as "Comprehensive Development Area" ("CDA") (about 1,798 square meter ("**sq.m.**"), equivalent to about 84%) and partly "Green Belt" ("GB") (about 340 sq.m., equivalent to about 16%) on the Approved Tong Yan San Tsuen OZP (**Figure 2**). The Proposed Amendment involves rezoning the Application Site to a new "Residential (Group A) 4" ("**R(A)4**") zone and to amend the Notes of the Outline Zoning Plan (OZP) applicable to the Application Site for residential development and a social welfare facility (RCHE) (hereinafter referred to as the "**Proposed Development**").

2 THE APPLICATION SITE AND SURROUNDINGS

2.1 Current Condition of the Site

2.1.1 The Application Site covers a total of about 2,138 square metres ("**sq. m.**"). It is currently vacant and fenced off.

2.1.2 The Application Site abuts Fui Sha Wai South Road. Current vehicular access to the Application Site is Castle Peak Road – Ping Shan and Hung Shui Kiu sections via Fui Sha Wai South Road and a local access road (**Figure 1**).

Diagram 1 Existing Condition of Application Site

2.1.3 **Figure 3** illustrates the location of the Application Site and its immediate vicinity.

2.2 Land Status

2.2.1 The Application Site falls within Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories ("**the Lots**") (refers to **Figure 4**). The development restrictions of the Lots are stipulated under the Block Government Lease is solely held by the Applicant.

2.2.2 To fulfil the requirements of the designated zoning schedule for the Application Site proposed and permitted by the Town Planning Board ("**the Board**"), the Applicant will apply for land exchange upon approval of this rezoning application. Details will be further elaborated in the later section.

2.3 Surrounding Context

2.3.1 At present, the surrounding area is intermixed with residential developments, village houses, temporary structures, schools, carparks, and open storage uses (refers to **Figure 3**): -

- to the immediate west of the "CDA" zone, is a high-density residential development, known as "*Uptown*";
- to the north across Hung Tin Road is a Tai Tao Tsuen Substation within the "Government, Institution or Community" ("G/IC") zone; and to the further northeast of the "Village Type Development" ("V") zone with a low-rise residential development namely Le Regent and some open storage use;
- to the southeast across a local access road and nullah is Tai Tao Tsuen where village houses and some temporary structures are found. To the further east is Yuen Long Highway continuously connecting Yuen Long and Tuen Mun of New Territories; and
- to the further west, and south are some high-density residential developments (i.e., the Woodsville and the Woodside) in "Residential (Group B) 1" ("R(B)1") and "R(B)2" respectively, while some temporary structures, schools and carparks are also found in "G/IC" zone nearby.

2.3.2 Planned / committed developments in the vicinity are also illustrated in **Figure 4**.

2.4 Site Accessibility

2.4.1 Currently, the Application Site is accessible to Fui Sha Wai South Road which further connects to Castle Peak Road – Ping Shan via a local access to the other parts of the territory.

2.4.2 The Application Site is well served by public transportation, including franchised buses services, green minibuses (GMB) services and Light Rail Transit (LRT) services. Bus stops on Castle Peak Road – Hung Shui Kiu is located within about 160m from the Application Site, and LRT Hung Shui Kiu Station is located within about 500m from the Application Site.

3 PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The Application Site falls within an area zoned as "CDA" (equivalent to about 84%) and partly zoned as "GB" (equivalent to about 16%) on the Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14 (refers to **Figure 2**) (also known as "**Approved Tong Yan San Tsuen OZP**").

3.1.2 The planning intention of the "CDA" zone is "*intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints*".

3.1.3 For the "CDA" site in the west of Hung Tin Road, the Note of the Approved Tong Yan San Tsuen OZP states that no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 69,000 sq.m. and a maximum building height of 17 storeys. The Explanatory Statement (ES) of the Approved Tong Yan San Tsuen OZP stated that "*as the areas along Castle Peak Road – Hung Shui Kiu Section, Hung Tin Road and Yuen Long Highway would be subject to traffic noise, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented*".

3.1.4 Noted that the approved GFA for "*Uptown*" (of 50,290 sq.m.) within the "CDA" zone, the remaining GFA restriction is 18,710 sq.m.. Of which, the GFA for the Proposed Development within "CDA" zone of the Approved Tong Yan San Tsuen OZP on pro-rata basis is about 8,821 sq.m., in line with the total maximum GFA of the whole subject "CDA" zone (refers to **Figure 2**).

3.1.5 The Notes of the Approved Tong Yan San Tsuen OZP also stipulated that the planning intention of "GB" zone is "*primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone*". Within the area zoned as "GB", any filling of pond or excavation of land is required for permission from the Board under Section 16 of the Town Planning Ordinance. Specifically, the ES of the Approved Tong Yan San Tsuen OZP stated that "*the "GB" zone along the north-western side of Yuen Long Highway serves as a buffer to the residential areas to its north-west*".

3.1.6 It is noted that both 'Flat' and 'Social Welfare Facility' uses fall within Column 2 uses of the "CDA" and "GB" zones on the Approved Tong Yan San Tsuen OZP. In view that all development on land designated as "CDA" zone requires planning application for the approval of the Board, to

facilitate the Proposed Development and to release the development potential for minor amendments in the future, as well as to provide flexibility in subsequent modification of uses within the development without the need for submission of a revised Master Layout Plan (MLP), a rezoning application seeking the Board's agreement on the Proposed Amendment is required (refers to **Diagrams 2 and 3**).

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Utility Installation for Private Project

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks

(a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:

(i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;

(ii) the proposed total site area and gross floor areas for various uses, total number of flats and flat size, where applicable;

(iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;

(iv) the alignment, widths and levels of any roads proposed to be constructed within the area;

(v) the landscaping and urban design proposals within the area;

(vi) programmes of development in detail;

(vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

(viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(ix) a traffic and transport impact assessment report to examine any possible traffic problems and impact on public transport service and facilities provisions that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(x) such other information as may be required by the Town Planning Board.

(b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

(c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area and a maximum building height specified below:

Location of CDAs	Maximum Gross Floor Area	Maximum Building Height
"CDA" west of Hung Tin Road	69,000m^2	17 storeys
"CDA" in Tan Kwai Tsuen	9,925m^2	4 storeys over single-storey car park

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraph (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(e) In determining the maximum gross floor area for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Government Use (Police Reporting Centre only)	Burial Ground
Nature Reserve	Columbarium (within a Religious Institution or extension of existing Columbarium only)
Nature Trail	Crematorium (within a Religious Institution or extension of existing Crematorium only)
On-Farm Domestic Structure	Field Study/Education/Visitor Centre
Picnic Area	Firing Range
Public Convenience	Flat
Tent Camping Ground	Government Refuse Collection Point
Wild Animals Protection Area	Government Use (not elsewhere specified)
	Helicopter Landing Pad
	Holiday Camp
	House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Religious Institution
	Residential Institution
	School
	Service Reservoir
	Social Welfare Facility
	Utility Installation for Private Project

GREEN BELT (cont'd)

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

Remarks

(a) Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(b) Any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/8 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

Diagram 2 Extract of the Notes of the
Approved Tong Yan San Tsuen OZP No. S/YL-TYST/14
(Source: Town Planning Board, HKSAR Government)

10.1 Comprehensive Development Area ("CDA") : Total Area : 3.32 ha

10.1.1 This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Although existing uses are tolerated, any development/redevelopment proposal on sites under this zoning should be submitted to the Board in the form of a Master Layout Plan (MLP) for consideration, except as otherwise expressly provided that it is not required by the Board. Pursuant to section 4A(3) of the Ordinance, a copy of the approved MLP shall be made available for public inspection in the Land Registry. The two "CDA" sites designated on the OZP are as follows:

10.1.2 "CDA" zone to the west of Hung Tin Road

A site of about 2.30 ha at the intersection of Castle Peak Road and Hung Tin Road is zoned "CDA". Development in the site is restricted to a total gross floor area (GFA) not exceeding 69,000m^2 (equivalent to a plot ratio of 3) and a maximum building height of 17 storeys. Major part of the site has been developed for residential use, known as Uptown.

10.1.3 "CDA" zone in Tan Kwai Tsuen

A site of about 1 ha to the south of Tan Kwai Tsuen was the subject of a residential development approved by the Board. Development in the site is restricted to a total GFA not exceeding 9,925m^2 (equivalent to a plot ratio of 1) and a maximum building height of 4 storeys over single-storey car park.

10.1.4 To provide flexibility for innovative design adopted to the characteristics of particular sites, minor relaxation of the above restrictions for the two "CDA" zones may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

10.1.5 As the areas along Castle Peak Road - Hung Shui Kiu Section, Hung Tin Road and Yuen Long Highway would be subject to traffic noise impact, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

10.13 Green Belt ("GB") : Total Area : 120.81 ha

10.13.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. Area zoned "GB" may include foothills, lower hill slopes, spurs, isolated knolls, woodland, traditional burial ground or vegetated land which are found at the urban fringe. There is a general presumption against development within this zone. However, limited developments may be permitted with or without conditions on application to the Board, and each application will be considered on its individual merits taking into account the relevant Town Planning Board Guidelines.

10.13.2 The "GB" zone covers the foothills and slope of the mountain range at the south-western portion of the Area including the ex-quarry sites and areas with natural vegetation, woodlands, hill slopes and graves. It also covers the foothills and fallow agricultural land in the central part of the Area and two knolls near Ma Fung Ling Road to the south of Castle Peak Road - Ping Shan Section. The "GB" zone along the north-western side of Yuen Long Highway serves as a buffer to the residential areas to its north-west.

10.13.3 As filling of land/pond and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities.

Diagram 3 Extract of the Explanatory Statement of the Approved Tong Yan San Tsuen OZP No. S/YL-TYST/14
(Source: Town Planning Board, HKSAR Government)

Building Height and Plot Ratio Restrictions on Surrounding Residential Developments

3.1.1 The Application Site is located at the north-western side of the Approved Tong Yan San Tsuen OZP nearby the planned Hung Shui Kiu/ Ha Tsuen New Development Area (HSK/ HT NDA), it is surrounded by an existing high-density private residential development (i.e., *"Uptown"*) with a maximum building height restriction (BHR) of 17 storeys to its immediate west[1]. To its west, south and northwest across Hung Tin Road are some low-rise residential developments/village houses including the Woodside, the Woodsville, Tai Tao Tsuen and Le Regent with the maximum BHR ranging between 8.23m to 21m. To the further northwest across the Castle Peak Road – Hung Shui Kiu would be a planned high-rise development

[1] According to the approved planning application No. A/YL-TYST/322 for proposed Residential cum Government, Institution or Community Development with Minor Relaxation of Maximum Building Height Restriction (Amendment to Approved Scheme), which is now known as *"Uptown"*, the proposed maximum no. of storey is 19 with the ground floor void and the proposed BH of 81mPD.

within "Residential (Group A) 4" ("R(A)4") zone on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2.

3.1.2 The Application Site is located within an area comprising low- to high-density public and private residential developments, with most of the developments with a maximum plot ratio (PR) of above 1. While there is PR restriction for "*Uptown*" in the "CDA" zone, the implied RP restriction under the Approved MLP is about 3.

3.1.3 Overviews of the BH and PR restrictions of surrounding context of the Application Site are shown in **Diagrams 4** and **5** respectively, which also summarized in **Table 1** below. In view of these BH and PR restrictions, the development restrictions of the Proposed Development shall be compatible with the surrounding context.

Existing Development	**OZP Zoning**	**Site Area (in ha) (about)**	**Plot Ratio Restriction under OZP**	**Building Height Restriction under OZP**		
				(in mPD)	**(in meters)**	**(in storeys)**
Under the Approved Tong Yan San Tsuen OZP No. S/YL-TYST/14						
Uptown	"CDA"	2.33	3.09	-	-	17
Symphony Garden	"R(A)"	0.18	5	-	36	12
Treasure Court		0.23				
Lai Hung Garden		0.10				
The Woodsville	"R(B)1"	1.64	1	-	15	4
Meadowlands		3.28				
Casa Regalia		1.11				
Osman Thus Gardens		1.03				
Tan Kwai Garden		0.41				
Arnold Gardens		0.37				
Tan Kwai Villa		0.34				
Ming Wai Court		0.11				
The Woodside	"R(B)2"	0.81	1.26	-	21	6
The Verdancy	"R(B)3"	3.33	1		36	12
Le Regent (estate-type NTEH development)	"V"	0.85	-	-	8.23	3
Under the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2						
Proposed Housing Site at Area 10	"R(A)2"	0.77	6	140	-	-
Eminence Terrace I		0.28				
Proposed	"R(A)4"	3.19	5	140	-	-

Existing Development	OZP Zoning	Site Area (in ha) (about)	Plot Ratio Restriction under OZP	Building Height Restriction under OZP		
				(in mPD)	(in meters)	(in storeys)
Commercial and Residential Development Site at Area 12						
Park Nara		0.25				12
High Park		0.96				
Aster Court		0.30				
Beauty Court		0.20				
Coronet Court		0.13				
Hung Fuk Estate	"R(A)5"	6.42	3.8	90	-	-
Parkview Garden	"R(B)3"	1.99	1.26	-	-	6
Casa De Oro		1.55				
Maisonette		1.07				
Sheffield Villas		0.32				
Tin Sum Villa		0.17				
Under the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYY/13						
Bauhinia Garden	"R(B)2"	1.24	1.26	-	21	6

Table 1 Building Height and Plot Ratio Restrictions on Surrounding Residential Developments
(Source: Town Planning Board, HKSAR Government)

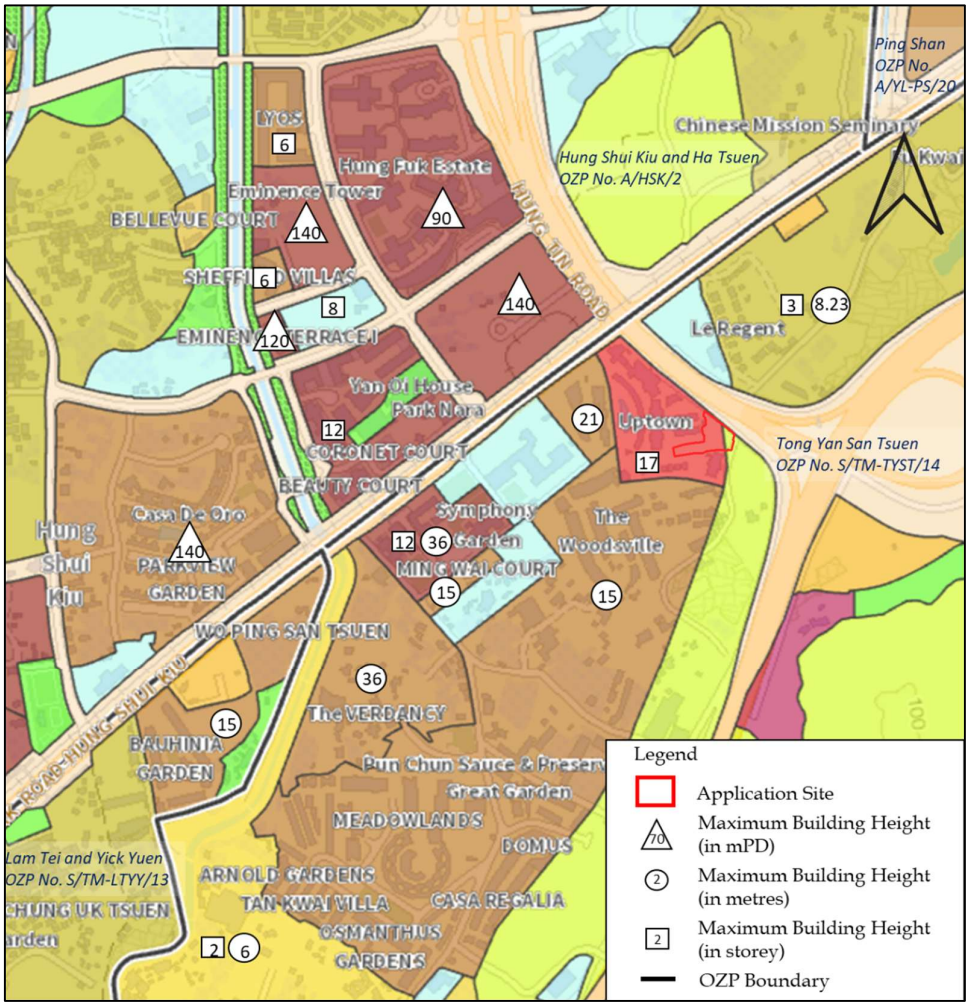


Diagram 4 Building Height Restriction on Surrounding Residential Developments
(Source: Town Planning Board, HKSAR Government)

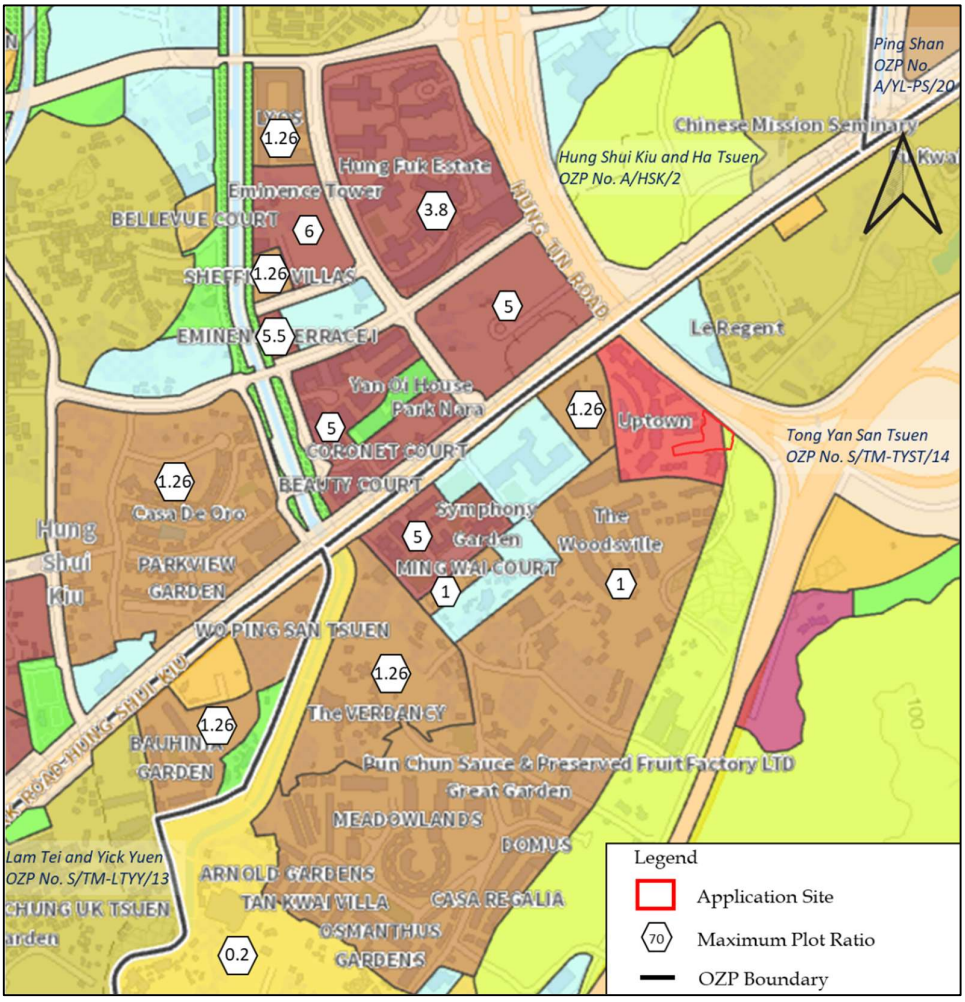


Diagram 5 Plot Ratio Restriction on Surrounding Residential Developments
(Source: Town Planning Board, HKSAR Government)

3.1.4 The Proposed Development situates in Yuen Long District and in closer to the planned HSK/ HT NDA, which is applicable to the Residential Density Zones in New Town. According to the Hong Kong Planning Standards and Guidelines (HKPSG), New Towns are divided into four Residential Density Zones: Residential Zone 1 (R1), Residential Zone 2 (R2), Residential Zone 3 (R3) and Residential Zone 4 (R4).

- *"R1 covers the highest density of residential development and applies to districts well served by high capacity public transport systems such as rail station or other major transport interchange hub. The buildings often incorporate a significant component of commercial floorspace.*

- *R2 covers development at a medium density and applies in locations less well served by high capacity public transport systems. There is usually no commercial floorspace component.*

- *R3 covers the lowest density of residential development and applies to districts with very limited public transport capacity, subject to special*

constraints for urban design, traffic or environmental reasons and/ or with special local character.

- *R4 may be designated where justified by severe geotechnical/ infrastructure constraints or compatibility with the adjacent rural low density developments.*"

3.1.5 In view of the Proposed Development is in close proximity to the high-capacity transport system (i.e., about 160m from the nearby bus stops, and about 500m from LRT Hung Shui Kiu Station) and no commercial floorspace component has been reserved within Proposed Development, it is considered the development density of R2 zone would be applicable to the Proposed Development to be well served by high capacity transport systems (i.e., franchised buses, GMB and LRT services).

3.2 Planning History

3.2.1 The concerned site was designated as "Unspecified Use" area on the Tong Yan San Tsuen Development Permission Area Plan (DPA) No. DPA/YL-TYST/1 which was exhibited in June 1993.

3.2.2 To prepare the first Tong Yan San Tsuen OZP[2], a Tong Yan San Tsuen Planning Report was conducted and suggested the followings which are relevant to the Application Site: -

- For the concerned "CDA" area: "*a site of about 2.3 ha. along Castle Peak Road west of Tin Shui Wai West Access in Hung Shui Kiu was approved by the Board in October 1995 for residential development with ancillary facilities including a kindergarten and a social centre for the elderly. To put the development under better control, the site [was proposed to zone as "CDA" zone].*"; and

- For the concerned "GB" area: "*Another "GB" zone [refers to the concerned "GB" zone] situated to the north of Yuen Long Highway serve as a buffer to the residential zones to the north.*".

3.2.3 Since then, the Application Site has been covered with mainly "CDA" and partly "GB" zones in the first Approved Tong Yan San Tsuen OZP No. S/YL-TYST/1 and the relevant zonings remain applicable on the current Approved Tong Yan San Tsuen OZP No. S/YL-TYST/14.

3.2.4 Nonetheless, the designation of "CDA" and "GB" zones do not consider the practicability thoughtfully. The nearby "*Uptown*" at Lot No. 2064 in D.D. 121 is currently partly fell within both "CDA" and "GB" zones under the Approved Tong Yan San Tsuen OZP (refers to **Diagram 6**).

[2] TPB Paper No. 3674, Town Planning Board.

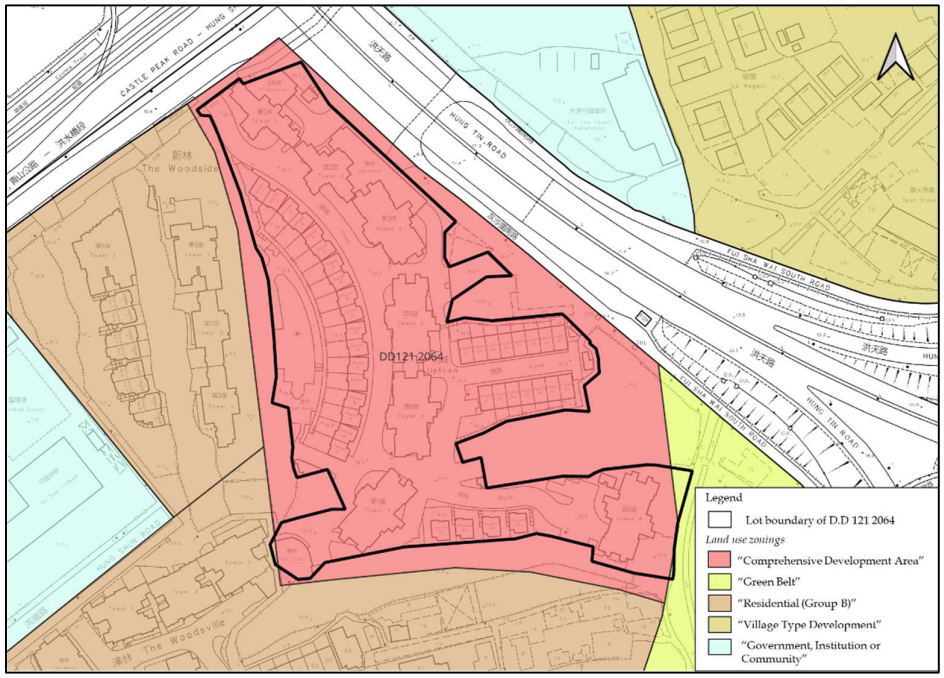


Diagram 6 Lot No. 2064 in D.D. 121 under the Approved Tong Yan San Tsuen OZP
(Source: HKMS2.0, HKSAR Government)

3.2.5 Subsequent to the completion of *"Uptown"* (a private residential development, under the approved planning application No. A/YL-TYST/322, which occupies mostly the "CDA" and partially the "GB" zones), part of the "GB" zone to the immediate south has been fenced off and become part of the residential development. The remaining parts of the "CDA" zone have been left vacant and fenced off, as well as being occupied by various temporary structures due to fragmented land ownership.

3.2.6 Since 2013, the biennial review on "CDA" sites by the Rural and New Town Planning Committee (RNTPC) has agreed for rezoning the whole concerned "CDA" site.

3.3 Previous Applications

3.3.1 Majority of the Application Site was covered by two previous s.16 planning applications (Nos. A/YL-TYST/342 and 870) (refers to **Diagram 7**). The former application involved proposed minor relaxation of maximum BHRs from 17 to 20 storeys for a comprehensive residential development scheme which was rejected/ not agreed by the RNTPC on 13 April 2007 on the grounds that the Applicant failed to demonstrate how the development scheme could integrate with the adjacent approved development in terms of design and layout; insufficient information in the submission to demonstrate no adverse environmental, visual and landscape impacts on the surrounding areas; and no strong justification to merit a relaxation of the BHR stipulated on the OZP. While, the latter

application for proposed social welfare facility (RCHE) was approved with conditions by the RNTPC on 4 May 2018 on the grounds that submission and implementation of a revised MLP taking into account of the results of technical assessments and further implementation of mitigation measure(s) (if any).

3.3.2 Since the approval was granted, the Applicant has been actively complying with the approval conditions and the relevant land exchange was executed in 2022. As a pre-requisite to proceed with the land exchange process, the Lot No. 398 in D.D. 121 which straddled onto "GB" and "CDA" zones has further sub-divided into Lot Nos. 398 s.A and 398 RP in D.D. 121 falling under the "GB" zone was left idle.

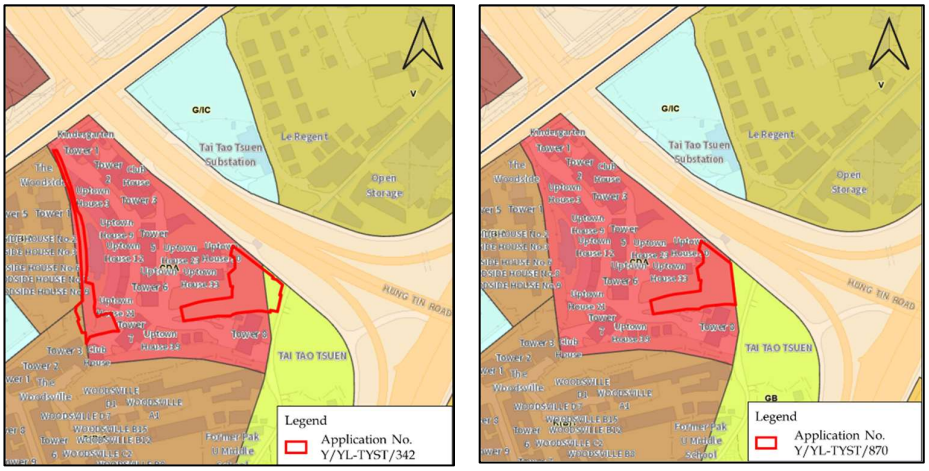


Diagram 7 Previous Applications (Nos. A/YL-TYST/342 and 870)
(Source: Town Planning Board, HKSAR Government)

3.3.3 Regarding the approved planning applications No. A/YL-TYST/322 of "*Uptown*", public comments from the Village Representative of Tai Tao Tsuen have received, pointing out that there was a lack of proper planning on footpath and vehicular access. Additionally, the Board members also raised their concerns on the possible right of way arrangement during the 333rd RNTPC meeting on 1 September 2006.

3.3.4 During deliberation, some members suggested that the proposed right of way connecting the aforementioned site connecting via a new extended road connecting Hung Shun Road to be an approval condition that could be implemented through the Deed of Mutual Covenant (DMC) of development. The then officer of the Building Department (BD) noted that the aforementioned site was abutted and able to access from Castle Peak Road – Hung Shui Kiu of not less than 4.5m wide, and further suggested that such access should be permanent and completed prior to further Occupation Permit (OP) application. Of which, the Board also agreed the recommendation, and further suggested the applicant should liaise with the lot owner(s) of remaining portions of the subject "CDA" zone with an acceptable scheme on the overall design and layout including the permanent access arrangement(s).

3.4 Town Planning Board Planning Guidelines

3.4.1 In preparation of this Application, Town Planning Board Planning Guidelines for Designation of "Comprehensive Development Area" ("CDA") Zones and Monitoring the Progress of "CDA" Developments (TPB PG-No. 17A) is carefully observed to ensure the Proposed Amendment respects the intention of the subject "CDA" zone.

3.4.2 As stated in the Guidelines, reviews of "CDA" zones (**"CDA review"**) are undertaken on a biennial basis by the Planning Department (PlanD) to achieve a close monitoring of the progress of development. Its considerations for rezoning the whole concerned sites are shown in **Diagrams 8a – 8g**[3] below.

3.4.3 Moreover, it is acknowledged that flexibility can be provided through re-designation of "CDA" sites and the consideration would include the followings: -

- *"the planning intention of maintaining comprehensive control on the overall development of the area should not be undermined. For instance, if a "CDA" site is subject to environmental constraints and the layout of the development has to allow for the provision of a buffer against the environmental nuisances, the removal of the buffer will not be desirable;*

- *in the case of mixed developments especially for a variety of uses sharing a common podium, a re-designation of different parts of the "CDA" site to various discrete land-use zonings may only be possible provided that the planning intention of each zone could be clearly reflected; and*

- *if part of the site is excluded from the development zone and rezoned to, say "Open Space" or "Government, Institution or Community", it should be ensured that the resultant development intensities of the site will not be higher than those permitted under the Notes of the OZP or in the Building (Planning) Regulations."*

[3] RNTPC Paper Nos. 4/13, 8/15, 4/17, 3/19, 5/21, 4/23 and 3/25, Town Planning Board.

Extract from RNTPC Paper No. 4/13

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Rezoning
NTW 22 (Plan 58)	Various lots in DD 121 and DD 127, Hung Shui Kiu, Yuen Long, New Territories (2.33 ha) (multiple ownership)	16	• The site is located within the study area of the HSK NDA Planning and Engineering Study which has already commenced in August 2011 and is scheduled for completion in 2014. • The main part of the site is the subject of a planning application (No. A/YL-TYST/322) which was approved by the RNTPC on 1.9.2006. • The residential development under the approved scheme was subsequently completed with the Occupation Permit issued on 31.5.2011 and the Certificate of Compliance issued on 28.9.2011. • On 13.4.2007, a separate application (No. A/YL-TYST/342) proposed for comprehensive residential development covering some of the remaining portions of the "CDA" zone was rejected by the RNTPC. Since then, no new planning application or development proposal has been submitted. These lots are currently vacant land or being occupied for open storage use. • Since the residential development covering the major portion of the "CDA" site was completed, it would be appropriate to rezone this portion of the site to reflect the as-built conditions. However, there are some residual private lots along the western, southern and eastern edges of the "CDA" zone which are not covered by approved scheme under Application No. A/YL-TYST/322. • Although the "CDA" zone is proposed for rezoning, the zoning(s) for the residual portion of the "CDA" site, which are fragmented, small in size and elongated in shape, would need to be reviewed and worked out, taking into account the site constraints and various technical concerns.

Diagram 8a Previous Considerations on Rezoning of the Whole Concerned "CDA" under "CDA" Review
(Source: RNTPC Paper No. 4/13, Town Planning Board)

Extract from RNTPC Paper No. 8/15

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Rezoning
NTW 22 (Plan 62)	Various lots in DD 121 & 127, Castle Peak Road, Hung Shui Kiu, Yuen Long, New Territories (0.64 ha) (multiple ownership)	18	• The main part of the site is the subject of a planning application (No. A/YL-TYST/322) which was approved by the Committee on 1.9.2006. • The residential development under the approved scheme (known as "Uptown") has been completed and all the planning conditions have been discharged. The Occupation Permit and the Certificate of Compliance were issued on 31.5.2011 and 28.9.2011 respectively. • The abovementioned planning permission covers the majority of the "CDA" site. There are, however, some residual private lots on the western, southern and eastern edges of the "CDA" site that are not covered by the planning permission. These lots are currently being occupied by various temporary uses. • The land use zonings for the residual portion of the "CDA" site would be reviewed pending completion of the HSK NDA Study which may affect the planning circumstance in the vicinity. PlanD will then review the entire "CDA" zone.

Diagram 8b Previous Considerations on Rezoning of the Whole Concerned "CDA" under "CDA" Review
(Source: RNTPC Paper No. 8/15, Town Planning Board)

Extract from RNTPC Paper No. 4/17

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA"	Justifications for Rezoning
NTW 22 (Plan 58)	Various lots in DD 121 & 127, Castle Peak Road, Hung Shui Kiu, Yuen Long, New Territories (0.64 ha) (multiple ownership)	20	• The residential development at the majority of the "CDA" site (known as "Uptown") has been completed and all the planning conditions have been discharged. The Occupation Permit and the Certificate of Compliance were issued on 31.5.2011 and 28.9.2011 respectively. • The abovementioned planning permission covers the majority of the "CDA" site. There are, however, some residual private lots on the western, southern and eastern edges of the "CDA" site that are not covered by the planning permission. These lots are currently being occupied by various temporary uses. • The land use zonings for the residual portion of the "CDA" site would be reviewed and proposed amendments to the OZP for the entire "CDA" zone will be submitted to the Committee for consideration in due course.

Diagram 8c Previous Considerations on Rezoning of the Whole Concerned "CDA" under "CDA" Review
(Source: RNTPC Paper No. 4/17, Town Planning Board)

Extract from RNTPC Paper No. 3/19

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA" (as at 31.3.2019)	Progress for Rezoning
NTW 22 (Plan 54)	Various lots in DD 121 & 127, Castle Peak Road, Hung Shui Kiu, Yuen Long, New Territories (Uptown) (0.64 ha) (multiple ownership)	22	• The residential development at the majority of the "CDA" site has been completed and all planning conditions have been discharged. The OP and CC were issued on 31.5.2011 and 28.9.2011 respectively. • On 15.3.2013, the Committee agreed to rezone the "CDA" site to a residential zone to reflect the as-built condition and approved uses. • Part of the "CDA" site on the eastern edge was subject to a planning permission No. A/YL-TYST/870 which was approved by the Committee with conditions on 4.5.2018, for proposed social welfare facility (residential care home for the elderly (RCHE)). The proposed RCHE is yet to be commenced. • There are, however, some residual private lots on the western and southern edges of the "CDA" site that are not covered by the planning permission. These lots are currently being occupied by various temporary uses. • The land use zonings for the residual portion of the "CDA" site would be reviewed and proposed amendments to the OZP for the entire "CDA" zone will be submitted to the Committee for consideration in due course.

Diagram 8d Previous Considerations on Rezoning of the Whole Concerned "CDA" under "CDA" Review
(Source: RNTPC Paper No. 3/19, Town Planning Board)

Extract from RNTPC Paper No. 5/21

Site Ref. No.	Location (Site Area)	No. of Years Designated "CDA" (as at 31.3.2021)	Progress for Rezoning
NTW 22 **(Plan 49)**	Various lots in DD 121 & 127, Castle Peak Road, Hung Shui Kiu, Yuen Long, New Territories (Uptown) (zoned "CDA" on Tong Yan San Tsuen OZP) (2.33 ha) (multiple ownership)	24	• The residential development at the majority of the "CDA" site has been completed and all planning conditions have been discharged. The OP and CC were issued on 31.5.2011 and 28.9.2011 respectively. • On 15.3.2013, the Committee agreed to rezone the "CDA" site to a residential zone to reflect the as-built condition and approved uses. • Part of the "CDA" site on the eastern edge is subject to an application (No. A/YL-TYST/870) for proposed social welfare facility (residential care home for the elderly (RCHE)), which was approved with conditions by the Committee on 4.5.2018 with validity until 4.5.2022. The proposed RCHE is yet to be commenced. • There are, however, some residual private lots on the eastern, western and southern edges of the "CDA" site that are not covered by the aforesaid planning permission. These lots are currently being occupied by various temporary uses. • The land use zonings for the residual portion of the "CDA" site would be reviewed and proposed amendments to the OZP for the entire "CDA" zone will be submitted to the Committee for consideration in due course.

Diagram 8e Previous Considerations on Rezoning of the Whole Concerned "CDA" under "CDA" Review
(Source: RNTPC Paper No. 5/21, Town Planning Board)

Extract from RNTPC Paper No. 4/23

Site Ref. No.	Location (Zoning on OZP/ Site Area/Land Ownership)	No. of Years Designated "CDA" (as at 31.3.2023)	Progress for Rezoning
NTW 22 **(Plan 47)**	Various lots in DD 121 & 127, Castle Peak Road – Hung Shui Kiu, Yuen Long, New Territories (zoned "CDA" on Tong Yan San Tsuen OZP) (2.33 ha) (multiple ownership)	26	• The residential development at the majority of the "CDA" site, known as Uptown, was completed in 2011. • On 15.3.2013, the Committee agreed to rezone the site to reflect the completed development. • The remaining part of the "CDA" site on the eastern portion is subject to a planning application (No. A/YL-TYST/870) for proposed social welfare facility (residential care home for the elderly (RCHE)) approved with conditions by the Committee in 2018. The land exchange of the proposed RCHE was executed on 13.4.2022. • There are, however, some residual private lots on the eastern, western and southern portions of the "CDA" site that are not covered by the aforesaid planning permission. These lots are currently being occupied by various temporary uses. • The land use zonings for the residual portion of the "CDA" site will be reviewed holistically and proposed amendments to the OZP for the entire "CDA" zone will be submitted to the Committee for consideration when opportunity arises.

Diagram 8f Previous Considerations on Rezoning of the Whole Concerned "CDA" under "CDA" Review
(Source: RNTPC Paper No. 4/23, Town Planning Board)

Extract from RNTPC Paper No. 3/25

Site No./ Location/ OZP/ Zoning/ Site Area/ Land Ownership/ No. of Years Designated "CDA" (as at 31.3.2025)	Progress for Rezoning
1. **NTW 22 (Plan 37)** • Various lots in DD 121 & 127, Castle Peak Road-Hung Shui Kiu, Yuen Long, New Territories • Tong Yan San Tsuen OZP • zoned "CDA" • 2.33 ha • multiple ownership • 28 years	• In 2011, the residential development at the majority of the "CDA" site (known as Uptown) was completed. • In 2013, the Committee agreed to rezone the site to reflect the completed development. • The remaining part of the "CDA" site on the eastern portion is the subject of a s.16 application (A/YL-TYST/870) for proposed social welfare facility (RCHE) approved with conditions by the Committee in 2018. The land exchange of the proposed RCHE was executed in 2022. The construction of the RCHE development is yet to commence as the development proposal is currently being reviewed by the project proponent. • There are, however, some residual private lots on the eastern, western and southern portions of the "CDA" site that are not covered by the aforesaid planning permission. These lots are currently being occupied by various temporary uses. • The land use zonings for the residual portion of the "CDA" site will be reviewed holistically and proposed amendments to the OZP for the entire "CDA" zone will be submitted to the Committee for consideration when opportunity arises.

Diagram 8g Previous Considerations on Rezoning of the Whole Concerned "CDA" under "CDA" Review
(Source: RNTPC Paper No. 3/25, Town Planning Board)

3.5 Review of Sites Designated "Comprehensive Development Area"

3.5.1 Since 2013, the biennial "CDA" review by the RNTPC agreed for rezoning the whole concerned "CDA" zone upon reviewing the residual portion of the "CDA" site[4], provided that the proposed rezoning aligns with the planning intention of maintaining comprehensive planning control for the overall development. Such rezoning shall only allow if it clearly reflects the planning intention for mixed-use developments from originally designated as the "CDA" site into various discrete land use zonings specifically, or ensures that the resulting development intensities do not exceed those permitted under the Notes of the OZP or in the Building (Planning) Regulations (B(P)R) (Cap. 123F).

3.5.2 The maximum GFA restriction of the whole concerned "CDA" zone is 69,000 sq.m.. As illustrated in **Diagrams 9 and 10**, the remaining GFA after deducting the existing residential development at the *"Uptown"* within the "CDA" zone is 18,710 sq.m.. This remaining GFA is expected to be

[4] The residual portion of the "CDA" site refers to the residual private lots to the eastern, southern and western edges of the "CDA" zone.

distributed proportionally across various land parcels between the remaining "CDA" area. Nevertheless, it is noted that there are various development constraints of these peripheral sites, including sites are small in scale and irregular shape, fragmented land ownership and proximity to nearby Government land, in which impose additional regulatory and practical challenges to certain development.

3.5.3 In a scenario which the development potential (i.e., remaining GFA) from these low-potential peripheral sites is optimised for the Proposed Development, a maximum PR of 4.91 is proposed as shown in **Table 2** to provide a quality RCHE with residential development which shall comply with the Buildings Ordinance (BO) (Cap. 123) (refers to **Table 7** of the Key Development Parameters of the Indicative Scheme). The Proposed Development, which is domestic in nature, has been assumed as Residential Zone 2 (R2) as summarized in above **Section 3.1.5**, while the maximum PR of 4.91 is tallied with the maximum domestic PR required for R2. Thus, it results a GFA of about 7,172 sq.m. for the Proposed development within the "CDA" zone on pro-rata basis, leaving a residual GFA of about 11,538 sq.m. for the remaining "CDA" area.

Development / Zoning on the OZP / Lot Nos.		**Whole "CDA" zone**	**Uptown (Lot No. 2064RP in D.D. 121)**	**Lot No. 2188 in D.D. 121**	**Lot No. 403 in D.D. 121 (owned under a Tso/ Tong)**	**Residual Area (Lots Nos. 287S.B, 287S.C, 302RP, 308RP(Part), 388RP, 392RP, 408, 415(Part), 420(Part), 422RP(Part), 423(Part), 424(Part), 2064S.A and 2064S.B in D.D. 121)**	**Residual Government Land**
Site Description		-	Triangular in shape	Trapezium in shape	Rectangular in shape	Irregular shape and scattered around	Elongated in shape, with portion being part of the road
Current Scheme	Site Area (Gross) (about) (sq.m.)	*23,282 (100%)*	16,292 (70%)	1,798 (7.7%)	503 (2.1%)	3,390 (14.6%)	1,299 (5.6%)
	Maximum Achievable Gross Floor Area (about) (sq.m.)	*69,000 (100%)*	50,290 (72.9%)	5,329 [2] (7.7%)	1,490 [2] (2.1%)	10,047 [2] (14.6%)	1,844 [3] (2.7%)
	Implied Plot Ratio (about)	*3*	3.09	2.96	2.96	2.96	1.42
Proposed Scheme	Maximum Gross Floor Area [1] (about) (sq.m.)	*69,000*	50,290	**7,172**	1,490 [4]	10,047 [4]	Not consider for development due to site constraints [5]
	Maximum Plot Ratio [1] (about)	*3*	3.09	**4.91**	2.96 [4]	2.96 [4]	

Remarks:
[1] Under the Building (Planning) Regulations (Cap. 123F).
[2] Calculate on a pro-rata basis subject to the PR restriction under the subject "CDA" zone.
[3] Calculate by deduction the maximum GFA of the "CDA" zone with the maximum achievable GFA of Uptown and the development potential in other private lots.
[4] To retain the maximum achievable GFA on the lots within the subject "CDA" zone, however, they are mostly landlocked with diversified ownerships and not abut to a specified street, they are mostly fall within unclassified sites under Building (Planning) Regulations (Cap. 123F). Hence, the possibility for achieving a maximum PR of 3.0 is highly doubted.
[5] Land parcels of residual Government land are elongated in shape with portion being part of the existing/ future road, it is considered as not feasible for any future development.

Table 2 Details of Residual Land Parcels within the Subject "CDA" zone

3.5.4 This allocation ensures that the development intensities of the Application Site remain well within the maximum allowable GFA of 69,000 sq.m., as prescribed by the Notes of the OZP, thus it will not deprive the development potential of the resultant private land lots, thereby maintaining compliance with the TPB PG-No. 17A as mentioned in above **Section 3.4** and supporting the planning intention of balanced and controlled development within the "CDA" zone.

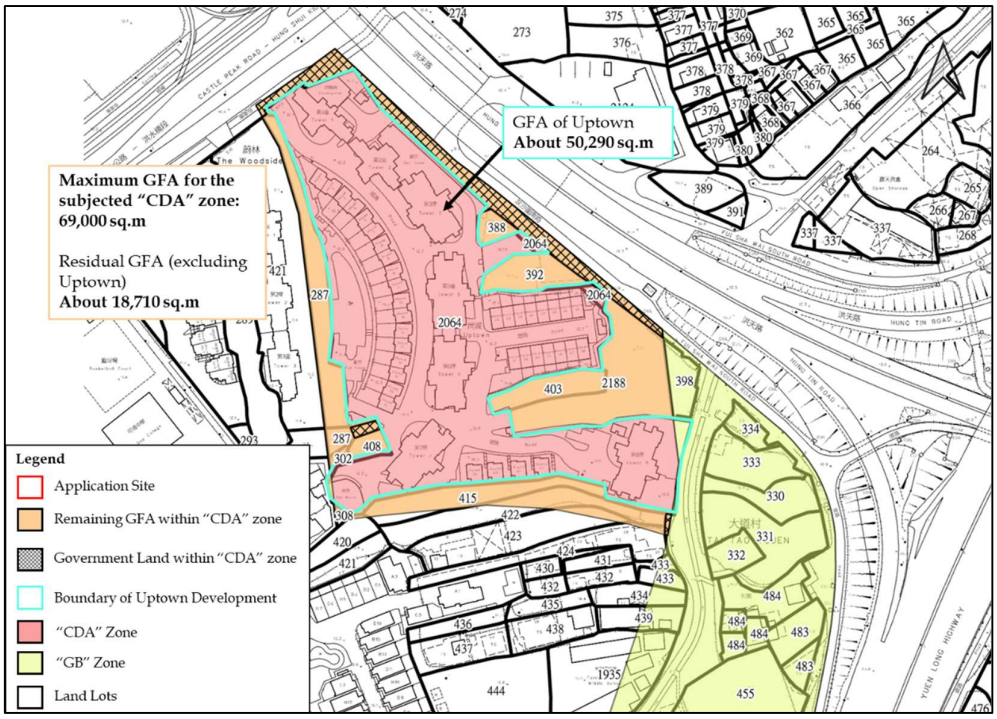


Diagram 9 Current Residual GFA Without the Proposed Development
(Source: HKMS2.0, HKSAR Government)

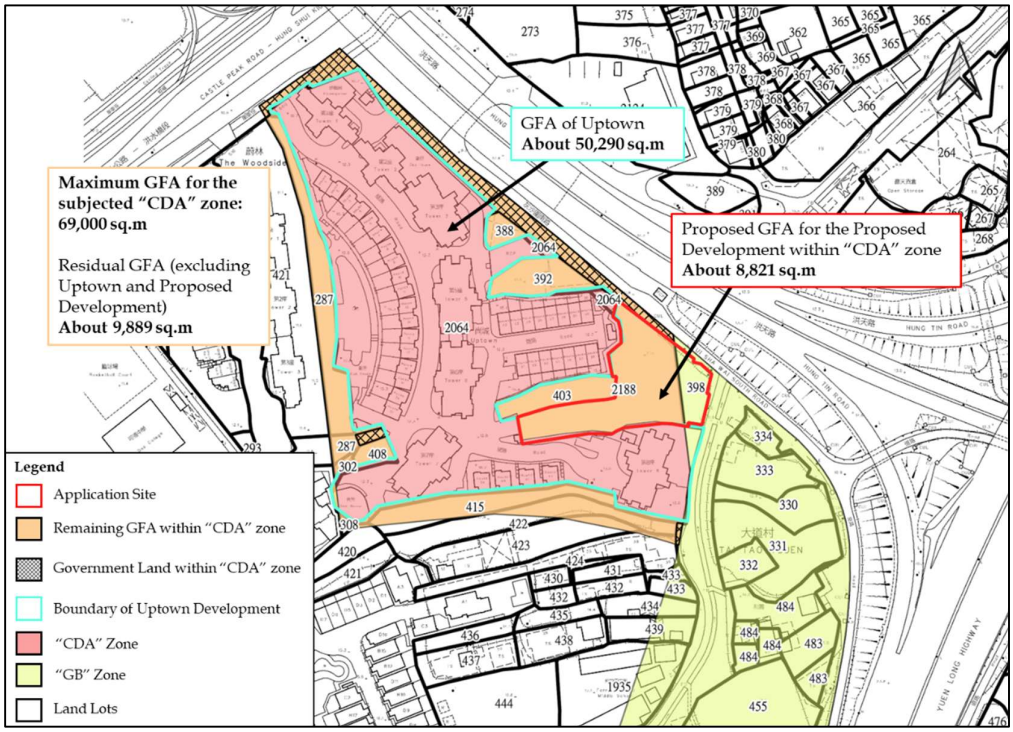


Diagram 10 Residual GFA With the Proposed Development
(Source: HKMS2.0, HKSAR Government)

Non-Statutory Planning Context

3.6 Aging Population at the District Level

3.6.1 Based on the *'2021 Population Census'* published by the Census and Statistics Department (C&SD), there are about 158,000 population aged 60 or above, representing about 24% of the total population in the Yuen Long District.

Diagram 11 Yuen Long District Population in 2021
(Source: 2021 Population Census, Census and Statistics Department)

3.6.2 According to the *'Projections of Population Distribution 2023-2031'* published by the PlanD, there will be a significant increase of population in the Yuen Long District, in particular the elderly population (i.e., aged 60 or above) increase from about 197,100 in 2025 to about 241,200 in 2031, reflecting a growth of about 22% over the future 6 years.

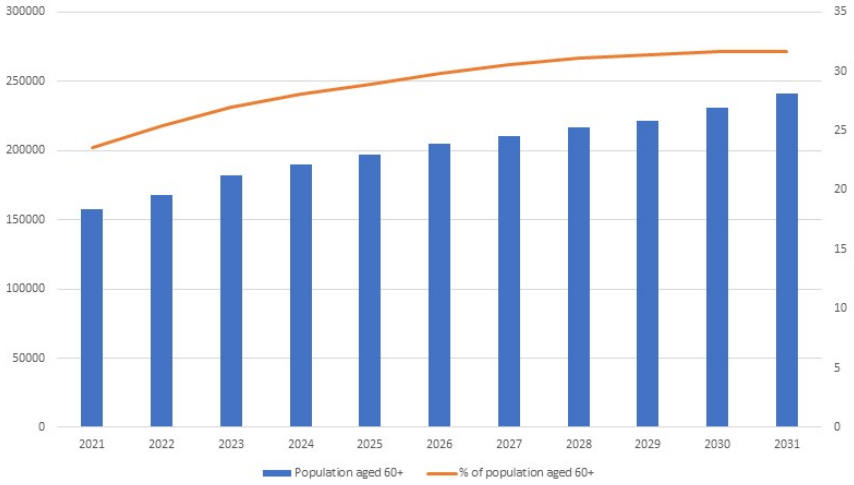


Diagram 12 Population Projection of Aged 60+ in Yuen Long District
(Source: Projections of Population Distribution 2023-2031, Planning Department)

3.6.3 It is anticipated that the percentage of the elderly in the total population of Yuen Long District is expected to gradually increase, demonstrating that more elderly living in the area. The demographic shift highlights an ageing population in the area, which has significant several implications on the provision of elderly care services, particularly the residential cares for the elderly.

3.7 Housing Supply Perspective

Long Term Housing Strategy

3.7.1 The Long Term Housing Strategy (LTHS) was first introduced on 16 December 2014 to set out strategic directions to gradually avert the supply-demand imbalance of housing. The Government updates the long-term housing demand projection annually and presents a rolling 10-year housing supply target to capture social, economic and market changes over time, and makes timely adjustments where necessary. According to the 2023, 2024 and 2025 Annual Progress Reports, the latest private housing supply target for the next 10-year period will be 126,000 units, including Government land sale, railway property developments and development projects undertaken by the Urban Renewal Authority (URA). The supply in the primary private residential property market for the coming three to four years is about 101,000 units. [5] [6] [7].

[5] Long Term Housing Strategy Annual Progress Report 2023 (for the 10-year period from 2024-25 to 2033-34), Housing Bureau.
[6] Long Term Housing Strategy Annual Progress Report 2024 (for the 10-year period from 2025-26 to 2034-35), Housing Bureau.
[7] Long Term Housing Strategy Annual Progress Report 2025 (for the 10-year period from 2026-27 to 2035-36), Housing Bureau.

3.7.2 Thus, a strong demand in private housing is envisaged in the upcoming years, with about 40% of the private housing provision will be relying on the delivery of private sector. The Proposed Amendment will provide over 450 units to contribute to the housing supply and offer wider housing choices for different age groups.

2026-27 Budget

3.7.3 The latest 2026-27 Budget highlights that the provision of private housing supply, with the average of the completed private residential units of about 17,000 units annually over a five-year period from year 2026.

Policy Address

3.7.4 The Policy Address (PA) addresses the concern on housing supply which includes stabilizing supply for private housing. Relevant sections related to the Proposed Development are summarized as follows: -

- PA 2022 – "*deliver sufficient land for private housing development in the next five years to meet the projected demand in the LTHS and stabilise supply for private housing*";
- PA 2023 - "*Make land available for the production of around 80,000 private housing units for disposal in the market through land sale or railway property developments in the next five years (2024-25 to 2028-29)*";
- PA 2024 - "*According to the LTHS, the supply target for private housing in the coming decade is projected to be 132,000 units. The Government will make available land over the next five years to provide about 80,000 private housing units.*"; and
- PA 2025 – "*According to the LTHS, the supply target for private housing in the coming decade is projected to be 126,000 units. The Government will have sufficient land to meet the demand in the next ten years, and will roll out such land to the market in an orderly and pragmatic manner. Besides Government land sale, other sources of private housing land supply include railway property development and URA projects, as well as private development projects.*".

Housing for the Elderly

3.7.5 The Government was first cooperated with the Hong Kong Housing Society (HKHS), and further launched the Senior Citizen Residences Scheme (SEN Scheme) in 2003 to cater for the housing need of the middle-income elderly incorporating with the concept of "housing with care" for the elderly.

3.7.6 Currently, the Hong Kong Housing Authority (HKHA) and the HKHS would offer different types of public housing subsidies to the elderly to address their housing needs, such as Flat-for-Flat Scheme for Elderly

Owners, Priority Public Rental Housing Schemes, Special Housing for the Elderly, Building Maintenance Grant Scheme for Elderly Owners, etc..

3.7.7 According to the latest statistics on the elderly households in public rental housing (PRH)[8], the actual average waiting time for PRH of elderly one-person applicants were about 2.6 years, and hence only a small number of successful cases were recorded.

3.7.8 On the other hand, there is no designated land use category for residential development specify for senior housing in Hong Kong, pushing some seniors toward alternatives in the Greater Bay Area (GBA). Given the ageing population in the district level as summarized in above **Section 3.6**, as well as the increasing trend of out-migration with various seniors being left behind[9], there shall be a high local demand for elderly housing needs and social supports.

3.7.9 The imbalance between the demand and supply of senior housing in Hong Kong underscores the urgent need for expanded private sector involvement. Thus, the private developers shall be driven by the rationale of tapping into a lucrative market of wealthier elderly seeking modern, autonomous living options to offer high-quality and tailored accommodations that prioritize integrated healthcare and community for the elderly.

3.7.10 Referring to the World Health Organization's Age-friendly Cities Framework, "housing" and "community support and health services" were rated the lowest among the eight domains in Hong Kong. Meanwhile, various public policy researches have pointed out that the remaining seniors in Hong Kong prefer ageing in place rather than moving into RCHE facilities, even health care assistance is needed. In addition, the Government has established the principle of "ageing in place as the core, with institutional care as back-up" care policy for the elderly to be cared by the family with community services as supported. Hence, private sectors are expected to play a crucial role in addressing the need for senior housing in Hong Kong, so as to reduce emergency service needs and enhance better mental health for the elderly.

3.8 Short Supply of RCHE in the Territory

3.8.1 RCHEs can generally be classified into the following categories: subvented homes; contract homes; self-financing homes; and private homes. Hence, there is an acute demand for residential care services for the elderly within the territory. As of February 2026, there are currently about 3,100 subsidized places and 5,300 non-subsidized places from the existing RCHEs in the Yuen Long District[10], whilst there also 1,700 nos. of committed places in the Areas 2, 5, 7, 24 and 25[11].

[8] Legislative Council. (2022). Statistical Highlights ISSH16/2022. https://www.legco.gov.hk/research-publications/english/2022issh16-elderly-households-in-public-rental-housing-20220413-e.pdf

[9] Census and Statistics Department. (2017). *Developments in demographic trends of Hong Kong and their implications for public policies.*

[10] https://www.swd.gov.hk/en/pubsvc/lr/rche/

[11] LC Paper No. CB(1)368/2025(05). https://www.legco.gov.hk/yr2025/english/panels/ws/papers/ws20250317cb1-368-5-e.pdf

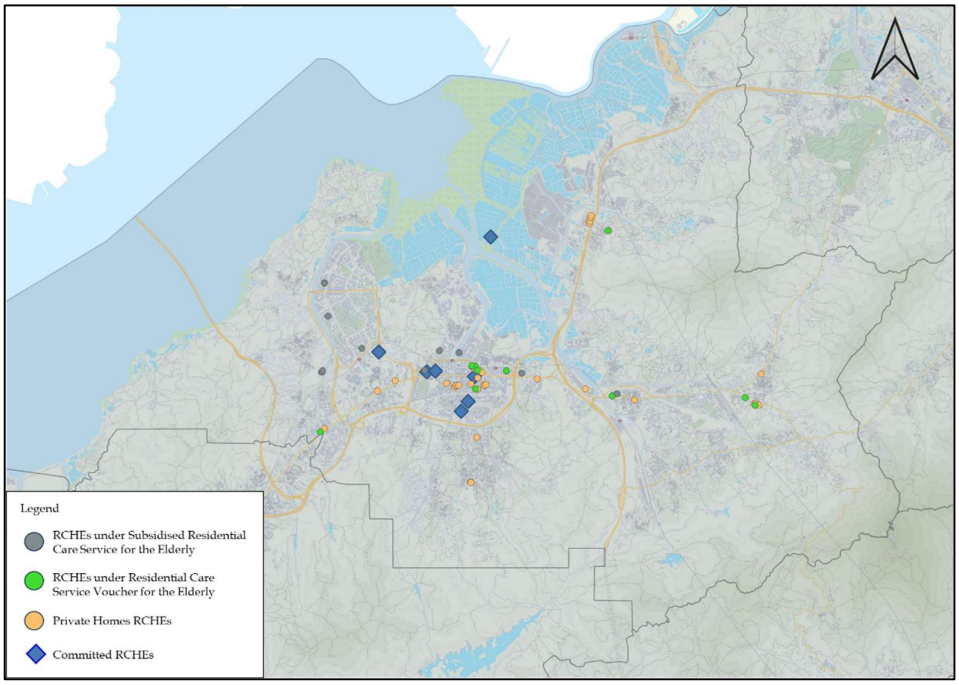


Diagram 13 Geographical Distribution of the RCHE in Yuen Long District
(Source: Elderly Information, Social Welfare Department)

3.8.2 According to the statistics on the residential care services as published by the Social Welfare Department (SWD), there are about 17,664 nos. of applicants waiting for subsidized care and attention places, of which the average waiting time is 8 months by the end of December 2025[12]. Thus, the shortage of bedspace provision results in long waiting times for different types RCHE.

3.8.3 Based on the Government's statistics published in 2022, the enrolment rates of RCHEs remain at a high level, especially the subvented/contract homes (Refers to **Table 3**). **Table 4** shows the number of applicants and average waiting time of various types of subsidised residential care services for the elderly in the Central Waiting List for subsidised long term care services.

Type of Homes for RCHEs	Enrolment Rate
Subvented and contract homes	91%
Private homes	71%
Self-financing homes	68%

Table 3 Enrolment Rate of Residential Care Homes in Hong Kong
(Source: Elderly Information, Social Welfare Department)

[12] https://www.swd.gov.hk/storage/asset/section/1022/en/CWL/LTC%20statistics_HP-EN(202512).pdf

Service Types	Average Waiting Time (in months) (Average of the previous 3 months)	No. of People Waitlisted
Subsidised care and attention (C&A) places	21	15,724
Nursing home (NH) places	26	1,940

Table 4 Number of Applicants and Respective Waiting Time for Subsidised Residential Care Service for the Elderly
(Source: Elderly Information, Social Welfare Department)

3.8.4 According to the '*Elderly Services Programme Plan*' published by the Elderly Commission in 2024, the projected demand for residential care services (RCS) shall increase significantly in the coming years. Hence, development of the quality private RCHEs shall be considered to meet the community's diverse needs for RCS.

Year	2025	2026	2027	2028	2029	2030	2031	2032
Demand of RCS	47,000	46,000	46,000	46,000	45,000	45,000	46,000	47,000
	Percentage increase						*2.22%*	*2.17%*

Table 5 Demand Project for Residential Care Places
(Source: Elderly Services Programme Plan, Elderly Commission)

3.8.5 Based on the data shown in **Table 4**, it is observed that there are currently a significant number of people waitlisted for the subsidised care and attention (C&A) places and nursing home (NH) places in the homes of RCHE. The aging population in Hong Kong, particularly in Yuen Long District, exacerbates this situation (refers to **Diagrams 11 and 12**), resulting in a greater need for RCHE services within the district. It is anticipated that the RCHE provision is critical to address both current and future shortage, to fulfil the community's needs for elderly welfare services, to alleviate pressure on waitlists, as well as to enhance the overall quality of life for elderly residents.

3.8.6 With reference to the TPB Paper No. 11045 For Consideration by the Board on 13.02.2026, a shortfall of 1,784 bed spaces in the provision of subsidized RCHE bed spaces were observed in Yuen Long District. Noted that the growth of aging population in Yuen Long District as presented in **Diagram 11**, there is a necessary need for both subsidized and private bed spaces to cater for the needs of elderly welfare services in the future.

Type of Facilities	HKPSG requirement	Requirement based on OZP planned population	Existing Provision	Planned Provision (including existing provision	Surplus/ Shortfall against planned provision
Residential Care Home for the Elderly (RCHE)	21.3 subsidised beds per 1,000 elderly persons aged 65 or above	8,699 beds	2,093 beds	6,915 beds	-1,784 beds

Table 6 Table of GIC Facilities Provision in Yuen Long District
(Source: TPB Paper No. 11045, Planning Department)

3.8.7 Noted the majority of the Application Site (i.e., area currently zoned as "CDA") is subject to an approved application No. A/YL-TYST/870 for a 300-place RCHE which was approved with conditions by the RNTPC on 4 May 2018. The construction of the abovementioned approved application is yet to commence, whilst the majority of Application Site is encroached to such application. Hence, there shall be an additional need of subsidized RCHE bed spaces provision in Yuen Long District.

3.8.8 Furthermore, there are a number of planned/ committed developments found in the vicinity of the Application Site, as shown in **Figure 5**. It is anticipated that the more RCHE places shall be required to cater to the planned/committed population.

3.9 Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments

3.9.1 The Government has published the "*Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments*" (LAO Practice Note No. 4/2003) as well as "*Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments – Time-limited Enhancements*" (LAO Practice Note No. 5/2003) to encourage the provision of residential care homes for the elderly in the new private development. Eligible RCHE premises will be exempted from payment of premium under land transactions, with the incorporation of certain lease conditions to ensure timely delivery of the premises. In return, the development shall be responsible for the construction cost of the RCHE.

3.9.2 Based on the "*Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments*", the RCHE premises are allocated to provide the maximum total GFA of not exceeding 12,000 sq.m. or 10% of the total GFA permissible under lease, whichever is greater. Thus, the Proposed RCHE, with the total GFA of about 6,961 sq.m, is well complied with the requirements of the Incentive Scheme.

3.10 In Line with the Government's Policy on RCHE Provision

3.10.1 Under the Chief Executive's 2023, 2024 and 2025 Policy Address (PA), the

Government has formulated cross-sectoral policies and initiatives to cater for the needs of the elderly. Over the past year, the Government has strengthened support for ageing in place and lifted the quality and quantity of RCHEs, in order to provide more residential care places for the elderly, importing care workers from outside Hong Kong, commencing the Review of Manpower for Healthcare Services in Residential Care Homes, etc..

3.10.2 Specifically, the Government has announced their targets to provide about 700 new subsidised residential care service places to strengthen residential care service in the whole territory, according to the latest 2025 PA.

3.10.3 In addition, the Finance Committee of the Legislative Council has approved the allocation of $20 billion for the Government to purchase premises for the provision of welfare facilities in 2020. The Government Property Agency has been assisting the SWD to identify suitable non-domestic premises through different channels in the 18 districts.

3.10.4 In accordance with the latest 2026-27 Budget, the Government targets to enhance the overall elderly service by expanding the elderly care services market, while promoting the parallel development of both publicly-funded and market-based services.

3.11 Similar Application for Rezoning from "CDA" Zone to Residential Zoning

3.11.1 There is a precedent approved application (No. Y/YL-PS/6) that involve rezoning from "V" and "CDA" zones to residential zoning, which was approved/ agreed by the RNTPC on 9 June 2023 (refers to **Diagram 14**)[13].

3.11.2 For the aforementioned approved application (No. Y/YL-PS/6), the intention of the "CDA" zone is to phase out the existing industrial uses by other compatible land uses, its proposed development would not be incompatible with the surrounding land uses in the long run. Overall, the proposed residential development cum RCHE and retail facilities is generally compatible with the surroundings which are predominantly residential in nature.

3.11.3 Although the planning context of the abovementioned approved application is different from the current application, this planning approval demonstrates the successful precedent for rezoning from "CDA" zone to residential zoning to facilitate a proposed residential development and RCHE with retail shop. Consideration of this proposed s.12a application from "CDA" zone to "R(A)4" zone for residential development and social welfare facility (RCHE) is relevant.

[13] The approved planning application (No. Y/YL-PS/6) involves rezoning from "V" and "CDA" zones to "R(B)2" zone for proposed residential development and RCHE with retail shop.

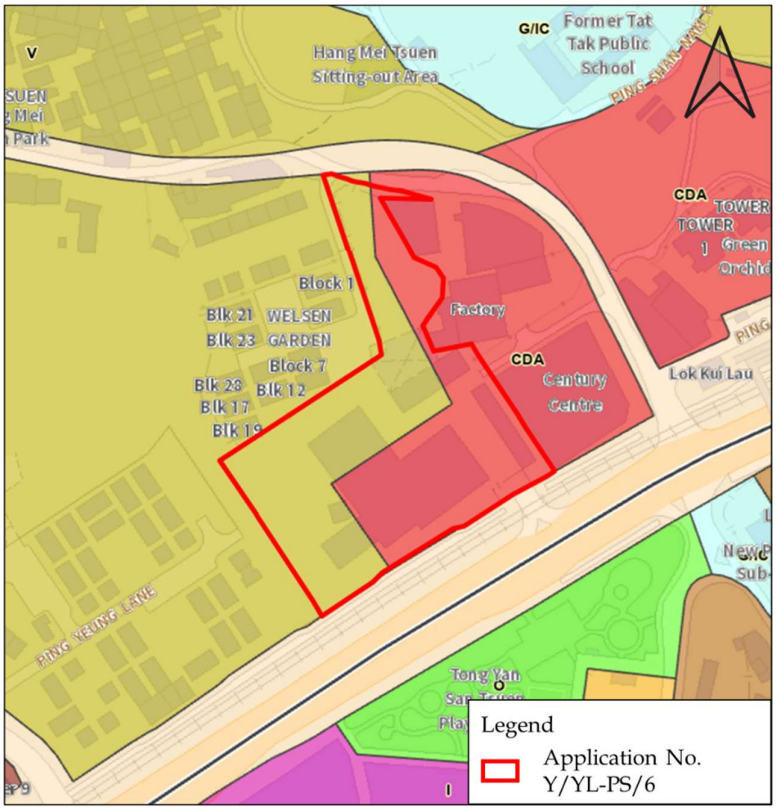


Diagram 14 Similar Application for Rezoning from "CDA" zone to Residential Zoning (No. Y/YL-PS/6)
(Source: Town Planning Board, HKSAR Government)

3.12 Similar Application for Rezoning from "GB" Zone to Residential Zoning

3.12.1 Apart from the similar approved application within "CDA" zone, there is a similar approved rezoning application No. Y/TW/19 that involve rezoning from "GB" zone to a residential zoning to facilitate a private residential cum RCHE development which was partially approved/ partially agreed by the Metro Planning Committee (MPC) on 24 January 2025 (refers to **Diagram 15**)[14].

3.12.2 This application locates at the urban fringe and southern fringe of the "GB" zone which was covered by a "GB" zone that is intended to be the buffer between the Tsuen Wan New Town and Tai Mo Shan Country Park. In consideration of no adverse government departmental comments on the planning intention, land use compatibility, development scale, and technical aspects, the application was partially approved/ partially agreed by the MPC.

3.12.3 In term of land use compatibility, both the Application Site and the approved application No. Y/TW/19 are located at the fringe of their

[14] The approved planning application (No. Y/TW/19) involves rezoning from "GB" and "V" zones to "R(B)9" zone for a private residential cum RCHE development.

respective "GB" and "V" zones which are close to the surrounded high-rise residential developments and near public transport services (i.e., Mass Transit Railway (MTR) stations or LRT services). With the similar planning context for both cases, hence, the proposed development is considered not incompatible with the surrounding land uses.

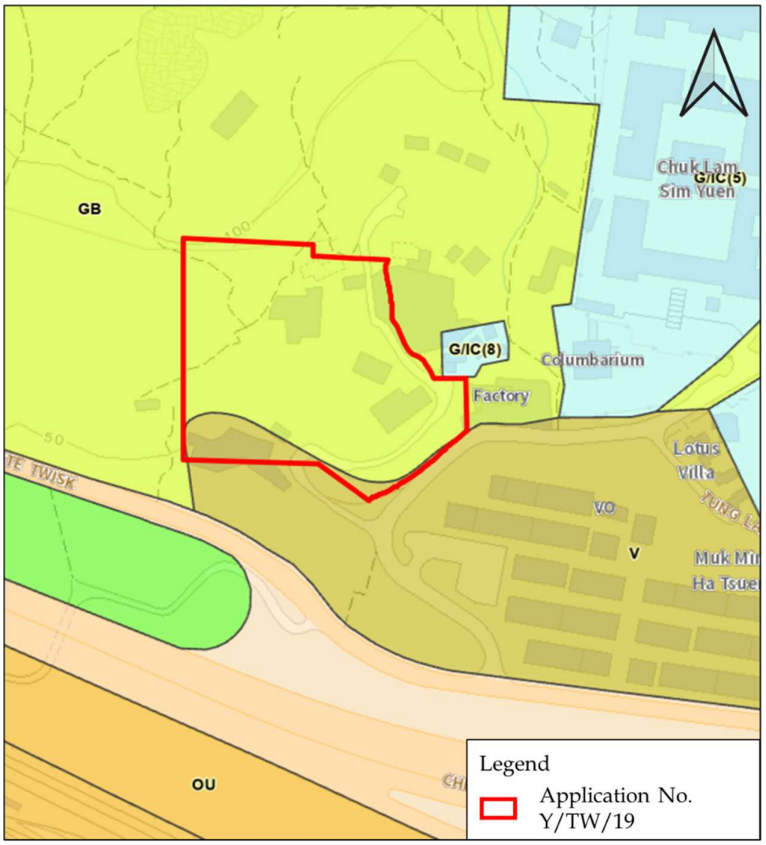


Diagram 15 Similar Application for Rezoning from "GB" zone to Residential Zoning (No. Y/TW/19)
(Source: Town Planning Board, HKSAR Government)

4 PROPOSED AMENDMENTS TO THE OUTLINE ZONING PLAN

4.1 The Proposed Amendments

4.1.1 To provide a tailor-made development restrictions to the Application Site, a new sub-zone of "Residential (Group A) 4" ("R(A)4") is proposed. In view of 'Flat' and 'Social Welfare Facility' uses fall within Column 1 uses under the proposed "R(A)4" zone, further planning permission from the Board would not be required to effectuate the proposal. Relevant Proposed Amendments on the Tong Yan San Tsuen OZP are shown in **Diagrams 16 - 17** and **Figure 6**.

4.1.2 The development restriction of maximum building height would be 60 metres above Principal Datum ("mPD") is compatible with the private residential development, while *"Uptown"* with the existing building height of +77mPD is located in the immediate west and the building height profile in the vicinity.

RESIDENTIAL (GROUP A) (cont'd)

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

(a) On land designated "Residential (Group A)" ("R(A)"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5, a maximum site coverage of 42% and a maximum building height of 12 storeys (36m), or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater. The lowest three floors could have a maximum site coverage of 100%.

(b) On land designated "R(A)1" and "R(A)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio and maximum building height specified below, or the plot ratio and height of the existing building, whichever is the greater:

Sub-area	Maximum Plot Ratio	Maximum Building Height
R(A)1	6.5	155mPD
R(A)2	6.5	205mPD

(c) On land designated "R(A)3", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 7 and a maximum building height of 160mPD, or the plot ratio and height of the existing building, whichever is the greater.

(d) ***On land designated "R(A)4, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.91 and a maximum building height of 60mPD, or the plot ratio and height of the existing building, whichever is the greater.***

(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (a) to ***(d)*** above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(f) In determining the maximum plot ratio and site coverage for the purposes of paragraphs (a) to ***(d)*** above, any floor space that is constructed or intended for use solely as car park,

Diagram 16 Proposed Revision for the Notes of the Tong Yan San Tsuen OZP
(Source: Town Planning Board, HKSAR Government)

9.3 The area adjoining Castle Peak Road - Hung Shui Kiu Section is intended for higher-density development so as to complement the regional economic and civic hub function of HSK/HT NDA. Three high-density residential development clusters are also designated at the northern section of Kung Um Road, to the north of Tong Yan San Tsuen Interchange and south of Tan Kwai Tsuen for public housing development. Lower density development can be found away from the major thoroughfares in commensurate with the existing built character and infrastructural constraints, such as the Tong Yan San Tsuen area.

9.4 In designating various zones on the Plan, considerations have been given to the natural environment, physical landform, existing settlements, land status, availability of infrastructure, local development pressures, the strategic positioning of the area under Hong Kong 2030+ and the NWNT (Yuen Long District) Development Statements Study under the NWNT Development Strategy Review. Other than the above, buildings and places of historical significance in the Area should be preserved as far as possible.

10. LAND-USE ZONINGS

10.1 Comprehensive Development Area ("CDA") : Total Area : *3.14* ha

10.1.1 This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Although existing uses are tolerated, any development/redevelopment proposal on sites under this zoning should be submitted to the Board in the form of a Master Layout Plan (MLP) for consideration, except as otherwise expressly provided that it is not required by the Board. Pursuant to section 4A(3) of the Ordinance, a copy of the approved MLP shall be made available for public inspection in the Land Registry. The two "CDA" sites designated on the OZP are as follows:

10.1.2 "CDA" zone to the west of Hung Tin Road

A site of about *2.15* ha at the intersection of Castle Peak Road and Hung Tin Road is zoned "CDA". Development in the site is restricted to a total gross floor area (GFA) not exceeding *64,500* m^2 (equivalent to a plot ratio of 3) and a maximum building height of 17 storeys. Major part of the site has been developed for residential use, known as Uptown.

10.1.3 "CDA" zone in Tan Kwai Tsuen

A site of about 1 ha to the south of Tan Kwai Tsuen was the subject of a residential development approved by the Board. Development in

to formulate an urban form with a building height profile gradually descending from north to south across the YLS area to ensure visual harmony with the surroundings.

"Residential (Group A)4" ("R(A)4"): Total Area: 0.21 ha

(i) The "R(A)4" site located to the west of Fu Sha Wai South Road and Hung Tin Road and to the south west of the Tin Shui Wai West Interchange, are intended for residential development and residential care homes for the elderly. Development within this site is subject to a maximum plot ratio of 4.91 and a maximum building height of 60mPD for the "R(A)4", or the plot ratio and height of the existing building, whichever is the greater

10.2.5 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

10.3 Residential (Group B) ("R(B)") : Total Area : 58.68 ha

10.3.1 This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

10.3.2 As the areas along Castle Peak Road - Hung Shui Kiu Section and Yuen Long Highway would be subject to traffic noise impact, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

10.3.3 There are three sub-areas within this zone. Development in these areas is guided by the Tong Yan San Tsuen North Layout Plan, Tong Yan San Tsuen South Layout Plan and Hung Shui Kiu Layout Plan.

(a) Residential (Group B)1 ("R(B)1") : Total Area : 52.99 ha

Six areas are zoned "R(B)1". One is located to the south of Castle Peak Road - Ping Shan Section which is known as Villa Sunshine and is occupied by a number of 4-storey (over single-storey car park) houses. The second one is located to the south of Castle Peak Road - Ping Shan Section at Ping Shan Lane which is occupied by a number of 3-storey houses. The third one is located to the west of Long Tin Road at Ma Fung Ling Road. Evergreen Place, Green Lodge and Jasper Court are found in this area. The fourth one is located at Tong Yan San Tsuen to the south of Yuen Long Highway. The Eldorado, Kisland Villa, Marbella Gardens and Windsor Villa along Sha Tseng Road as well as Recours La Serre, The Parkhill, Park Hillcrest and Park Villa along Tong Yan San Tsuen Road are located within this area. The fifth "R(B)1" zone covers the area

10.13 Green Belt ("GB") : Total Area : ***120.78*** ha

10.13.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. Area zoned "GB" may include foothills, lower hill slopes, spurs, isolated knolls, woodland, traditional burial ground or vegetated land which are found at the urban fringe. There is a general presumption against development within this zone. However, limited

Diagram 17 Proposed Revision for the Explanatory Statement of the Tong Yan San Tsuen OZP
(Source: Town Planning Board, HKSAR Government)

4.1.3 The following paragraph is proposed to be included in the Remarks of the Statutory Notes of the "R(A)" zone: -

"(d) On land designated "R(A)4, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 4.91 and a maximum building height of 60mPD, or the plot ratio and height of the existing building, whichever is the greater."

4.1.4 The following paragraph is proposed to be included in the Explanatory Statement of the Tong Yan San Tsuen OZP: -

"10.1 Comprehensive Development Area ("CDA"): Total area 3.14 ha

[…]

10.1.2 "CDA" zone to the west of Hung Tin Road

A site of about 2.15 ha at the intersection of Castle Peak Road and Hung Tin Road is zoned "CDA". Development in the site is restricted to a total gross floor area (GFA) not exceeding 64,500m² (equivalent to a plot ratio of 3) and a maximum building height of 17 storeys. Major part of the site has been developed for residential use, known as Uptown. + notes

[…]

10.2.4 There are also four sub-areas which are subject to the following development restrictions:

[…]

"Residential (Group A)4" ("R(A)4"): Total Area: 0.21 ha

(i) The "R(A)4" site located to the west of Fu Sha Wai South Road and Hung Tin Road and to the south west of the Tin Shui Wai West Interchange, are intended for residential development and residential care homes for the elderly. Development within this site is subject to a maximum plot ratio of 4.91 and a maximum building height of 60mPD for the "R(A)4", or the plot ratio and height of the existing building, whichever is the greater."

[…]

10.13 Green Belt ("GB"): Total Area: 120.78 ha

4.1.5 With the reduction of site area under the "CDA" zone to the west of Hung Tin Road, the maximum GFA is thus reduced to not exceeding 64,500 sq.m., which is equivalent to a PR of 3.0 as similar to the current. Slight amendment is also made to **Section 10.13** of the Explanatory Statement of the Tong Yan San Tsuen OZP to reflect the reduction in the total area of adjacent "GB" zone.

5 DEVELOPMENT PROPOSAL

5.1 Indicative Development Scheme

5.1.1 The Application Site covers an area of about 2,138 sq.m. and involves two 6-storey building blocks atop a 7-storey RCHE in the lowest G/F to 6/F.

5.1.2 Details of the development proposal are provided in **Table 7** and indicative architectural drawings of the Proposed Development is shown in **Appendix 1.**

Development Parameters	Proposed Scheme
Site Area (about)	2,138 sq.m.
Gross Floor Area (about) - Domestic - Non-domestic	10,489 sq.m. - 3,528 sq.m. - 6,961 sq.m.
Plot Ratio (about) - Domestic - Non-domestic	4.91 - 1.65 - 3.26
Site Coverage (about) - Domestic - Non-domestic	 - 26.6% - 55.2%
Maximum Building Height (BH)	Not exceeding 60mPD
No. of Block	2
No. of Storeys	13
No. of Rooms for RCHE	70
No. of Beds for RCHE	450
No. of Flats under Residential Development	72
Average Flat Size (about) for Residential Development	49 sq.m.
Estimated Population - Residential Development* - RCHE	645 - 195 - 450
No. of Parking Spaces - Private Car - Light Bus - Motorcycle	 - 12 (7 for Residential Development (including 1 Accessible); 5 for RCHE (including 1 Accessible)) - 2 for RCHE - 2 (1 for Residential Development; 1 for RCHE)
No. of Loading/Unloading Bay (L/UL) - Private Car - LGV - MGV/HGV	 - 1 (for RCHE) - 2 (for RCHE (1 shared use with MGV /HGV)) - 1 (for Residential Development)
Open Space Provision	Not less than 645 sq.m.
Tentative Completion Year	2031

Remarks:
* Assuming person per flat of 2.7.

Table 7 Key Development Parameters of the Indicative Scheme

5.1.3 Details of the schedule of use by floors is provided in **Table 8**.

No. of Floor(s)	Indicative Uses
8 -12/F	Flats
7/F	Flats and Landscape Deck
1/F-6/F	Dormitory Floors of RCHE with Supporting Facilities
G/F	Entrance Lobby, Supporting Facilities, Electrical and Mechanical (E&M) and Parking Spaces

Table 8 Schedule of Use by Floors

5.1.4 Subject to future operator, it is intended that the proposed flats would target to serve people who are aged 60 or above only to enjoy their retirement life with additional supportive resources, including rehabilitation services and social activities.

5.1.5 The development proposal involves a 450-places RCHE with residential development atop the RCHE podium. The proposed maximum BH would not exceed 60mPD and the proposed maximum PR shall comply with the Buildings Ordinance (BO) (Cap. 123).

5.1.6 Tentatively, the Proposed Development would have 70 nos. of RCHE rooms and 72 no. of residential units, which targets to accommodate about 645 residents in total. Additionally, not less than 645 sq.m. of open space will be provided within the Proposed Development to serve the future residents, in which would be available on the G/F and the podium at 7/F to cater for the recreational needs of the users and residents of the future development.

5.1.7 Indicative architectural drawings of the Proposed Development are attached in **Appendix 1**. The floor plans incorporating with elderly-friendly building design will be prepared in accordance with the "*Best Practices in Design and Operation of Residential Care Homes for the Elderly*" as established by the SWD in 2023 and the "*Task Force on Promoting Elderly-friendly Building Design*" by the Government in 2024 accordingly. Besides, the proposed facilities are provided based on the Schedules of Accommodation for a RCHE of 250-place on a pro-rata basis. The proposed Schedules of Accommodation of the RCHE is attached in **Appendix 2**.

5.1.8 Under the current proposal, each RCHE resident will occupy about 10.9 sq.m. floor area (i.e., 4,907.1 sq.m. / 450 persons = about 10.9 sq.m.) (refers to **Appendix 2** of the proposed Schedules of Accommodation for the RCHE), complying with the statutory minimum floor space occupied per resident under the Residential Care Homes (Elderly Persons) Regulation (Cap. 459A), the Code of Practice for Residential Care Homes (Elderly Persons), and the Residential Care Homes Legislation (Miscellaneous Amendments) Ordinance 2023 (Ordinance No. 12 of 2023), or any further

amendment.

5.2 Operation Arrangement

5.2.1 Upon completion, the proposed residential development atop is intended to sell or/and lease units to seniors at the highest priority.

5.2.2 The Proposed Development would be self-financed and self-funded from construction to operation. The Applicant shall bear the construction and operation cost of the Proposed Development, such that there shall be no financial implications, both capital and recurrent, to the Government.

5.2.3 For the proposed residential development, a full range of security services, including the provision of 24-hour guarding protection and monitoring, security system design, installation and maintenance would be considered. For instance, Care-On-Call services would be accommodated within each flat to be connected to 24-hour EasyHome® Service with the service of home caring. According to the Building Management Ordinance (BMO) (Cap. 344), the formation of Owners' Corporation (OC) and Management Committee (MC) shall also be considered in the later stage to facilitate the property management and discharge owners' responsibilities.

5.2.4 For the proposed RCHE premise, the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and the Residential Care Homes (Elderly Persons) Regulation (Cap. 459A), as well as the Code of Practice for Residential Care Homes (Elderly Persons) will be complied with.

5.2.5 In accordance with the Code of Practice for Residential Care Homes (Elderly Persons), regular visits by a registered medical practitioner to the residents for health checking, medical consultation or follow-up treatment, once to twice per week.

5.2.6 There is currently a few of RCHE providing services specifically for cognitive impaired seniors. Subject to the future operator, the proposed RCHE premise may target for elderly with cognitive impairment.

5.2.7 Subject to the further decision of the Applicant in the future, it is tentatively to appoint experienced property management service provider and RCHE operator to be responsible for the daily operation of the proposed residential development and RCHE respectively.

5.3 Proposed Access Arrangement

5.3.1 Referring to the planning history in **Section 3.3**, it is noted that two proposed access arrangements have been suggested by the then Board for the decision of previous planning applications No. A/YL-TYST/342, including (i) a new extended road connecting Hung Shun Road; and (ii) extension of Castle Peak Road – Hung Shui Kiu.

5.3.2 Noted that the proposed vehicular access is located at the northern side of the Project Site, connecting to the Fui Sha Wai South Road. To minimize the potential traffic implication on Fui Sha Wai South Road (which is

currently a single carriageway), alternative vehicular access located at southern side of the Project Site has been investigated (also known as the recommendation (i) a new extended road connecting Hung Shun Road). Constraints including closer location to the existing residential developments with possible traffic noise impacts generated, possible downstream blocking and/or illegal parking along kerbside, and etc.. Specifically, development traffic would traverse the affected private lots that are not solely held by the Applicant. Liaison with the affected lot owner(s) are required. Thus, implementation of such access arrangement is considered not feasible.

5.3.3 Assessment on Fui Sha Wai South Road was conducted, with results indicate that the carriageway will operate within capacity even with the development in place. In addition, to further enhance the connectivity of the Application Site while to enhance vehicular safety for the adjacent Fui Sha Wai South Road, a 55m long carriageway section connecting Castle Peak Road – Hung Shui Kiu to Fui Sha Wai South Road is proposed and will further be discussed in below **Sections 5.3.7** to **5.3.9** and also demonstrated in **Diagram 18** accordingly. With the proposed widening work in place, the Traffic Impact Assessment (**Appendix 3**) also confirmed that the proposed access arrangement is appropriate in traffic point of view.

Proposed Vehicular cum Pedestrian Access to the Application Site

5.3.4 The proposed vehicular cum pedestrian access for the Proposed Development will be located at Fu Sha Wai South Road. Physical segregation between the residential and RCHE portions will be provided via internal separate pedestrian access.

5.3.5 In view of a Tso/Tong land (i.e., Lot 403 in D.D. 121) is sandwiched between the existing residential development, *"Uptown"*, in nearby Lot 2046RP in D.D. 121 and the Application Site (refer to **Figure 4**), sufficient space for emergency vehicular assess is reserved to the concerned Tso/Tong land. This is similar to the previous approved applications as well as the approved MLP under the "CDA" zone.

5.3.6 Hence, 2 pedestrian entrances and 1 RCHE entrance are proposed within the Application Site, while pedestrians shall enter and leave the Site via Fui Sha Wai South Road via the vehicular access.

Proposed Extension Section from Castle Peak Road – Hung Shui Kiu and Road Improvement Works to Fui Sha Wai South Road (**Diagram 18**)

5.3.7 To facilitate the vehicular connectivity of the Application Site from Castle Peak Road – Hung Shui Kiu, a 55m long carriageway section connecting Castle Peak Road – Hung Shui Kiu to Fui Sha Wai South Road is proposed with junction improvement works at Castle Peak Road – Hung Shui Kiu / Hung Tin Road. The proposed extension also consists of a 3.5m-width single carriageway with footpaths on both sides of the carriageway.

5.3.8 The proposed local widening works on the existing Fui Sha Wai South

Road, is currently a single-lane access road serving 2-way traffic, is also proposed to alleviate the growing traffic along the access route. The proposed road improvement work is anticipated to be a standard single-2 carriage way connected with the eastern part of the Fui Sha Wai South Road and the proposed extension section from Castle Peak Road – Hung Shui Kiu.

5.3.9 Similar local widening works were previously approved under the previous approved application. The current proposal is to further upgrade the sub-standard section of Fu Sha Wai South Road to benefit the surrounding villagers.

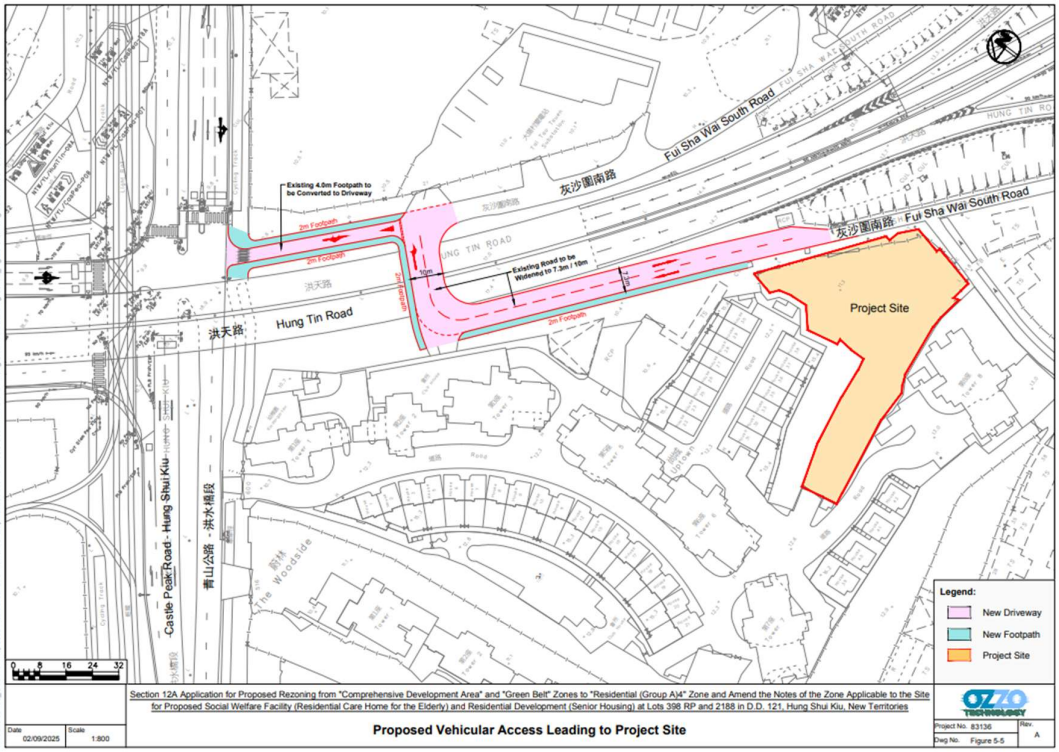


Diagram 18 Proposed Vehicular Access Leading to the Application Site
(Source: Appendix 3 of Traffic Impact Assessment)

5.4 Tentative Development Timeline

5.4.1 It is expected to obtain agreement for this Proposed Development in year 2026 and complete the land exchange in years 2027/28, before the deadline of the Incentive Scheme. It is estimated to take about 3 years to construct. The Proposed Development is expected to be completed in year 2031 tentatively.

5.5 Emergency Arrangement

5.5.1 The nearest public hospital is the Tin Shui Wai Hospital at Tin Shui Wai New Town. In case of accidents and emergency services required, the Proposed Development is just around a 10-minute drive from the Tin Shui Wai Hospital. Also, the Application Site is located in a close distance to Pok Oi Hospital within a 15-minute driving distance.

5.5.2 The Tin Shui Wai Fire Station and Yuen Long Fire Station are just within 10- and 15-minute driving distance from the Application Site respectively, in which to ensure adequate response times and rescue services from the Fire Services Department (FSD).

5.6 Proposed Land Exchange and Application of Incentive Scheme

5.6.1 Upon the approval of this planning application, the Applicant will apply for a land exchange to modify the lot boundary as well as the lease covenants. Details of the land exchange application shall be submitted to the Lands Department (LandsD) upon approval of this planning application.

5.6.2 The Applicant intends to apply for the "*Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments – Time Limited Enhancement*" (LAO Practice Note No. 5/2023).

5.7 Comparison of Major Development Parameters of the Captioned Application and the Previously Approved Planning Application (No. A/YL-TYST/870)

5.7.1 Compared with the approved scheme under the previous s.16 planning application for sole RCHE (No. A/YL-TYST/870), the proposed amendment of plan mainly involves amendment on site boundary and increase in site area, GFA, PR, BH and site coverage (SC). To achieve a higher development intensity, the GFA and BH of the building have been increased correspondingly to provide additional beds and units (with + 150 beds and + 72 units) for the Proposed Development under this s.12a planning application. Also, a larger floor space per RCHE residents is proposed (i.e., 6,961 sq.m.) as compared to the average floor space of 10.9 sq.m. per RCHE residents under the abovementioned approved application.

5.7.2 Comparison of major development parameters of the current application and the previously approved planning application (No. A/YL-TYST/870) are summarized at **Table 9**.

Development / Development Parameters	Previous Approved Application (No. A/YL-TYST/870) (a)	Captioned Application (b)	Difference (%) (b) – (a)
Zoning on the OZP	"CDA"	Proposed rezoning from "CDA" and "GB" to "R(A)4"	-
Proposed Uses	Proposed Social Welfare Facility (RCHE)	Residential Development and Proposed Social Welfare Facility (RCHE)	+ Residential Use
Site Area (Gross) (about) (sq.m.)	1,795	2,138	+343 (+19.43%)
Proposed GFA (about) (sq.m.)			
- **RCHE portion**	5,313	6,961	+1,648 (+31.02%)
- **Residential portion**	-	3,528	+3,528 (+100%)
Proposed PR (about)			
- **RCHE portion**	2.96	3.26	+0.3 (+10.14%)
- **Residential portion**	-	1.65	+1.65 (+100%)
Proposed Total Site Coverage (about) (%)	52%	55.2%	+3.2% (+6.15%)
No. of Block	1	2	+1
Building Height	7 storeys (34.8mPD)	13 storeys (Not exceeding 60mPD)	+ 6 storeys (+85.71%) +25.2mPD (+72.42%)
No. of Beds/Units			
- **RCHE portion**	300 beds	450 beds	+150 beds (+50%)
- **Residential potion**	-	72 units	+72 units (+100%)
No. of Parking Spaces			
- **Private Car**	3	12	+9 (+300%)
- **Light Bus**	1	2	+1 (+100%)
- **Motorcycle**	0	2	+2 (+200%)
- **L/UL Bay**	1	4	+3 (+300%)
- **Taxi/Private Car Pick-up/Drop-off Spaces**	1	0	-1 (-100%)

Development / Development Parameters	Previous Approved Application (No. A/YL-TYST/870) (a)	Captioned Application (b)	Difference (%) (b) – (a)
Open Space Provision (sq.m.)	About 300	Not less than 645	+345 (+115%)
Greenery Provision (about) (sq.m.)	-	About 477.75	+477.75 (+100%)

Table 9 Comparison of the Captioned Application and the Previous Approved Application (No. A/YL-TYST/870)
(Source: Town Planning Board, HKSAR Government)

5.7.3 After reviewing the development context, the captioned Application shall optimize land with the integration of diverse facilities into mixed compact development, with higher development intensity incorporating with the GFA and BH of the building. Hence, additional beds and units (with + 150 beds and + 72 units) are provided for the Proposed Development under this s.12a planning application.

5.8 Design Concepts and Merits (Figure 7)

Provision of 5m-Building Setbacks

5.8.1 To enhance air quality in the neighbourhood, a building setback of 5m from the Site boundary is provided from the site boundary to the nearby residential developments (i.e., "*Uptown*") abutting Fui Sha Wai Road South, which helps to provide more natural light and ventilation to the existing buildings, as well to minimize air and traffic noise impacts from the surroundings. Design of building setback would be considered in compliance with the requirements under the B(P)R (Cap. 123F) and the Sustainable Building Design Guidelines (SBD Guidelines) (PNAP APP-152) to ensure the adequate air and visual permeability.

Street-level Landscaping

5.8.2 With the intention of enhancing the connectivity as well as improving the street scape environment at pedestrian level, the street-level landscaping is proposed to create a landscape and visual buffer along the site boundary. It helps to facilitate a seamless transition between the Proposed Development and the adjacent natural and built environment. To maintain a visual relief and bring improvement to the pedestrian environment, proper landscaping with solid fence wall will be provided with planting beds with evergreen trees and shrubs, details of landscaping features are summarized in the Landscape Proposal in **Appendix 7**, in order. Provision of street-level landscaping will be managed and maintained by the future owners of the Proposed Development.

Building Disposition with Separation

5.8.3 About 25m building separation between two residential blocks is proposed to reduce the building bulkiness of its podium for a better natural ventilation and visual permeability of the Proposed Development. The provision of building void not only can effectively improve visual openness of podium, but also to enhance air circulation at the pedestrian level and allow fresh air flow into the central courtyard. In addition, the provision of building separation prioritizes urban design feature of visual openness, to ensure that the Proposed Development could be integrated harmoniously with the surrounding townscape while minimizing any sense of enclosure. Design of building separation would be considered in complying with the requirements under the B(P)R (Cap. 123F) and SBD Guidelines (PNAP APP-152).

Ensuring Compatibility to the Surrounding

5.8.4 Noting that the Application Site is surrounded by various land uses, intermixed with residential developments, village houses, temporary structures, schools, carparks and open storage uses as described in **Section 2.3**. The scale and design of the Proposed Developments, including but not limited to the PR and BH, are compatible to the surrounding existing and planned developments. Street-level landscaping will be provided along the Application Site to ensure compatibility to the surrounding environment, as well as to create a tranquil and pleasant environment for the future users and visitors. Appropriate landscape design and ample planting will be incorporated with the local open space provision of not less than 645 sq.m. on the landscaping area at ground floor and 7/F of the Proposed Developments to enhance the visual amenity of the area, as well as to serve both future occupants of the RCHE and residential units.

5.8.5 Noted that the local open space provision of about 300 sq.m. was proposed under previous approved application (No. A/YL-TYST/870). Compare to the indicative architectural drawings of the Proposed Development (**Appendix 1**) and the captioned approved application, a significant improvement scheme is identified with more open space provision shall be provided within the Site.

Creation of Age-friendly Environment

5.8.6 To create age-friendly environment within the Proposed Development, design elements and amenities such as elderly-friendly equipment/ facilities (i.e., sitting garden, fitness equipment for the elderly) on the ground floor and landscape deck at 7/F. Thus, a more pleasing environment could be created to encourage the users and visitors of the RCHE and residential units to promote cohesion and interaction amongst, as well as live healthily and comfortably within the community.

5.8.7 The design of the hard landscape elements has been developed in accordance with the Elderly-Friendly Design Guidelines of *"Design*

Manual Barrier Free Access 2008 (2025 Edition)" published by the BD. This ensures that materials, finishes, and layouts are optimized for accessibility, safety, and ease of use for elderly users.

Maximise Greenery Provision throughout the entire Proposed Development

5.8.8 A total of 17 nos. of new trees are proposed throughout the Application Site to enhance the local biodiversity of existing environment. Compare to the existing condition, new ornamental tree and shrub plantings are proposed along the Application Site to soften the built form and maximize the greenery.

5.8.9 The Proposed Development seeks to provide abundance of greenery with a total of about 477.75 sq.m. and a greenery ratio of about 22.35%, in which will be over 20% greenery requirement (equivalent to about 427.6 sq.m.) set out in the SBD Guideline (PNAP APP-152). All proposed greenery would be easily accessible and visible by the users and visitors. In addition, the proposed plantings at the amenity would create a tranquil and pleasant environment for enjoyment of future residents.

Incorporation of Elderly-friendly Building Design

5.8.10 The design prioritises will be based upon the use of passive techniques such as natural ventilation, daylighting, and thermal mass to minimise the building's environmental impact while creating a comfortable and inviting interior. To ensure safe mobility and accessibility of the built environment, a wider canopy from barrier-free building entrance incorporating with landscaping plantations will be provided to create an age-friendly environment.

5.8.11 Age-friendly features such as non-slip surfaces, appropriate bench heights, and clear, unobstructed pathways have been incorporated to create an inclusive environment that promotes comfort and convenience for all users, particularly the elderly of the RCHE and residential units.

5.8.12 Other elderly-friendly building design will be prepared in accordance with the "*Best Practices in Design and Operation of Residential Care Homes for the Elderly*" as established by the SWD in 2023 and the "*Task Force on Promoting Elderly-friendly Building Design"* by the Government in 2024 and the 'Elderly-Friendly Building Certificate' under the BEAM Plus framework announced in 2025 accordingly.

Provision of Active and Passive Activities

5.8.13 According to the Indicative Development Scheme and Landscape Proposal shown in **Appendices 1 and 7**, not less than 645 sq.m. communal open space would be provided in serving about 645 future occupants at the Proposed Development. Landscape Areas are proposed on the ground floor and landscape deck at 7/F to provide enjoyment of the users and visitors for both future RCHE and residential units. In addition, the communal open spaces are equipped with outdoor furniture, such as seating and fitness equipment, to enhance comfort and encourage social

interactions among occupants. As suggested in the "*Study on Active Design for Healthier Lifestyle – Feasibility Study*" and the "*Study on Reimagining Public Spaces in Hong Kong – Feasibility Study*" commissioned by the PlanD that were completed in 2023, the creation of active shared spaces for elderly could ensure both needs and foster a sense of community among different users.

5.8.14 To ensure the safety of elderly residents, both mandatory and non-mandatory design requirements, including but not limited to the barrier-free design requirements under the B(P)R (Cap. 123F), Elderly-friendly Design Guidelines published by the Architectural Services Department (ArchSD) will be followed.

Promotion of Integrated and Interactive Neighbourhood

5.8.15 The Proposed Development features a design element that facilitates integrations and interactions among the future users and visitors of the RCHE and residential units through the landscape areas on the ground floor and landscape deck at 7/F. The inclusion of shared open spaces incorporated with landscaping are provided, including a sitting garden and a gathering courtyard on the ground floor, as well as a yoga area, terrace garden, fitness equipment zones and a viewing platform at 7/F. It offers a variety of recreational and relaxation options, so as to encourage social interaction and alleviate feelings of isolation among occupants. Such improvement would not affect to the character of the nearby residential development (i.e., "*Uptown*") within the "CDA" zone, indeed, would enhance the overall neighbourhood to be integrated and interactive among with the Proposed Development.

5.8.16 The landscape deck at 7/F provides a viewing platform space for the future residents to enjoy the view of Kung Um Shan (of about 297m) to the southeast in order to promote the elderly's well-being. The open-sided void areas also allow cross view corridor to mountain backdrop to enhance visual permeability and the visual linkage of the building and surrounding environment. To maximize the greening opportunities within the Application Site, a diverse selection of plants would be incorporated with the outdoor furniture and recreational facilities to create attractive green spaces.

Maximise Provision of Open Space

5.8.17 To promote a high-quality living environment, the Proposed Development shall maximise of open space provision to enhance well-being and social interaction among the future users and visitors. A variety of landscape open spaces are proposed at the ground floor and landscape deck at 7/F, such as a sitting garden, a gathering courtyard, fitness equipment zones and a viewing platform, to cater to the mobility and recreational needs of elderly. Green features are incorporated to enhance the overall aesthetic and ecological quality of the surrounding urban fabric. The open spaces are universally accessible, with barrier-free pathways and rest areas tailored to support seniors' safety and comfort.

5.8.18 Design requirements, including the barrier-free design requirements under the B(P)R (Cap. 123F), Elderly-friendly Design Guidelines published by the ArchSD.

Compliance with Licensing Requirements

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

5.8.20 It is noted that the proposed RCHE for residents' dormitory will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated, as pursuant to the requirements as set out in Para 5.3.1 of Code of Practice for Residential Care Homes (Elderly Persons).

5.8.21 Under the current proposal, each resident will occupy about 10.9 sq.m. floor area (i.e., 4,907.1 sq.m. / 450 persons = about 10.9 sq.m.) (Refers to **Appendix 2** of the Proposed Schedules of Accommodation for the RCHE), complying with the statutory minimum floor space occupied per resident under the Residential Care Homes (Elderly Persons) Regulation (Cap. 459A), the Code of Practice for Residential Care Homes (Elderly Persons), and the Residential Care Homes Legislation (Miscellaneous Amendments) Ordinance 2023 (the Amendment Ordinance), or any further amendment.

5.8.22 Proposed facilities and services are provided with respect to the "Best Practices in Design and Operation of Residential Care Home for the Elderly" developed by the SWD. Hence, design details of the proposed RCHE are still subject to refinement at the General Building Plan (GBP) stage. Upon the granting of approval from the Board, the Applicant would submit an application to the Licensing Office of Residential Care Homes for the Elderly (LORCHE) of SWD for the proposed RCHE.

6 TECHNICAL FEASIBILITY

6.1 Traffic Considerations

Traffic Arrangement

6.1.1 The current vehicular cum pedestrian access for the Application Site is located at Fui Sha Wai South Road. To enhance the pedestrian connectivity and allow separation of pedestrian for the RCHE portion, two pedestrian entrances and one RCHE entrance are proposed within the Application Site.

6.1.2 To alleviate the potential traffic growth along the access route, local widening works on the existing Fui Sha Wai South Road is proposed from a single-lane access road to be a standard single-2 carriageway connecting with the eastern part of Fui Sha Wai South Road. In addition, there's a proposed extension of 55m long carriageway along the Castle Peak Road – Hung Shui Kiu of a 3.5m wide single carriageway with footpaths on both sides of the carriageway. Further details of proposed road improvement works under this Proposed Development are shown in the Traffic Impact Assessment (**Appendix 3**).

6.1.3 It is proposed to have 12 nos. of carparking spaces (including 2 accessible parking); 2 nos. of motorcycle parking spaces; 2 nos. of light bus parking spaces; 1 no. of lay-by for taxi and private cars; 1 no. of loading and unloading space for private car; and 3 no. of loading and unloading spaces (1 no. for Light Goods Vehicle (LGV); 1 no. for Medium/Heavy Goods Vehicles (M/HGV); and 1 no. for "shared-use" for coaches/buses and M/HGV). The internal transport facilities will be provided at G/F of the Proposed Development.

6.1.4 In addition to the vehicular access, future residents and visitors may also take advantage of the availability of public transport system namely franchised bus, GMB and LRT services, which are in close proximity to the Application Site, to/from the Proposed Development and to travel across the territory.

6.1.5 Swept path analysis has been conducted and indicates no unsatisfactory result.

Vehicular Flow Generation

6.1.6 Junction and link capacity assessments have been conducted to take into account of the traffic impacts 3 years after completion of the Proposed Development (i.e., year 2034). All concerned road links and key junctions will be operated within capacity, and performed satisfactorily during AM and PM peak hours on a normal weekday, to accommodate the expected traffic growth and additional traffic generated by the Proposed Development. Also, some planned traffic improvement works by the Civil Engineering and Development Department (CEDD) and the Highways Department (HyD) are identified within the assessment area in

accordance with the future Yuen Long South Development and Yuen Long Highway Widening Works respectively. With the adequate junction and link capacity, no adverse traffic impact on the existing road network is anticipated.

Pedestrian Flow Generation

6.1.7 The Level of Services (LOS) assessment of the existing public footpaths connecting the Application Site and in the vicinity of the Application Site has been conducted. The results show that the existing footpaths have sufficient capacity to accommodate the expected pedestrian growth and additional pedestrians generated by the Proposed Development.

Public Transport Capacity

6.1.8 Assessment on public transport demand has been conducted and indicated that there would be of sufficient public transport spare capacities of about 11,063 and 9,128 passengers for weekday AM and PM peaks respectively, to cope with the additional public transport demand from the Application Site. Average growth rate of the existing bus services and the public transport demand of about +2.03% per annum from 2025 to 2031 to +0.5% per annum from 2031 to 2034 are identified. Hence, the capacity of the existing bus services and the public transport would be capable to cope with the additional road-based demand associated to the Proposed Development.

6.2 Environmental Considerations

6.2.1 An Environmental Assessment has been conducted (**Appendix 4**). Upon review, it is anticipated no adverse air quality impact, noise impact, water quality impact, waste management impact and land contamination impact will be caused by the Proposed Development.

Air Quality Impact Consideration

6.2.2 Noting that the Application Site abuts Fui Sha Wai South Road, and closer to Castle Peak Road – Hung Shui Kiu via Fui Sha Wai South Road and a local access as described in **Section 2.1**. Adequate buffer distance between the air pollution sources and the Site boundary shall be required, and hence no air sensitive uses (i.e., openable windows, fresh air intakes of mechanical ventilation and recreational uses in the open area) shall be located within the buffer zone. No adverse vehicular emission impact associated with air quality shall be required.

6.2.3 With the implementation of the good practice and control measures as suggested in the Environmental Assessment, adverse construction dust impacts on the air sensitive receivers (ASRs) and construction plant emission are not anticipated. Construction dust impacts are therefore not insurmountable.

Noise Impact Consideration

6.2.4 With the implementation of mitigation measures including architectural

fins, acoustic windows (baffle type) and fixed/lockable/maintenance windows design, full compliance of the HKPSG recommended criterion of 70db(A) for L_{10} (1-hour) for domestic premises would be achieved at all noise sensitive receivers (NSRs). Therefore, the Proposed Development will not be subjected to adverse traffic noise impact.

6.2.5 Railway noise due to Light Rail tracks to the Application Site has been assessed, noise impact is expected to be insignificant in view of the separation distance. Additionally, noise generated from the future and the future Smart and Green Mass Transit System (SGMTS) (previously known as Green Transit System (GTS))[15] is expected to be minimal due to sufficient separation distance incorporating with the proposed noise mitigation measures into the SGMTS design. All predicted rail noise levels at the representative NSRs for the Proposed Development would comply with the relevant noise criteria stipulated in the HKPSG and hence no migration measure is required. Therefore, it is anticipated that the Proposed Development will not be subjected to adverse railway noise impact.

6.2.6 On-site assessment for the existing fixed noise sources from the Tai Tao Tsuen Substation has been conducted, and hence no significant noise emitted. No adverse fixed noise impacts arising from the operation of Tai Tao Tsuen Substation is anticipated.

6.2.7 With reference to the Environmental Protection Department (EPD)'s recommended pollution control clauses for construction contracts and the implementation of mitigation measures and good site practices as suggested in the ProPECC PN 1/24 "*Minimizing Noise from Construction Activities*", the construction noise impact of the Proposed Development is anticipated to be minimized.

6.2.8 During the operation phase, the Mechanical and Electrical (M&E) equipment would be installed in plant rooms and be enclosed with louvres installed at the openings. Also, quiet air conditioning system will be selected as far as practicable, and outdoor air conditioning units will be located away from the nearest NSRs to minimise noise impact on the NSRs closest to the Proposed Development. No adverse noise impact from the planned fixed noise sources is anticipated.

Water Quality Impact Consideration

6.2.9 During the construction phase, sewage generated by filling activities, construction vehicles, equipment and construction workers would be the major potential source of water quality impacts. With the implementation of mitigation measures and good site practices, adverse water quality impacts from in construction phase are not anticipated.

6.2.10 During the operation phase, sewage and grey water generated from toilets, showers, sinks and kitchens will be collected and discharged into the

[15] https://www.hskhtgts.hk/en/greentrans-hsk/index.htm

public sewerage system. With the provision and maintenance of silt/sand traps in the drainage systems, no adverse water quality due to runoff is expected, thus no adverse water quality impact from operation of the Proposed Development is anticipated.

Waste Management Impact Consideration

6.2.11 During the construction phase, inert and non-inert construction and demolition (C&D) materials would be generated prior to site clearance, excavation, re-profile works and superstructure. Inert C&D materials should be re-used on-site as far as practicable and delivered to public fill reception facilities (i.e., Fill Bank at Tuen Mun Area 38 and Fill Bank at Tseung Kwan O Area 137), whilst non-inert C&D materials and all general refuse should be recycled as far as practical and landfill disposal to the nearest disposal facility (i.e., West New Territories (WENT) Landfill) should only be adopted as the last resort. Further details on the waste disposal to public landfill would be agreed with relevant authorises.

6.2.12 Development of a waste management plan (WMP) and implementation of good site practices would be provided to reduce the waste generation as far as practicable. No adverse impacts related to the management, handling and transportation of waste during construction phase is anticipated.

6.2.13 During the operation phase, municipal solid waste will be the main concern with regard to waste generation. Possible chemical waste should be segregated from other wastes, and would be stored safely in sharp box before transferring to a disposal site. Licensed collectors would collect and transport the chemical waste to the designated waste treatment facility (i.e., Chemical Waste Treatment Centre (CWTC) in Tsing Yi) for proposer disposal on a monthly basis. Domestic waste will be collected on a daily basis in by registered waste collectors and will be disposed of at public landfill managed by the EPD. Besides, food waste will be collected separately for proper disposal (i.e., off-site treatment at Organic Resources Recovery Centre (ORRC)) for or on-site treatment with food waste compositing machines, etc.. No adverse waste impacts from handling, transportation or disposal are anticipated.

6.2.14 With the implementation of the recommended mitigation measures and waste management plan, adverse waste impacts generated during the construction and operation phases of the of the Proposed Development are not anticipated.

Land Contamination Impact Consideration

6.2.15 Site appraisals including desktop research of historical records and the site walkover have been conducted, in which no past and existing potential sources of land contamination were identified. Hence, no adverse impact from the land contamination impact is anticipated and site investigation is considered not necessary.

6.3 Sewerage Considerations

6.3.1 A Sewage Impact Assessment (**Appendix 5**) has been carried out to examine the existing sewerage conditions of the subject Site. With the implementation of the proposed sewerage works, an internal sewerage system will convey into a new terminal sewerage manhole connecting to the existing 400mm diameter branch sewer drain, no adverse sewerage impact is anticipated from the Application Site. The existing sewer system will still have spare capacity to receive the sewerage flow generated from other developments in the area when necessary. Detailed design of the proposed sewerage connecting works and the internal sewerage system will be submitted to the Building Authority (BA), for approval prior to commencement of the construction works.

6.4 Drainage Considerations

6.4.1 A Drainage Submission has been conducted (**Appendix 6**). A new stormwater drainage has been proposed to collect the surface channels and building drains of the Proposed Development, connecting to a new terminal manhole and further discharge via a newly constructed 450mm diameter drain (of which the existing 300 millimeter (mm) diameter discharge pipe would be abandoned) to the existing 2000mm x 2000mm channel. The proposed drainage work would neither alter the existing drainage patterns nor obstruct the flow paths of the area. With the implementation of proposed drainage works, no adverse drainage impact arising from the Proposed Development is anticipated. Detailed design of the proposed drainage connecting works will be submitted to the BA for approval at the later stage.

6.5 Landscape Design Considerations

6.5.1 The Landscape Proposal has been conducted (**Appendix 7**) to identify the existing condition and compensatory planting proposal. Also, a Landscape Master Plan indicates that all available areas within the Site have been utilized for greenery and tree planting, in respond to site conditions, building form and function.

Compensatory Planting Proposal

6.5.2 Based on the Landscape Proposal, the planting proposal has clearly identified the proposed location, with 17 nos. of standard trees with average Diameter at Breast Height (DBH) with approximately 75mm are proposed to be planted to compensate the loss of 2 nos. of existing trees recorded within the Application Site. All new trees within the Application Site boundary will all be managed and maintained by the Applicant.

6.5.3 The proposed planting regime will provide approximately 1 : 8.5 compensation ratio in terms of quantity of the loss of 2 existing trees in accordance with *Processing of Tree Preservation and Removal Proposals for Building Development in Private Projects - Compliance with Tree Preservation Clause under Lease* (Guidance Notes of LAO PN No. 6/2023).

6.5.4 The proposed trees are mostly native species that are available in local nurseries at heavy standard size. The selection of plant combination enriches the colour complexity and visual gradation of the Proposed Development. Tree planting is proposed in the planting strips along the Site boundary, to create a landscape and visual buffer to the new building, as well as to provide segregation between the Application Site and the surrounding environment. Additionally, soft landscape works, including shrubs planting and groundcover, will also be planted at G/F and landscape deck at the 7/F for enjoyment of the residents.

Landscape Proposal

6.5.5 The Landscape Master Plan indicates that all available areas within the Site have been utilized for tree planting, in respond to site conditions, building form and function.

6.5.6 Not less than 645 sq.m. open space is provided within the Proposed Defvelopment. The Proposed Development will also provide about 477.75 sq.m. greenery area and a greenery ratio of about 22.35%, in accordance with the requirement of PNAP APP-152 for provision of a minimum 20% greenery area. All proposed greenery would be easily accessible and visible by the users and visitors.

6.5.7 Recreational facilities are proposed at the ground floor and 7/F podium garden to cater to the recreational needs of the occupants of the RCHE and residential units. The communal open spaces are equipped with outdoor furniture, such as seating and fitness equipment, to enhance comfort and promote social interaction among users. In addition, the viewing deck at 7/F will help to foster interaction among future residents while offering a scenic vantage point.

6.5.8 To create an inclusive environment for elderly users, elderly-friendly design consideration has been developed in accordance with the Elderly-Friendly Design Guidelines of *"Design Manual Barrier Free Access 2008 (2025 Edition)"* published by the BD.

6.6 Visual Consideration

Visual Appraisal

6.6.1 As demonstrated in the Visual Appraisal in **Appendix 8**, the Proposed Development is designed to be compatible with the surrounding low-to-high-rise residential developments in the neighbourhood. To ensure compatibility and enhance the visual quality of the area, the indicative architectural drawing as shown in **Appendix 1** will incorporate thoughtful design features, including strategically planned building layouts to maximize visual permeability, optimised building disposition and massing, as well as the integrated landscape design that enhances visual quality of Yuen Long District. These elements aim to create a cohesive and visually pleasing environment that complements the existing urban fabric.

6.6.2 Hence, the Visual Appraisal has confirmed that the Proposed

Development will create minimal to negligible visual impact to the surroundings and is considered not incompatible with the surrounding residential neighbourhood.

7 PLANNING ASSESSMENTS AND MERITS

7.1 Change in Planning Context Since the Designation of "CDA" and "GB" Zones

7.1.1 This rezoning application on the Proposed Development aims to release the development potential for minor amendments in the future, and to provide flexibility in subsequent modification of uses within the development without the need for submission of a revised MLP.

"CDA" zone

7.1.2 Since the Approved Tong Yan San Tsuen DPA Plan No. S/YL-TYST/1 which was gazetted on 18 June 1996, the "CDA" zone has covered the Application Site and is still remaining on the Approved Tong Yan San Tsuen OZP No. S/YL-TYST/14. The planning intention of the "CDA" zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities. There is no planning brief prepared for the concerned "CDA" area.

7.1.3 Subsequent to the completion of *"Uptown"* (a private residential development, under the approved planning application No. A/YL-TYST/322) on 1 September 2006, of which occupies majority of the "CDA" zone, the remaining parts of the "CDA" zone have been left vacant and fenced off, as well as being occupied by various temporary structures due to fragmented land ownership. Since 2013, the biennial review on "CDA" sites by the RNTPC has agreed for rezoning the whole concerned "CDA" site[16].

7.1.4 Hence, the Proposed Amendments aim to foster a comprehensive development for proposed residential development and RCHE dedicated for senior housing is in line with the recommendation of the "CDA" review by the RNTPC.

"GB" zone

7.1.5 For the "GB" area in the Application Site, the planning intention of "GB" zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. According to the ES of the Approved Tong Yan San Tsuen OZP, the whole concerned "GB" zone along the north-western side of Yuen Long Highway covers a land area of about 137,439 sq.m. is intended to serve as a buffer between the Yuen Long Highway and the residential areas to its north-west.

7.1.6 It should be noted that the subject "GB" site is located at the northwest fringe of the whole "GB" zone and is separated by a local access road and nullah from the whole concerned "GB" zone (**Diagram 19**). The "GB" zone

[16] RNTPC Paper Nos. 4/13, 8/15, 4/17, 3/19, 5/21, 4/23 and 3/25, Town Planning Board.

in the immediate south is fenced off and is constituted as part of the existing residential development, known as *"Uptown"*, under the approved planning application No. A/YL-TYST/322 (**Diagram 20**). The Proposed Development intends to rationalize the site boundary to include the remaining "GB" stripe for providing a comprehensive development to serve the elderly population. To maintain the intention of "GB" zone, tree planting is proposed on the periphery of the Application Site to create a landscape and visual buffer between the Proposed Development and the surrounding environment.

Diagram 19 Existing Condition of the Current "GB" zone under the Approved Tong Yan San Tsuen OZP No. S/YL-TYST/14

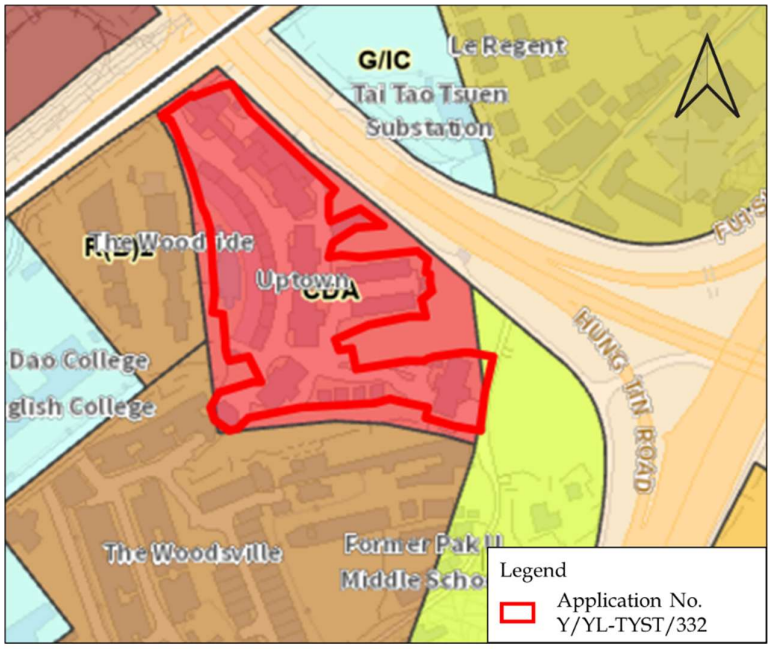


Diagram 20 Approved Planning Application No. Y/YL-TYST/322 ("*Uptown*")
(Source: Town Planning Board, HKSAR Government)

7.1.7 Moreover, the proposed rezoning of the "GB" zone is considered small in scale, only accounted for approximately 0.25% of the whole concerned "GB" zone, hence, the planning intention of the "GB" zone is not expected to be undermined.

7.2 Optimise Existing Land Resource to Meet Societal and Residential Demand

7.2.1 Majority of the Application Site (i.e., area currently zoned as "CDA") is subject to an approved application (No. A/YL-TYST/870) for the proposed RCHE use. Considering that the Application Site is situated in a strategic location and sandwiched between the HSK/HT NDA and YLS Development, that is well served by existing public transportation facilities (i.e., franchised buses, GMB and LRT services) and the future Smart and Green Mass Transit System (SGMTS) (previously known as Green Transit System (GTS)) is expected to pass by the Application Site connecting the planned HSK/HT NDA to the planned YLS Development, this parcel of land is accessible to community and retail facilities which is considered an appropriate location for a retirement community[17].

7.2.2 The previously approved application No. A/YL-TYST/870 for sole RCHE only include portion of "CDA" area has left the immediate "GB" site idle is considered not maximizing the existing land resources. In order to maximize the development potential of land, site boundary of the

[17] https://www.hskhtgts.hk/en/greentrans-hsk/index.htm

Proposed Development follows the road alignment which includes partial of land zoned as "GB". Considering the "GB" zone in the immediate south is part of the residential development of *"Uptown"*, it is considered appropriate to include the concerned "GB" zone as Proposed Development for tree planting in the periphery of the Application Site for strengthening the buffer between the Yuen Long Highway and the proposed residential development and RCHE.

7.2.3 With consideration of the rapid growth in the elderly population, the proposed RCHE will increase 150 nos. of bed spaces and an additional of 6-storey residential development with 72 units specifically targeted for seniors within the Application Site to meet urgent needs of the aging population growth in the short term while fostering the "aging in place" concept by providing an age-friendly community to help seniors live safely, enjoy good health and stay socially involved.

7.3 Echo with the Policy Address for Stabilising the Supply for Private Housing

7.3.1 The Government has adopted multi-pronged approach to increase housing supply, which include stabilising the supply for private housing. As stated in the 2023, 2024 and 2025 LTHS Annual Progress Reports, it is expected the latest private housing supply target will be contributed from Government land sale, railway property developments and private-led development projects and development projects undertaken by the URA (with the total of about 126,000 units). It is noted in the period of 2023 and 2024, there are not less than six tenders relevant to private residential developments from land sale programme, URA projects and MTR Corporation (MTRC) projects were rejected/not awarded, which suggests at least 3,520 flats will not be delivered on schedule as suggested in the 2023 and 2024 Annual Progress Reports of the LTHS. Referring to the latest 2025 Annual Progress Report of the LTHS, the supply in the primary private residential property market for the coming three to four years is about 101,000 units.

7.3.2 The Proposed Development, which could provide about 72 units in the near future, can release the existing responds to the Policy Address as an initiative from a private developer to stabilize the supply for private housing.

7.4 Providing Alternative Housing Options to the Elderly

7.4.1 As the ageing trend in population is continued to growth coupled with the longer life expectancy, with an average age of 85.8, seniors are expected to live about another 20 to 25 years after they reach the age of retirement[18]. During this retirement living period, seniors are more prone to certain health problems, which require various levels of health care and rehabilitation support to live safely and comfortably[19]. This demographic

[18] https://www.worldeconomics.com/Processors/Demographics-Countries-LifeExpectancy.aspx?Country=Hong%20Kong

[19] https://www.statistics.gov.hk/pub/B11302402009XXXXB0100.pdf

shift strains the existing health care and social services system in Hong Kong.

7.4.2 Currently, the traditional housing in Hong Kong is lacking of caregiving support and elderly-friendly community may not be ideal for supporting the health and wellness needs of the elderly population.

7.4.3 Acknowledging that the elderly population in Hong Kong is diverse, with varying health care needs and financial capabilities that not all elderly individuals require intensive care and full-time medical assistance. The market for senior housing development is therefore emerging to address the need for senior housing in Hong Kong as presented in above **Section 3.7**.

7.4.4 In response to aforementioned circumstances, the Applicant is proposed to deliver a composite development with the combination of residential development and RCHE, specifically targeted for senior housing, to cater for the diverse needs and preference of the elderly population that suit their needs and budgets, and at the same time creating an elderly-friendly environment with ample of passive and active recreational facilities and social activities to ensure the elderly remain physically and socially active.

7.5 Delivering An Elderly-Friendly Community for Retirement

7.5.1 In view of the close proximity between the proposed residential development and RCHE targeted for senior population, synergy will be created between the residents of the senior housing and users of RCHE. Taking the advantages of this composite development, creation of elderly-friendly community would therefore be formulated to enhance comfort and encourage social interactions among future occupants of the residential units and RCHE.

7.5.2 The proposed RCHE targets to serve people who are aged 60 or above with health care-related and rehabilitation facilities and occasional community activities to the residents. Future residents of the proposed RCHE can enjoy the shared facilities of the Proposed Development (i.e., open spaces provision at the G/F and landscape deck at 7/F respectively) to promote cohesion and interaction amongst, as well as live healthily and comfortably within the community.

7.5.3 While the residential development atop will set priority to serve people who are aged 60 or above to enjoy their retirement life with additional supportive resources. With the rehabilitation services provided on the G/F of the proposed RCHE, future residents of the proposed residential development can benefit from having immediate access to health care services within their door step.

7.6 Echoes with Policy Address to Lift the Quantity and Quality of RCHE

7.6.1 RCHE in Hong Kong have been criticized for their substandard living standards compared to major cities internationally, particularly in terms of living space. There has been ongoing public discussion about increasing

the minimum area per resident in RCHEs. The Residential Care Homes Legislation (Miscellaneous Amendments) Ordinance 2023 (the Amendment Ordinance) was gazetted on 16 June 2023, which raised the minimum area of floor space per resident from 6.5 sq.m. to 9.5 sq.m..

7.6.2 In response to the growing demand for additional floor space to provide quality RCHE services and to meet the eligibility criteria outlined in "*Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments – Time-limited Enhancements*" (LAO Practice Note No. 5/2003) regarding the GFA calculation for RCHE premises, the Applicant has been exploring various development and/or redevelopment proposals concerning building footprint and design.

7.6.3 It is noted that the proposed RCHE for residents' dormitory will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated, as pursuant to the requirements as set out in Para 5.3.1 of Code of Practice for Residential Care Homes (Elderly Persons), to support a quantity and quality RCHE in promoting community well-being.

7.6.4 Referring to above **Sections 3.6** to **3.8**, there is a pressing need to prioritise the provision of RCHE given the change in sociodemographic characteristics and the growing elderly population in Hong Kong, particularly at the Yuen Long District. The incentive scheme serves as a concrete basis for planning for elderly care services, the approval of this Application could help to facilitate the RCHE provision to address the imminent demand.

7.6.5 The Applicant is committed to providing a quality living environment for the elderly and promote community well-being at the subject Site. The Proposed Development with provision of about 450 nos. of RCHE bed spaces is aligned with the Government's Incentive Scheme to increase the provision of the much-needed residential care facilities.

7.6.6 There is currently a few of RCHE providing services specifically for cognitive impaired seniors. Subject to the future operator, the proposed RCHE premise may target for elderly with cognitive impairment.

7.6.7 A minimum floor space of about 10.9 sq.m. per resident is proposed, in which the statutory minimum floor space per resident of 8 or 9.5 sq.m. shall also be complied with. The Proposed Development will comply with the prevailing and forthcoming revision to the spatial requirement for RCHE, upon approval of this Application, the Applicant will revise the development plan in accordance with market demand and incorporate the views of relevant Government Bureaux/Departments.

7.7 Address the Pressing Needs of RCHE Bed Places in Yuen Long District

7.7.1 Regarding the foreseeable trend of an aging population and the growing pressure on public healthcare services for the elderly, together with planned/committed population in Yuen Long District, the average

waiting time for RCHE is expected to remain high in the coming years[20]. The Proposed Development aims to increase the number of bed spaces in Yuen Long District and enhance local availability, allowing seniors to age in a familiar environment with their existing social networks. Besides, due to the more stringent spatial requirement on the bed spaces, a reduction in the number of RCHE beds is anticipated. Thus, the Proposed Development with additional beds would help to relieve such pressure.

7.7.2 According to above **Section 3.8**, there is a deficit of 1,784 bed spaces in Yuen Long District[21]. The Proposed Development which providing 450 nos. of bed spaces (equivalent to about 25.22% of the deficit), while not in the form of subsidized beds, will help to meet the growing demand for elderly care services in the area. Provision of RCHE bed places would enhance community well-being by enabling seniors to age in a supportive environment close to their existing families and social networks. It would also help prevent the need for elderly individuals to move to adjacent deficit areas due to the insufficient provision of RCHE bed spaces in Yuen Long District. Therefore, the Proposed Development would be beneficial to the aging population in Yuen Long.

7.8 In line with the TPB Planning Guidelines for "CDA" Sites

7.8.1 Consideration have been taken into account on the criteria for re-designation of "CDA" sites to maintain comprehensive control on the overall development of the area so as to realising the planning intention. For instance, the designation of "CDA" zone acting as a buffer against environmental nuisance, development intensities of the proposed development will not be higher than those permitted under the Notes of the OZP or in the B(P)R (Cap. 123F).

7.8.2 As mentioned in the ES of the Approved Tong Yan San Tsuen OZP, the concerned "CDA" site is subject to substantial traffic noise issue. Such issue has been carefully reviewed and relevant noise mitigation measures such including architectural fins, acoustic windows (baffle type) and fixed/lockable/maintenance window design should be adopted, to fully comply with the HKPSG recommended criterion of 70db(A) for L_{10} (1-hour) for domestic premises would be achieved at all NSRs. All noise-sensitive rooms will include windows designed for natural ventilation, compliant with the B(P)R (Cap. 123F).

7.8.3 The Proposed Development does not fall within the any identified air paths, while there is no significant air ventilation adverse impact on the pedestrian wind environment is anticipated. Thus, no Air Ventilation Assessment (AVA) is required.

7.8.4 It is noteworthy that upon rezoning, the development potential of the resultant private land lots will not be deprived, which each parcel of lots could theoretically achieve a maximum plot ratio of 2.96 as shown in

[20] https://www.districtcouncils.gov.hk/tm/doc/2024_2027/en/committee_meetings_minutes/SWHC/swhc_5th_minutes_20241024_en.pdf

[21] TPB Paper No. 10728 For Consideration by the Town Planning Board on 31.3.2021, Town Planning Board.

Table 2, as similar to the current restrictions under the "CDA" zone. Having said that, there are various development constraints of these peripheral sites, including sites are small in scale and irregular shape, fragmented land ownership and proximity to nearby Government land, in which impose additional regulatory and practical challenges to certain development.

7.9 Supported by Previous Planning Approvals and Agreement of Similar Applications

7.9.1 The Application Site is a subject of a s.16 Application for Proposed RCHE which was approved with conditions by the RNTPC on 4 May 2018. It is established that the Application Site was considered appropriate to deliver residential care services to the elderly.

7.9.2 There are similar approved rezoning applications (Nos. Y/YL-PS/6 and Y/TW/19) from "CDA" and/or "GB" zones to residential zoning approved by the RNTPC in 9 June 2023 and 24 January 2025 respectively. While the planning application No. Y/YL-PS/6 involves rezoning from "V" and "CDA" zones to "R(B)2" zone for a residential development and RCHE with retail shop, another approved planning application No. Y/TW/19 which proposed rezoning from "GB" and "V" zones to "R(B)9" zone for a private residential cum RCHE development. Hence, with the support of these precedent successful similar applications, there is no adverse planning implications is likely to be anticipated.

7.10 No Interfacing Issue with the Proposed Smart and Green Mass Transit System[22]

7.10.1 Based on the preliminary findings and recommendations of the "*Feasibility Study on Green Transit System in Hung Shui Kiu/Ha Tsuen New Development Area and Adjacent Areas*" by the CEDD, it is expected that the proposed tentative alignment of SGMTS will run along Hung Tin Road, an elevated district distributor, and hence no interfacing issue between the proposed SGMTS and the Application Site is anticipated.

[22] The "Smart and Green Mass Transit System" ("SGMTS") is previously known as "Green Transit System" ("GTS").

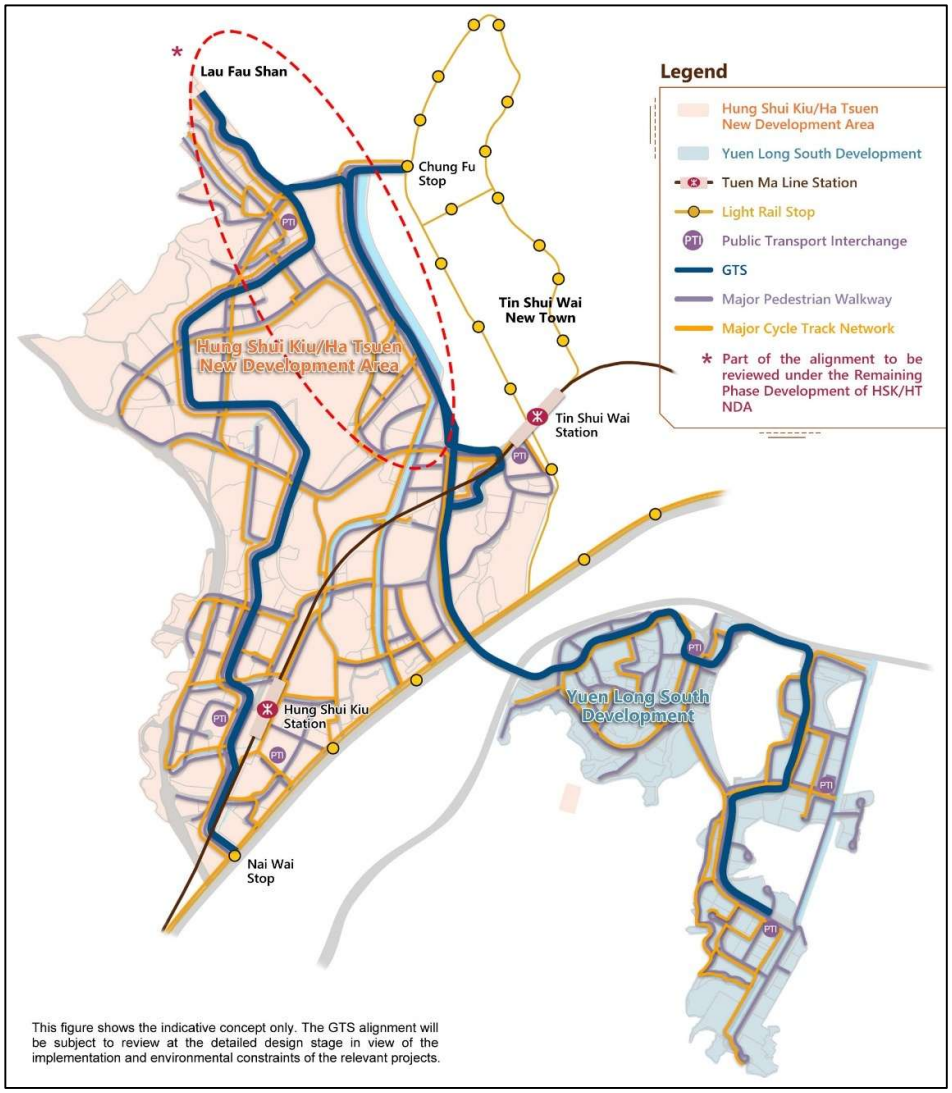


Diagram 21 Proposed Green Transit System Alignment
(Source: Feasibility Study on Green Transit System in Hung Shui Kiu/Ha Tsuen New Development Area and Adjacent Areas)

7.11 Development Not Incompatible with Surrounding Environment

7.11.1 While it is proposed to rezone the Application Site to "R(A)4" zone for proposed residential development and RCHE, it complies with the original planning intention of the "CDA" zone for comprehensive development of the area for residential use with the provision of supporting facility (i.e., RCHE).

7.11.2 In terms of BH, the Proposed Development is surrounded by a high-rise residential development namely "*Uptown*" with the BHR up 17 storeys to its immediate west; some low-rise residential developments/village houses including the Woodside, the Woodsville, Tai Tao Tsuen and Le Regent, etc. with BHR ranging from ranging between 8.23m to 21m (**Diagram 4**). To the further northwest across the Castle Peak Road – Hung

Shui Kiu is a planned high-rise development within "R(A)2" and "R(A)4" zones on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 and the BHR is expected to be 140mPD. The proposed BH of not exceeding 60mPD is compatible with the surrounding context.

7.11.3 In terms of PR, although the PR restriction of the nearby low-rise residential developments/village houses including the Woodside, the Woodsville, and Le Regent, etc. are ranging from 1 to 1.26, it is noted that these development falls within area zoned as "R(B)" or "V", hence lower development density is expected. In a wider context, to the further northwest across the Castle Peak Road – Hung Shui Kiu is a planned high-rise development within "R(A)4" zone on the Approved Hung Shui Kiu and Ha Tsuen OZP, the PR restriction is expected to be 5. Hence, the proposed PR of 4.91 is considered not incompatible with the surrounding residential developments. It is also considered not incompatible with the maximum plot ratio as set for Residential Zone 2 under the Hong Kong Planning Standards and Guidelines.

7.11.4 In view of the above, the Proposed Development has proven to be compatible with the surrounding land use and development density.

7.12 Technical Feasibility Demonstrated and No Insurmountable Impacts are Anticipated

7.12.1 Technical assessments on traffic, environment, sewerage, drainage and landscape, visual aspects are prepared or undergoing. The preliminary results show that the construction and operation of the Proposed Development is technically feasibility, and will not have adverse impacts.

7.12.2 Apart from that, the Proposed Development also included the following merits from design perspective which intends to enhance the facilities and living environment of the area: -

- Provision of 5m-building setbacks from the Application Site boundary to the nearby residential developments (i.e., "*Uptown*") abutting Fui Sha Wai Road South is provided to provide more natural light and ventilation to the existing buildings, as well to minimize air and traffic noise impacts from the surroundings;

- Street-level landscaping is proposed to create a landscape and visual buffer along the site boundary;

- About 25m building separation between two towers is proposed to reduce the building bulkiness of its podium for a better natural ventilation and visual permeability of the Proposed Development;

- Greenery provision has been maximized to provide an additional of 17 nos. of trees are proposed along the Site to enhance the local biodiversity of existing environment and to soften the built form, as well as to ensure compatibility to the surrounding environment;

- Creation of age-friendly environment with design elements and amenities such as elderly-friendly equipment/ facilities (i.e., sitting garden, fitness equipment for the elderly) on the ground floor and landscape deck at 7/F. Elderly-friendly building design will be incorporated with the relevant statutory and non-statutory requirements; and

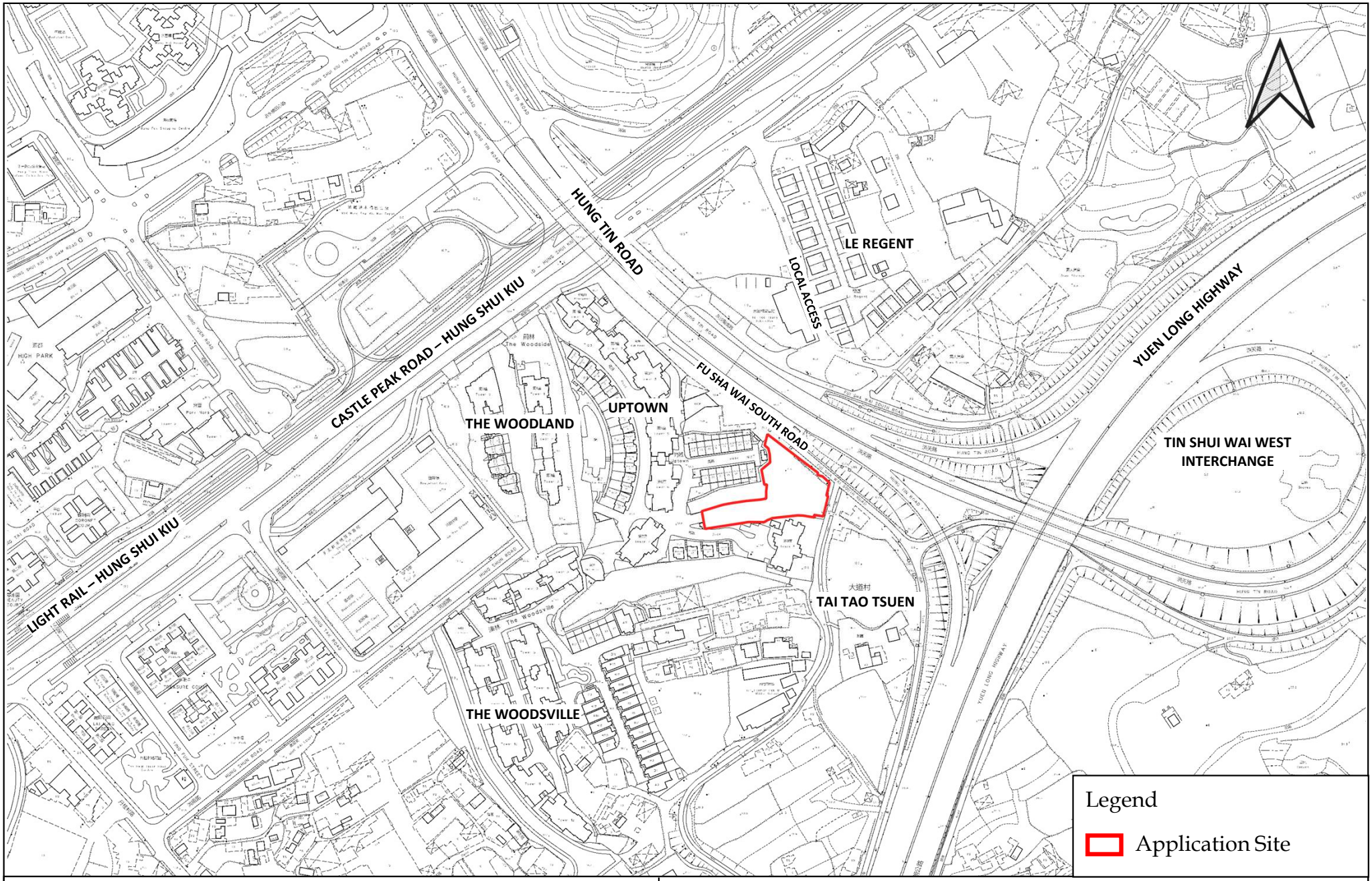
- Not less than 645 sq.m. communal open space would be provided in serving about 645 future occupants at the Proposed Development with both active and passive activities provision within the proposed open space to promote integrated and interactive neighbourhood.

7.12.3 In term of visual impact, the photomontages presented in the Visual Appraisal in **Appendix 8** has demonstrated that with and without the Proposed Development, the visually sensitive receivers (VSRs) at most vantage points (VPs) will experience minimal visual change. This is primarily due to the transient nature of road users and pedestrians, coupled with the significant screening of the Application Site by planned and existing infrastructure, roadside vegetation, and surrounding residential developments. As a result, the visual impact of the Proposed Development is predominantly considered minimal to negligible across the assessed VPs.

7.12.4 Only one VP is identified as experiencing a slightly adverse visual change to the existing built environment due to the Proposed Development, though this impact remains limited in scope and does not significantly alter the overall visual character of the area.

8 CONCLUSION

8.1.1 In view of the above, we respectfully request the Board Members to give favourable consideration on this rezoning application.



LCH Planning and Development Consultants Limited

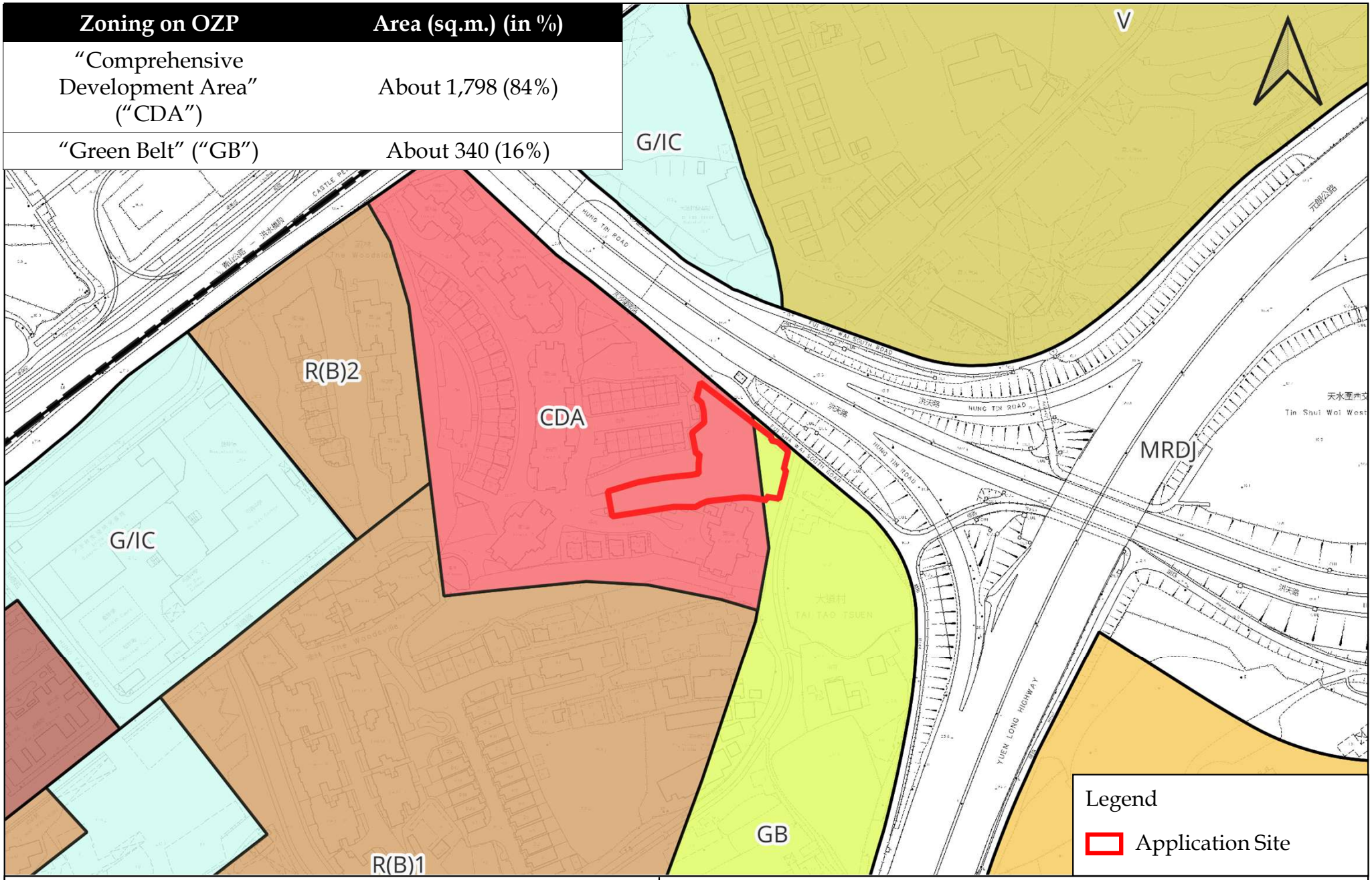
Figure 1 : Location Plan

(For reference only. Not to scale.)

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

Zoning on OZP	Area (sq.m.) (in %)
"Comprehensive Development Area" ("CDA")	About 1,798 (84%)
"Green Belt" ("GB")	About 340 (16%)



LCH Planning and Development Consultants Limited

Figure 2 : Extract of Outline Zoning Plan (No. S/YL-TYST/14)

(For reference only. Not to scale.)

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

(Source: HK GEODATA STORE and Town Planning Board, HKSAR Government)

Legend

Application Site

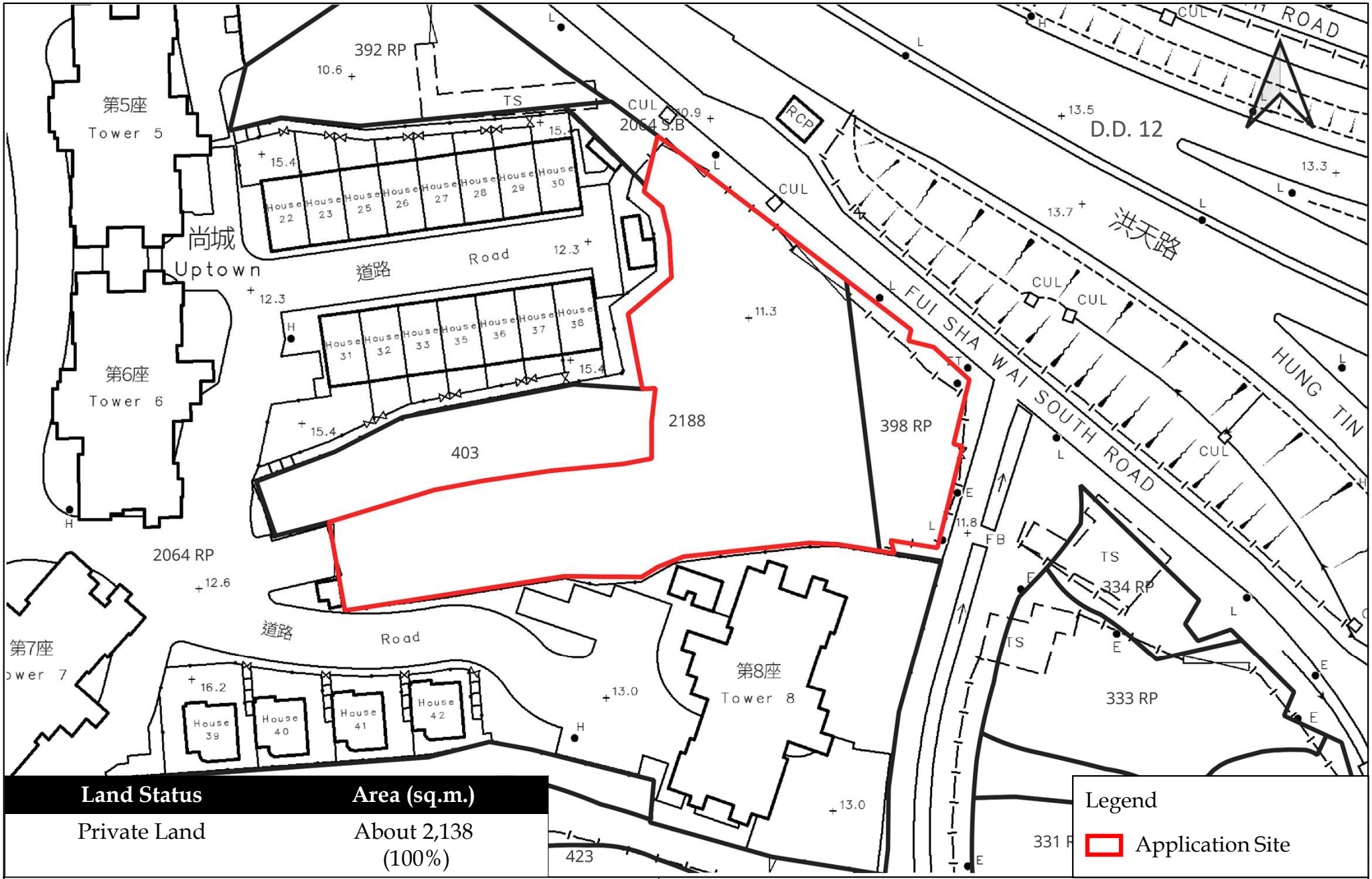
LCH Planning and Development
Consultants Limited

Figure 3 : Surrounding Area

(For reference only. Not to scale.)

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

(Source: HK GEODATA STORE, HKSAR Government; and On-site Survey)



Land Status	Area (sq.m.)
Private Land	About 2,138 (100%)

Legend

Application Site

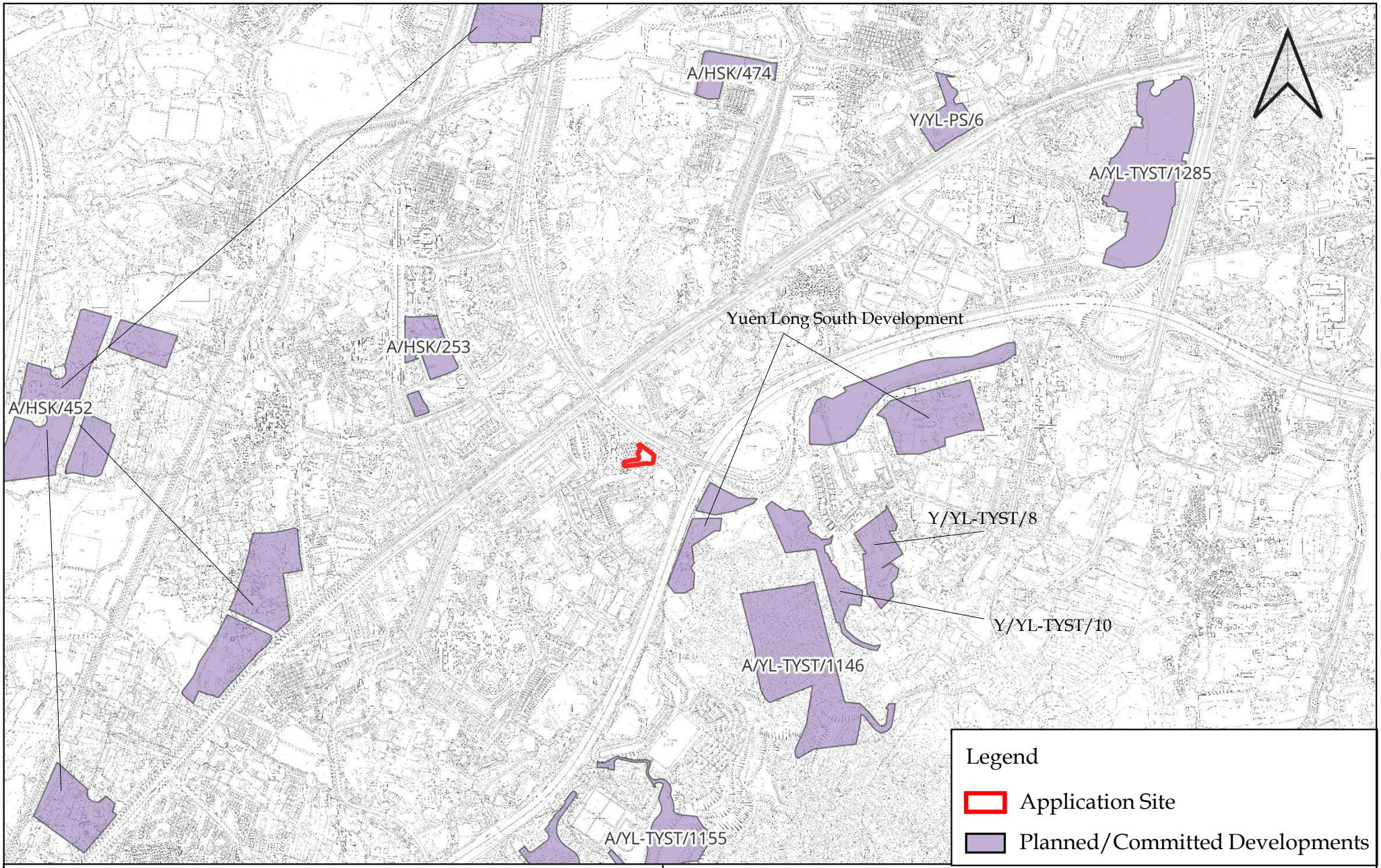
LCH Planning and Development Consultants Limited

Figure 4 : Land Status Plan

(For reference only. Not to scale.)

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

(Source: HK GEODATA STORE, HKSAR Government)



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Consultants Limited

Figure 5 : Planned/Committed Developments Found in the Vicinity

(For reference only. Not to scale.)

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

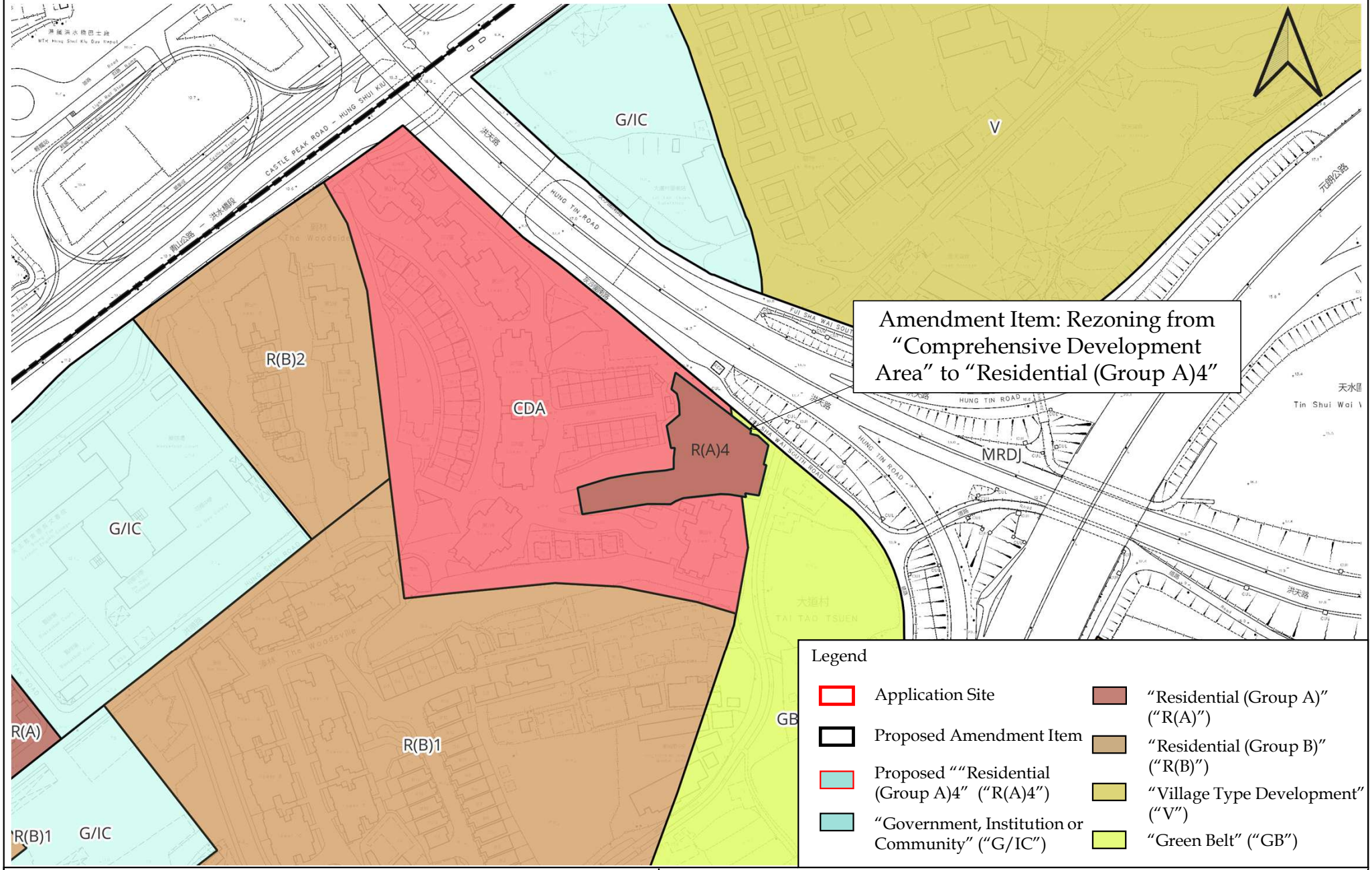

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Figure 6 : Proposed Amendment of the Tong Yan San Tsuen OZP

(For reference only. Not to scale.)

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

(Source: HK GEODATA STORE and Town Planning Board, HKSAR Government)

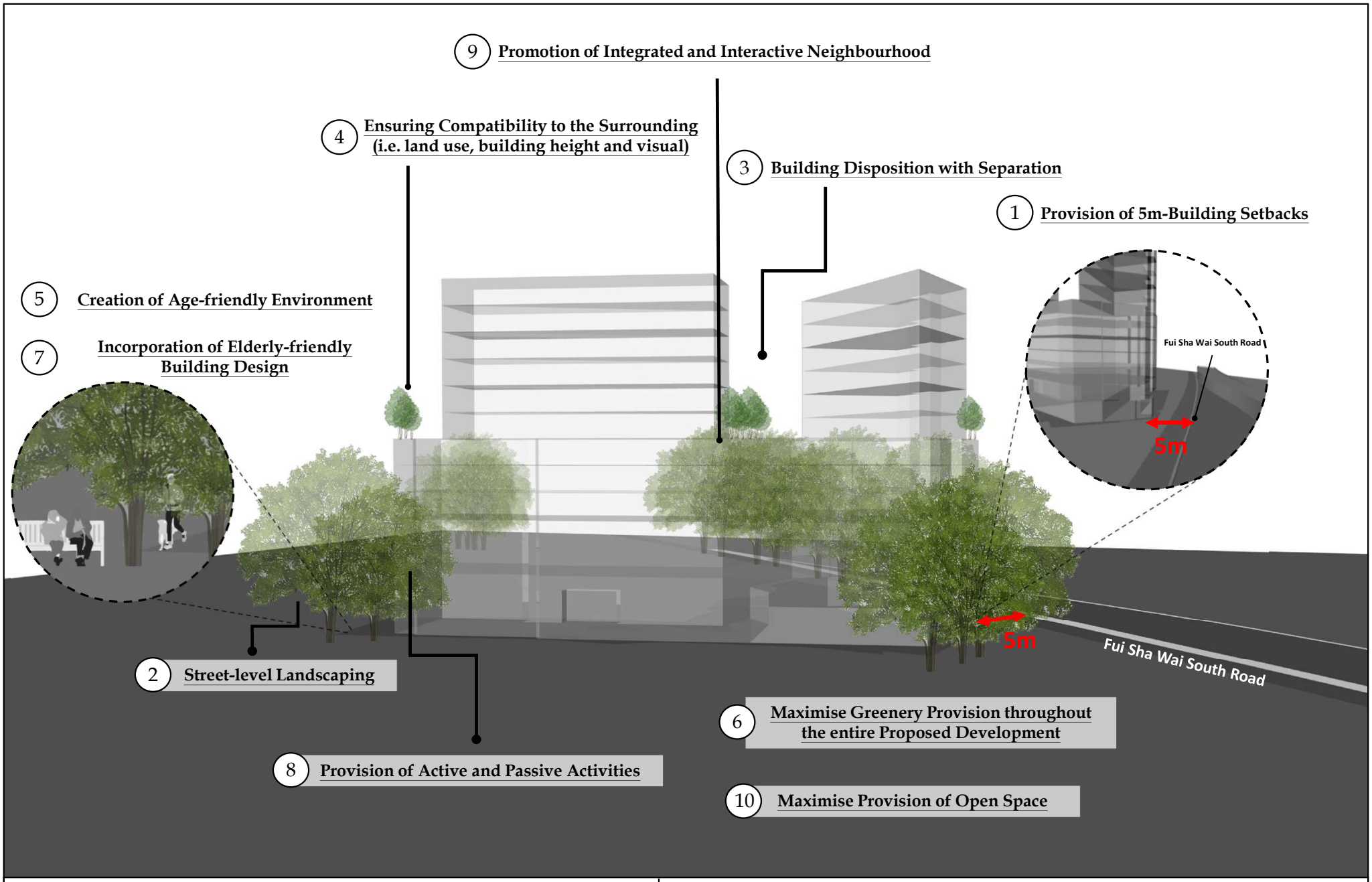

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Figure 7 : Design Concepts and Merits

(For reference only. Not to scale.)

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Pre-submission Enquiry submitted on 24 October 2025

Response to Departmental Comments Table

No.	Comments Received	Our Responses
Date: 18 December 2025		
A. Comments from Highway Department (HyD) ***Subject Officer: Ms. Loucia LO (DE/G(5)) (T: 3526 0517)***		
1.	Adequate drainage measures shall be provided to prevent surface water running from the application site to the nearby public roads and drains; and	Noted. Peripheral channels of appropriate sizes along the Application Site boundary to intercept all surface water running from the Application Site to the nearby public roads and drains are proposed as shown in the **Figure D4** of the **Drainage Submission** (**Appendix 6**).
2.	Please note that HyD shall not be responsible for the maintenance of any access connecting the application site and Fui Sha Wai South Road.	Noted.
B. Comments from Fire Services Department (FSD) ***Subject Officer: Mr. CHEUNG Wing-hei (ADO(TP)) (T: 2733 7737)*** ***Subject Officer: Mr. Mr. YUEN Tsz-fung (SSO(TP)2) (T: 2733 7781)***		
1.	No specific comment on the captioned application; and	Noted.
2.	Detailed fire services requirements will be formulated upon receipt of formal submission of STT/STW, general building plans or referral of application via relevant licensing authority as appropriate. Furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department.	Noted.
C. Comments from Building Department (BD) ***Subject Officer: Mr. Lenco CHAN (BS/NTW12) (T: 2152 2174)***		

No.	Comments Received	Our Responses
1.	It is noted that proposed plot ratio and site coverage calculation of Residential Care Home for the Elderly (RCHE) was considered as a non-domestic part of a composite building in the application. The applicant was reminded to adopt the facilitating measures available under PNAP APP-172 allowing the applicant to apply for modification of relevant provisions under the Buildings Ordinance (BO) to provide RCHE as appropriate;	Noted.
2.	Covered carparking and loading and unloading areas parking spaces if intend to be excluded from GFA calculation under the BO shall comply with the criteria set out in PNAP APP-2 and APP-111 during the building plan submission stage;	Noted.
3.	The provision of prescribed windows for habitable areas, specifically Dormitory 12 to Dormitory 14 from 1/F to 5/F is required to comply with regulation 30, 31 and 32 of the Building (Planning) Regulations (B(P)R);	Noted.
4.	Before any new building works (including containers / open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the application site, prior approval and consent of the Building Authority should be obtained, otherwise they are unauthorized building works (UBW) under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO.	Noted.
5.	Emergency-vehicular access shall be provided for all the buildings to be erected on the site in accordance with the requirement under the Regulation 41D of the B(P)R;	Under the current design, the width of the EVA is 7.3m wide has been included as stipulated with the relevant requirement.
6.	For UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be	Noted.

No.	Comments Received	Our Responses
	construed as an acceptance of any existing building works or UBW on the application site under the BO;	
7.	Any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R;	Noted.
8.	The proposed use on the application site is subject to the issue of a license, pleased be reminded that any proposed structures on the site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority; and	Noted.
9.	Detailed checking under the BO will be carried out at building plan submission stage.	Noted.
D. Comments from Urban Design and Landscape Section, Planning Department (UD&L Section, PlanD) ***Subject Officer: Mr. Jason KO (TP/UD4) (T: 3565 3941)***		
Urban Design		
1.	The subject site (the Site) is located in a residential neighborhood and the mid-way between Yuen Long and Tuen Mun New Towns. To its immediate west in the same "Comprehensive Development Area" ("CDA") zone is a private residential development namely Uptown with building height (BH) up to about 77mPD. Some medium- and low-rise residential developments/village settlements including The Woodside, The Woodsville, Tai Tao Tsuen and Le Regent with BHs ranging from about 13mPD to 33mPD are located in the vicinity. In a wider context, the Site is surrounded by planned high-rise developments including a site zoned "Residential (Group A)4" subject to BH restriction (BHR) of 140mPD to its north across Castle Peak Road – Hung Shui Kiu and two sites zoned "Other Specific Uses" annotated "Storage and Workshop Use" subject to BHR of 110mPD to its further east across Yuen	Please note the development restriction of maximum building height of the Proposed Development would be 60mPD is compatible with the private residential development, "Uptown" with the existing building height of +77mPD in the immediate west. Noting that the maximum building height of the planned high-rise developments zoned as "R(A)" to the northwest would be 140mPD. The concept of stepped building height has been formulated in respect of the "GB" zone to the east.

No.	Comments Received	Our Responses
	Long Highway. The proposed development with a BH of about 57.8 mPD (or a BHR of 60mPD as proposed on the tailor-made Notes) will be taller than those medium- and low-rise residential developments/village settlements but in a comparable BH with Uptown in the same "CDA" zone and it is not incompatible with those planned high-rise developments in a wider context;	
2.	The design/ mitigation measures proposed under the indicative scheme, including the 25m building separation between two residential towers and landscaping/greening measures, are considered to have urban design merits;	Noted.
Visual Appraisal		
3.	Section 2 - the Consultant is reminded to define the assessment area and clearly indicate its extent on Diagram 2;	**Figure 2** of **Visual Appraisal** (**Appendix 8**) has been revised accordingly.
4.	The Consultant should ensure the VPs selected would not be blocked by buildings/structures/vegetation as far as practical. Please identify a suitable location for photo taking or adjust the viewing angle for better visibility of the proposed development;	Noted.
5.	Please supplement the BH and the name of the proposed development and the existing/planned surrounding developments on photomontages for textual discussion and visual analysis;	Relevant diagrams in the **Visual Appraisal** have been revised accordingly.
6.	VP 2 - The proposed development is completely screened off by the flyover in this viewing angle. Please explore another VP along Fui Sha Wai South Road with direct sight toward the proposed development for better illustration of the visual impact.	The VP 2 has been updated accordingly in the **Visual Appraisal**.
7.	VP 3 - Please review if it would be more appropriate to grade visual sensitivity as **"medium"** taking into account this VP is for sitting-out use with longer duration over the proposed development. Please also review the discussion in para. 2.2.10.	Relevant paragraphs in the **Visual Appraisal** have been revised accordingly.

No.	Comments Received	Our Responses
8.	VP 4 - In view of the transient nature of the public viewers and the mid-range distance from the VP to the Site, the visual sensitivity is considered to be "low";	Noted.
9.	VP 6 - Please confirm whether this VP is publicly accessible. If otherwise, please explore another VP to the south of the Site. We reserve our comment for this VP. According to TPB-PG No. 41, "negligible" is not one of the thresholds of visual sensitivity. Please review.	Noted. Please note the lane outside the Madam Chan Wai Chow Memorial Garden could be accessed by the general public, thus residents nearby and pedestrians shall bypass it accordingly. Kindly note that the aforementioned garden is generally not accessible to the public.
10.	Para 3.1.2 - According to TPB-PG No. 41, "little" is not one of the thresholds of the evaluation of overall visual impact. Please review this paragraph in accordance to TPB-PG No. 41 and our comments above.	Para 5.1.2 (previously named as Para 3.1.2) in the **Visual Appraisal** has been revised accordingly.
E. Comments from Architectural Services Department (ArchSD) ***Subject Officer: Ms. Jacqui CHEUNG (A/ASC/8) (T: 2582 5322)***		
1.	Based on the information provided, it is noted that the proposal mainly involves one tower with a gross floor area (GFA) of 10,489 sq.m. and a maximum building height (BH) of 13 storeys, which are both allowed under the GFA and BH restrictions of the Comprehensive Development Area as stipulated in the current Outline Zoning Plan. From the photomontages provided, it is noted that the proposed development at the viewpoints chosen are mostly blocked by existing buildings or infrastructure. In order to enable us to comment on the visual impact, it is suggested that the applicant shall review the viewpoints (especially VP2 at Diagram 4) in order to better demonstrate whether the proposal would be visually compatible with the existing surrounding environment.	Please note the VP 2 at Fui Sha Wai South Road has been updated in the **Visual Appraisal**, serving as a main access route to the Application Site and Tai Tao Tsuen for nearby residents, pedestrians and vehicular users.
F. Comments from Environmental Protection Department (EPD) ***Subject Officer: Mr. Jeremy FONG (EAP(TN)2) (T: 2835 2164)***		

No.	Comments Received	Our Responses
Air Quality		
1.	Section 2.1.5 and Table 2-2 –	
	a) Please supplement buffer distance requirements for industrial areas / chimneys with reference to Table 3.1 of Chapter 9 HKPSG.	**Section 2.1.6** and **Table 2-3** of **Environmental Assessment** (**Appendix 4**) for the buffer distances for Industrial areas / chimneys recommended under Chapter 9 of the HKPSG have been supplemented accordingly.
2.	Section 2.2.1 and Table 2-3 –	
	a) Please review if there are any ASRs in the vicinity which are closer to the proposed development than A01 to A05. Reference to Annex 12 of EIAO-TM should be made in the determination of ASRs.	**Table 2-4** (previously named as Table 2-3) of **Environmental Assessment** has been revised accordingly. The selected ASRs refer to the closest points of various residential clusters (i.e., A01 – A05), educational facilities (i.e., A06) to the project boundary and residential portion of the Proposed Development (i.e., A07), ensuring the first layer ASRs are assessed. **Figure 2-1** of **Environmental Assessment** has also been revised accordingly.
	b) The proposed development should be considered as the planned ASR. Please supplement.	**Table 2-4** (previously named as Table 2-3) of **Environmental Assessment** has been revised accordingly.
3.	Sections 2.3.1 to 2.3.2	
	a) In addition to the estimated amount of excavated materials, please provide the size of active workfront area, estimated no. of construction vehicles and PME to be used, etc. if available, to support the scale of construction works.	As the Proposed Development is submitted under a s.12a planning application, the **Environmental Assessment Report** (**Appendix 4**) has been included to demonstrate that no insurmountable environmental impacts are anticipated from the Proposed Development. Detailed assessments and construction-phase information shall be provided in the detailed design stage upon request by the relevant Authorities and/or B/Ds.
	b) In section 2.3.1, please revise "minimal" in line 6 to "limited".	**Section 2.3.1** of **Environmental Assessment** has been revised accordingly.
4.	Section 2.3 –	
	a) The cumulative construction air quality impact arising from the project site and concurrent projects, if any, should be assessed. Please advise the construction	Construction works related to the Project are considered localized, with the implementation of good site practices and mitigation measures, no cumulative construction air quality impact arising

No.	Comments Received	Our Responses
	programme of the subject project and review if there are any concurrent projects by carrying out desktop review, and then qualitatively assess the cumulative construction air quality impact as appropriate.	from the Project is anticipated. **Section 2.3.1** of **Environmental Assessment** has been revised accordingly.
5.	Section 2.4.2 –	
	a) Please revise "avoid adverse" in line 2 to "control the".	**Section 2.4.2** of **Environmental Assessment** has been revised accordingly.
	b) In the 10th bullet, please review the distances of ASRs from the proposed development in which higher hoarding will be proposed (e.g. 3.5m or above).	Noted, at least 3.5m high hoarding from the ground level has been proposed along the Site boundary. **Section 2.4.2** of **Environmental Assessment** has been revised accordingly.
6.	Section 2.5.1 –	
	a) In addition to the chimneys, please advise if the site visit covered the identification of activities with industrial emissions. Please supplement if there is any active/heavy industrial operation in the vicinity and hence any adverse I/R interface problem is anticipated.	The site visit covered the identification of activities with industrial emissions. As no active/heavy industrial operation were observed, adverse I/R interface problem is not anticipated.
	b) In addition to site visit, please carry out desktop review including but not limited to OZPs, approved EIA and planning applications to confirm if there is any existing or planned chimney and industrial emission within the assessment area.	**Section 2.5.1** of **Environmental Assessment** has been revised accordingly.
	c) We would like to remind the applicant that it should be the responsibility of the applicant and their consultant to ensure the validity of the chimney data by their own site surveys.	Noted.
7.	Sections 2.5.2 to 2.5.3 –	
	a) The 2024 Annual Traffic Census Report is now available, please review the road types of concerned roads and update as necessary.	Annual Traffic Census 2024 has been reviewed and adopted, no updates for the road types of the concerned roads. The adopted year of the ATC reports has been revised in **Sections 2.5.2 and 2.5.3** of **Environmental Assessment** accordingly.

No.	Comments Received	Our Responses
	b) Please provide justification to support Feeder Road is comparable to Local Distributor therefore 5m buffer distance can be applied.	Please note the Feeder Road only serves localized traffic with low volume and minimal heavy vehicle percentage. Given the limited emission impact of the Feeder Road, the 5m buffer distance in accordance with Chapter 9 Table 3.1 of the HKPSG is considered sufficient for the assessment.
8.	Section 2.5 –	
	a) Please advise if there is any internal road of the proposed development, if any, please clarify if those are EVAs.	There is an internal road of the Proposed Development and also served as EVAs.
	b) It is noted that there is a proposed carpark in the proposed development, its air quality impact should be assessed. In addition, please advise if there are any other proposed facilities such as public transport lay-by, PTI, etc. within the proposed development, if any, their air quality impacts should be assessed.	Aside from the proposed carpark on the G/F of the Proposed Development, currently no other proposed facilities as mentioned will be included within the Proposed Development.
	c) Please note that the air quality impacts arising from the above sources on the proposed development as well as the nearby existing and planned ASRs should be considered since they are the emission sources of the proposed development.	Noted. Air quality impacts arising from the above sources (i.e., bus terminus, existing and planned carparks) and other potential vehicular emission sources have been supplemented in **Sections 2.5.5 to 2.5.7** and **Figure 2-3** of **Environmental Assessment** accordingly.
9.	Section 2.5.4 –	
	a) As presented in Section 2.5.4 and illustrated in Figure 2-2, some portion of the building blocks fall within the buffer zones for Fui Sha Wai South Road and Unnamed Access Road, please confirm if there is no air-sensitive use including openable window, fresh air intake or recreational use in open space located within the buffer zones. If affirmative, please revise the whole section to clearly present that (1) For Hung Tin Road, there shall be no air-sensitive use including openable window, fresh air intake or recreational use in open space located within the buffer zone and, (2) For Fui Sha Wai South	**Section 2.5.4** of **Environmental Assessment** has been revised accordingly.

No.	Comments Received	Our Responses
	Road and Unnamed Access Road, some portion of the building block encroaches into their buffer zones, however it is confirmed that the design of the proposed development will ensure that there shall be no air-sensitive use including openable window, fresh air intake or recreational use in open space located within the buffer zones.	
10.	Section 2.5 –	
	a) The odour impact should be identified and assessed. Please review if there are any sources of odour emission within the 500m assessment area (e.g. livestock farm, STP/SPS, temple with incense/joss paper burning, nullah, lard boiling factory, etc.), if any, their air quality/odour impacts should be assessed.	**Section 2.5.8** of **Environmental Assessment** has been supplemented accordingly.
	b) Please advise if there are any proposed odour sources such as SPS, RCP, etc. within the proposed development, if any, their air quality/odour impacts should be assessed. Please note that the air quality/odour impacts arising from these sources (if any) on the proposed development as well as the nearby existing and planned ASRs should be considered since they are the emission sources of the proposed development.	**Section 2.5.9** of **Environmental Assessment** has been supplemented accordingly.
11.	Figure 2-2 –	
	a) Please add a remark "No air-sensitive use including openable window, fresh air intake or recreational use in open space shall be located within the buffer zones" in the figure.	The remark has been supplemented in **Figure 2-2** of **Environmental Assessment**.
Sewerage		

No.	Comments Received	Our Responses
12.	Please state the anticipated intake year of the proposed development in the SIA report.	**Para 4.1** of the **Sewerage Impact Assessment** (**Appendix 5**) has been supplemented to include the anticipated intake year of the subject Proposed Development in year 2031.
13.	According to Table 7 and para.7.7.2 in the "Supplementary Planning Statement Report", the proposed development will provide 450 nos. of bed spaces in the RCHE. As such, please also take into account the sewage flow generates from the residents of these bed spaces in Sections 5 and 6 of the SIA report.	The UFF of 0.190m^3/person/day for 'Institutional and special class' in Table T-1 of EPD's GESF has been adopted for each number of beds in the proposed RCHE sector. Please refer to **Para 5.3** of the **Sewerage Impact Assessment** (**Appendix 5**) for the proposed sewage flow estimation of the Proposed Development.
<u>Waste Management & Land Contamination</u>		
Section 6.2		
14.	Section 6.2.11 - Please note that the Fill Banks at Tuen Mun and Tseung Kwan O are not designated for the disposal of non-inert C&D materials. Please correct the statement.	**Section 6.2.11** of the **Planning Statement Report** has been revised accordingly.
15.	Section 6.2.13 -	
	a) To avoid confusion, kindly clarify whether the "Chemical Waste Treatment Facilities (CWTF)" should be specified as "Chemical Waste Treatment Centre (CWTC)".	**Section 6.2.13** of the **Planning Statement Report** has been revised accordingly.
	b) For better clarity, it is suggested to specify the frequency of "regular basis".	**Section 6.2.13** of the **Planning Statement Report** has been revised accordingly.
	c) The two parts of the last sentence seem to lack a clear causal relationship. Please review and revise it.	**Section 6.2.13** of the **Planning Statement Report** has been revised accordingly.
Appendix 4		
16.	Section 5.2.6 – Please correct 2,137m2 to 2,138 m2.	**Section 5.2.4** of **Environmental Assessment** has been revised accordingly.
17.	Section 5.2.16 – Please revise "public filling reception facilities" to "public fill reception facilities". Please update Section 5.3.4, 5.3.8 and all relevant sections as appropriate.	Relevant sections of **Environmental Assessment** have been revised accordingly.

No.	Comments Received	Our Responses
18.	Section 5.2.19 – It is noted that the site is currently vacant without any existing structures. Please clarify whether any building structure with timber formwork is anticipated during the construction phase.	Please note no timber would be generated during construction phase. **Section 5.2.19** of **Environmental Assessment** has been revised accordingly.
19.	Section 5.2.25 - Please confirm if timber is anticipated to be generated during construction. If so, please specify in relevant sections on whether the timber will be sent to Y·PARK for recycling. If not, please update all the relevant sections.	Please note no timber would be generated during construction phase. **Section 5.2.25** of **Environmental Assessment** has been revised accordingly.
20.	Section 5.2.31 - Please note that 0.89kg/person/day is the disposal rate of domestic waste instead of the generation rate (Monitoring of Solid Waste in Hong Kong Waste Statistics for 2023 refers). The generation rate is not directly provided in the Statistics, but it can be calculated by using the disposal rate along with the recovery rate. Please review and update the calculation as appropriate. Moreover, please ensure Section 5.2.46 is updated as well.	**Sections 5.2.31 and 5.2.42** of **Environmental Assessment** (previously named as Section 5.2.46) have been revised accordingly.
21.	Section 5.2.33 – As the 0.89kg/person/day is already the disposal rate of domestic waste, it is inappropriate to further calculate the disposal quantity after recovery, based on the disposal rate. Moreover, please ensure Section 5.2.47 is updated as well.	**Sections 5.2.33 and 5.2.43** of **Environmental Assessment** (previously named as Section 5.2.47) have been revised accordingly.
22.	Section 5.2.38 - Please include CWP registration in the section.	**Section 5.2.38** of **Environmental Assessment** has been revised accordingly.
23.	Section 5.2.41 - To avoid confusion, kindly clarify whether the "Chemical Waste Treatment Facilities (CWTF)" should be specified as "Chemical Waste Treatment Centre (CWTC)". Please update all relevant sections in the report.	**Sections 5.2.46** of **Environmental Assessment** (previously named as Section 5.2.41), **5.2.48** and **7.1.17** have been revised accordingly.
24.	Table 5-3 – Please confirm whether the measurement unit for the chemical waste to be generated is in tonnes.	**Table 5-3** of **Environmental Assessment** has been revised accordingly.
25.	Sections 5.2.40 - 5.2.43 & 5.2.45 - 5.2.50 – It is confusing why the assessment for the operation phase is divided into two	Noted, previous **Sections 5.2.40, 5.2.41 and 5.2.43** of **Environmental Assessment** have been rearranged to **Sections 5.2.45, 5.2.46 and**

No.	Comments Received	Our Responses
	unrelated sections. Please rearrange these sections for a more reasonable flow. For clarity, please clearly identify the waste types to be generated during the operation phase and elaborate on each identified waste type.	**5.2.47** of **Environmental Assessment** accordingly. Also, previous **Sections 5.2.45 – 5.2.48** of **Environmental Assessment** have been rearranged to **Sections 5.2.41 – S5.2.44** of **Environmental Assessment**, while Sections 5.2.48 and 5.2.49 (previously named as **Sections 5.2.49 –5.2.50)** of **Environmental Assessment** have been remained unchanged. Sub-heading for domestic waste and chemical waste under operation phase have been provided for **Sections 5.2.41 – 5.2.44**, and **Sections 5.2.45 – 5.2.49** of **Environmental Assessment** respectively.
26.	Section 5.2.41 -	
	a) Please provide the estimated quantities of chemical waste and clinical waste to be generated during operation, if available.	Given that the Proposed Development as a RCHE rather than a formal medical facility, it is anticipated that the quantities of chemical and clinical waste will be negligible.
	b) To avoid confusion, kindly clarify whether the "Chemical Waste Treatment Facilities (CWTF)" should be specified as "Chemical Waste Treatment Centre (CWTC)".	**Section 5.2.46** of **Environmental Assessment** (previously named as Section 5.2.41) has been revised accordingly.
27.	Section 5.2.42 – It is suggested to incorporate this section into Section 5.1.1.	Previous **Section 5.2.42** has been rearranged to **Section 5.1.2** of **Environmental Assessment**.
28.	Section 5.2.44 – For better clarity, it is suggested that a more specific section title should be used instead of "Summary".	Noted, the title has been revised for **Section 5.2.40** (previously named as Section 5.2.44) of **Environmental Assessment**.
29.	Section 5.2.45 – It is mentioned that "During operation phase, municipal solid waste will be the major type of waste being generated, this includes domestic waste from residents of the proposed residential development." Please clarify whether waste categories other than domestic waste from residents will be anticipated. If not, it is suggested to use consistent term, i.e., "domestic waste," to avoid confusion.	**Section 5.2.41** of **Environmental Assessment** (previously named as Section 5.2.45) has been revised accordingly.

No.	Comments Received	Our Responses
30.	Section 5.3.7 – Please clarify whether any ACMs are anticipated in the project site. If not, please remove any relevant content to avoid confusion.	Please note that no ACMs are anticipated in the Project Site. **Section 5.3.7** of **Environmental Assessment** has been revised accordingly.
31.	Section 5.3.8 -	
	a) Please review whether the bullet 11 overlaps with bullet 1.	Noted, previous bullet 11 under **Section 5.3.8** of **Environmental Assessment** has been removed accordingly.
	b) For bullet 6, please ensure the content is site-specific.	Noted, bullet 6 under **Section 5.3.8** of **Environmental Assessment** has been revised accordingly.
32.	Section 5.3.9 – It is suggested that the samples of MSW such as "food waste, food packaging...", be mentioned in Section 5.2.45.	**Section 5.3.9** of **Environmental Assessment** has been revised accordingly to ensure the municipal solid waste to domestic waste for consistent.
33.	Section 5.4.1 – Please include the identified waste types in the paragraph.	**Section 5.4.1** of **Environmental Assessment** has been revised accordingly.
34.	Section 5.4.2 –	
	a) Please review if chemical waste and clinical waste should be included.	Noted, review of chemical wastes has been included, and **Section 5.4.2** of **Environmental Assessment** has been revised accordingly.
	b) For the 2nd sentence, please clarify what is meant by "both types of waste".	Noted, it is referred to domestic and chemical wastes, and **Section 5.4.2** of **Environmental Assessment** has been revised accordingly.
	c) Please specify the frequency of "regular basis".	**Section 5.4.2** of **Environmental Assessment** has been revised accordingly.
35.	Section 6.3.2 – It is noted from the Section 1.1.1 of the technical statement that the site was previously used for "rural workshop". Please review whether this identified land use aligns with the findings of Section 6.3.2. Moreover, kindly assess whether any potential land contamination is associated with the mentioned workshop.	Please note the Site has not been used for 'rural workshop'. **Section 1.1.1** of the **Planning Statement Report** has been revised accordingly.
36.	Sections 7.1.16 & 7.1.17 – Please update these sections based on the above comment 19.	Please note no timber would be generated during construction phase.
37.	Section 7.1.17 – The two parts of the last sentence seem to lack a clear causal relationship. Please review and revise it.	**Section 7.1.17** of **Environmental Assessment** has been revised accordingly. Since proper waste handling and disposal measures

No.	Comments Received	Our Responses
		(i.e., regular collection by licensed collectors) will be implemented, no adverse waste impacts are anticipated during the operation phase.
Noise		
38.	Noted that the proposed development of residential atop of RCHE with a total of about 60mPD is very close to Hung Tin Road and about 120m from Yuen Long Highway. Both the proposed RCHE and residential development will be affected by the road traffic noise impacts from both said roads. Based on an indicative development plan, the EA estimated that the maximum road traffic noise level would be up to 78dB(A). The applicant shall carry **out detailed noise impact assessment (NIA) according to the actual building plan** to confirm the location and extent of at-receiver mitigation measures to achieve full compliance with the road traffic noise, fixed noise sources and transit noise criteria where applicable.	Noted, as per the tele-conversation with EPD, further submission of detail NIA will be provided appoint to the request in the detailed design stage. **Section 3.5.6** of **Environmental Assessment** has been supplemented accordingly.
39.	To facilitate the applicant to develop the actual building plan and prepare the NIA submission in future, the applicant shall take note of the following recommendations:-:	Noted.
	a) the applicant shall confirm with respective departments, such as Social Welfare Department (SWD) on whether the Sick / Isolation/ Quiet Room cum End-of-Life Care Room would be used for domestic purpose or for diagnostic rooms or wards, in order to confirm the applicable road traffic noise criteria in accordance with HKPSG Chapter 9, and reconsider the design layout of the RCHE.	Kindly note that the sick / isolation/ quiet room cum end-of-life care rooms in the proposed RCHE is only served for infection control purpose. It shall be different from diagnostic purpose.
	b) Since the site was within Hung Shui Kiu/Ha Tsuen NDA with a number of infrastructure works being planned or undergoing, the applicant shall seek confirmation from HyD and CEDD on the latest road	For the purpose of this Application, future road network including Yuen Long Highway, Hung Tin Road and other road sections identified from latest available CEDD and HyD public sources have been adopted, with references have been made to PWP Item No.

No.	Comments Received	Our Responses
	layouts of Yuen Long Highway, Hung Tin Road and other road sections, any at-source mitigation measures, such as low noise road surfacing and / or noise barrier(s) within 300m of the site for road traffic noise modelling.	7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development, and PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen). Relevant drawings in relation to the future road network are attached in **Annex A** of this RtC table. In addition, the future road section (Link 78) has been included in our Application making reference to the undergoing planning application No. of Y/YL-TYST/10. As mentioned in relevant documents under No. Y/YL-TYST/10, a letter from CEDD (Ref: WDO 30-4235-1622-11) dated 27 November 2023 has confirmed that road section 78 will be a new flyover from the Yuen Long Highway northeast bound to Road L20 southeast bound that will form part of YLSDA Third Phase Development and targeted to be completed on /or before Year 2038. Relevant report abstract is attached in **Annex A** of this RtC table for your easy reference.
	c) The applicant shall also confirm with TD on the traffic forecast for road traffic noise modelling. Should TD only confirms on the methodology of traffic forecast, the applicant shall appoint a competent person, e.g. traffic consultant to confirm that the methodology of traffic forecast agreed by TD has been strictly followed.	TN for traffic forecast has been submitted to TD for confirmation.
	d) The applicant shall review in the NIA the transit noise from the smart and green mass transit system (SGMTS) next to Hung Tin Road.	With potential SGMTS next to Hung Tin Road in place in future, an increase in modal split using SGMTS, while a decrease in modal spit for other modes of transport is anticipated. As a result, a reduction in overall traffic is anticipated with the SGMTS in place. Thus, the traffic forecast for NIA and the respective NIA findings is on the conservative side and is considered appropriate for the purpose of this Study. Alignments of the SGMTS in HSK/HT NDA are subject to the future gazette plan under the TLB.

No.	Comments Received	Our Responses
	e) The applicant shall consider the existing residential development of Uptown in designing / locating their plant rooms, E&M equipment, and necessary noise mitigation measures, and demonstrate in the NIA the compliance with respective fixed noise source criteria as stipulated in the HKPSG Chapter 9.	Noted.
40.	Please highlight all the changes/amendments in the next submission.	Noted. Relevant paragraphs or figures have been revised and incorporated in the latest formal s.12a planning application
G. Comments from Social Welfare Department (SWD) ***Subject Officer: Miss Doris LEUNG (EA(P)NTW) (T: 3691 8500)***		
1.	In respect of the proposed RCHE, having examined the information submitted by the applicant, our comments on the application from services perspective are provided below by making reference to the Residential Care Homes (Elderly Persons) Regulations as well as the Code of Practice for Residential Care Homes (Elderly Persons) June 2024 (Revised Edition) (CoP).	Noted.
2.	Subject to consideration of PlanD and relevant government departments on the application, we generally have no objection-in-principle to the development of the proposed RCHE from services perspective on the conditions that -	/
	i. the design and construction of the proposed RCHE (including but not limited to the accessibility, building height, ceiling height, barrier free access, passage and doorway, habitation area, all basic facilities, minimum area of floor space for each resident, etc) shall be in full compliance with prevailing statutory and licensing requirements, such as the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation, the Residential Care Homes Legislation (Miscellaneous Amendments) Ordinance	Noted.

No.	Comments Received	Our Responses
	2023 gazetted on 16 June 2023, and the latest version of the Code of Practice for Residential Care Homes (Elderly Persons) (CoP); and	
	ii. the proposed RCHE shall incur no financial implication, both in capital and recurrent, to the Government.	Please note the Proposed Development would be self-financed and self-funded from construction to operation. Our Applicant shall bear the construction and operation cost of the Proposed Development, such that there shall be no financial implications, both capital and recurrent, to the Government.
3.	Having examined the applicant's submitted documents, including the Plans and Drawings, Supplementary Planning Statement Report, etc. we have the following comments -	/
	Building height	
	• The 6/F of the proposed RCHE is above a building height of 24m. Under section 20 of the Residential Care Homes (Elderly Persons) Regulation, Cap. 459A, no part of an RCHE shall be situated at a height more than 24 m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated. If an RCHE operator can prove that the RCHE possesses facilities for fire safety, evacuation and rescue, and appropriate evacuation, contingency and fire drill plans to the satisfaction of the Director of Social Welfare (DSW), the DSW may approve the ancillary facilities of the RCHE to which the residents normally do not have access (e.g. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24 m above the ground.	Please note the proposed RCHE for residents' dormitory will be situated at a height of not more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated, as pursuant to the requirements as set out in Para 5.3.1 of Code of Practice for Residential Care Homes (Elderly Persons), to support a quantity and quality RCHE in promoting community well-being.
	Layout design and usage of facilities	
	• Every passage and doorway shall be wide enough to accommodate residents using walking aids or wheelchairs. The clear width of every passage and	Noted. Further details on the layout design would be considered in the detailed design stage.

No.	Comments Received	Our Responses
	doorway shall not be less than 1050 mm and 800 mm respectively.	
	• The bed spacing in Dormitory 1, 3 and 4 is congested.	Ditto.
	• To facilitate the purpose of Reception Area, it seems to be more desirable to have it placed on G/F instead of 6/F.	Ditto.
	• It is recommended that there should be one lift in the RCHE for accommodating a stretcher bed measuring 2,050 mm x 560 mm for conveyance of bed-bound residents.	Ditto.
	• The internal staircase for RCHE shall serve RCHE only and shall not be accessible for Residential use.	Ditto.
	• There are two lifts in Circulation Area for both RCHE and Residential. Operator of the RCHE should have control and measures for the security of the RCHE.	Ditto.
	• Private car parking spaces are not regarded as the provision of RCHE and should not be included in the GFA of the RCHE from service perspective.	Ditto.
	• The 'RCHE Landscape Deck' on 7/F, at a height more than 24 m, should not be a provision of RCHE and should not be accessible by residents.	Ditto.
	<u>Applicant's intention of joining the Incentive Scheme</u>	
	• In this site, LWB has already given policy support to an Incentive Scheme application in respect of a proposed RCHE in March 2022 and the relevant land exchange was executed in 2022.	Noted.
	• While the current design of the newly proposed RCHE is considered at an initial stage, the applicant is required to make necessary changes/adjustments on its	Noted.

No.	Comments Received	Our Responses
	submitted design drawings so as to address the concerns and comments of SWD.	
	• Subject to the outcome of the pre-submission, LWB's advice would be sought regarding the changes in development parameters of the site and the newly proposed RCHE including the adjusted number of beds to be provided.	Noted.
4.	Detailed comments under Licensing Perspective will be given at the license application submission stage, please.	Noted.
H. Comments from Electrical and Mechanical Services Department (EMSD) ***Subject Officer: Mr. Henry HO (EME/NUS1/1) (T: 2808 3111)*** ***Subject Officer: Mr. Tony TSE (E/GS3/1) (T: 2808 3874)***		
Electricity Safety		
1.	Please be advised that we have no particular comment on the document from electricity supply safety aspect. However, in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned document should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines.	Noted.
2.	We have no particular comment on the document as far as electricity supply safety is concerned.	Noted.

No.	Comments Received	Our Responses
Town Gas Safety		
3.	Please note that there is a high pressure underground town gas transmission pipeline (running along Fui Sha Wai South Road) in the vicinity of the application site. It is anticipated that the application site will result in a significant increase in population in the vicinity of the gas installation, a quantitative risk assessment would be required from the applicant to assess the potential risks associated with the gas installation.	Kindly note that majority of the Application Site was covered by an approved s.16 planning application (No. A/YL-TYST/870) in which the aforementioned application agreed to provide the QRA in the later detailed design stage. Thus, site selection of our Application has also been taken into account of electrical safety considerations. Also, please note the development intensity of our Proposed Development within the subject "Comprehensive Development Area" ("CDA") zone does not exceed the maximum gross floor area as stipulated under the "CDA" zone of Approved Tong Yan San Tsuen OZP. In this regard, there should be no particular change in population. Further details including safety measures would be discussed and liaised with Towngas in the later detailed design and/or land exchange stage.
4.	The applicant/consultant/works contractor shall liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing and planned gas pipes/gas installations in the vicinity of the application site and any required minimum set back distance away from them during the design and construction stages of development.	Further details including safety measures would be discussed and liaised with Towngas in the later detailed design and/or land exchange stage.
5.	The applicant is required to observe the following requirements of the Electrical and Mechanical Services Department's Publications via the following web-link for reference: - Guidance Note on Quantitative Risk Assessment Study for High Pressure Town Gas Installations in Hong Kong	Noted.

No.	Comments Received	Our Responses
	https://www.emsd.gov.hk/filemanager/en/content_287/GN_Qntve_Rsk_Asmnt_Study_Hgh_Prsre_Twn_Gas_Instltns_inHK.pdf - Code of Practice on "Avoidance of Damage to Gas Pipes" 2nd Edition https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_(Eng).pdf	
Date: 23 December 2025		
I. Comments from District Lands Office/Yuen Long, Lands Department (DLO/YL, LandsD) ***Subject Officer: Ms. Fiona CHAN (SES/W) (T: 2443 3010)***		
General Comments		
1.	No adverse comment on the application.	Noted.
2.	The application site involves two private lots known as Lots 2188 and 398 RP all in DD. 121 and subject to the following lease restrictions.	Noted.
	a) Lot 2188 is held under the New Grant No. 22978 dated 6.7.2022 ("the New Grant") restricted for the use of a residential care home as approved by the Director of Social Welfare ("SWD"). It is also subject to a Building Covenant ("BC") period and a Commence to Operate ("C to O") period to the satisfaction of SWD to be expired on 31.3.2027.	Noted. Upon the approval of this planning application, land exchange application will be submitted to LandsD to modify the lot boundary as well as the lease covenants. An extension of the BC and C to O periods under the New Grant may be required if the approval date of this planning application and land exchange application fall after 31 March 2027.
	b) Lot 398 RP is an old scheduled agricultural lot held under a Block Government Lease, which contains the restriction that no structure is allowed to be erected without prior approval from the Government.	Noted.
3.	The proposed development scheme contravenes the lease conditions governing the both lots and would probably affect the completion of the residential care home on Lot 2188 within the BC and C to O periods, as monitored by SWD,	Please note this planning application with supporting technical assessments will also be circulated to SWD for their review and comments.

No.	Comments Received	Our Responses
	under the New Grant. Hence, SWD's advice on the acceptability of the proposal must be sought.	
4.	Should the planning application be approved by the Town Planning Board ("TPB"), the applicant may apply for a land exchange to the Lands Department ("LandsD") for implementation of the proposed development scheme. In addition, policy support should be obtained from LWB/SWD if the applicant wishes to implement the proposal under the "Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments" as stipulated in LandsD LAO PN No. 5/2023.	Noted. Upon the approval of this planning application, land exchange application will be submitted to LandsD to modify the lot boundary as well as the lease covenants. Our Applicant will also apply for the "Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments – Time Limited Enhancement" (LAO Practice Note No. 5/2023).
5.	Given Lot 2188 is subject to an unfulfilled BC and C to O periods, if the planning application is approved by the TPB, the applicant should apply for an extension of the BC and C to O periods under the New Grant until the land exchange application is approved by LandsD.	Noted. An extension of the BC and C to O periods under the New Grant may be required if the approval date of this planning application and land exchange application fall after 31 March 2027.
6.	There is no guarantee that the land exchange application and the extension application as mentioned in paragraphs (4) and (5) above will be approved. Such applications, if received, will be considered by LandsD at the sole capacity as the landlord at its sole discretion and policy support from LWB/SWD has to be obtained for the applications. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fees (if applicable), as may be imposed by LandsD.	Noted.
Advisory Comments		
7.	Please note that the New Grant contains (a) a BC clause that requires the Grantee to complete the development on Lot 2188 and make it fit for occupation and (b) a C to O clause that requires the Grantee to commence to operate the residential	Noted.

No.	Comments Received	Our Responses
	care home to the satisfaction of SWD, both on or before 31.3.2027. Non-compliance of the clauses is a breach of the New Grant and will amongst other remedies render Lot 2188 liable to re-entry by the Government.	
8.	The technical assessments as enclosed in the draft Supplementary Planning Statement Report should be subject to comments of relevant Government departments.	Please note this s.12a planning application with supporting technical assessments shall also be circulated to relevant B/Ds for their review and comments.
Date: 14 January 2025		
J. Comments from Urban Design and Landscape Section, PlanD (UD&L, PlanD) ***Subject Officer: Ms. May CHAN (LA/3, UD&L, PlanD) (T: 3565 3949)***		
We have no adverse comment on the s12A pre-submission proposal from landscape planning perspective. Our detailed comments are as follows:		Noted.
a.	the majority of the Site falls within "CDA" zone and a minor eastern portion falls within "GB" zone;	Noted.
b.	according to the aerial photo taken in 2024, the Site was situated in area of miscellaneous rural fringe landscapes characterised by residential buildings, temporary structures, village houses, highways and scattered tree groups. From the site photos in the proposal, the Site, including the "GB" portion was largely hard paved;	Noted.
c.	As shown in the Tree Assessment Schedule, **two** existing trees in the "GB" zone are proposed to be felled and **17** new trees are proposed to be planted. The existing trees are not considered distinctive landscape resources; and	Noted.
d.	in view of the above, significant adverse landscape impact arising from the proposed rezoning is not anticipated.	Noted.
Date: 19 January 2025		
K. Comments from Yuen Long District Office, Home Affairs Department ***Subject Officer: Mr. TO Cheuk Him, Henry (LO(R2)2) (T: 3586 3107)***		

No.	Comments Received	Our Responses
	It is anticipated that relevant stakeholders, including but not limited to the villager representatives (VRs) and villagers of Tai To Tsuen, may raise objections to the Proposed Residential Development and RCHE at Lots 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, Yuen Long. Local consultation is recommended to conducted with the Ping Shan Heung Rural Committee and stakeholders at an appropriate time. YLDO would be prepared to offer assistance in respect of liaison and/or consultation when requested.	Noted.
Date: 22 January 2025		
L. Comments from Geotechnical Engineering Office, Civil Engineering and Development Department Subject Officer: Mr. YANG Yan Yu, Celia (GE/GS2) (Geo Engr/ Geological Survey 2) (T: 2762 5372)		
	The Site is partly located within Scheduled Area No. 2 and may be underlain by cavernous marble. Dependign on the nature of foundation, if necessary, of the proposed development at the Site, extensive geotechnical investigation may be required. Such investigation may require high level of involvement of an experienced geotechnical engineer in both the design and supervision of the geotechnical works required at the Site.	Noted. Further consideration would be taken into account in the later detailed design stage.
Date: 9 February 2025		
M. Comments from Drainage Services Department, Mainland North Division Subject Officer: Ms. LOU Tai Yeong (Engr/Yuen Long 4) (T: 3965 8929)		
	<u>DIA</u>	/
	• Sections 6.3 – 6.5 - Please provide a summary table showing the hydraulic capacity/utilisation for existing and proposed drainage facilities in the designed return period.	**Section 6.4** of **Drainage Submission** has been supplemented accordingly.
	• Figure D1 - Please indicate the flow direction for the sub-catchment and the relationship with the existing drainage facilities.	**Figure D1** of **Drainage Submission** has been revised accordingly.
	• Please advise the level for the proposed discharge and the water level of the 2m downstream channel in the design return period.	Please note the IL of the proposed discharge of the subject Site at the existing 2000mm x 2000mm channel is at +10.27mPD, and hence the

No.	Comments Received	Our Responses
		water level in the same at the concerned discharge point is at +10.45mPD in the design return period.
	• Figure D4 - It seems that the invert level of CP2.6 (i.e. +10.72mPD) is lower than the downstream CP2.7 (i.e. +10.89mPD) and CP2.8 (i.e. +10.85mPD), and the invert level of CP2.9 (i.e. +10.67mPD) is lower than the downstream TM (i.e. +10.69mPD). Please review and also update the hydraulic calculation from CP2.6 to TM.	**Figure D4** and **Appendix - Hydraulic Calculation** of **Drainage Submission** have been revised accordingly.
	• Hydraulic calculation - Please clarify/indicate how the 0.75 and 0.25 site catchment is derived for the proposed northern and southern drainage facilities.	The site catchment is now refined in the revised **Figure D4** of **Drainage Submission**.
	• Hydraulic calculation - It seems that the proposed 300UC of the same gradient has different flow capacity and the flow capacity seems overestimated as compared to GEO's TGN 43, please review.	Even the proposed 300UC have the same gradient, their actual depths are various (subject to the respective adjacent ground levels), it results in different flow capacity. To be conservative, each size of the proposed UC is assigned a fixed depth, i.e. 300mm for 300UC and 450mm for 450UC, in the revised **Appendix - Hydraulic Calculation** of **Drainage Submission**. Hence, all peripheral channels of the subject Site are now proposed to be 450UC at 1 in 200.
	<u>SIA</u>	/
	• Figure S3 - It is noted that the connection manhole is updated to HSK-06. Please check if it is a public sewerage manhole and if negative, whether it is within the project proponent jurisdiction to connect to a private manhole.	Please note the HSK-06 is the proposed sewerage manhole to be constructed under this subject Application.
	• The SIA report needs to meet the satisfaction of SIG/EPD, the planning authority of sewerage infrastructure.	Noted. Please note the **Sewerage Impact Assessment** under previous pre-submission enquiry was also circulated to EPD for comment.
N. Comments from Planning Department, Tuen Mun and Yuen Long West District Planning Office Subject Officer: Mr. FUNG Ka Lok, Jethro (Town Plnr/Yuen Long W 2) (T: 2158 6296)		
Reference is made to your email dated 24.10.2025 regarding the captioned pre-submission enquiry. The departmental comments		/

No.	Comments Received	Our Responses
	available had been previously relayed to you under separate covers. Please find below our preliminary comments/observations on the captioned pre-submission for your consideration and/or follow-up actions.	
	The subject site (i.e. Lots 398RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu) (the Site), covering an area of about 2,138m2, falls within an area an area mainly zoned "Comprehensive Development Area" ("CDA") (about 1,798m2 or equivalent to about 84% of the Site) and partly zoned "Green Belt" ("GB") (about 340m2 or equivalent to about 16% of the Site) on the approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/14. According to recent aerial photo, the Site is currently hard paved and vacant.	Noted.
	The planning intention of the "CDA" zone is for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints; while the planning intention of the "GB" zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. According to the Notes of the OZP, the "CDA" zone is subject to maximum gross floor area (GFA) of 69,000m2 and a maximum building height (BH) of 17 storeys respectively.	Noted.
	According to the information currently available, it is proposed to rezone the Site from "CDA" and "GB" to "Residential (Group A)4" ("R(A)4") subject to a maximum plot ratio (PR) of 4.91 and maximum building height of 60mPD, to facilitate a proposed residential-cum-residential care home for the elderly (RCHE) development at the Site.	Noted.

No.	Comments Received	Our Responses
	According to our record, the portion of the Site that falls within "CDA" zone is the subject of a previous approved application (No. A/YL-TYST/870) for proposed social welfare facility (RCHE), which was approved by the Rural and New Town Planning Committee (the Committee) of the Town Planning Board (the Board) in 2018. Under the approved scheme, the proposed development covers an area of about 1,795m2, and involving one 7-storey RCHE with a PR and BH of 2.96 and 34.8mPD respectively and would provide 65 RCHE units.	Noted.
	In support of the rezoning proposal, an indicative development scheme for the proposed development has been provided. According to the indicative development scheme, involving two 6-storey residential buildings (72 units) over a 7-storey RCHE podium (70 rooms providing 450 beds), has a PR of 4.91, a GFA of about 10,489m2 and BH of not exceeding 60mPD. The indicative scheme provides in total 16 parking spaces for private cars, light bus and motorcycle as well as 4 loading/unloading bays for private car, light goods vehicle and medium/heavy goods vehicles.	Noted.
	The vicinity of the subject site comprises predominantly residential developments with village houses, a hobby farm, two secondary schools and sitting-out area. To the immediate south and west is a private residential development named 'Uptown' within the same "CDA" zone. In view of the surroundings of the Site and the background that part of the Site had been granted planning permission for a proposed RCHE development, and the proposed development which comprises residential development and RCHE is not considered incompatible with the surrounding areas from land use perspective. As for the proposed PR and BH of 4.91 and 60mPD respectively, they are apparently not particularly excessive in consideration of the PR restriction of 5 of the "R(A)" zone to the Site's further west, and the existing BH of the adjacent development, i.e. Uptown, which is about 71 to 77mPD.	Noted.

No.	Comments Received	Our Responses
That being said, there is a GFA restriction of 69,000m2 for the CDA site. The proposed development with a GFA of 10,489m2, together with the existing development (with a total GFA of 49,870m2) and the development potential of the residual lots within the same CDA zone, might overstrain the infrastructural capacity of the area. In this regard, the applicant would need to demonstrate that the rezoning proposal would not generate adverse impacts, including but not limited to drainage, traffic, visual and environmental, on the surrounding areas. The technical feasibility of the rezoning proposal shall also be subject to the detailed comments on the relevant B/Ds.		Please refer to **Section 6** of the **Planning Statement Report** for the demonstration of technical feasibility. The preliminary results show that the Proposed Development is technically feasibility under both construction and operation phases, and will not have adverse impacts.
In addition, since the Site is partly zoned "GB" on the OZP, the applicant would also need to demonstrate that the rezoning of the area zoned "GB" (albeit a relatively small portion) to "R(A)4" would not jeopardise the function of the subject "GB" zone, and that the rezoning proposal could be considered acceptable from the landscape planning, nature conservation and ecological perspectives.		Noted.
Please note that the comments provided above for informational and preliminary planning purposes only, based on our review of the materials submitted as of 24.10.2025. These comments are without prejudice to the Board's and/or Planning's department's future statutory and administrative roles in the planning process. Should the proposal changes in any material way, these comments may no longer be applicable, and our position must be reassessed.		Noted.
Date: 4 March 2025		
O. Comments from Electrical and Mechanical Services Department (EMSD) ***Subject Officer: Mr. Tony TSE (E/GS3/1) (T: 2808 3874)***		
No comments on the QRA to be conducted in the later detailed design / land exchange stage.		Noted.
The following Government departments have no adverse comment/no in-principle objection to the pre-submission enquiry:		Noted.

No.	Comments Received	Our Responses
	- West Development Office, Civil Engineering and Development Department (Contact person: GUAN Huihua, Joshua (E/16(W)), Tel: 2158 5947, Email: hhguan@cedd.gov.hk); - Water Supplies Department (Contact person: WONG Kye Bong, Billy (E/P(8)), Tel: 2152 5779, Email: billy_kb_wong@wsd.gov.hk); - Agriculture, Fisheries and Conservation Department (Contact person: Dr. WONG Kam Yan, Azaria (NCO(YL)), Tel: 2150 6932, Email: azaria_ky_wong@afcd.gov.hk); and - Hong Kong Police Force (Contact person: KONG Wai-fung, Ryan (ADVC OPS YLDIV), Tel: 3661 4702, Email: advc-ops-yldiv@police.gov.hk).	
No reply has been received from the following Government department(s) as at 9.2.2026: - Transport Department (Contact person: NG Wing Kai, Forrest (E/YLW1), Tel: 2399 2422, Email: wingkaing@td.gov.hk).		Noted.

ANNEX A

RELEVANT PROJECTS OF FUTURE ROAD NETWORK IN THE VICINITY

Junction Improvement Scheme under PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development - Second Phase Development

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

行車線(每一箭嘴表示一條行車線)
TRAFFIC LANE
(ONE ARROW REPRESENTS ONE LANE)

+8.62
行人路/隧道/地面/高架行車道之建議路面水平(約數)
PROPOSED ROAD LEVEL OF FOOTPATH/ UNDERPASS/AT-GRADE/ELEVATED CARRIAGEWAY (APPROXIMATE)

擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY

擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY

擬建行人路
PROPOSED FOOTPATH

擬建單車徑
PROPOSED CYCLE TRACK

擬建單車停放處
PROPOSED CYCLE PARKING PLACE

擬建中央分隔帶/安全島/交通島
PROPOSED CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

擬建美化市容地帶/路旁帶
PROPOSED AMENITY AREA / VERGE

擬建高架單車徑暨行人天橋
PROPOSED ELEVATED CYCLE TRACK CUM FOOTBRIDGE

擬建行人天橋
PROPOSED FOOTBRIDGE

擬建隧道
PROPOSED UNDERPASS

擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY

擬建車輛進出口通道
PROPOSED RUN-IN/RUN-OUT

擬建行人過路處
PROPOSED PEDESTRIAN CROSSING

擬建擋土牆
PROPOSED RETAINING WALL

擬建斜坡
PROPOSED SLOPE

擬建懸臂式隔音屏障
PROPOSED CANTILEVER NOISE BARRIER

擬建直立式隔音屏障
PROPOSED VERTICAL NOISE BARRIER

擬建全密封式隔音罩
PROPOSED FULL ENCLOSURE

擬建樓梯
PROPOSED STAIRCASE

擬建升降機
PROPOSED LIFT

現有地面/高架行車道將永久封閉並改建為行人路
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

現有地面/高架行車道將永久封閉並改建為單車徑
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

現有地面/高架行車道將永久封閉並改建為單車停放處
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

現有地面/高架行車道將永久封閉並改建為中央分隔帶/安全島/交通島
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有地面/高架行車道將永久封閉並改建為美化市容地帶/路旁帶
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有行人路將永久封閉並改建為地面行車道
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有行人路將永久封閉並改建為單車徑
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

現有行人路將永久封閉並改建為單車停放處
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

現有行人路將永久封閉並改建為中央分隔帶/安全島/交通島
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有行人路將永久封閉並改建為美化市容地帶/路旁帶
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有通路將永久封閉並改建為地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有通路將永久封閉並改建為行人路
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

現有通路將永久封閉並改建為單車徑
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

現有通路將永久封閉並改建為單車停放處
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

現有通路將永久封閉並改建為中央分隔帶/安全島/交通島
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有通路將永久封閉並改建為美化市容地帶/路旁帶
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有美化市容地帶/路旁帶將永久封閉並改建為地面行車道
EXISTING AMENITY AREA / VERGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有行人天橋將永久封閉並改建為地面行車道
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有行人天橋將永久封閉並改建為行人路
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

現有行人天橋將永久封閉並改建為美化市容地帶/路旁帶
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有地面/高架行車道將永久封閉並拆卸
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有行人路將永久封閉並拆卸
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有通路將永久封閉並拆卸
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有行人天橋將永久封閉並拆卸
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有斜坡將拆卸
EXISTING SLOPE TO BE DEMOLISHED

現有斜坡將拆卸並改建為地面行車道
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有斜坡將拆卸並改建為行人路
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO FOOTPATH

現有斜坡將拆卸並改建為單車徑
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CYCLE TRACK

現有斜坡將拆卸並改建為中央分隔帶/安全島/交通島
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有斜坡將拆卸並改建為美化市容地帶/路旁帶
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AMENITY AREA / VERGE

現有地面/高架行車道將暫時封閉並重建
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有行人路將暫時封閉並重建
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有中央分隔帶/安全島/交通島將暫時封閉並重建
EXISTING CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有車輛進出口通道將暫時封閉並重建
EXISTING RUN-IN/RUN-OUT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的單車徑將永久封閉並改建為行車道
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的單車徑將永久封閉並改建為行人路
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的單車徑將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的單車停放處將永久封閉並改建為行人路
FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的單車停放處將永久封閉並改建為單車徑
FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

將由元朗南第一期發展建造的單車停放處將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的中央分隔帶 / 安全島 / 交通島將永久封閉並改建為行車道
FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並改建為行車道
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並改建為行人路
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將改建單車停放處
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並改建為中央分隔帶 / 安全島 / 交通島
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行車道
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行人路
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為單車徑
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的車輛進出口通道將永久封閉並改建為行人路
FUTURE RUN-IN/RUN-OUT UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的行車道將永久封閉並拆卸
FUTURE CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的行人路將永久封閉並拆卸
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的單車徑將永久封閉並拆卸
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並拆卸
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的行人路將暫時封閉並重建
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的單車徑將暫時封閉並重建
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的中央分隔帶 /安全島 / 交通島將暫時封閉並重建
FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將暫時封閉並重建
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

興建中的工程計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程
(只供示意用途)
PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 UNDER CONSTRUCTION (FOR INDICATIVE PURPOSE ONLY)

將由其他工程項目建造的道路工程
(只供示意用途)
FUTURE ROAD WORKS UNDER SEPARATE PROJECTS (FOR INDICATIVE PURPOSE ONLY)

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內的部分現有地面/高架行車道、行人路、單車徑、中央分隔帶/安全島/交通島和美化市容地帶/路旁帶或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS AND AMENITY AREAS/VERGES WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7827CL 號（部分）
元朗南第二期發展的道路工程
PWP ITEM NO. 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
圖例 LEGEND

圖則編號 PLAN NO.
60630968/GAZ/LEGEND

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

2023/5/12
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PATH P:\PROJECTS\60630968\Drawing\REPORT\A6\A6_001.dgn

Junction Improvement Scheme under PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development - Second Phase Development

818200 E
818400 E
818600 E
832800 N
832600 N

由工程計劃項目第7817CL號及
第7827CL號(部分)元朗南發展
第一階段及第二階段第一期的
道路工程興建中的道路L11
(只供示意用途)
ROAD L11 UNDER CONSTRUCTION BY
PWP ITEM NOS. 7817CL AND 7827CL
(PART) ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT
STAGE 1 WORKS AND STAGE 2 WORKS,
PHASE 1 (FOR INDICATIVE
PURPOSE ONLY)

YUEN LONG HIGHWAY 元朗公路
HUNG TIN ROAD 洪天路

行人天橋高架部分的
展示可參考圖則第
60630968/GAZ/102號
FOR ELEVATED PORTION OF
FOOTBRIDGE SEE PLAN NO.
60630968/GAZ/102

ROAD L11 道路 L11
ROAD L12 道路 L12
ROAD L22 道路 L22
ROAD L20 道路 L20

J5
L6

連接線 A - A
CUT LINE A - A
PLAN NO. 60630968/GAZ/103
圖則編號 60630968/GAZ/103

連接線 P - P
CUT LINE P - P
PLAN NO. 60630968/GAZ/104
圖則編號 60630968/GAZ/104

連接線 R - R
CUT LINE R - R
PLAN NO. 60630968/GAZ/101
圖則編號 60630968/GAZ/101

插圖 'A'
INSET 'A'

將由工務計劃項目第 B820CL 號
元朗丹桂村公營房屋發展之工地平整
及基礎設施工程興建的道路工程
(只供示意用途)
ROAD WORKS TO BE CONSTRUCTED UNDER PWP
ITEM NO. B820CL SITE FORMATION AND
INFRASTRUCTURE WORKS FOR PUBLIC HOUSING
DEVELOPMENT NEAR TAN KWAI TSUEN, YUEN LONG
(FOR INDICATIVE PURPOSE ONLY)

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內的部分現有地面/高架行車道、行人路、單車徑、中央分隔帶/安全島/交通島和美化市容地帶/路旁帶或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS AND AMENITY AREAS/VERGES WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
5. 圖例載於圖則第60630968/GAZ/LEGEND號。
   DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60630968/GAZ/LEGEND.

工程名稱 PROJECT TITLE
工務計劃項目第 7827CL 號（部分）
元朗南第二期發展的道路工程
PWP ITEM NO. 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH
DEVELOPMENT - SECOND PHASE DEVELOPMENT

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
十五張之第一張 SHEET 1 OF 15

圖則編號 PLAN NO. 60630968/GAZ/101
比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

CEDD 土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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2023/5/12

Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY

擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY

擬建行人路
PROPOSED FOOTPATH

擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY

擬建行人隧道上的地面行車道
PROPOSED AT-GRADE CARRIAGEWAY ABOVE PEDESTRIAN SUBWAY

擬建通道
PROPOSED ACCESS ROAD

擬建美化市容地帶
PROPOSED AMENITY AREA

擬建直立式隔音屏障
PROPOSED VERTICAL NOISE BARRIER

擬建懸臂式隔音屏障
PROPOSED CANTILEVER NOISE BARRIER

擬建擋土牆
PROPOSED RETAINING WALL

擬建斜坡
PROPOSED SLOPE

現有地面/高架行車道將永久封閉並改建為中央分隔帶/安全島
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN/REFUGE ISLAND

現有地面行車道將永久封閉並改建為路旁帶
EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO VERGE

現有通道將永久封閉並改建為地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有美化市容地帶將永久封閉並改建為地面行車道
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有中央分隔帶/安全島將永久封閉並改建為地面行車道
EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有地面行車道將暫時封閉並重建
EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有高架行車道將暫時封閉並重建
EXISTING ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有中央分隔帶/安全島將暫時封閉並重建
EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程(下稱"元朗南第一期發展項目")建造的行人路將永久封閉並改建為地面行車道
FUTURE FOOTPATH UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (HEREAFTER CALLED "YLS FIRST PHASE DEVELOPMENT") TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

將由元朗南第一期發展項目建造的行人路將永久封閉並改建為美化市容地帶
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA

將由元朗南第一期發展項目建造的美化市容地帶將永久封閉並改建為行人路
FUTURE AMENITY AREA UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展項目建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展項目建造的行人路將暫時封閉並重建
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由工務計劃項目第7827CL號(部分)元朗南第二期發展的道路工程(下稱"元朗南第二期發展項目")建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER PWP ITEM NO. 7827 (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT (HEREAFTER CALLED "YLS SECOND PHASE DEVELOPMENT") TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS FIRST PHASE DEVELOPMENT TO BE REALIGNED

將由元朗南第二期發展項目建造的懸臂式隔音屏障將改移
FUTURE CANTILEVER NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED

將由元朗南第二期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內的部分現有地面行車道、高架行車道、行人路和中央分隔帶/安全島或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, ELEVATED CARRIAGEWAYS, FOOTPATHS AND CENTRAL MEDIANS/REFUGE ISLANDS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
5. 工務計劃項目第7817CL號及第7827CL號（部分）元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明，該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路（工程、使用及補償）條例（第370章）於2022年2月8日獲授權進行。
   THE ROAD WORKS PROPOSED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 ARE SHOWN ON PLANS NOS. 60566218/GAZ/100 TO 60566218/GAZ/112 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 1637 PUBLISHED ON 26 MARCH 2021 AND 1 APRIL 2021, SUCH ROAD WORKS HAVE BEEN AUTHORIZED UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CAP. 370) ON 8 FEBRUARY 2022.
6. 工務計劃項目第7827CL號（部分）元朗南第二期發展的道路工程見圖則第60630968/GAZ/100號至60630968/GAZ/115號所示及其附連的計劃內說明，該圖則及計劃於2023年6月2日及2023年6月9日的憲報公告編號3284提述。
   THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

工程名稱 PROJECT TITLE
工務計劃項目第 888TH 號
元朗公路（藍地至唐人新村段）
擴闊工程
PWP ITEM NO. 888TH
WIDENING OF YUEN LONG HIGHWAY
(SECTION BETWEEN LAM TEI AND
TONG YAN SAN TSUEN)

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

圖例
LEGEND

圖則編號 PLAN NO.
60695325/GAZ/LEGEND

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
主要工程管理處
MAJOR WORKS PROJET
MANAGEMENT OFFICE

路政署
HIGHWAYS
DEPARTMENT

Plot File by: Hocc
PATH P:\PROJECTS\60695325\DRAWING\REPORT\A6\A6_001.dgn
3/10/2023

Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

818200 E

連接線 E - E
CUT LINE E-E
連接圖則編號 60695325/GAZ/104
SEE PLAN NO. 60695325/GAZ/104

洪天路 HUNG TIN ROAD

832800 N

插圖 'A'
INSET 'A'
比例 SCALE 1:1000

818600 E

833000 N

由工務計劃項目第7817CL號及第7827CL號(部分)
元朗南發展第一階段工程及第二階段工程第一期興建中
的道路工程 (只供示意用途)(請參閱註釋6)
ROAD WORKS BEING EXECUTED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (FOR INDICATIVE PURPOSE ONLY) (SEE NOTE NO. 6)

818800 E

連接線 D - D
CUT LINE D-D
連接圖則編號 60695325/GAZ/105
SEE PLAN NO. 60695325/GAZ/105

N

818400 E

由工務計劃項目第7827CL號(部分)
元朗南第二期發展擬進行的道路工程
(只供示意用途)(請參閱註釋7)
ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT (FOR INDICATIVE PURPOSE ONLY)(SEE NOTE NO. 7)

連接線 E - E
CUT LINE E-E
連接圖則編號 60695325/GAZ/104
SEE PLAN NO. 60695325/GAZ/104

元朗公路
YUEN LONG HIGHWAY

L5

832800 N

洪天路 HUNG TIN ROAD

天水圍西交匯處
TIN SHUI WAI WEST INTERCHANGE

大道村
TAI TAO TSUEN

連接線 C - C
CUT LINE C-C
連接圖則編號 60695325/GAZ/103
SEE PLAN NO. 60695325/GAZ/103

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要，施工區界限內的部分現有地面行車道、高架行車道、行人路和中央分隔帶/安全島或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, ELEVATED CARRIAGEWAYS, FOOTPATHS AND CENTRAL MEDIANS/REFUGE ISLANDS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

5. 圖例載於圖則編號60695325/GAZ/LEGEND。
DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60695325/GAZ/LEGEND.

6. 工務計劃項目第7817CL號及第7827CL號（部分）元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明，該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路（工程、使用及補償）條例（第370章）於2022年2月8日獲授權進行。
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7. 工務計劃項目第7827CL號（部分）元朗南第二期發展的道路工程見圖則第60630968/GAZ/100號至60630968/GAZ/115號所示及其附連的計劃內說明，該圖則及計劃於2023年6月2日及2023年6月9日的憲報公告編號3284提述。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

工程名稱 PROJECT TITLE
工務計劃項目第 888TH 號
元朗公路（藍地至唐人新村段）
擴闊工程
PWP ITEM NO. 888TH
WIDENING OF YUEN LONG HIGHWAY
(SECTION BETWEEN LAM TEI AND TONG YAN SAN TSUEN)

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

五張之第四張
SHEET 4 OF 5

圖則編號 PLAN NO. 60695325/GAZ/104

比例 SCALE A1 1 : 1000

辦事處 OFFICE
主要工程管理處
MAJOR WORKS PROJET MANAGEMENT OFFICE

路政署
HIGHWAYS DEPARTMENT

$DATE$
Plot File by: $USER$
PATH: $FILE$

TIA Report of Y/YL-TYST/10

A2 Ultimate Scenario with YLSDA Third Phase Development and Another Nearby Development Site under Separate Application

A2.1 YLSDA Third Phase Development by Year 2038

A2.1.1 According to the latest development phasing plan of YLSDA, the infrastructure works for the Third Phase and Remainder Development are targeted for completion by Year 2038. The planning assumptions of this final phase are summarised in **Table A2.1**.

Table A2.1 Proposed Development Parameters for YLSDA Phase 3 and Remainder

Ref.	Development	Use	Parameters (approx.)
1	Yuen Long South Development Area (Phase 3 and Remainder)	Public Housing	5,400 units
		Private Housing	10,600 units
		Commercial	164,900 m² GFA

A2.1.2 The proposed road network in this final phase mainly involves the provision of local distributor roads within TYST area to facilitate future local development access. As confirmed by CEDD in their letter (CEDD ref: WDO 30-4235-1622-11) dated 27 November 2023, a proposed vehicle flyover from Yuen Long Highway northeast bound to Road L20 southeast bound will form part of YLSDA Third Phase Development and targeted to be completed on or before Year 2038. The anticipated major site access routings (for subject application site) under design year 2038 road network assumptions are indicated in **Drawing No. A2.1**.

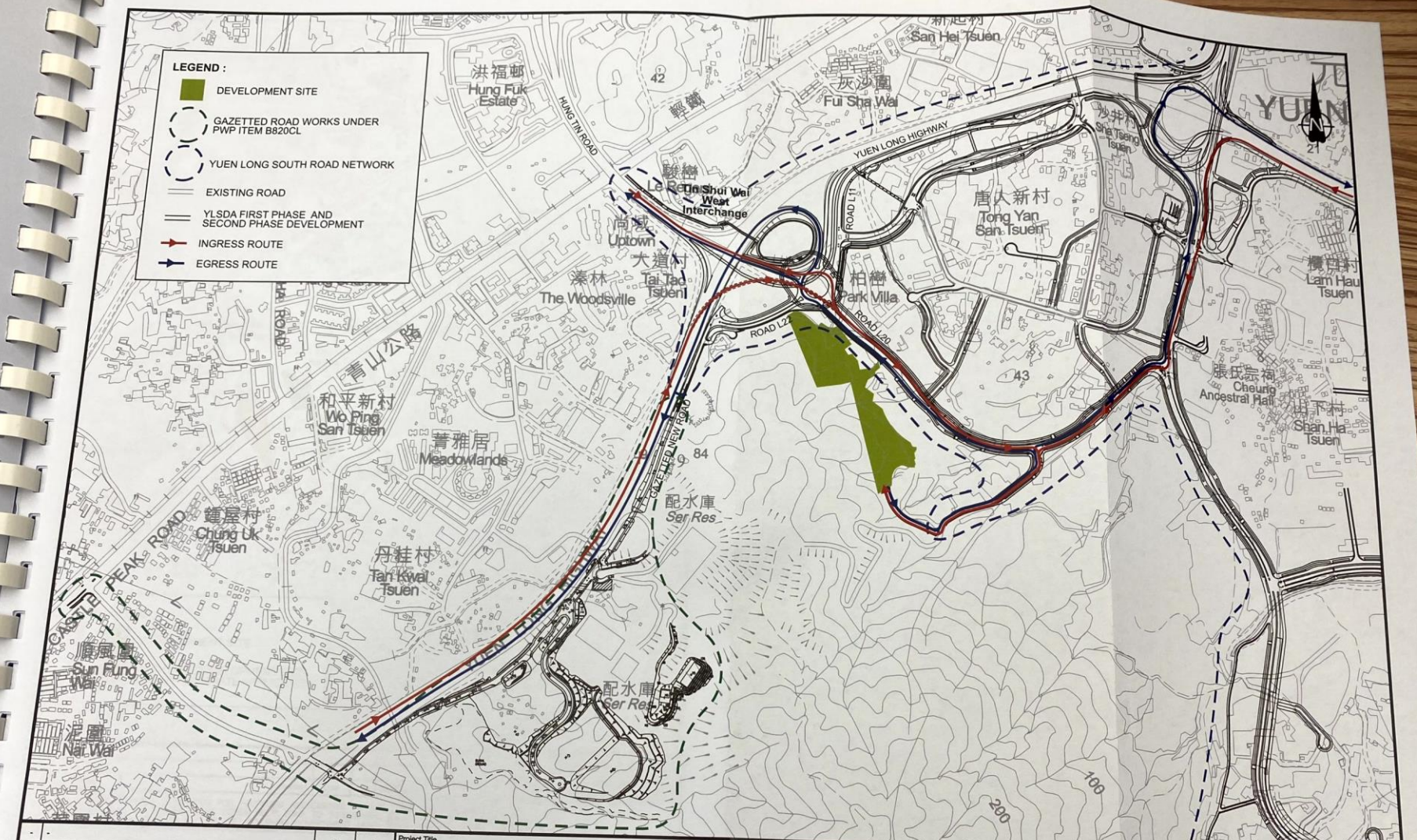
A2.2 Another Development Site

A2.1.3 A nearby development site is currently under separate application, which is located to the west of the subject Site as shown in **Drawing No. A2.2**. Similarly, the Applicant also intends to rezone this site to "Residential (Group B)4" with a maximum domestic PR of 3.6 for residential development, with ancillary retail facilities and kindergarten to serve the community. There are also transport lay-bys proposed for the another development site.

A2.1.4 For this another development site, its construction works would be subject to the provision of an access road and its tentative completion is by Year 2035, hence it would be considered in this ultimate Year 2038 scenario. It is anticipated that its major access routings would be via a gazetted new road towards Road L22, TSWWI and further to Yuen Long Highway. These roads are either planned under YLSDA or Tan Kwai Tsuen Public Housing Development to be completed by Year 2038. Its anticipated major site access routings by Year 2038 is shown in **Drawing No. A2.3**.

A2.3 Vehicular Trips of Another Nearby Development Site

A2.2.1 The vehicular trip generations of the proposed residential development at another site are estimated with the trip rates as extracted from TPDM. For the proposed transport lay-bys, two franchised bus routes are proposed. The estimated traffic generations for the proposed development are summarised in **Table A2.1**.



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

CHK50692110/TIA2_SITE-B/A21.CDR/LLH/20FEB24

Project Title

S12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TYST OZP TO REZONE "GB" ZONE WITH MINOR PORTIONS OF "R(B)1", "R(C)" AND "R(D)" ZONES TO "R(B)4" AND "ROAD" ZONES AT VARIOUS LOTS IN D.D. 121 AND ADJOINING GOVERNMENT LAND, TYST, YUEN LONG

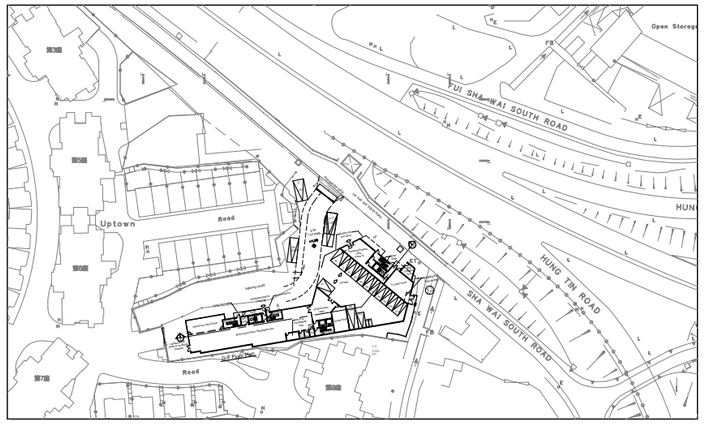
Drawing Title

ANTICIPATED MAJOR ACCESS ROUTING UNDER YEAR 2038 ROAD NETWORK

Designed	Checked	Scale	Date	Drawing No.	Rev.
LSL	CLH	NTS	FEB 2024	A2.1	-

SYSTRA MVA

Original Size : A3



	RCHE(P)	Residential Towers				Carparking Space		
		Tower A (Units)		Tower B (Units)				
G/F	-	-		-		Parking	Private Cars (5x2.5m)	12
1/F-5/F	90 x 5	-		-			Light Bus (8x3m)	2
6/F	-	-		-			Motocycles (2.4x1m)	2
7-12/F	-	Living Unit B1-B6 =6	x 6	Living Unit A1-A6 =6	x 6	Loading/ Unloading Bay	Private Car (5x2.5m)	1
Total Capacity	450	36		36			LGV (7x3.5m)	2
		72					MHGV (11x3.5m)	1
							Total	20

Total Nos. of Rooms for RCHE	14 x 5 = 70
Total Blocks for Residence	2

PLOT RATIO & SITE COVERAGE CALCULATIONS (AREA UNDER BD)

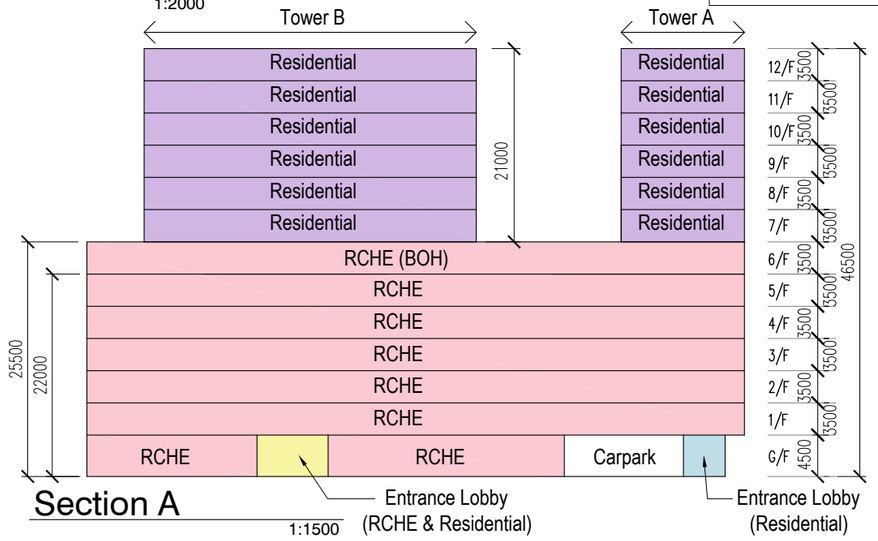
Site Area	= 2138 S.M.
Class of Site	= A
Mean Street Level	=11.30mPD
Height of Building Above Mean Street Level	= 46.5m
Building Height in mPD	=(11.30 + 46.5) =57.80mPD
Permitted Domestic Site Coverage (Over 43m)	= 37%
Permitted Non-Domestic Site Coverage (Over 24m)	= 89%
Permitted Domestic Plot Ratio (Over 43m)	= 5.9
Permitted Non-Domestic Plot Ratio (Over 24m)	= 8
Proposed Domestic Site Coverage Calculation	= 569 S.M. / 2138 x 100% = 26.6% < 37%
Proposed Non-Domestic Site Coverage Calculation	= 1181 S.M. / 2138 x 100% = 55.2% < 89%
Proposed Total Non-Domestic GFA	= 6961 / 2138 = 3.256
Non-Domestic Plot Ratio	= 3.256 < 8
Permitted Domestic Plot Ratio (Residue Method)	= (8 - 3.256) / 8 x 5.9 = 3.499
Proposed Total Domestic GFA	= 3528 / 2138 = 1.650
Domestic Plot Ratio	= 1.650 < 3.499

GFA CALCULATION

Ground Floor (Tower A)	= 114 S.M. (Exclude Carpark & Tx / Switch Room)
Ground Floor (Tower B)	= 576 S.M.
First to Sixth Floor	= 1070 x 5 + 1035 = 6385 S.M.
Seventh to Twelfth Floor (Tower A & B)	= (282 + 287) x 6 = 3414 S.M. (Exclude Balconies)
Proposed Total Non-Domestic GFA	= 576 + 6385 = 6961 S.M.
Proposed Total Domestc GFA	= 114 + 3414 = 3528 S.M.

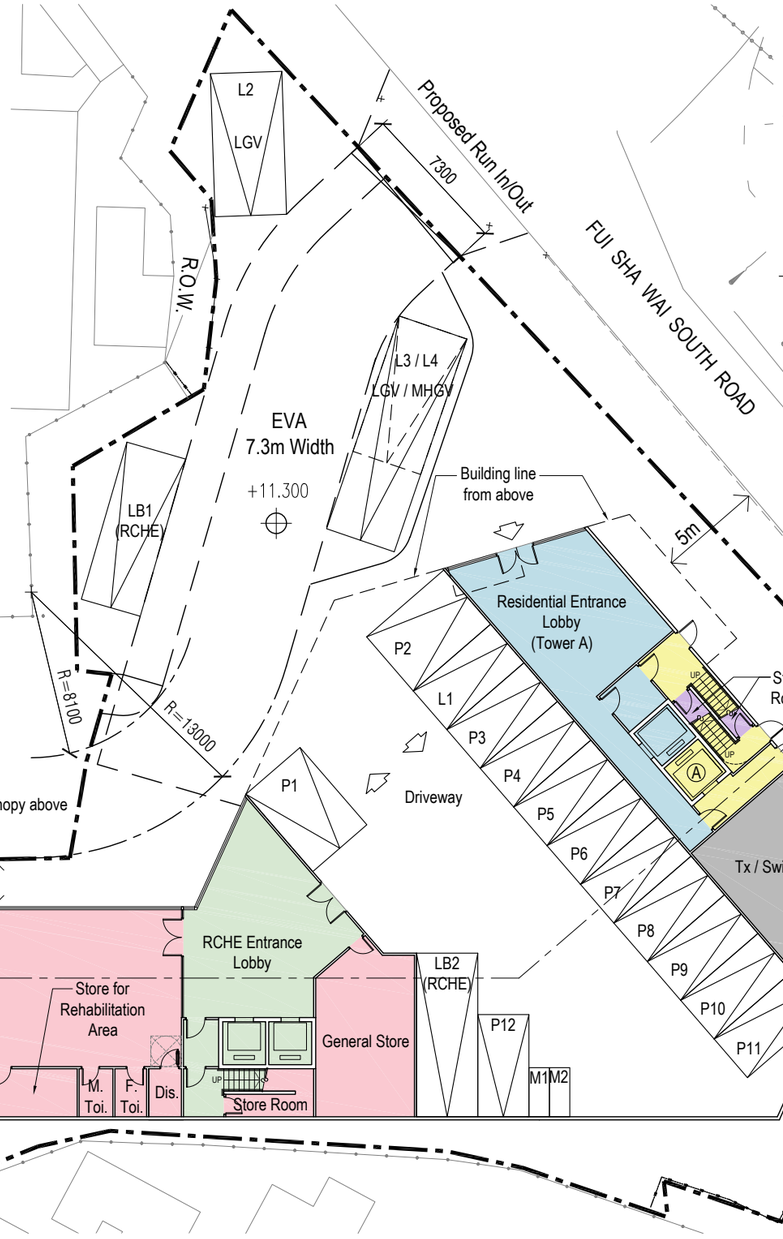
Site Plan

1:2000



Section A

1:1500



G/F Floor Plan

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LEGEND

- RCHE
- Residential Units
- Circulation Area for RCHE
- Circulation Area for Residential
- Circulation Area for RCHE & Residential
- E&M Services/ Supporting Facilities
- T/S Toilet & Shower
- Dis. Accessible Toilet

rev.	date	description
0	09 07 2025	First Issue
1	14 07 2025	Revision 1
2	16 07 2025	Revision 2
3	21 07 2025	Revision 3
4	01 09 2025	Revision 4
5	05 09 2025	Revision 5
6	03 03 2025	Revision 6

project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

Ground Floor Plan

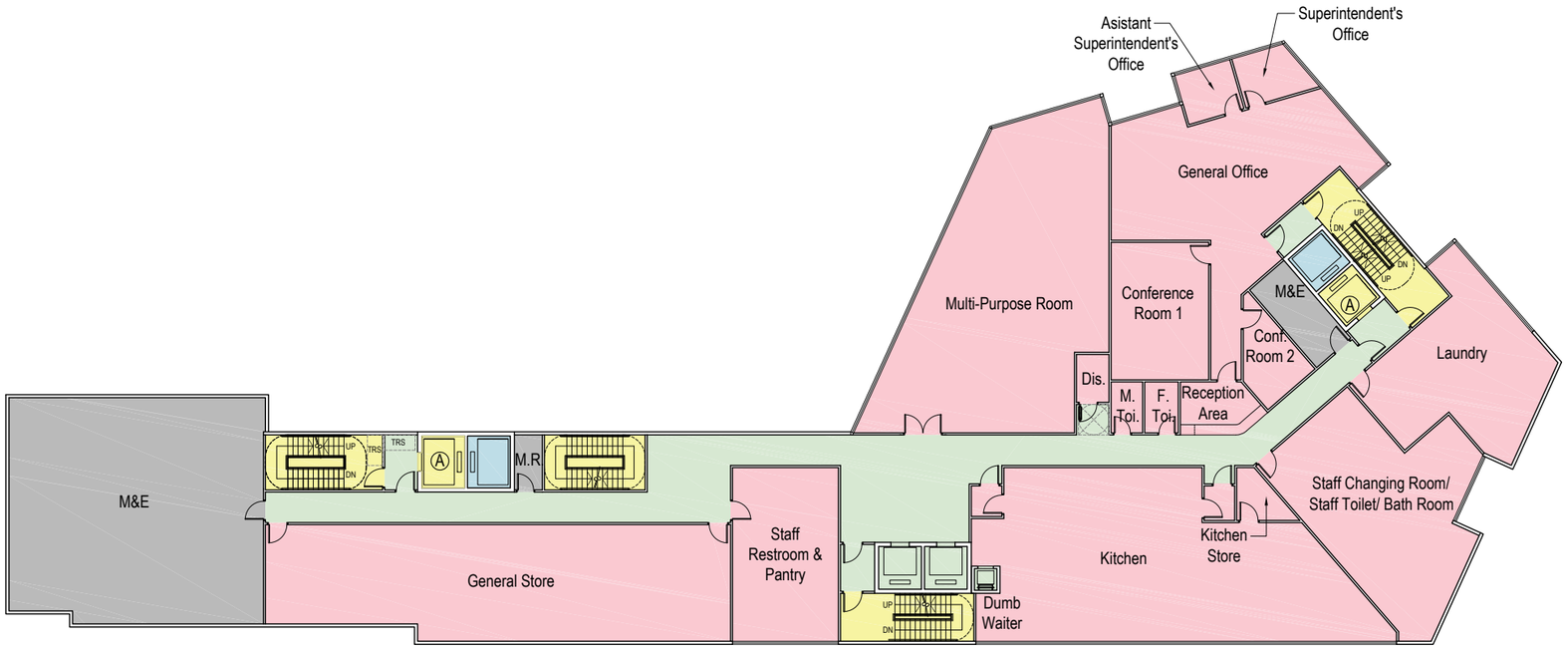
drawing no.

SK-04_rev.6

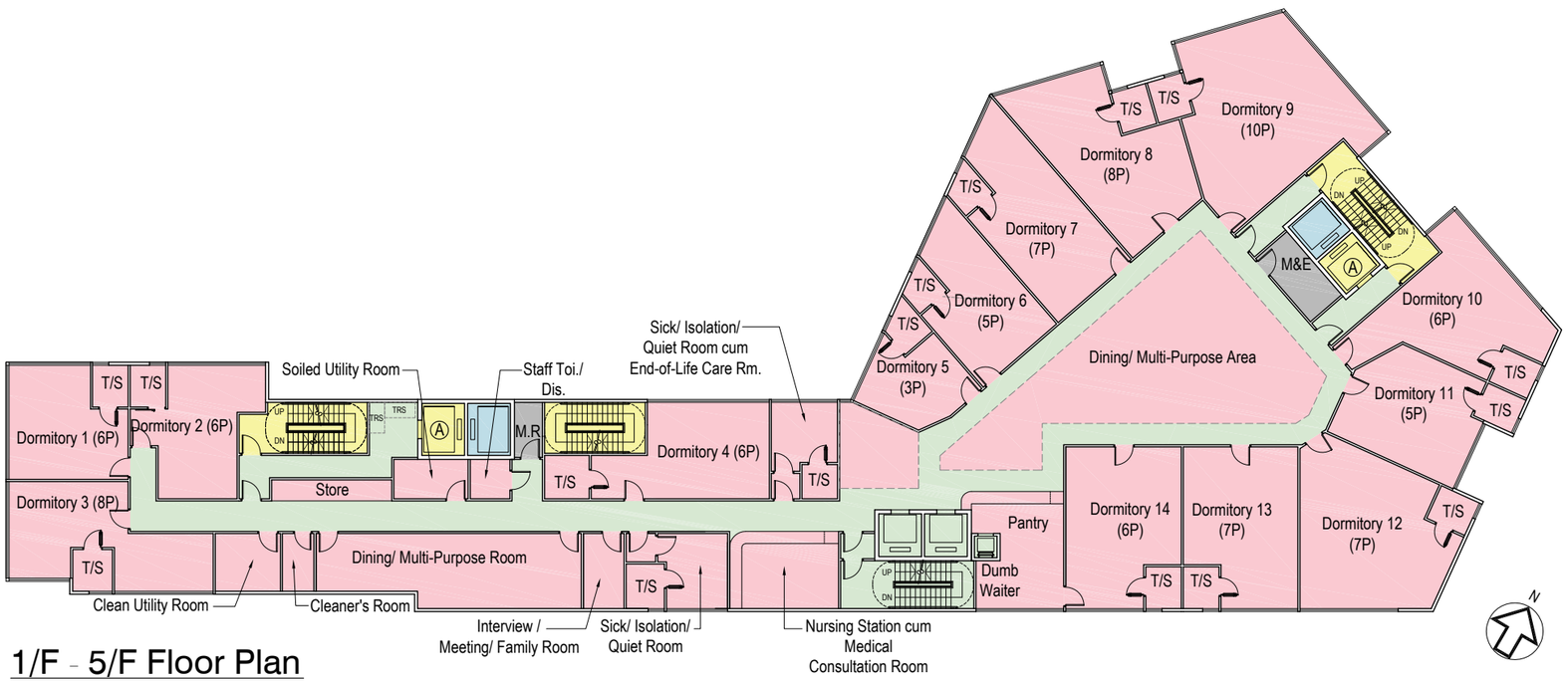
scale

1:300 @ A3

Threshold Consultants Limited
architecture & design
[redacted]



6/F Floor Plan



1/F - 5/F Floor Plan

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SCHEDULE OF ACCOMMODATION FOR RESIDENTIAL CARE HOME FOR THE ELDERLY (FOR 450 RESIDENTIAL CARE PLACES)

ITEM NO.	DESCRIPTION	NOFA (M²)	USABLE FLOOR AREA (M²)
		(PROPOSED 450 PERSONS)	
1	DORMITORY	2691.5	2691.5
2	ATTACHED BATHROOM/ SHOWER ROOM TO DORMITORY ROOM	AS APPROPRIATE	252.5
3	DINING/ MULTI-PURPOSE ROOM	989.2	989.2
4	PANTRY	AS APPROPRIATE	120
5	SMALL GROUP ACTIVITY ROOM	55.8	55.8
6	NURSING STATION CUM MEDICAL CONSULTATION ROOM	101.5	101.5
7	SICK/ ISOLATION/ QUIET ROOM	98.9	98.9
8	ACCESSIBLE TOILET CUM SHOWER ROOM ATTACHED TO EACH SICK/ ISOLATION/ QUIET ROOM	AS APPROPRIATE	35.5
9	REHABILITATION AREA	200	200
10	STORE FOR REHABILITATION AREA	10	10
11	END-OF-LIFE CARE ROOM	10.1	10.1
12	SOILED UTILITY ROOM	36	36
13	CLEANER'S ROOM	AS APPROPRIATE	22
14	LAUNDRY	55.4	55.4
15	KITCHEN & KITCHEN STORE	144.3	144.3
16	DUMB WAITER	AS APPROPRIATE	7.2
17	GENREAL STORE	162.8	162.8
18	CLEAN UTILITY ROOM	45	45
19	INTERVIEW/ MEETING/ FAMILY ROOM	37	37
20	REFUSE ROOM	AS APPROPRIATE	14
21	SUPERINTENDENT'S OFFICE	8	8
22	ASSISTANT SUPERINTENDENT'S OFFICE	7	7
23	GENERAL OFFICE	82.4	82.4
24	RECEPTION AREA	9.5	9.5
25	CONFERENCE ROOM	43.3	43.3
26	FEMALE/ MALE STAFF CHANGING ROOM AND REST ROOM CUM PANTRY	119.4	119.4
27	STAFF TOILET/ BATH ROOM	AS APPROPRIATE	19.5
28	TOILET FOR COMMUNAL USE A) FEMALE TOILET B) MALE TOILET C) ACCESSIBLE TOILET	AS APPROPRIATE	12
TOTAL		4907.1	5389.8

MAXIMUM OCCUPANTS PER FLOOR AREA (M²)
= 4907.1 / 9.5
= 516 > 450 (PROPOSED TOTAL OCCUPANTS)

rev.	date	description
0	09 07 2025	First Issue
1	14 07 2025	Revision 1
2	16 07 2025	Revision 2
3	21 07 2025	Revision 3
4	01 09 2025	Revision 4
5	05 09 2025	Revision 5
6	03 03 2025	Revision 6

project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

1/F - 6/F Floor Plans

drawing no.

SK-05_rev.6

scale

1:300 @ A3

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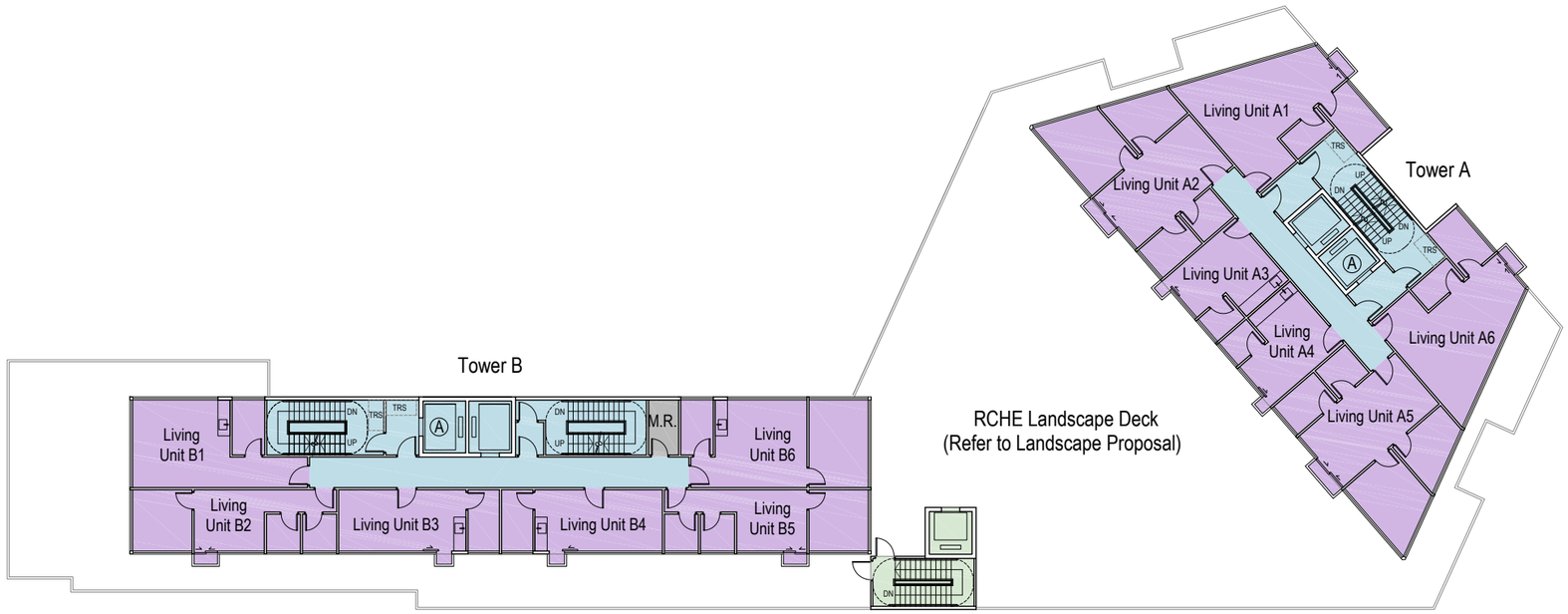

7/F - 12/F Floor Plan

rev.	date	description
0	09 07 2025	First Issue
1	14 07 2025	Revision 1
2	16 07 2025	Revision 2
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project title

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drawing title

7/F - 12/F Floor Plans

drawing no.

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scale

1:300 @ A3

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PROPOSED SCHEDULE OF ACCOMMODATION FOR RESIDENTIAL CARE HOME FOR THE ELDERLY (FOR 450 RESIDENTIAL CARE PLACES)

ITEM NO.	DESCRIPTION	NOFA (M²)	USABLE FLOOR AREA (M²)
		(PROPOSED 450 PERSONS)	
1	DORMITORY	2691.5	2691.5
2	ATTACHED BATHROOM/ SHOWER ROOM TO DORMITORY ROOM	AS APPROPRIATE	252.5
3	DINING/ MULTI-PURPOSE ROOM	989.2	989.2
4	PANTRY	AS APPROPRIATE	120
5	SMALL GROUP ACTIVITY ROOM	55.8	55.8
6	NURSING STATION CUM MEDICAL CONSULTATION ROOM	101.5	101.5
7	SICK/ ISOLATION/ QUIET ROOM	98.9	98.9
8	ACCESSIBLE TOILET CUM SHOWER ROOM ATTACHED TO EACH SICK/ ISOLATION/ QUIET ROOM	AS APPROPRIATE	35.5
9	REHABILITATION AREA	200	200
10	STORE FOR REHABILITATION AREA	10	10
11	END-OF-LIFE CARE ROOM	10.1	10.1
12	SOILED UTILITY ROOM	36	36
13	CLEANER'S ROOM	AS APPROPRIATE	22
14	LAUNDRY	55.4	55.4
15	KITCHEN & KITCHEN STORE	144.3	144.3
16	DUMB WAITER	AS APPROPRIATE	7.2
17	GENREAL STORE	162.8	162.8
18	CLEAN UTILITY ROOM	45	45
19	INTERVIEW/ MEETING/ FAMILY ROOM	37	37
20	REFUSE ROOM	AS APPROPRIATE	14
21	SUPERINTENDENT'S OFFICE	8	8
22	ASSISTANT SUPERINTENDENT'S OFFICE	7	7
23	GENERAL OFFICE	82.4	82.4
24	RECEPTION AREA	9.5	9.5
25	CONFERENCE ROOM	43.3	43.3
26	FEMALE/ MALE STAFF CHANGING ROOM AND REST ROOM CUM PANTRY	119.4	119.4
27	STAFF TOILET/ BATH ROOM	AS APPROPRIATE	19.5
28	TOILET FOR COMMUNAL USE A) FEMALE TOILET B) MALE TOILET C) ACCESSIBLE TOILET	AS APPROPRIATE	12
TOTAL		4907.1	5389.8

MAXIMUM OCCUPANTS PER FLOOR AREA (M²)
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project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

drawing no.

scale

Threshold Consultants Limited
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[redacted]

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

TIA Report
March 2026

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

TIA Report
March 2026

Contents Amendment Record

This report has been issued and amended as follows:

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0	Draft Report	01/08/2025 AH,SYC,NL	25/08/2025 DP	25/08/2025 OC
0a	Final Report	26/08/2025 AH,SYC,NL	03/09/2025 DP	03/09/2025 OC
0b	Final Report	08/09/2025 AH,SYC,NL	09/09/2025 DP	09/09/2025 OC
0c	Final Report	13/10/2025 AH,SYC,NL	13/10/2025 DP	13/10/2025 OC
1	Final Report	13/10/2025 AH,SYC,NL	02/03/2026 DP	03/03/2026 OC

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Appendix A Parking Provision of Other RCHE / Residential Development

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Appendix E Proposed Traffic Improvement Works

1 INTRODUCTION

1.1 General

1.1.1 The Project Site is situated at Lot Nos. 2188 and 398 RP in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, which falls within the “Comprehensive Development Area” (CDA) and “Green Belt” (GB) on the Approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No. S/YL-TYST/14.

1.1.2 To facilitate the development of the proposed residential development and social welfare facility (Residential Care Home for the Elderly), amendment is required to the OZP by rezoning the areas from CDA / GB to "Residential (Group A)4" ("R(A)4").

1.1.3 In support of the planning application, Ozzo Technology (HK) Limited is commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Project Site on the road network in the vicinity of the Project Site.

1.2 Study Objectives

1.2.1 The main objectives of this TIA Study are as follows:

- To review the existing traffic situation of the surrounding road network;
- To estimate the potential traffic generations/attractions to be induced by the Project Site;
- To assess the future traffic situation of the surrounding road network;
- To appraise the potential traffic impact of the Project Site on the surrounding road network and to recommend improvement proposals, if required; and
- To advise on the internal transport arrangements.

1.3 Report Structure

1.3.1 Following this introductory chapter, this report is arranged as follow:

- Chapter 2 describes the Project Site;
- Chapter 3 summarizes the existing traffic conditions in the vicinity of the Project Site;
- Chapter 4 describes the methodology for estimating the amount of visitor flows and vehicular traffic to be induced by the Project Site;
- Chapter 5 details the traffic forecast and the results of traffic impact assessment;
- Chapter 6 presents the pedestrian impact assessment and public transport assessment;
- A summary of the findings and conclusion of this TIA study are given in Chapter 7.

2 DESCRIPTONS OF THE PROPORSED DEVELOPMENT

2.1 Site Location and Study Area

2.1.1 **Figure 2-1** shows the location of the Project Site, situated adjacent to Tai Tao Tsuen, bounded by Fui Sha Wai South Road in the east and Castle Peak Road - Hung Shui Kiu in the north.

2.2 Development Parameters

2.2.1 The Project Site is a 13 storey composite development for RCHE and residential development. **Table 2-1** summarizes the development parameters of the Project Site.

Table 2-1 Summary of Project Site Parameters

Parameters	Residential	RCHE
Total GFA	10,489m^2	
No. of Units	72	-
No. of Beds	-	450 beds

2.3 Parking and Loading/Unloading Facilities

2.3.1 The Project Site is an RCHE cum residential development, with no specific parking and loading / unloading requirements in accordance with Hong Kong Planning Standard and Guidelines (HKPSG). Thus, provision of parking and loading / unloading facilities will be designed based on users' requirements to meet operational needs. **Table 2-2** summarizes the internal transport facilities to be provided in the Project Site.

Table 2-2 Provision of Parking and L/UL Facilities

Parking and L/UL Facilities		Proposed Provision	Size	Headroom
Residential Development (72 units)				
Parking	Private Car	7 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
	Motorcycle	1	2.4m x 1m	>2.4m
L/UL Bay	M/HGV	1	11m x 3.5m	>4.7m
RCHE (450 Beds)				
Parking	Private Car	5 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
	Light Bus	2	8m x 3.0m	>3.3m
	Motorcycle	1	2.4m x 1m	>2.4m
L/UL Bay	Private Car	1	5m x 2.5m	>2.4m
	LGV	2 (1 shared use with M/HGV)	7m x 3.5m	>3.6m
Total				
Parking	Private Car	12 (including 2 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
	Light Bus	2	8m x 3.0m	>3.3m
	Motorcycle	2	2.4m x 1m	>2.4m
L/UL Bay	Private Car	1	5m x 2.5m	>2.4m
	LGV	2 (1 shared use with M/HGV)	7m x 3.5m	>3.6m
	M/HGV	1	11m x 3.5m	>4.7m

2.3.2 The residential development units are intended for residents of ages 60 or above, while some of the flats aims to serve 1 person only. Thus, the parking demand for the Project Site would be smaller than the general private housing development.

2.3.3 To evaluate the parking demand for RCHE development, references have been made for various RCHE / residential development in terms of parking provision, with a summary of parking provision presented in **Appendix A**. Assessment results indicate that the parking provision for the Project Site is generally in order, comparing with other RCHE / residential developments, thus is considered sufficient to cater for the parking demand of the Project Site.

2.3.4 The parking spaces and loading / unloading bays for goods vehicles and light bus will be located on the Ground Floor as shown in **Figure 2-2**. The associated swept path analysis are presented in **Appendix B**.

2.4 Vehicular and Pedestrian Access Arrangements

2.4.1 The vehicular cum pedestrian access for the Project Site is located at Fui Sha Wai South Road. On the other hand, to enhance the pedestrian connectivity while to allow separation of pedestrians for the RCHE portion, 2 pedestrian entrances and 1 RCHE entrance are proposed within the Project Site, while pedestrians shall enter and leave the site via Fui Sha Wai South Road via the vehicular access. **Figure 2-3** shows the locations of the proposed accesses for the Project Site.

3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

3.1.1 As shown in **Figure 2-1**, the Project Site is bounded by Fui Sha Wai South Road in the east and Castle Peak Road - Hung Shui Kiu in the north.

3.1.2 Castle Peak Road – Hung Shui Kiu has a dual-2 lane configuration, classified as a Rural Trunk Road which connects Castle Peak Road – Ping Shan in the east and Castle Peak Road – Lam Tei in the west. This Rural Trunk Road section forms part of the Castle Peak Road network connecting Yuen Long and Tuen Mun area.

3.1.3 Hung Tin Road is a dual-2 lane District Distributor, acting as a north-south district distributor serving the western side of Tin Shui Wai, connecting Tin Ying Road in the north and Yuen Long Highway and New Territories Circular Road in the south.

3.1.4 Fui Sha Wai South Road is a single track access road with 1-lane-2-way operation serving local traffic and connects to Tai To Tsuen Road in the south. Current observation indicates that the access road is serving minimal traffic.

3.2 Existing Public Transport Services

3.2.1 The Project Site is well served by public transport services including franchised bus services, GMB services and LRT services. **Figure 3-1** shows the existing public transport provisions in the vicinity of the Project Site with details of the existing public transport services described in **Table 3-1**.

Table 3-1 Bus Services in the Vicinity of Project Site

Route	Routing			Frequency (minutes)
Franchised Bus Services				
KMB 63X	Hung Shui Kiu (Hung Fuk Estate)	-	Jordan (West Kowloon Station)	Daily services every 12-30 mins
KMB 64X	Hung Shui Kiu (Hung Yuen Road)	-	Hong Kong Science Park	Mon to Fri (except PH) departures at 07:15
KMB 68A	Long Ping Estate	-	Tsing Yi Station	Daily services every 10-30 mins
KMB 68X	Mong Kok (Park Avenue)	-	Hung Shui Kiu (Hung Fuk Estate)	Daily services every 9-25 mins
KMB 258A	Hung Shui Kiu (Hung Fuk Estate)	-	Lam Tin Station	Mon to Fri (except PH) departures at 07:10, 07:25
KMB 258P	Hung Shui Kiu (Hung Fuk Estate)	-	Lam Tin Station	Mon to Fri (except PH) services from 06:50 to 10:00 and 15:50 to 20:00 every 12-30 mins; Sat (except PH) services from 07:00 to 09:40 and 16:00 to 20:00 every 20-30 mins;
KMB 261P	Tuen Mun (Siu Hong Court)	-	Sheung Shui (Tin Ping)	Mon to Fri (except PH) departures at 06:40, 07:00, 07:20,16:40; Sat (except PH) departures at 07:20;
KMB 268B*	Special Departure from Hung Fuk Estate Hung Yuen Road	-	Hung Hom (Hung Luen Road)	Mon to Fri (except PH) departures at 07:25
KMB 268X	Jordan (West Kowloon Station)	-	Hung Shui Kiu (Hung Fuk Estate)	Daily services every 6-35 mins

Route	Routing			Frequency (minutes)
KMB 269D	Tin Fu	-	Lek Yuen	Daily services every 6-25 mins
KMB 276P	Sheung Shui	-	Tin Shui Wai Station	Daily services every 5-25 mins
KMB 960A	Central	-	Hung Shui Kiu (Hung Fuk Estate)	Mon to Fri (except PH) departures at 18:30
KMB 960P	Hung Shui Kiu (Hung Yuen Road)	-	Causeway Bay (Victoria Park)	Mon to Fri services from 06:45-10:00 every 10-35 mins and departures at 17:15 17:30 17:45 18:00 18:20; Sat services from 07:15-10:00 every 20-35 mins; Holidays service from 10:00-13:00 every 30 mins;
KMB 960X	Hung Shui Kiu (Hung Yuen Road)	-	Quarry Bay (King's Road)	Mon to Fri (except PH) departures at 06:45,06:54,07:02,07:09,07:17, 07:25, 07:33, 07:42, 07:50,17:30, 17:45, 18:05, 18:15, 18:27,18:39, 18:51, 19:03, 19:15, 19:30;
LWB A34	Hung Shui Kiu (Hung Yuen Road)	-	Airport (Ground Transportation Centre)	Daily services every 15-45 mins
NLB B2	Yuen Long Station	-	Shenzhen Bay Port	Daily services every 20-30 mins
MTR Bus K75A	Tin Shui Wai Station	-	Hung Shui Kiu (Circular)	Daily services every 30 mins
MTR Bus K75P	Tin Shui	-	Hung Shui Kiu (Circular)	Daily services every 10-15 mins
MTR Bus K75S	Tin Shui Wai Station	-	Hung Fuk Estate (Circular)	Mon to Fri (except PH) services from 07:00-09:00 and 17:30-20:00 every 12-15 mins;
GMB Services				
GMB 32	Yuen Long Station (North) Public Transport Interchange	-	Tan Kwai Tsuen	Daily services every 10-15 mins
GMB 621	Hung Shui Kiu (Hung Yuen Road)	-	Tin Shui Wai North (Wetland Park Road) (via Tin Shui Wai Hospital) (Circular)	Daily services every 20-30 mins
LRT Services				
LRT 610	Tuen Mun Ferry Pier	-	Yuen Long	Daily services every 7-17 mins
LRT 614	Tuen Mun Ferry Pier	-	Yuen Long	Daily services every 13-23 mins
LRT 615	Tuen Mun Ferry Pier	-	Yuen Long	Daily services every 13-25 mins
LRT 751	Tin Yat	-	Yau Oi	Daily services every 7-17 mins

*Note: * Special services*

Information updated based on "hkemobility" from Transport Department as of date 03 September 2025.

3.3 Traffic Surveys

3.3.1 Traffic surveys including vehicular count survey and pedestrian count survey were conducted on 18 February 2025 (Tuesday) between 07:00 to 10:00 and 16:00 to 19:00, together with trip generation survey for a reference RCHE site conducted on 20 February 2025 (Thursday) between 07:00 and 19:00. A summary of the types of surveys being undertaken and the survey locations are shown in **Figure 3-2** and **Figure 3-3**. The details are summarized in **Table 3-2**.

Table 3-2 Summary of Comprehensive Surveys

Survey Type	Location	Figure	Survey Date	Data Collected
Vehicular Count Surveys	J1 to J5	Figure 3-2	2025-02-18 (Tuesday)	Manual Classified count in 15 min intervals
	L1 to L6	Figure 3-2	2025-02-18 (Tuesday)	Manual Classified count in 15 min intervals
Pedestrian Count Surveys	P1 to P7	Figure 3-3	2025-02-18 (Tuesday)	Pedestrian flows in 5-min intervals
Public Transport Utilization Surveys	Bus/GMB Stop A to C	Figure 3-3	2025-02-18 (Tuesday)	-Nos. of buses -Passenger boarding and alighting
Trip Generations Survey	Hong Shui Garden of Aged Company Limited, Tuen Mun	-	2025-02-20 (Thursday)	-Visitor flows -Nos. of In and Out vehicles

3.4 Existing Vehicle Traffic Conditions

3.4.1 All vehicle flows recorded during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Table 2.3.1.1 of Volume 2 of Transport Planning and Design Manual (TPDM) and shown in **Table 3-3**.

Table 3-3 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor(1)	
	Traffic Signal	Priority junction/ Roundabout
Car / Taxi	1.00	1.00
Public Light Bus / Minibus	1.50	1.50
Light Goods Vehicle	1.50	1.50
Medium/ Heavy Goods Vehicle	1.75	2.80
Bus / Coach	2.00	2.80

Notes: (1) Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2024

3.4.2 By applying the above PCU factors, vehicular traffic flows in PCUs are calculated and the AM and PM peak hour is identified to occur at 07:30-08:30 and 16:45-17:45 for AM peak and PM peak respectively. **Figure 3-4** presents the 2025 observed Weekday AM and PM peak hour traffic flows on the road network in the vicinity of the Project Site.

3.4.3 Based on the existing traffic flows, the peak hour performance of the key junctions in the vicinity of the Project Site is assessed. The assessment results are indicated in **Table 3-4** and detailed junction calculation sheets are given in **Appendix C**.

Table 3-4 2025 Peak Hour Junction Capacity Assessment

Jn. ID.	Location(1)	Type	Capacity Index(2)	2025 Weekday	
				AM Peak	PM Peak
J1	Hung Tin Road / Hung Chi Road	Signalized	RC	74.6%	89.7%
J2	Hung Tin Road / Hung Shui Kiu Tin Sam Road	Priority	DFC	0.48	0.39
J3	Castle Peak Road (Hung Shui Kiu) / Hung Tin Road	Signalized	RC	66.7%	100%+
J4	Castle Peak Road (Ping Shan) / Access Road	Priority	DFC	0.09	0.05
J5	Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road	Priority	DFC	0.01	0.01

Notes: (1) Refer to Figure 3-2 for junction locations
(2) RC = Reserve Capacity for signal-controlled junction; DFC = Design Flow to Capacity for priority junction

3.4.4 The results reveal that all the key junctions within the Study Area operate satisfactorily during the peak hours.

3.4.5 Based on the existing traffic flows, the peak hour performances of the key road links in the vicinity of the Project Site are also assessed and the results are indicated in **Table 3-5**.

Table 3-5 2025 Peak Hour Road Link Capacity Assessment

No.	Location[1]	Direction	Design[2] Capacity (veh/hr)	Weekday AM Peak		Weekday PM Peak	
				Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]
L1	Hung Tin Road (At grade)	NB	1700	589	0.35	491	0.29
		SB	1700	495	0.29	396	0.23
L2	Castle Peak Road (Hung Shui Kiu)	EB	2600	760	0.29	611	0.24
		WB	3000	846	0.28	618	0.21
L3	Castle Peak Road (Ping Shan)	EB	3000	522	0.17	473	0.16
		WB	2600	667	0.26	580	0.22
L4	Fui Sha Wai South Road	Two-way	100	24	0.24	16	0.16
L5	Hung Tin Road (Slip road of Yuen Long Highway)	NB	1500	1480	0.99	805	0.54
L6	Hung Tin Road (Slip road of Yuen Long Highway)	SB	1500	835	0.56	1079	0.72

Notes: (1) Refer to Figure 3-2 for road link locations
(2) TPDM Vol 2 Table 2.4.1.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

3.4.6 Assessment results indicate that all the key road links in the vicinity of the Project Site operate satisfactorily during the peak hours, except for Hung Ting Road Northbound (Slip Road of Yuen Long Highway) (L5) which is currently operating approaching capacity.

3.5 Existing Pedestrian Flows

3.5.1 **Figure 3-5** shows the observed peak hour pedestrian flows along the main pedestrian routes on a normal weekday (07:10-08:10 and 17:20-18:20 for the AM and PM peak hour respectively).

3.5.2 The level of services of the above key pedestrian links are assessed based on the peak 15-min pedestrian flows being observed at the respective locations during the whole survey period and the results are presented in **Table 3-6** and **Table 3-7**.

Table 3-6 Existing Level of Services (LOS) of Pedestrian Footways

Location[1]	Effective Footway Width[2]	2025 Weekday		
		Peak 15-Min Flow	Peak Min Flows/Metre	Level of Service[3]
P1	3.5	51	1.0	A
P2	3.5	39	0.7	A
P3	2.6	67	1.8	A
P4	1.7	37	1.4	A

Notes: (1) Refer to Figure 3-3 for pedestrian link locations
(2) Effective width = Actual width minus 0.5m shy zone
(3) LOS of footpath refers to Highway Capacity Manual 2000 Exhibit 18-3.

Table 3-7 Capacity Assessment on Signalized Crossing

Location[1]	W Crossing Width	PG (sec)	CT (sec)	GTP	PC[2] (ped/hr)	Demand (ped/hr)	Demand / Capacity Ratio
P5 (2025 AM)	4.0	31	130	0.238	1812	216	0.12
P5 (2025 PM)	4.0	31	130	0.238	1812	147	0.08
P6 (2025 AM)	4.0	27	130	0.208	1578	248	0.16
P6 (2025 PM)	4.0	29	130	0.223	1695	165	0.10
P7 (2025 AM)	4.0	78	130	0.600	4560	123	0.03
P7 (2025 PM)	4.0	78	130	0.600	4560	116	0.03

Notes: (1) Refer to Figure 3-3 for pedestrian link locations
(2) Capacity of pedestrian crossing in accordance with Chapter 3.2.5, Volume 4, TPDM
Where PG = Pedestrian Green + Flashing Green
CT = Cycle Time
GTP = Green time proportion (i.e. PG/CT)
PC = Pedestrian crossing capacity = K (1900) x GTP x W

3.5.3 The results show that LOS A are achieved at all the key pedestrian links in the vicinity of the Project Site, while the assessed pedestrian crossings are operating within capacity.

3.6 Public Transport Surveys

3.6.1 It is noted that visitors access the site are mainly by bus services at the three nearby bus stops along Castle Peak Road – Hung Shui Kiu. Hence, bus and GMB surveys were undertaken to record the number of bus and GMB trips and occupancy rate at the three nearby bus/GMB stops (with locations shown in **Figure 3-3**). The peak hour bus trips and patronage results are shown in **Table 3-8**.

Table 3-8 2025 Weekday Peak Hour Public Transport Trips and Occupancies

Location[1]		Bus / GMB	Nos. of Trips	Passenger per hour					
				Total Carrying Capacity	Total Arrivals[2]	Alighting at stop	Boarding at stop	Total Departures[3]	Spare Capacity
Weekday AM Peak Hour (07:00 – 08:00)									
A	Castle Peak Road, Uptown (Westbound)	Bus	35	4,916	301	29	55	327	4,589
		GMB	5	83	56	0	0	56	27
B	Castle Peak Road, Tai Tao Tsuen (Westbound)	Bus	18	2,528	263	12	0	251	2,277
		GMB	0	0	0	0	0	0	0
C	Castle Peak Road, Tai Tao Tsuen (Eastbound)	Bus	26	3,536	627	0	104	731	2,805
		GMB	0	0	0	0	0	0	0
Overall Bus			79	10,980	1191	41	159	1,309	9,671
Overall GMB			5	83	56	0	0	56	27
Overall					1,247	41	159	1,365	9,698
Weekday PM Peak Hour (16:30 – 17:30)									
A	Castle Peak Road, Uptown (Westbound)	Bus	20	2,772	530	68	7	469	2,303
		GMB	5	86	77	1	0	76	10
B	Castle Peak Road, Tai Tao Tsuen (Westbound)	Bus	24	3,346	670	14	1	657	2,689
		GMB	0	0	0	0	0	0	0
C	Castle Peak Road, Tai Tao Tsuen (Eastbound)	Bus	21	2,908	450	4	27	473	2,435
		GMB	1	16	11	2	1	10	6
Overall Bus			65	9,026	1650	86	35	1,599	7,427
Overall GMB			6	102	88	3	1	86	16
Overall					1,738	89	36	1,685	7,443

Notes: (1) Refer to Figure 3-3 for Bus/GMB locations
(2) Total passengers of arriving and departing buses/GMB

3.6.2 Surveys results indicate a spare public transport capacity of 9,698 passengers and 7,443 passengers for AM and PM peaks respectively.

4 ESTIMATION OF DEVELOPMENT FLOWS

4.1 Peak Hour Visitor Flows

4.1.1 The residential development units are intended for residents with ages 60 or above, with some of the flats will serve 1 person only. For conservative assessment purpose, the average domestic household size of 2.7 people (reference made to C&SD website) is adopted for this TIA, thus the anticipated residents for the Project Site would be 195 residents. For conservative, it is assumed that 50% residents (i.e. 97 people) will enter / leave the Project Site during peak hours.

4.1.2 On the other hand, to evaluate the future pedestrian flows for the RCHE development, a trip generation survey on a reference RCHE site was conducted as mentioned in Section 3. **Table 4-1** summarized the peakiest hour visitor flows for the reference RCHE site.

Table 4-1 Observed Peakiest Hourly Visitor Flows for RCHE Site

Site	Observed Peak Hour Visitor Trips (visitors/hr)			
	Weekday AM		Weekday PM	
	In	Out	In	Out
Hong Shui Garden of Aged Company Limited, Tuen Mun RCHE (117 beds)	19	14	31	30
	Observed Peak Hour Visitor Trip Rates (visitors / hr / Beds)(1)			
	Weekday AM		Weekday PM	
	In	Out	In	Out
	0.162	0.120	0.265	0.256

Notes: (1) Total 117 beds at Hong Shui Garden of Aged Company Limited, Tuen Mun

4.1.3 Based on the assumption stated in Section 4.1.1 and the observed trip rates presented in **Table 4-1**, the peak hour visitor flows for different types of facilities for the Project Site are calculated and summarized in **Table 4-2**.

Table 4-2 Estimated Peak Hour Visitor Flows for the Project Site

Development Type	Parameter for Project Site	Weekday AM Peak Hour Trip (Visitors)		Weekday PM Peak Hour Trip (Visitors)	
		In	Out	In	Out
Residential	72 Flats	98	98	98	98
RCHE	450 Beds	73	54	119	115
Total		171	152	217	213

4.2 Peak Hour Vehicular Flows

4.2.1 As mentioned in Section 3, a vehicular trip generation survey for the RCHE development was also undertaken. **Table 4-3** summarized the peakiest hour vehicular flows for the reference RCHE site.

Table 4-3 Observed Peakiest Hourly Vehicle Flows for RCHE Site

Site	Observed Peak Hour Vehicular Trips (pcu/hr)			
	Weekday AM		Weekday PM	
	In	Out	In	Out
Hong Shui Garden of Aged Company Limited, Tuen Mun RCHE (117 beds)	2	1	4	5
	Observed Peak Hour Vehicular Trip Rates			
	Weekday AM		Weekday PM	
	In	Out	In	Out
	0.017	0.009	0.034	0.043

4.2.2 For conservative assessment purpose, trip rate for private housing development is also adopted to evaluate the vehicular trips for residential development flats. With reference to the survey findings of the RCHE site, as well as trip rate for private housing development as stated in TPDM Volume 1 Chapter 3, the estimated peak hour vehicular flows for the Project Site are summarized in **Table 4-4**. It is worth noted that in actual operation, the willingness and the travel needs for the elderly is relatively low, thus fewer trips would be generated in actual operation.

Table 4-4 Estimated Peak Hour Vehicle Flows for the Project Site

Development Type	Vehicular Trips for Project Site			
	AM Peak Hour Trip (pcu's)		PM Peak Hour Trip (pcu's)	
	In	Out	In	Out
Residential[1)]	3	5	3	2
RCHE	8	4	15	19
Sub-Total	11	9	18	21
2-way Total	20		39	

Notes: (1) Peak Hour trip rates for Private Housing, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.

4.2.3 It is estimated that the Project Site would generate 20 pcu's (11 in and 9 out) and 39 pcu's (18 in and 21 out) in the weekday AM and PM peak hour respectively.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Design Year

5.1.1 Based on the latest programme, the anticipated completion year for the Project Site is 2031. Thus, the ultimate "Design Year" for this TIA study is set as 2034, i.e. 3 years after the completion of the whole Project Site.

5.2 Methodology

5.2.1 In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:

- The forecast population and employment from the 2021-based Territorial Population and Employment Data Matrix (TPEDM) planning data published by Planning Department;
- Committed and planned developments in the Study Area.

5.2.2 The following steps are undertaken to derive the 2034 Peak Hour Reference Flows (i.e. without the Project Site) and Design Flows (i.e. with the Project Site).

2034 Background Flows = 2025 Flows x annual growth factors

2034 Reference Flows = 2034 Background Flows + additional traffic by planned and committed developments

2034 Design Flows = 2034 Reference Flows + development traffic

5.2.3 The traffic impact to be induced by the Project Site is assessed by comparing the Peak Hour Reference Traffic Flows against the Design Traffic Flows for both Design Years.

5.3 Future Year Reference Traffic Flows

5.3.1 Reference is made to the 2021-based Territorial Population and Employment Data Matrix (TPEDM) planning data published by Planning Department. **Table 5-1** presents the population and employment data in Yuen Long District for 2021, 2026 and 2031.

Table 5-1 2021-Based TPEDM for Yuen Long District

Category	2021	2025(1)	2026	2031	% Growth p.a. 2025 - 2031
Population	668,100	681,620	685,000	760,600	1.84%
Employment	152,850	221,370	238,500	258,200	2.60%
Total	820,950	902,990	923,500	1,018,800	2.03%

Source: 2021-based TPEDM published by Planning Department.
Note (1): 2025 population and employment places are calculated by interpolation between 2021 – 2026

5.3.2 It is anticipated that the population and employment places in Yuen Long District would be increased by 1.84% and 2.60% p.a. respectively, with an overall annual growth rate of 2.03% between 2025 and 2031.

5.3.3 For the traffic growth of year between Year 2031 to 2034, reference is made to the estimation from "Hong Kong Population Projection 2022-2046" published by Census and Statistics Department (C&SC). **Table 5-2** presents the projected population data in 2031 and 2034.

Table 5-2 Hong Kong Population Projection in 2031 and 2034

Category	2031	2034	% Growth p.a. 2031 - 2034
Projected Population	7,820,200	7,945,100	+0.5%

Source: "Hong Kong Population Projection 2022-2046"

5.3.4 As shown in the above table, the predicted growth of population from 2031 to 2034 is approximately +0.5% per annum. Taking into account the above factors, it is proposed to adopt an average growth rate of 2.03% per annum from 2025 to 2031, and +0.5% per annum from 2031 to 2034 to forecast the 2034 background traffic flows.

Planned and Committed Developments

5.3.5 Based on the published information from Town Planning Board, planned/committed developments in the site vicinity are summarized in **Table 5-3**. The locations of the developments are shown in **Figure 5-1**.

Table 5-3 Planned / Committed Developments in the Site Vicinity

Ref No.	Location	Land Use	Trip Generations (pcu/hr)			
			AM Peak		PM Peak	
			In	Out	In	Out
1	Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir [A/YL-TYST/1201] (1)	Phase 1 SSF (1,970 flats with average flat size 50m^2) (2)	84	123	79	59
		Phase 2 and 3 PRH (5,280 flats with average flat size 40m^2) (2)	172	228	159	125
		Retail (5,912 m^2 GFA) (1)	15	14	22	19
		Welfare (15,856 m^2 GFA) (1)	39	27	19	25
		Kindergarten (15 classroom) (1)	25	25	14	14
		Primary School (30 classroom) (1)	42	41	19	19
		Office (1,098 m^2 GFA) (1)	3	2	2	2
2	Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir [A/YL-TYST/1155] (3)	Proposed Service Reservoirs and Public Utility Installation with Associated Excavation and Filling of Land	3	3	3	3
3	Various Lots in D.D. 124 and 125 and Adjoining Government Land in Yuen Long, and Various Lots in D.D. 130 and Adjoining Government Land in Tuen Mun, New Territories [A/HSK/452] Site 8, 9 (4)	Site 8 Public Housing (2,188 flats with average flat size 50m^2)	61	106	77	53
		Site 9 Public Housing (2,633 flats with average flat size 50m^2)	73	127	92	64
4	Lots 361 S.A (Part), 362 (Part) and 422 (Part) in D.D. 127 and Adjoining Government Land, Kiu Tau Wai, Yuen Long, New Territories [A/HSK/474] (5)	Residential (1,850 flats with average flat size < 60m^2)	79	133	69	53
		Retail (21,166.75 m2 GFA)	52	49	76	66
5	Lot 2273 & Ext. in D.D. 125, Ha Tsuen, Yuen Long, New Territories [Y/HSK/1] (6)	Elderly centre additional new places (49 places) and other facilities (359 places)	25	21	12	13
6	Hung Shui Kiu and Ha Tsuen Planning Areas 8 (Part) and 10 (Various Lots in D.D. 124 and Adjoining Government Land, Hung Shui Kiu) [A/HSK/253] (7)	Site 1 SSF (300 flats with average flat size 51m^2)	13	19	12	9
		Site 2 SSF (1400 flats with average flat size 51m^2)	61	91	57	42
		Site 2 PRH (900 flats with average flat size 51m^2)	32	45	30	23
7	Yuen Long South Development (8)	First Phase Industrial Development (218,400 m^2 GFA)	303	202	229	295
		Second Phase Industrial Development (278,500 m^2 GFA)	386	258	292	376

Ref No.	Location	Land Use	Trip Generations (pcu/hr)			
			AM Peak		PM Peak	
			In	Out	In	Out
8	Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long [Y/YL-TYST/10] (9)	Residential (2,634 flats with average flat size 50m^2)	112	189	97	75
		Retail (5,585 m^2 GFA)	14	13	20	17
		Kindergarten (9 classroom)	28	22	7	24
		Covered Transport Lay-by	40	40	40	40
9	Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long, New Territories [Y/YL-TYST/8] (10)	Residential (1,381 flats with average flat size 50m^2)	59	100	52	40
10	Lots 1829 S.A ss.2 (part), 1829 S.A ss.3 (part) and 1829 S.A RP (part) in D.D. 121 and Adjoining Government Land, Yuen Long [A/YL-TYST/1146] (11)	Proposed Service Reservoirs with Associated Excavation and Filling of Land	0	0	0	0
11	Lot 1768 in D.D. 122 and Adjoining Government Land, Long Bin, Yuen Long [A/YL-TYST/1285] (12)	Phase 1 SSF (3,080 flats, with average unit size 50m^2)	131	192	124	91
		Phase 2 PRH (8,860 flats with average unit size 30m^2)	200	214	178	157
		Phase 2 Primary School	30	7	5	5
		Phase 1 and Phase 2 commercial	22	21	32	28
		Social Welfare Facilities	21	21	21	21
12	Lots 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories [Y/YL-PS/6] (13)	Residential (1,536 flats with average flat size 42.6m^2)	66	111	57	44
		Retail (1,535 m^2 GFA)	4	4	6	5
		RCHE (222 beds)	9	9	6	4

Note (1): Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1201
(2) Peak Hour trip rates for Subsidized Housing, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 1.
(3) Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1155
(4) Source: TIA Report of the Approved TPB Application No. of A/HSK/452
(5) Source: TIA Report of the Approved TPB Application No. of A/HSK/474
(6) Source: TIA Report of the Approved TPB Application No. of Y/HSK/1
(7) Source: TIA Report of the Approved TPB Application No. of A/HSK/253
(8) Source: Peak Hour trip rates for Industrial, TPDM Volume 1, Chapter 3, Appendix 1, Annex C, Table 2.
(9) Source: TIA Report of the TPB Application No. of Y/YL-TYST/10 updated by 21st February, 2024
(10) Source: TIA Report of the TPB Application No. of Y/YL-TYST/8 updated by 9th September, 2024
(11) Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1146
(12) Source: TIA Report of the Approved TPB Application No. of A/YL-TYST/1285
(13) Source: TIA Report of the Approved TPB Application No. of Y/YL-PS/6
Information updated as of date 3 September 2025.

5.3.6 The additional development traffic in **Table 5-3** is then assigned onto the nearby road network with reference to the existing traffic distribution pattern in the Study Area. The resulting peak hour Reference Peak Hour Flows (i.e. without Project Site) are shown in **Figure 5-2**.

5.4 Future Year Design Peak Hour Traffic Flows

5.4.1 By adding the development flows in **Figure 5-3** to the 2034 Reference Peak Hour Flows (i.e. without Project Site) in **Figure 5-2**, the 2034 Design Peak Hour Flows (i.e. with Project Site) are derived and shown in **Figure 5-4**.

5.5 Future Year Junction Capacity Assessments

5.5.1 Based on the Reference Flows (i.e. without Project Site) and Design Flows (i.e. with Project Site) for the Design Year, junction capacity assessment is undertaken and the results shown in **Table 5-4** with detailed calculation sheets provided in **Appendix D**.

Table 5-4 2034 Peak Hour Junction Capacity Assessment

Jn. ID.	Location(1)	Type	Capacity Index(2)	2034 Reference Scenario		2034 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Hung Tin Road / Hung Chi Road	Signalized	RC	18.9%	42.6%	18.7%	42.3%
J2	Hung Tin Road / Hung Shui Kiu Tin Sam Road	Priority	DFC	0.63	0.48	0.63	0.49
J3	Castle Peak Road (Hung Shui Kiu) / Hung Tin Road	Signalized	RC	24.6%	55.6%	23.8%	53.1%
J4	Castle Peak Road (Ping Shan) / Access Road	Priority	DFC	0.14	0.07	0.16	0.09
J5(3)	Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road	Junction removed as a part of Yuen Long South Development Road Improvement Works					

Notes: *(1) Refer to Figure 3-2 for junction locations*
(2) RC = Reserve Capacity for signal-controlled junction; DFC = Design Flow to Capacity for priority junction
(3) With the improvement works carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development in place, sections of the unnamed road of J5 will be permanently closed and demolished, and J5 will be no longer existed in the future. Detailed drawings can refer to Appendix E.

5.5.2 It is indicated in **Table 5-4** that all the key junctions in the vicinity of the Project Site would be operating within capacity during the peak hours for both the Reference (without Project Site) and Design (with Project Site) scenarios.

5.6 Future Year Link Capacity Assessments

5.6.1 Based on the Reference Flows (i.e. without Project Site) and Design Flows (i.e. with Project Site), link capacity assessments for Design Years 2034 are carried out and the results are presented in **Table 5-5**.

5.6.2 The results in the table indicate that all the key road links in the Study Area operate satisfactorily during the peak hours in the Reference scenario (i.e. without Project Site) and Design scenario (i.e. with Project Site).

Table 5-5 2034 Peak Hour Road Link Capacity Assessment

No.	Location[1]	Dir.	Design[2] Capacity (veh/hr)	2034 Reference Scenario (AM Peak)		2034 Reference Scenario (PM Peak)		2034 Design Scenario (AM Peak)		2034 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]
L1	Hung Tin Road (At grade)	NB	1700	784	0.46	661	0.39	787	0.46	667	0.39
		SB	1700	707	0.42	540	0.32	710	0.42	545	0.32
L2	Castle Peak Road (Hung Shui Kiu)	EB	2600	1260	0.48	1029	0.40	1260	0.48	1029	0.40
		WB	3000	1374	0.46	1051	0.35	1376	0.46	1054	0.35
L3	Castle Peak Road (Ping Shan)	EB	3000	988	0.33	852	0.28	991	0.33	859	0.29
		WB	2600	1139	0.44	1003	0.39	1142	0.44	1009	0.39
L4	Fui Sha Wai South Road	Two -way	100	27	0.27	19	0.19	35	0.35	36	0.36
L5	Hung Tin Road (Slip road of Yuen Long Highway)	NB	1500	999	0.67	1063	0.71	999	0.67	1063	0.71
L6	Hung Tin Road (Slip road of Yuen Long Highway)	SB	1500	970	0.65	1214	0.81	970	0.65	1214	0.81

Notes: (1) Refer to Figure 3-2 for road link locations
(2) TPDM Vol 2 Table 2.4.1.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

5.7 Proposed Improvement Scheme

Planned Improvement Scheme by Others

5.7.1 Planned traffic improvement works covering key junctions and road links within the Study Area were identified under the project of Yuen Long South Development and Yuen Long Highway widening works. Details of the improvement works are listed in **Table 5-6**, while drawings of improvement works are presented in **Appendix E**.

Table 5-6 Traffic Improvement Woks by Other Projects

Location	Project	The Responsible Party	Anticipated Completion Year
Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road (J5)	PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development	CEDD	2031
Hung Tin Road (Slip road of Yuen Long Highway SB) (L6)	PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development	CEDD	2031
Hung Tin Road (Slip road of Yuen Long Highway NB) (L5)	PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)	Highways Department	2033

5.7.2 With the improvement works carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development in place, sections of the unnamed road of J5 will be permanently closed and demolished, and J5 will be no longer existed in the future. In the meanwhile, the L6 will be re-aligned with the number of lanes unchanged.

5.7.3 Under the works carried out by Highways Department under Project PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen), L5 will be further widened into two carriageways, the link capacity will be further enhanced.

Proposed Improvement Scheme by Applicant

5.7.4 To facilitate the vehicular connectivity of the Project Site from Castle Peak Road – Hung Shui Kiu, a 55m long carriageway section connecting Castle Peak Road – Hung Shui Kiu to Fui Sha Wai South Road is proposed, associated with junction modification at J/O Castle Peak Road - Hung Shui Kui / Hung Tin Road. The proposed extension consists of a 3.5m wide single carriageway with footpaths on both sides of the carriageway.

5.7.5 On the other hand, local widening works on the existing Fui Sha Wai South Road (which is a single-lane access road serving 2-way traffic) is also proposed to alleviate the growing traffic along the access route. The proposed widening section is anticipated to be a standard single-2 carriageway connected with the eastern part of Fui Sha Wai South Road and the proposed extension section from Castle Peak Road – Hung Shui Kiu. The proposed Fui Sha Wai South Road extension and the proposed local widening works are presented in **Figure 5-5**.

5.7.6 With the proposed improvement works in place, performances for the affected junctions and road links are assessed. The assessment results are shown in **Table 5-7** and **Table 5-8**.

Table 5-7 2034 Peak Hour Junction Capacity Assessment (with Improvement Works)

Jn. ID.	Location(1)	Type	Capacity Index(2)	2034 Reference Scenario		2034 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Hung Tin Road / Hung Chi Road	Signalized	RC	18.9%	42.6%	18.6%	42.2%
J2	Hung Tin Road / Hung Shui Kiu Tin Sam Road	Priority	DFC	0.63	0.48	0.63	0.49
J3A(3)	Castle Peak Road (Hung Shui Kiu) / Hung Tin Road	Signalized	RC	24.6%	55.6%	23.3%	51.3%
J4	Castle Peak Road (Ping Shan) / Access Road	Priority	DFC	0.14	0.07	0.16	0.11
J5(3)	Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road	Junction removed as a part of Yuen Long South Development Road Improvement Works					

Notes: (1) Refer to Figure 3-2 for junction locations
(2) RC = Reserve Capacity for signal-controlled junction; DFC = Design Flow to Capacity for priority junction
(3) J3 is modified to J3A for design scenario to include the access to the Project Site

Table 5-8 2034 Peak Hour Road Link Capacity Assessment (with Improvement Works)

No.	Location(1)	Dir.	Design(2) Capacity (veh/hr)	2034 Reference Scenario (AM Peak)		2034 Reference Scenario (PM Peak)		2034 Design Scenario (AM Peak)		2034 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df(3)	Flows (veh/hr)	P/Df(3)	Flows (veh/hr)	P/Df(3)	Flows (veh/hr)	P/Df(3)
L1	Hung Tin Road (At grade)	NB	1700	784	0.46	661	0.39	788	0.46	669	0.39
		SB	1700	707	0.42	540	0.32	711	0.42	547	0.32

No.	Location[1]	Dir.	Design[2] Capacity (veh/hr)	2034 Reference Scenario (AM Peak)		2034 Reference Scenario (PM Peak)		2034 Design Scenario (AM Peak)		2034 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]	Flows (veh/hr)	P/Df[3]
L2	Castle Peak Road (Hung Shui Kiu)	EB	2600	1260	0.48	1029	0.40	1264	0.49	1035	0.40
		WB	3000	1374	0.46	1051	0.35	1377	0.46	1058	0.35
L3	Castle Peak Road (Ping Shan)	EB	3000	988	0.33	852	0.28	991	0.33	859	0.29
		WB	2600	1139	0.44	1003	0.39	1142	0.44	1009	0.39
L4	Fui Sha Wai South Road	Two -way	100	27	0.27	19	0.19	44	0.44	52	0.52
L5[4]	Hung Tin Road (Slip road of Yuen Long Highway)	NB	3000	999	0.33	1063	0.35	999	0.33	1063	0.35
L6[5]	Hung Tin Road (Slip road of Yuen Long Highway)	SB	1500	970	0.65	1214	0.81	970	0.65	1214	0.81

Notes: (1) Refer to Figure 3-2 for road link locations
(2) TPDM Vol 2 Table 2.4.1.1
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links
(4) Improvement works will be carried out by CEDD under Project PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development – Second Phase Development
(5) Improvement works will be carried out by HyD under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

5.7.7 With the proposed traffic improvement works in place, junction and road link performances will all operate within capacity, even with the Project Site in place.

6 PEDESTRIAN ASSESSMENT

6.1 Estimated Pedestrian Flows by the Project Site

6.1.1 According to **Table 4-2**, the pedestrian flow generated to/from the Project Site will be 323 ped/hr and 430 ped/hr for AM and PM peaks respectively.

6.2 Forecast 2034 Peak Hour Pedestrian Flows

6.2.1 Similar to the vehicular traffic impact assessment, year 2034 is adopted as the design year for pedestrian assessment. To derive the background pedestrian flows for design year 2034, an annual growth factor of 2.03% for year between 2025 to 2031, and 0.5% for year between 2031 to 2034 was applied to the existing pedestrian flows to derive the 2034 peak hour background pedestrian flows.

6.2.2 The additional pedestrian flows by the Project Site are then assigned onto the main pedestrian routes and the resulting 2034 Peak Hour Pedestrian Flows with the Project Site are shown in **Figure 6-1**.

6.2.3 The level of service assessments for the key pedestrian links and crossings are undertaken and the results are presented in **Table 6-1** and **Table 6-2**.

Table 6-1 2034 Level of Services (LOS) of Pedestrian Footways

Location(1)	Effective Footway Width(2)	2034 Reference Scenario			2034 Design Scenario		
		Peak 15-Min Flow	Peak Min Flows/Metre	Level of Service	Peak 15-Min Flow	Peak Min Flows/Metre	Level of Service
P1	3.5	58	1.1	A	149	2.9	A
P2	1.5	45	2.0	A	132	5.9	A
P3	2.6	77	2.0	A	86	2.2	A
P4	1.7	42	1.6	A	47	1.8	A

Notes: (1) Refer to Figure 3-3 for pedestrian link locations
(2) Effective width = Actual width minus 0.5m shy zone

Table 6-2 Capacity Assessment on Signalized Crossing

Location[1]	W Crossing Width	PG (sec)	CT (sec)	GTP	PC[2] (ped/hr)	Demand (ped/hr)	Demand / Capacity Ratio
P5 (2034 AM)	4.0	31	130	0.238	1812	466	0.257
P5 (2034 PM)	4.0	31	130	0.238	1812	460	0.254
P6 (2034 AM)	4.0	27	130	0.208	1578	503	0.319
P6 (2034 PM)	4.0	27	130	0.208	1695	481	0.284
P7 (2034 AM)	4.0	78	130	0.600	4560	360	0.079
P7 (2034 PM)	4.0	78	130	0.600	4560	425	0.093

Notes: (1) Refer to Figure 3-3 for pedestrian link locations
(2) Capacity of pedestrian crossing in accordance with Chapter 3.2.5, Volume 4, TPDM
Where PG = Pedestrian Green + Flashing Green
CT = Cycle Time
GTP = Green time proportion (i.e. PG/CT)
PC = Pedestrian crossing capacity = K (1900) x GTP x W

6.2.4 The results show that LOS A can be achieved at all the key pedestrian links in the vicinity of the Project Site while the crossings are operating within capacity even with the Project Site in place.

6.3 Public Transport Capacity

6.3.1 With reference to Census 2021 (Table C204), percentage split of visitors in Yuen Long District using road based public transport services (i.e. bus and minibus) is 32.7%. For conservative, assume 35% of visitors for the Project Site will travel via road based public transport services.

6.3.2 The anticipated additional demand for the bus services at the nearby bus stops along Castle Peak Road – Hung Shui Kiu for the Project Site are summarized in **Table 6-3**.

Table 6-3 Additional Bus Demand by the Project Site

Bus Demand	Weekday AM		Weekday PM	
	In	Out	In	Out
Project Site[1]	60	54	76	75

Notes: (1) Trips derived by 35% x the estimated visitor number (refer to Table 4-2)

6.3.3 It is estimated that the Project Site would induce around 114 additional bus passengers (60 in and 54 out) and 151 additional bus passengers (76 in and 75 out) in the weekday AM and PM peak hour respectively.

6.3.4 To assess the adequacy of public transport services in the vicinity of the site, comparison between the spare capacity of existing bus services and the public transport demand of the Project Site are presented in **Table 6-4**. Similar to vehicular and pedestrian traffic, the 2034 bus occupancies are derived by applying the following factors to the 2025 observed peak hour bus patronage as indicated in **Table 3-8**.

- An average growth rate of +2.03% per annum from 2025 to 2031.
- An average growth rate of +0.5% per annum from 2031 to 2034.

Table 6-4 Peak Hour Bus Demand and Spare Capacities at Nearby Bus-stops

	No. of Bus Trips	Total Capacity (Pax/hr)	Direction	2034 Occupancy (Pax/hr)	Spare Capacity (Pax/hr) (5)	Demand for Public (2) (Pax/hr)	Demand for Project Site (3) (Pax/hr)
Weekday AM Peak	84	11,063	Arrivals	1,489(1)	9,574	Alight 47	Alight 60
			Departures	1,382(4)	9,681	Boarding 183	Boarding 54
Weekday PM Peak	71	9,128	Arrivals	2,067(1)	7,061	Alight 102	Alight 76
			Departures	1,889(4)	7,239	Boarding 42	Boarding 75

Notes: (1) 2034 Occupancy on arrival = 2025 Occupancy (table 3-8) x (1+2.03%)^6 x (1+0.5%)^3 + the Project Site IN
(2) 2034 Public Demand = 2025 total Alighting / Boarding (Table 3-8) x (1+2.03%)^6 x (1+0.5%)^3
(3) Refer to Table 6-4
(4) 2034 Occupancy on departure = 2034 Occupancy on arrival – 2034 Public alighting – Project Site IN
(5) Spare Capacity = Total Capacity - Occupancy

6.3.5 As presented in **Table 6.4**, bus demand for the Project Site is not significant, while there would be sufficient spare capacities by franchised bus services to cope with the additional demand for bus services by the Project Site.

7 Summary and Conclusion

7.1 Summary

7.1.1 Ozzo Technology (HK) Limited is commissioned to undertake this Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the Project Site on the nearby road and pedestrian networks.

7.1.2 Capacity assessments are undertaken to reveal the 2025 AM and PM peak hour traffic conditions in the vicinity of the Project Site. The assessment results indicate that all the key junctions and road links perform satisfactorily during the AM and PM peak hours on a normal weekday.

7.1.3 The anticipated completion year of the Project Site is 2031. The assessment year for the TIA study is therefore set as 2034 (3 years after the anticipated completion).

7.1.4 Planned traffic improvement works were identified for L5 and L6 in accordance with the future Yuen Long South Development and Yuen Long Highway Widening Works. In addition, to enhance the traffic connectivity of Project Site a 55m long carriageway section connecting Castle Peak Road – Hung Shui Kiu to Fui Sha Wai South Road is proposed, associated with junction modification at J/O Castle Peak Road - Hung Shui Kui / Hung Tin Road. With the proposed traffic improvement works, all the key junctions and road links would perform satisfactorily during the peak hours in the Design Year for both the Reference (i.e. without Redevelopment) and Design (i.e. with Project Site) scenarios.

7.1.5 Pedestrian impact assessments are also undertaken to assess the performance of the public footpaths along the major pedestrian desire lines in the vicinity of the Project Site. Assessment results indicate that all major pedestrian routes would perform satisfactorily with sufficient spare capacity during the peak hours, even with the Project Site in place.

7.1.6 Assessment results on public transport demand also indicate that there would be of sufficient public transport spare capacities to cope with the additional public transport demand from the Project Site.

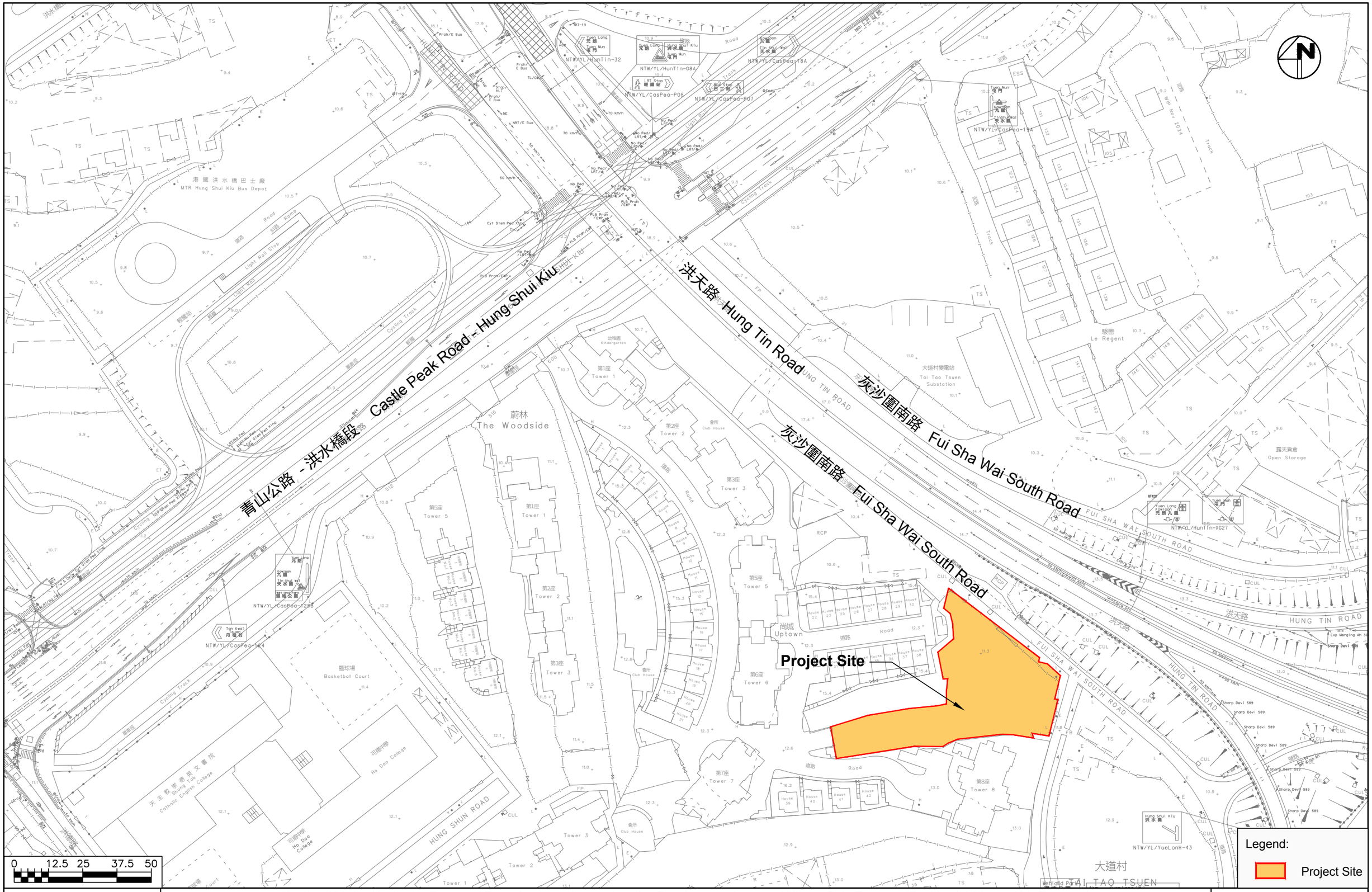
7.1.7 To facilitate the vehicular connectivity of the Project Site while to enhance vehicular safety for the adjacent Fui Sha Wai South Road, a 55m long carriageway section connecting Castle Peak Road – Hung Shui Kiu to Fui Sha Wai South Road is proposed, associated with a section of road widening at Fui Sha Wai South Road. **Figure 5-5** presents the proposed Fui Sha Wai South Road extension and the proposed local widening works.

7.2 Conclusion

7.2.1 The impact assessment results indicate that the Project Site would not create adverse impact on the surrounding road and pedestrian network as well as public transport services.

Figures

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure 2-1B.dwg 2025/10/11 09:43:16



Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Site Location

Date	Scale
11/10/2025	1:1250

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 2-1	B

TS
CUL
RCP
洪天路 Hung Tin Road
灰沙圍南路 Fui Sha Wai South Road
FUI SHA WAI SOUTH ROAD
道路
Road
House 22
House 23
House 25
House 26
House 27
House 28
House 29
House 30
House 31
House 32
House 33
House 35
House 36
House 37
House 38
L2
LGV
L3 / L4
LGV / MHGV
EVA
7.3m Width
LB1
(RCHE)
LB2
(RCHE)
P1
P2
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
L1
M1
M2
Driveway
15.4
12.3
10.9
13.5
13.7
11.8
70 km/h
EXP/W
ENTRCV
EXP/W END
UP
DN
第8座

Legend:

- Site Boundary
- Vehicular Access
- Loading/Unloading Bay for Private Car
- Loading/Unloading Bay for Light Goods Vehicle
- Loading/Unloading Bay for Medium/Heavy Goods Vehicle (Shared use with LGV)
- Parking Space for Private Car
- Parking Space for Public Light Bus
- Parking Space Motorcycle

0 3 6 9 12

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Parking and Loading/Unloading Facilities at Ground Floor

Date	Scale
11/10/2025	1:300

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 2-2	C

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure 2-2C.dwg 2025/10/11 09:42:32

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洪天路 Hung Tin Road

灰沙圍南路 Fui Sha Wai South Road

FUI SHA WAI SOUTH ROAD

洪天路

道路 Road

道路 Road

第8座

TS

CUL

RCP

L

FB

E

ET

H

House 22
House 23
House 25
House 26
House 27
House 28
House 29
House 30
House 31
House 32
House 33
House 35
House 36
House 37
House 38

+15.4
+12.3
+10.9
+13.5
+13.7
+11.8

70 km/h
Exp/w Sta
Exp/w End
RCV
RCV

L2
LGV
L3 / L4
LGV / MHGV
LB1
(RCHE)
LB2
(RCHE)

EVA
7.3m Width

Residential Entrance
Residential Entrance
RCHE Entrance

P1
P2
L1
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
M1
M2
Driveway

A
UP
DN

0 3 6 9 12

Legend:
- Site Boundary
- EVA Access
- Vehicular Access
- Pedestrian Access

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Proposed Vehicular and Pedestrian Access at Ground Floor

Date	Scale
11/10/2025	1:300

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 2-3	C

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure 3-1B.dwg 2025/10/11 09:44:44

258P,261P,269D,276P,
68A,960P,A34,K75P,K75S

621

258A,258P,268X,63X,68X,960A

K75P,K75S

Stop Location C

268X,269D,276P,
268B,64X,68A,68X,B2

32

268X,276P,68A,68X,B2

32

Stop Location B

32

258P,276P,68A,
68X,960P,960X,A34,B2

Stop Location A

64X,960A,960P,960X,A34

258P,261P,268X,268B,276P,
64X,68A,68X,960A,960P,
960X,A34,B2,K75P

621

Hung Shui Kiu
LRT Station

258P,276P,68A,
68X,960P,960X,
A34,B2,K75A

32

32

32

32

32

Project Site

0 30 60 90 120

Legend:

- Project Site
- Bus Stop
- GMB Stop
- LRT Station

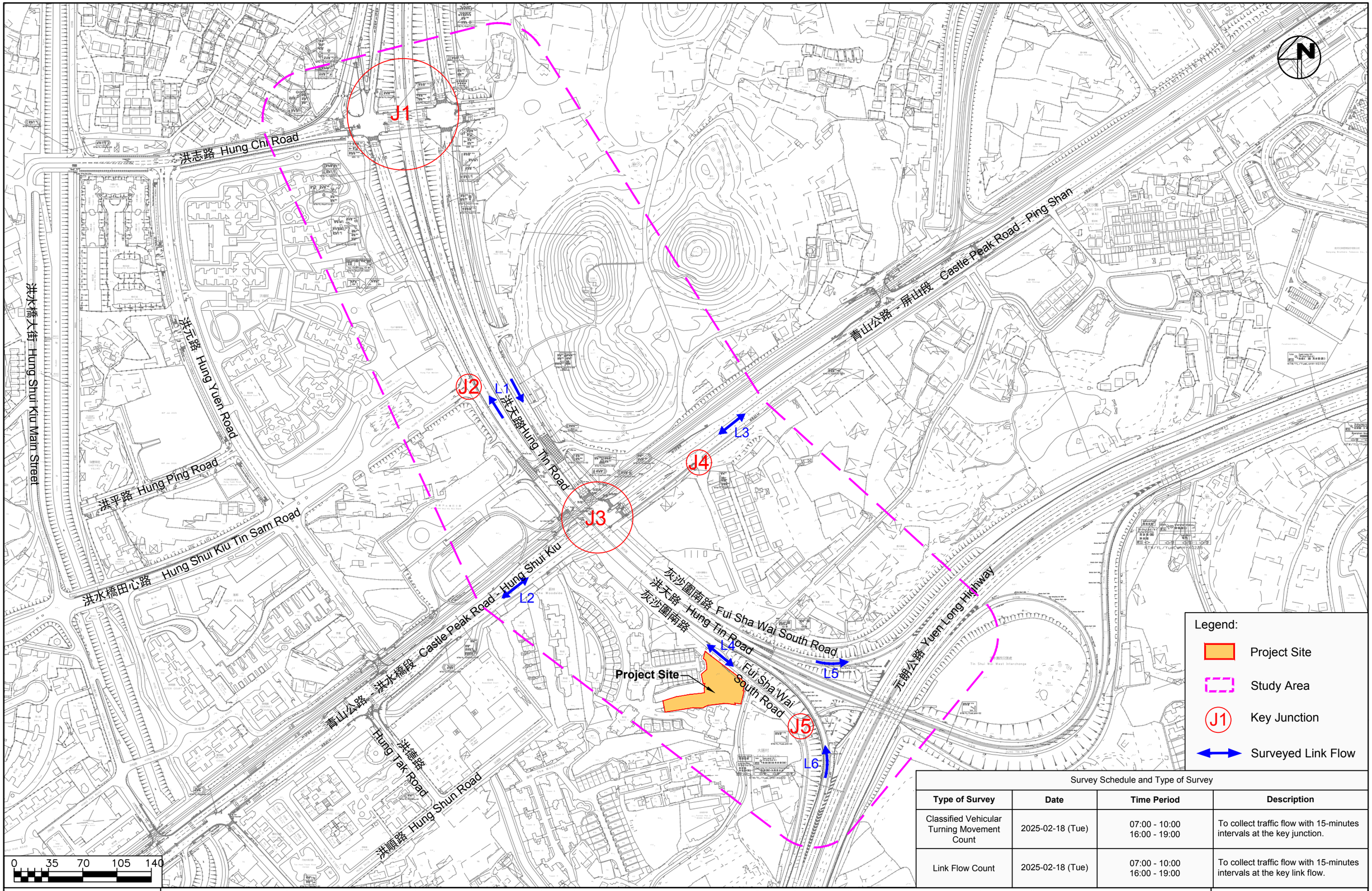
Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Existing Public Transport Services

Date	Scale
11/10/2025	1:3000

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 3-1	B



Survey Schedule and Type of Survey

Type of Survey	Date	Time Period	Description
Classified Vehicular Turning Movement Count	2025-02-18 (Tue)	07:00 - 10:00 16:00 - 19:00	To collect traffic flow with 15-minutes intervals at the key junction.
Link Flow Count	2025-02-18 (Tue)	07:00 - 10:00 16:00 - 19:00	To collect traffic flow with 15-minutes intervals at the key link flow.

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Locations of Types Traffic Surveys (Sheet 1 of 2)

Date	Scale
11/10/2025	1:3500

OZZO TECHNOLOGY

Project No. 83136	Rev. B
Dwg No. Figure 3-2	

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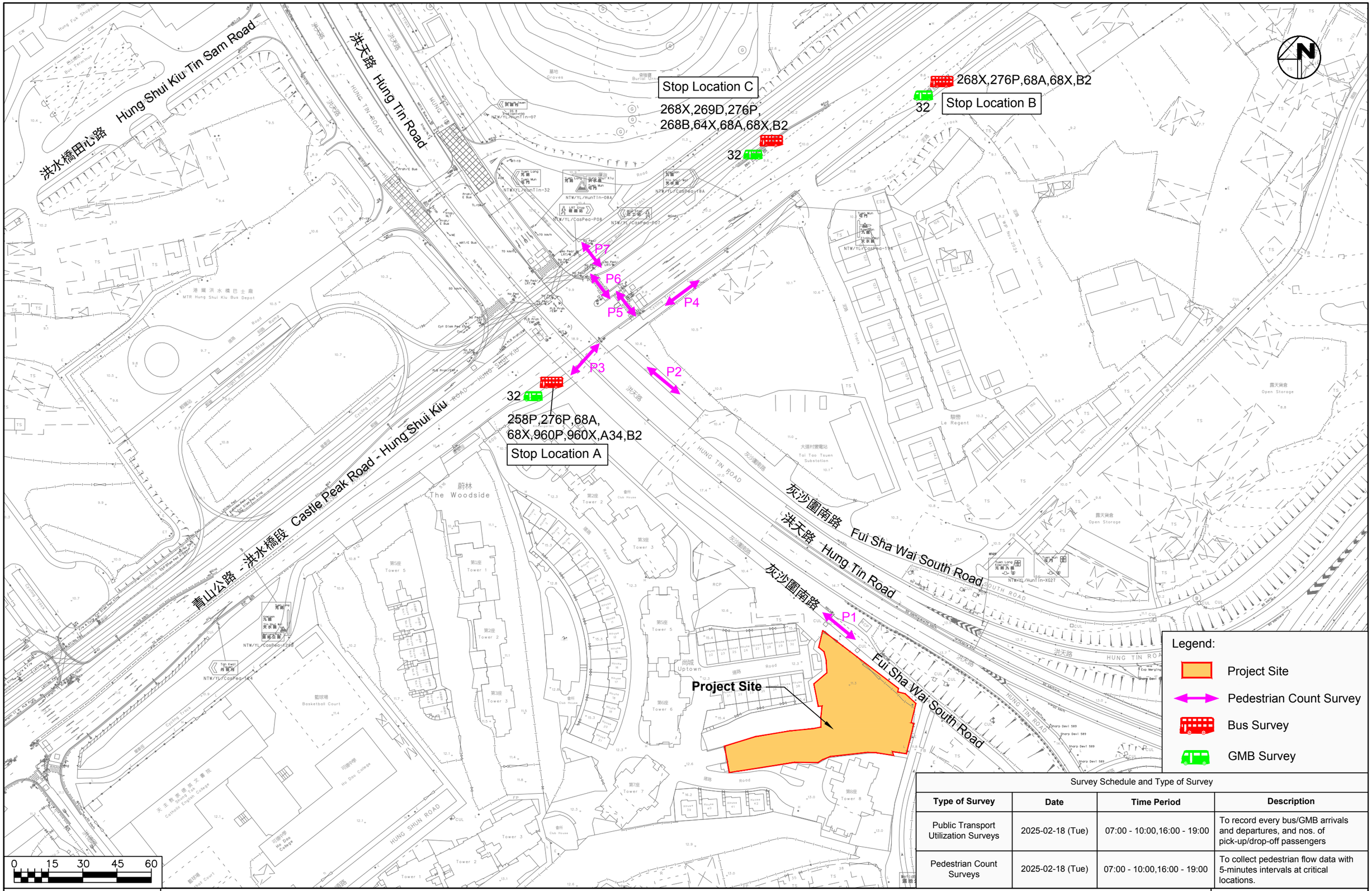

Survey Schedule and Type of Survey

Type of Survey	Date	Time Period	Description
Public Transport Utilization Surveys	2025-02-18 (Tue)	07:00 - 10:00,16:00 - 19:00	To record every bus/GMB arrivals and departures, and nos. of pick-up/drop-off passengers
Pedestrian Count Surveys	2025-02-18 (Tue)	07:00 - 10:00,16:00 - 19:00	To collect pedestrian flow data with 5-minutes intervals at critical locations.

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Locations of Types Traffic Surveys (Sheet 2 of 2)

Date	Scale
11/10/2025	1:1500

OZZO TECHNOLOGY

Project No.	Rev.
83136	B
Dwg No. Figure 3-3	

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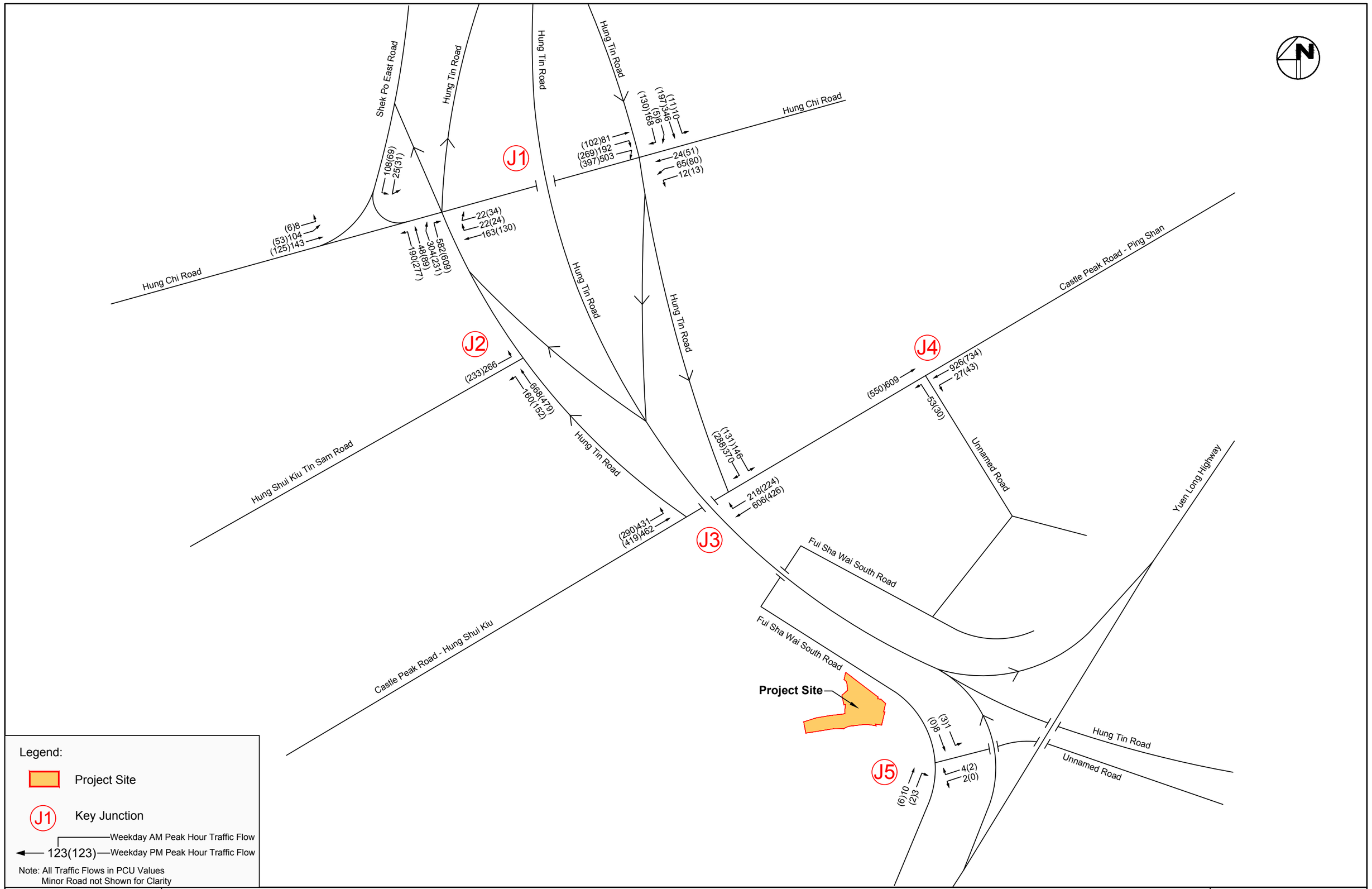

Legend:

- Project Site
- J1 Key Junction
- 123(123) — Weekday AM Peak Hour Traffic Flow / Weekday PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road not Shown for Clarity

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

2025 Observed Peak Hour Traffic Flows

Date	Scale
11/10/2025	N.T.S.

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 3-4	B

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3. [A/HSK/452] Site 8, 9
Various Lots in D.D. 124 and 125 and Adjoining Government Land in Yuen Long, and Various Lots in D.D. 130 and Adjoining Government Land in Tuen Mun, New Territories

4. [A/HSK/474]
Lots 361 S.A (Part), 362 (Part) and 422 (Part) in D.D. 127 and Adjoining Government Land, Kiu Tau Wai, Yuen Long, New Territories

5. [Y/HSK/1]
Lot 2273 & Ext. in D.D. 125, Ha Tsuen, Yuen Long, New Territories

12. [Y/YL-PS/6]
Lots 1341 S.B ss.9, 1341 S.B RP, 1341 S.B ss.1 S.J RP, 1341 S.B ss.1 S.D in D.D. 121, 525 S.B RP in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories

6. [A/HSK/253]
Hung Shui Kiu and Ha Tsuen Planning Areas 8 (Part) and 10 (Various Lots in D.D. 124 and Adjoining Government Land, Hung Shui Kiu)

7. Yuen Long South Development

11. [A/YL-TYST/1285]
Lot 1768 in D.D. 122 and Adjoining Government Land, Long Bin, Yuen Long

Project Site

9. [Y/YL-TYST/8]
Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long, New Territories

8. [Y/YL-TYST/10]
Various Lots in D.D. 121 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long

10. [A/YL-TYST/1146]
Lots 1829 S.A ss.2 (part), 1829 S.A ss.3 (part) and 1829 S.A RP (part) in D.D. 121 and Adjoining Government Land, Yuen Long

1. [A/YL-TYST/1201]
Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir

2. [A/YL-TYST/1155]
Government Land adjacent to Tan Kwai Tsuen South Fresh Water Service Reservoir

Hung Tin Road
Castle Peak Road - Ping Shan
Yuen Long Highway
Castle Peak Road - Hung Shui Kiu
Yuen Long Highway
YUEN LONG HIGHWAY
YUEN LONG

Legend:
- Project Site
- Planned / Committed Developments in the Vicinity

0 125 250 375 500

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Locations of List of Planned / Committed Developments

Date	Scale
11/10/2025	1:12500

OZZO TECHNOLOGY

Project No. 83136	Rev. B
Dwg No. Figure 5-1	

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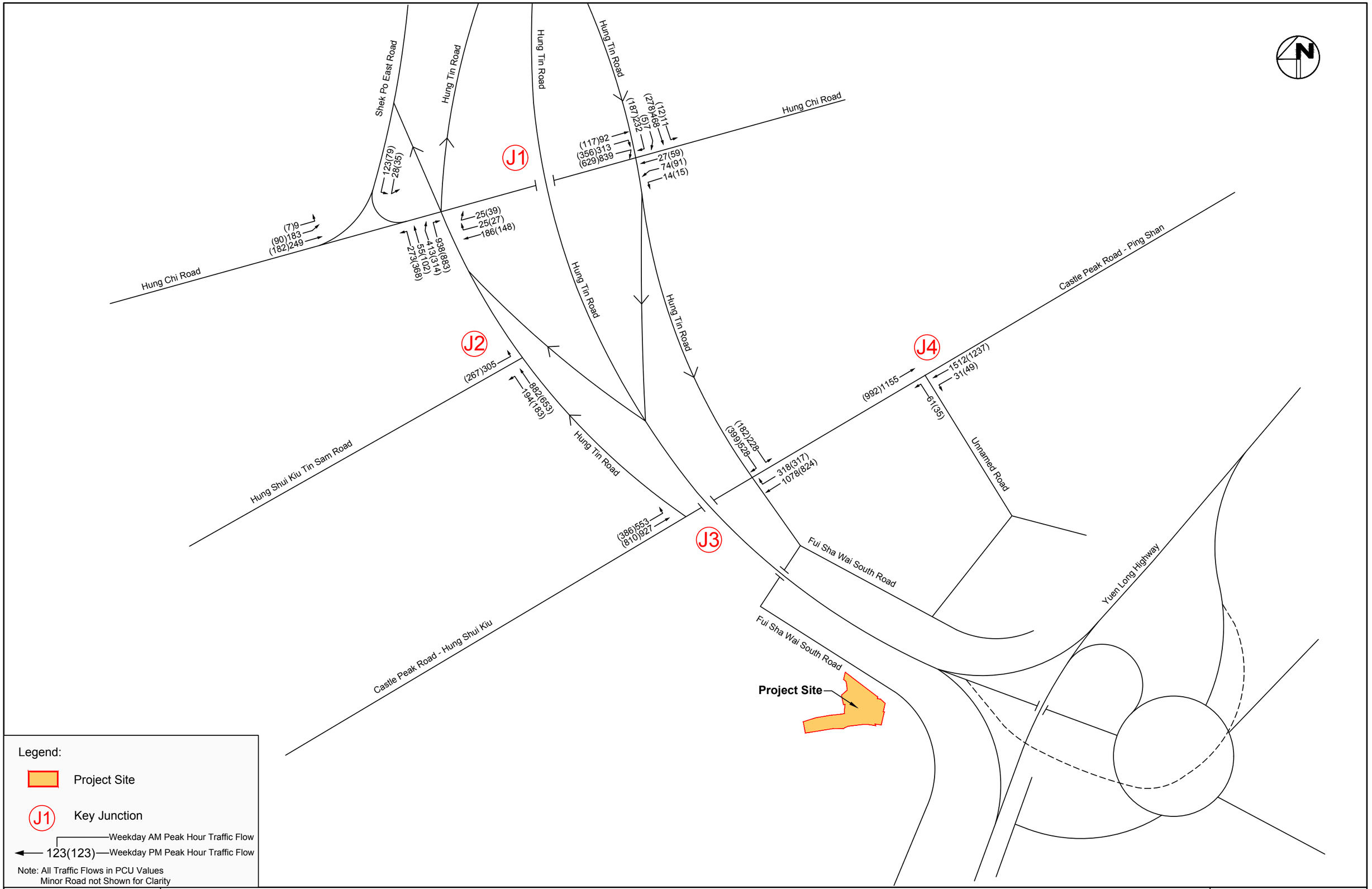

Legend:

- Project Site
- J1 Key Junction
- 123(123) — Weekday AM Peak Hour Traffic Flow / Weekday PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road not Shown for Clarity

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

2034 Reference Peak Hours Traffic Flows

Date	Scale
11/10/2025	N.T.S.

OZZO TECHNOLOGY

Project No.	Rev.
83136	B
Dwg No. Figure 5-2	

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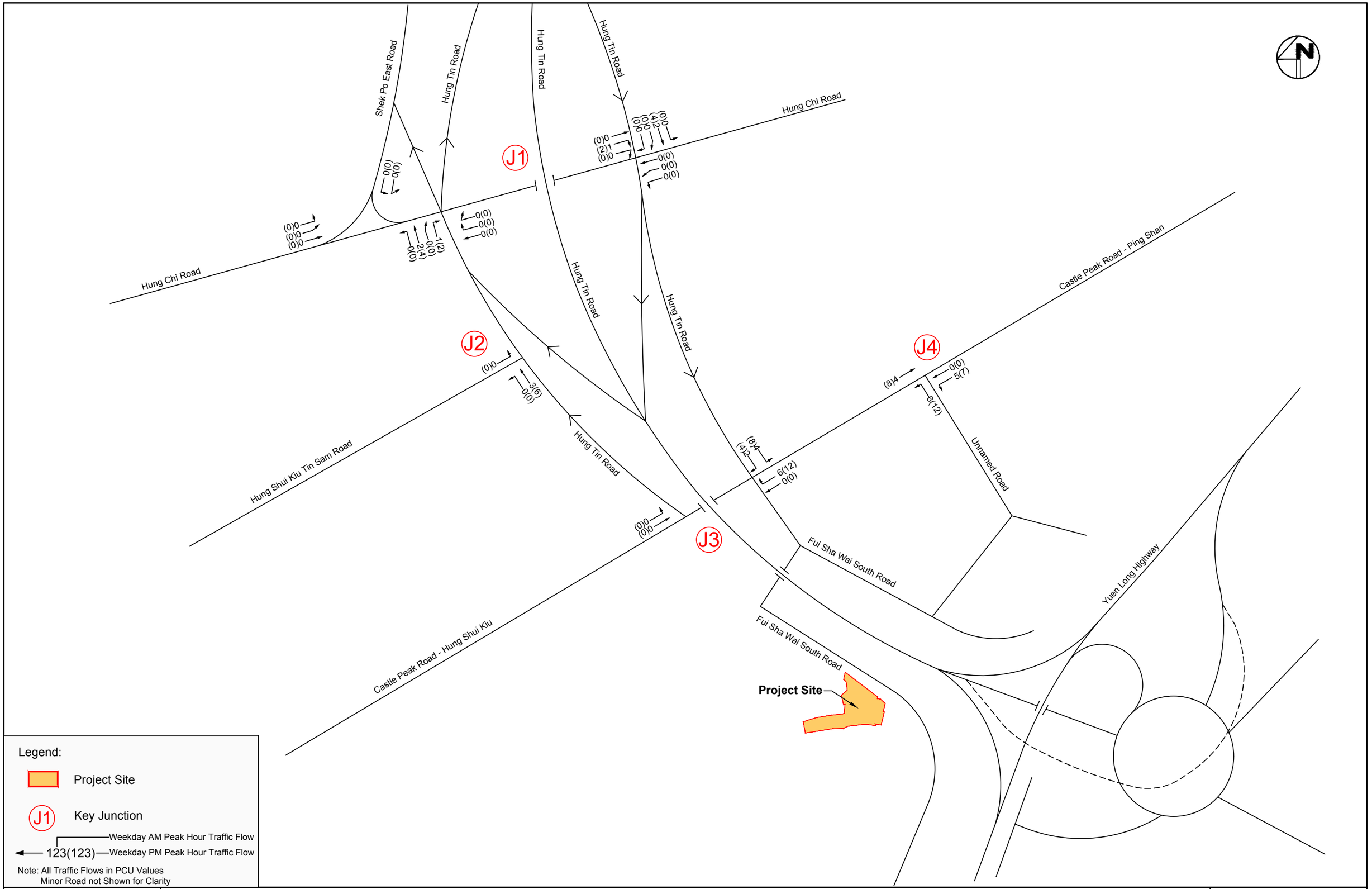


Legend:

- Project Site
- J1 Key Junction
- 123(123) — Weekday AM Peak Hour Traffic Flow / Weekday PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road not Shown for Clarity

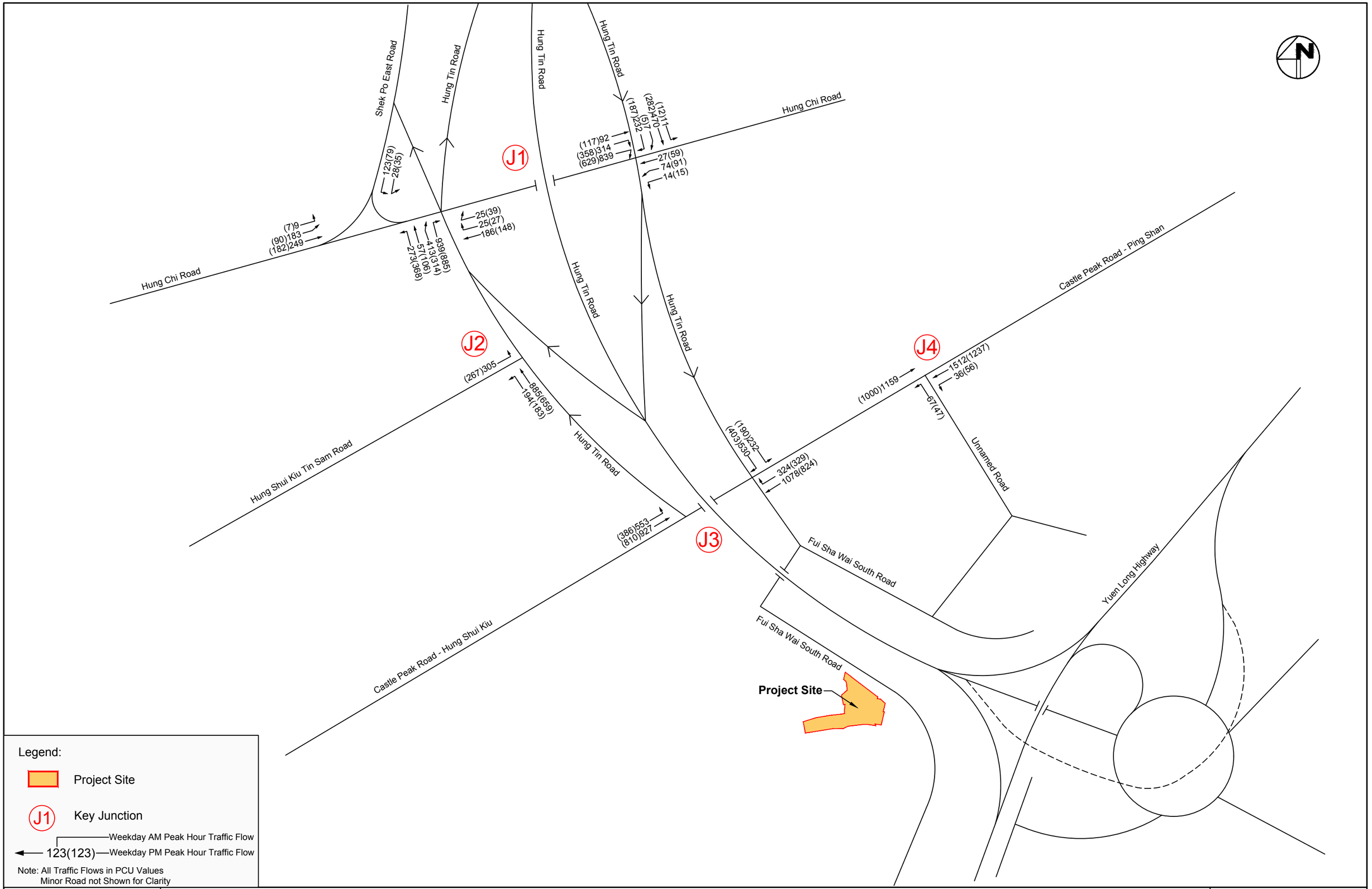
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Development Peak Hours Traffic Flows

Date	Scale
11/10/2025	N.T.S.

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 5-3	B



Legend:

- Project Site
- J1 Key Junction
- 123(123) — Weekday AM Peak Hour Traffic Flow / Weekday PM Peak Hour Traffic Flow

Note: All Traffic Flows in PCU Values
Minor Road not Shown for Clarity

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

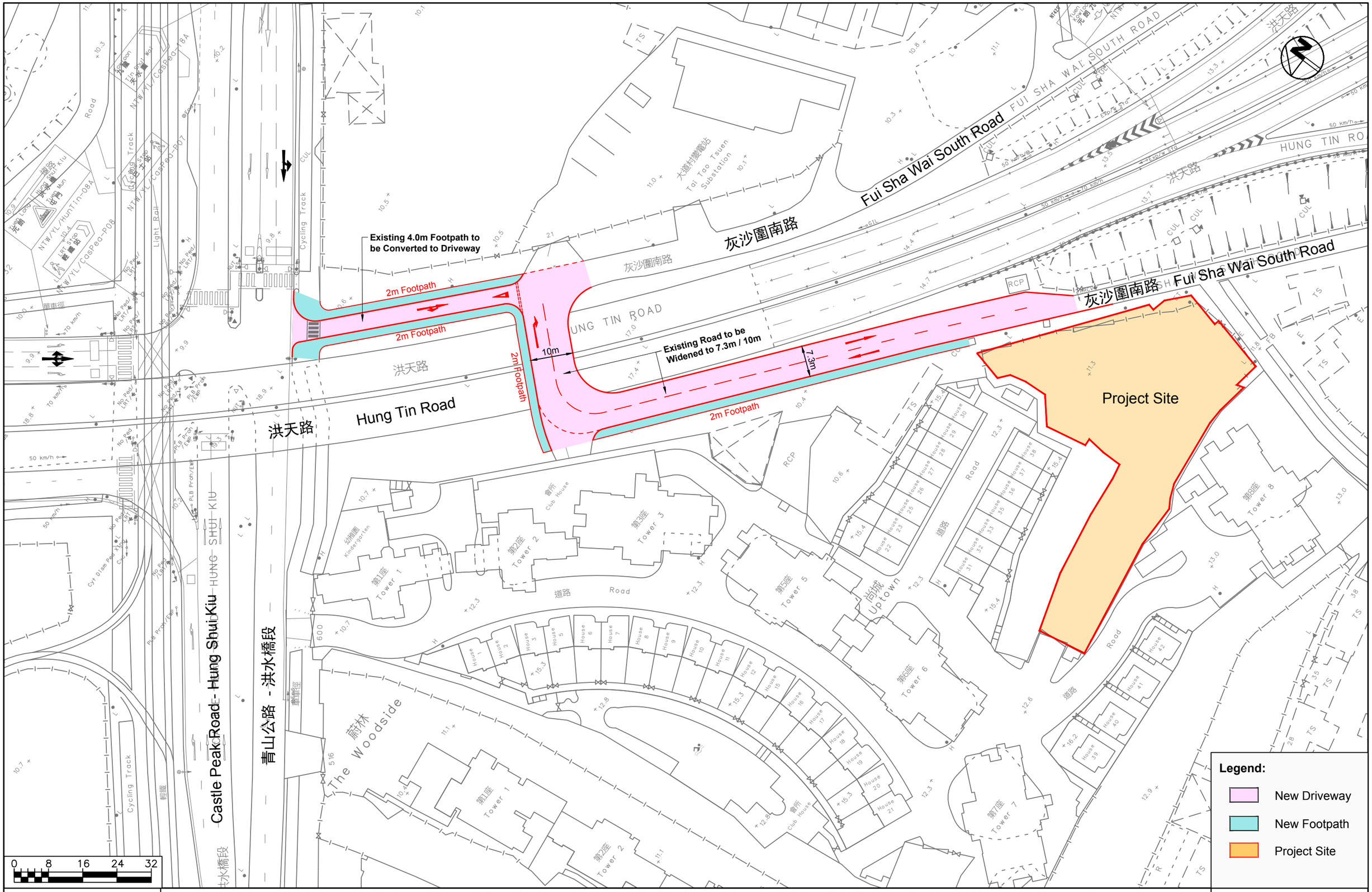
2034 Design Peak Hours Traffic Flows

Date	Scale
11/10/2025	N.T.S.

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 5-4	B

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure 5-4B.dwg 2025/10/11 09:55:31



Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

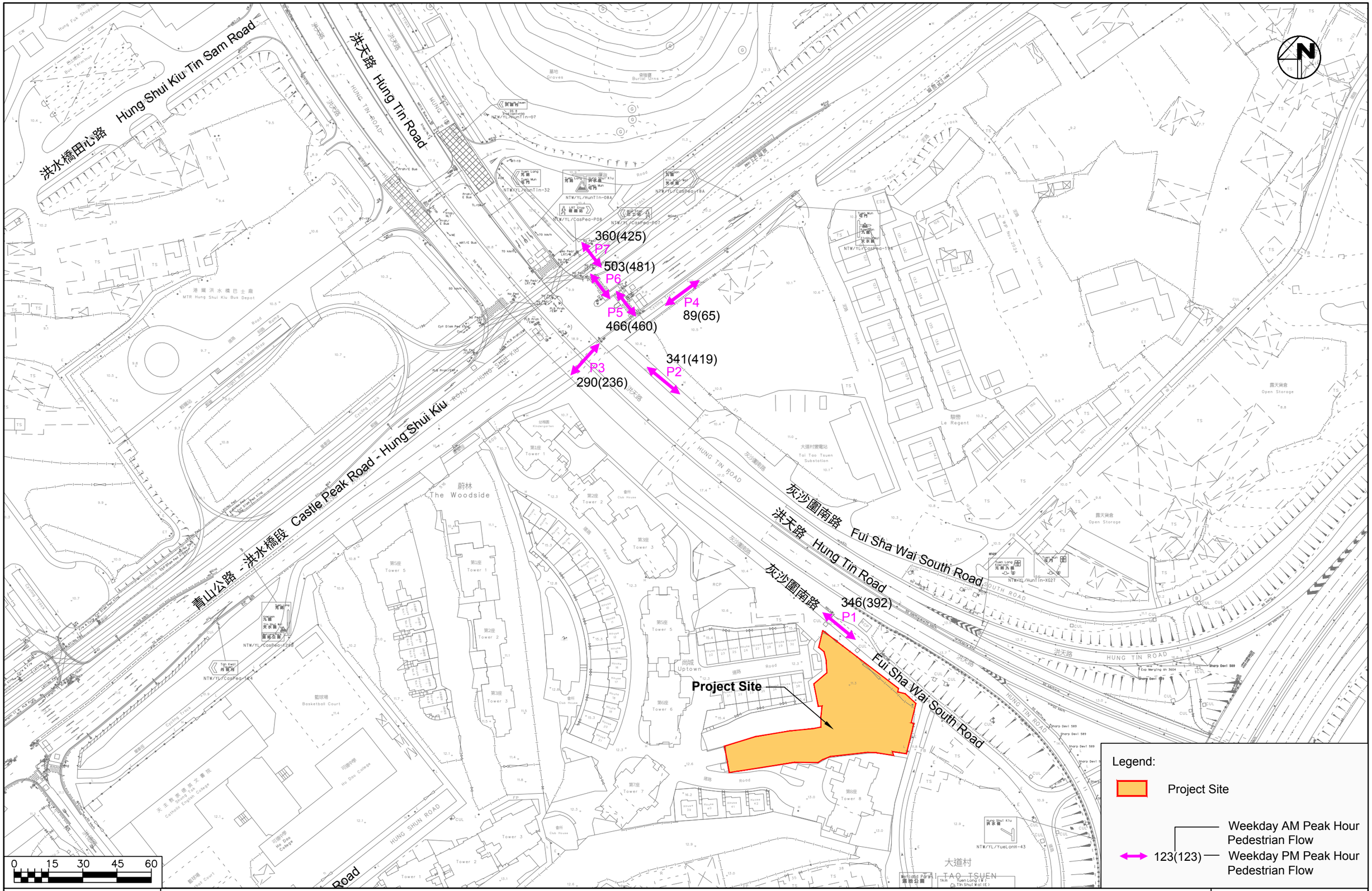
Proposed Vehicular Access Leading to Project Site

Date	Scale
11/10/2025	1:800

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 5-5	B

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure 5-5B.dwg 2025/10/11 09:56:46



Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

2034 Peak Hour Pedestrian Flows (with Project Flows)

Date	Scale
11/10/2025	1:1500

OZZO TECHNOLOGY

Project No.	83136	Rev.
Dwg No.	Figure 6-1	C

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure 6-1C.dwg 2025/10/11 09:57:56

Appendix A

Parking Provision of Other RCHE / Residential Development

Appendix A

Parking Provision of Other RCHE / Residential Development

Reference Site	Location	Use	Parking and L/UL Provision		Total Provision	Ratio (Total Provision / Flat + Beds)
"Blissful Place 豐頤居(1)	8 Lee Kung Street, Hung Hom, Kowloon	Elderly Housing (312 flats)	Residential /Visitor Parking Spaces	7	7	0.022
Cheerful Court 彩頤居(2)	55 Choi Ha Road, Ngau Tau Kok, Kowloon	· Elderly Housing (333 flats) · Residential Care Home for the Elderly (55 beds)	Private car Parking Spaces	48	48	0.124
Jollu Place 樂頤居(3)	2 Pui Shing Lane, Tseung Kwan O, New Territories	· Elderly Housing (243 flats) · Residential Care Home for the Elderly (38 beds)	Private car Parking Spaces	14	19	0.068
			Motocycle Parking Spaces	5		
The Tanner Hill 雋悅(4)	8 Tanner Road, North Point, Hong Kong	· Elderly Housing (588 flats) · Residential Care Home for the Elderly (117 beds)	Residential Parking Spaces	6	15	0.021
			Visitor Parking Spaces	9		
Ventria Residence 曦藝居(5)	17A and 17B Ventris Road, Happy Valley, Hong Kong	· Senior Hostel (68 flats) · Residential Care Home for the Elderly (100 flats) · Church Facilities (2,385 m^2)	Private car Parking Spaces	57	63	0.375
			Coach Lay-Bys	2		
			Taxi/PV Lay-Bys	3		
			L/UL Bay	1		
Proposed Development	Lot Nos 2188 and 398 RP in D.D. 121, Tai Tao Tsuen Hung Shui Kiu	· Senior Housing (72 flats) · Residential Care Home for the Elderly (450 beds)	Private car Parking Spaces	12	20	0.038
			Light Bus Parking Spaces	2		
			Motocycle Parking Spaces	2		

Reference Site	Location	Use	Parking and L/UL Provision		Total Provision	Ratio (Total Provision / Flat + Beds)
			Private car Parking L/UL	1		
			LGV L/UL	2		
			MHGV L/UL	1		

Note: Source: (1) Information is extracted from Blissful Place: https://blissfulplace.hkhs.com/
(2) Information is extracted from Cheerful Court: https://sen.hkhs.com/tc/projects/cheerful-court?id=about-project
(3) Information is extracted from Jolly Place: https://sen.hkhs.com/tc/projects/jolly-place?id=about-project
(4) Information is extracted from The Tanner Hill: https://www.thetannerhill.hkhs.com/en/info/tanner_hill/factsheet/index.html
(5) Information is extracted from gist of approved planning application A/H7/165

Appendix B

Swept Path Analysis

House 25
House 26
House 27
House 28
House 29
House 30
House 31
House 32
House 33
House 35
House 36
House 37
House 38
Road
道路
12.3
15.4
L2
LGV
L3 / L4
LGV / MHGV
LB1
(RCHE)
LB2
(RCHE)
7.5m
EVA
7.3m Width
6m
Driveway
P1
P2
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
L1
M1
M2
CUL
Fui Sha Wai South Road
FUI SHA WAI SOUT
RCV
13.7
11.8
FB
0 2.5 5 7.5 10

Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Ground Floor Layout

Date	Scale
11/10/2025	1:250

OZZO TECHNOLOGY

Project No.	Rev.
83136	A
Dwg No. GF-0902-Layout	

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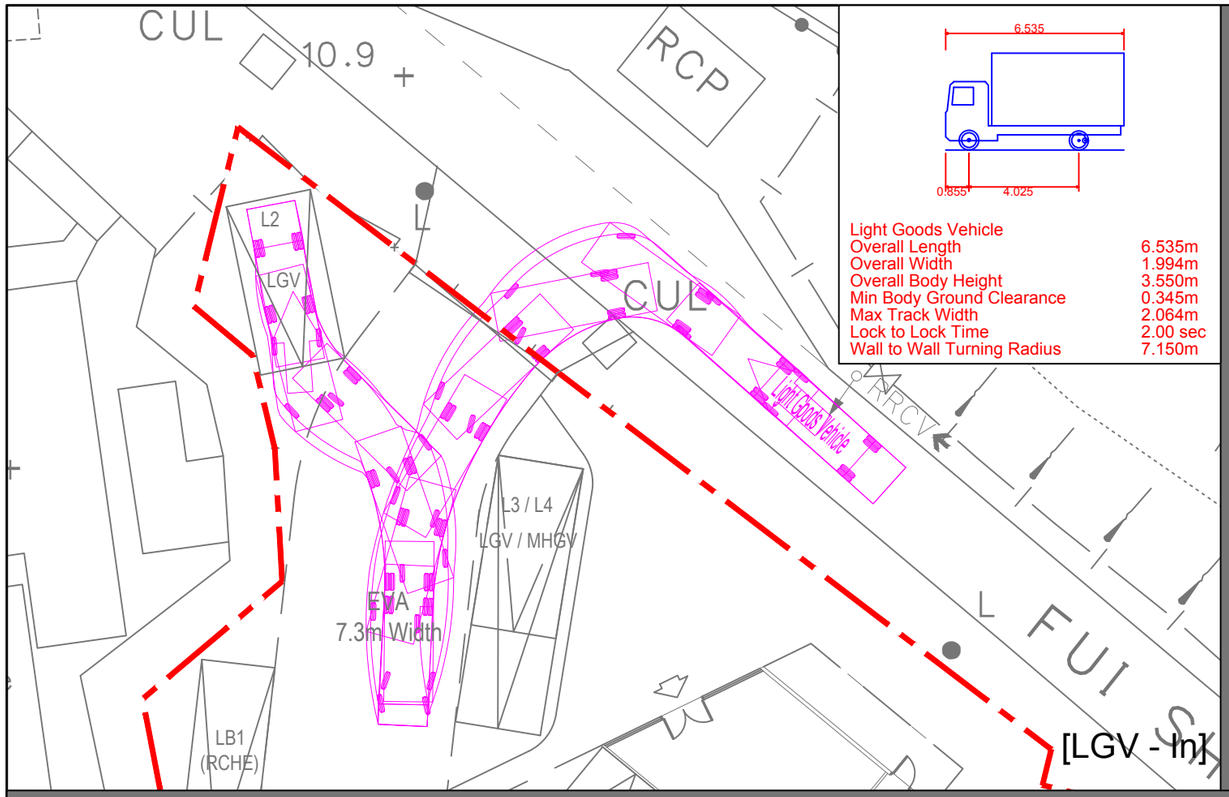

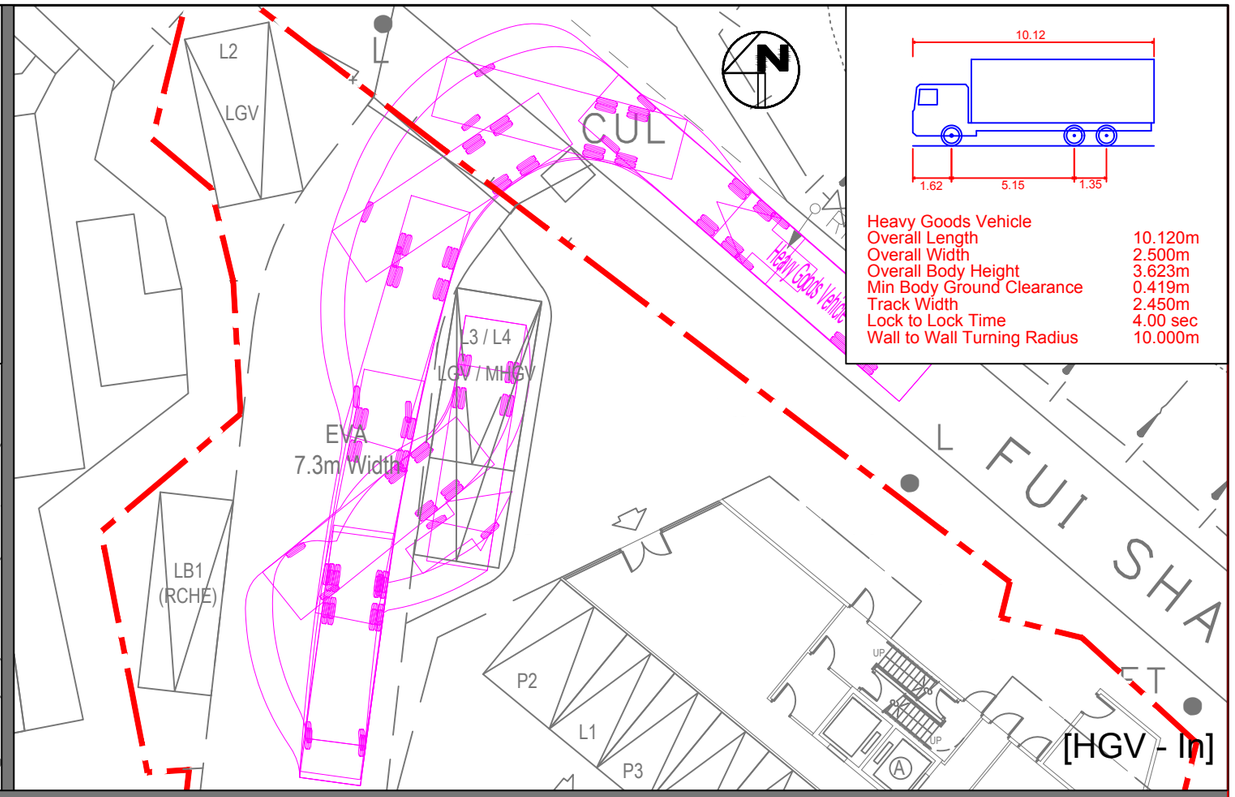

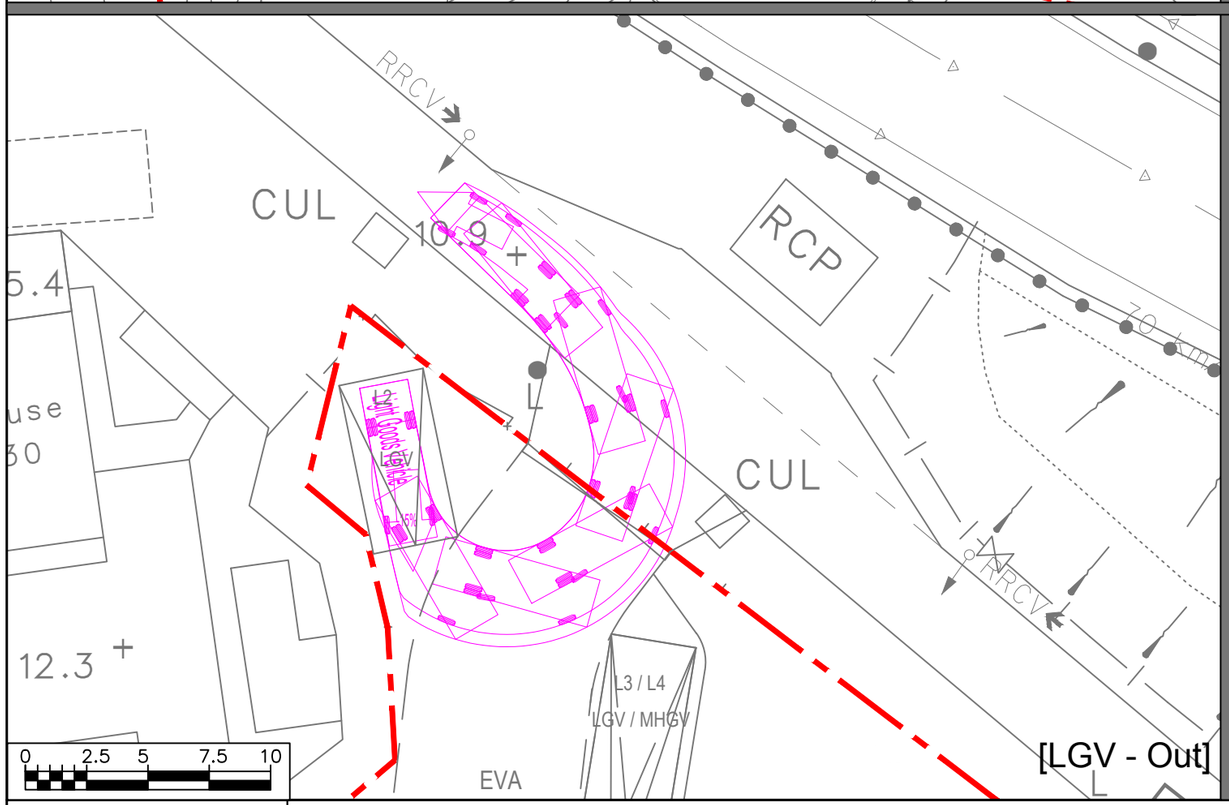

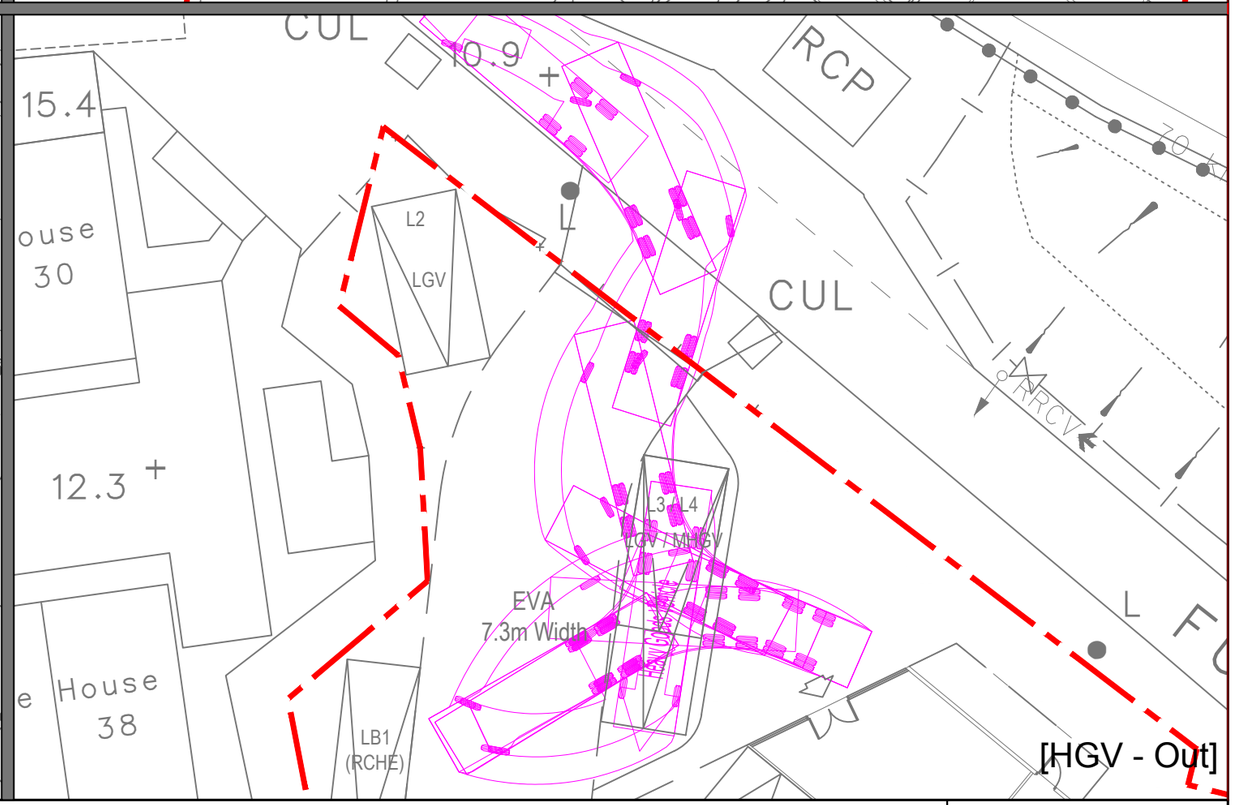

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Swept Path Assessment on Ground Floor

Date	Scale
11/10/2025	1:250

OZZO TECHNOLOGY

Project No. 83136	Rev. A
Dwg No. GF-0902-SP1	

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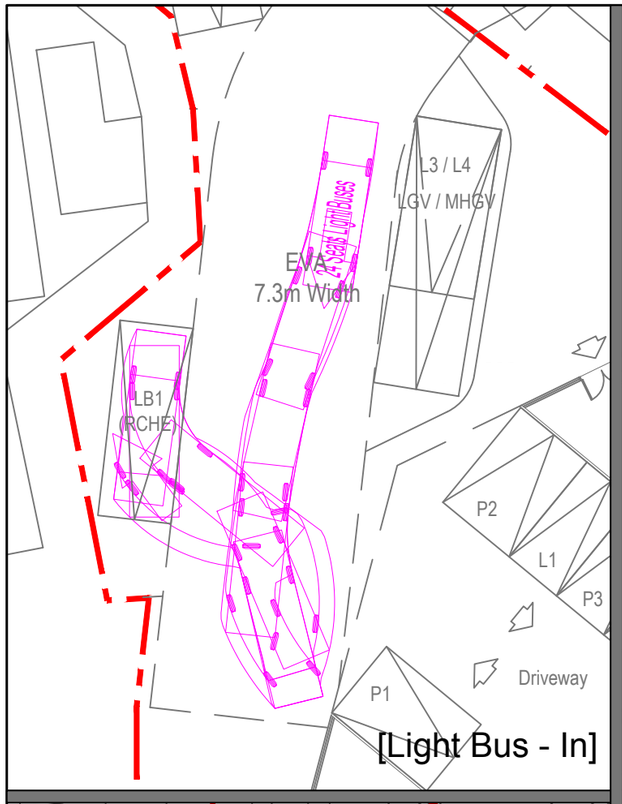

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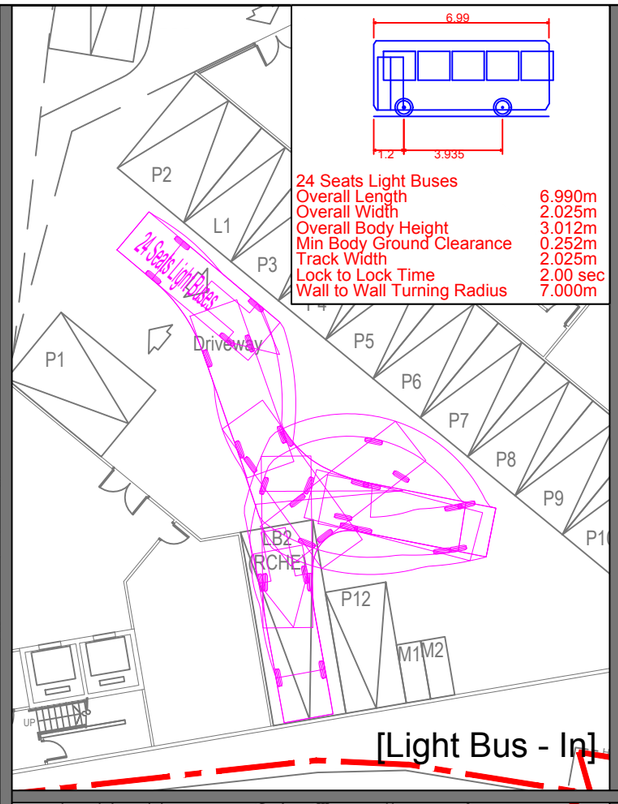

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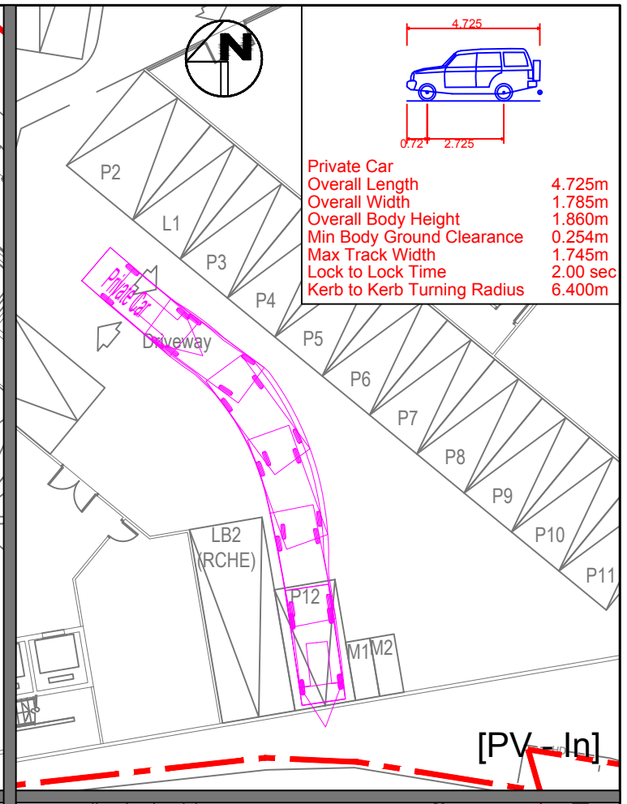

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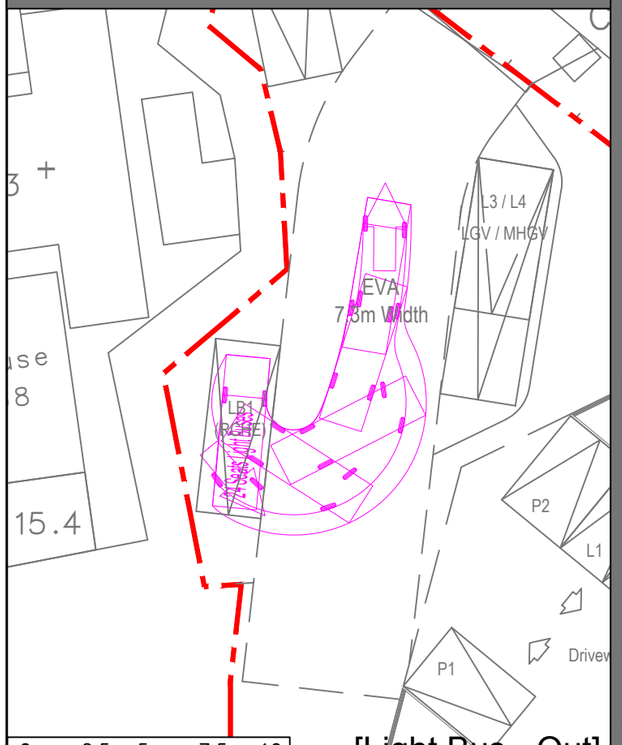

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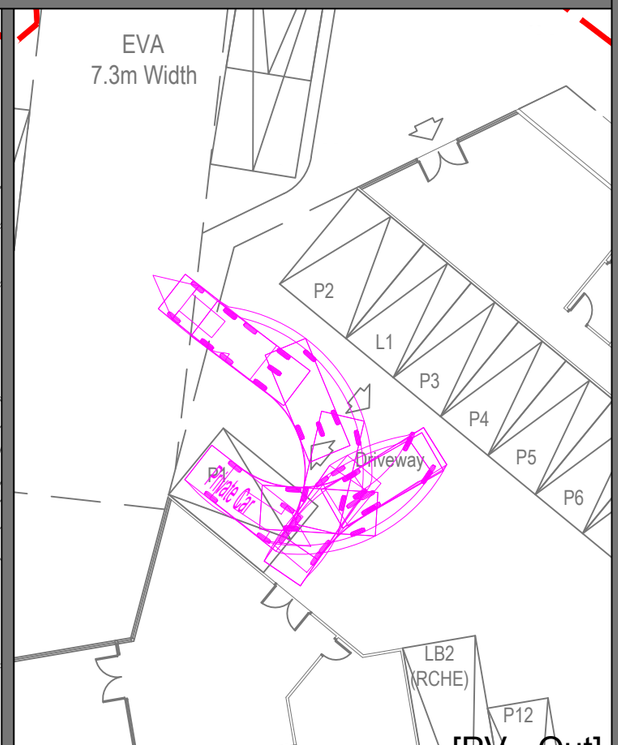

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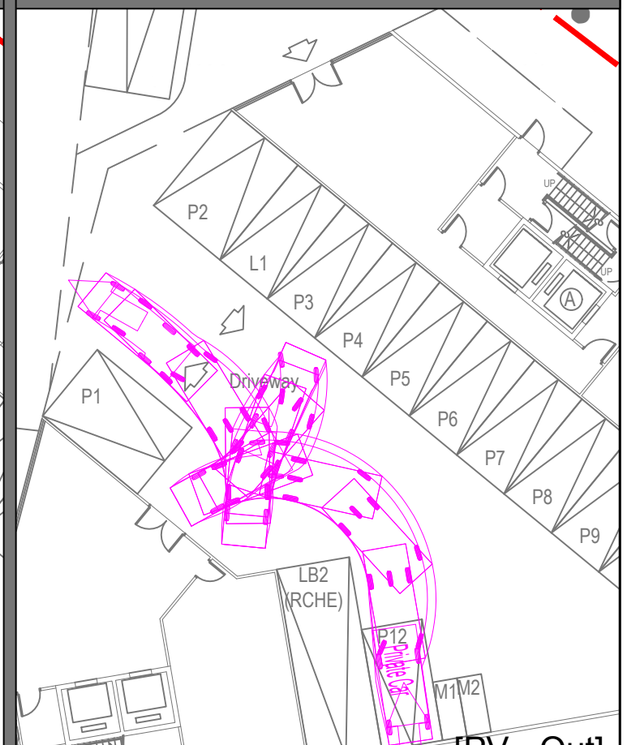

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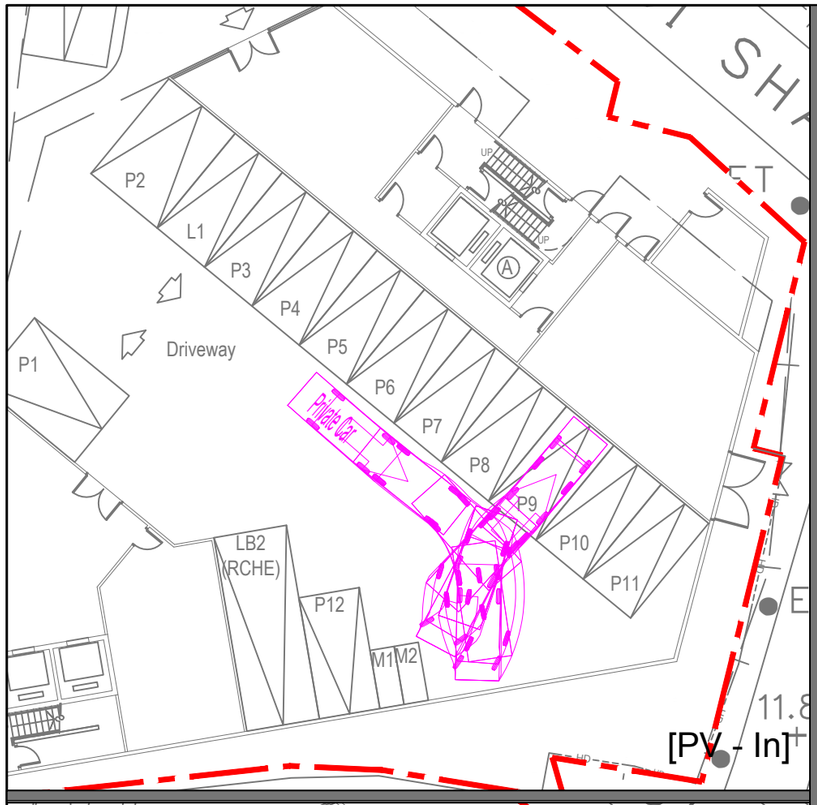
Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

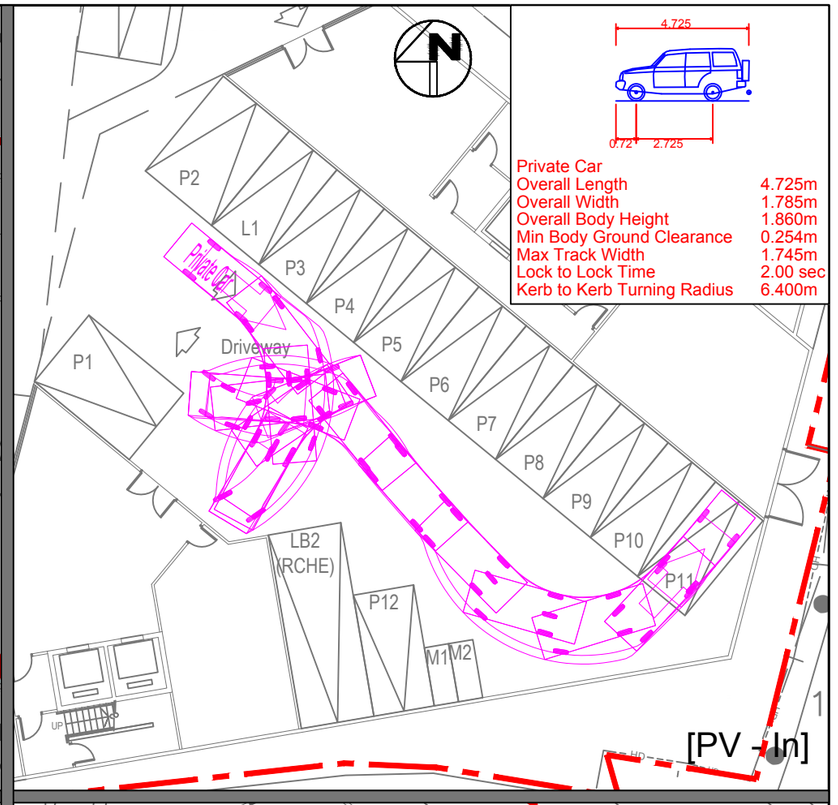
Swept Path Assessment on Ground Floor

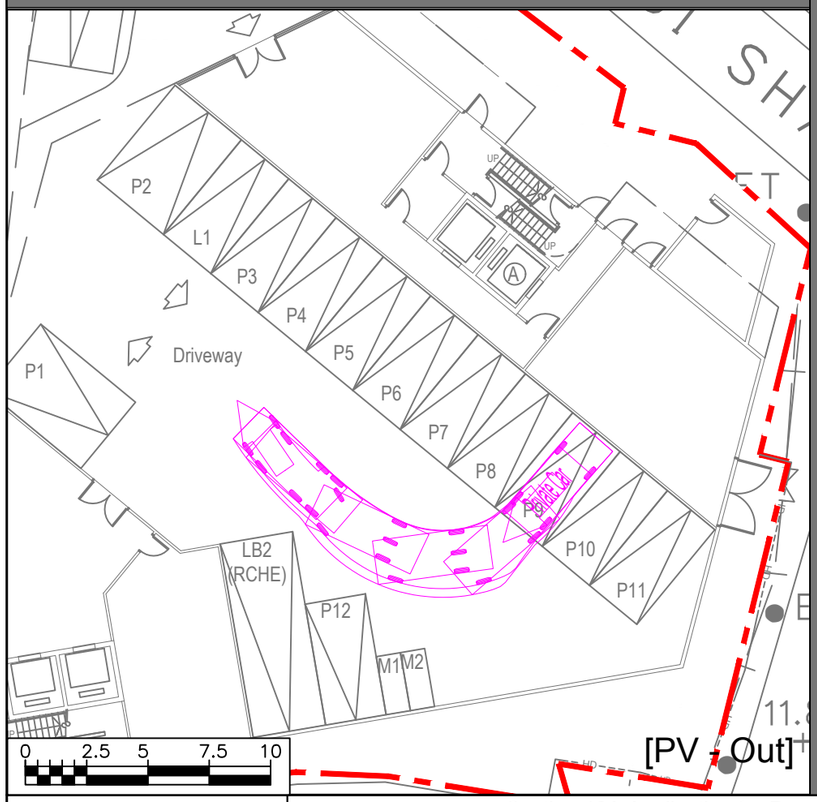
Date	Scale
11/10/2025	1:250

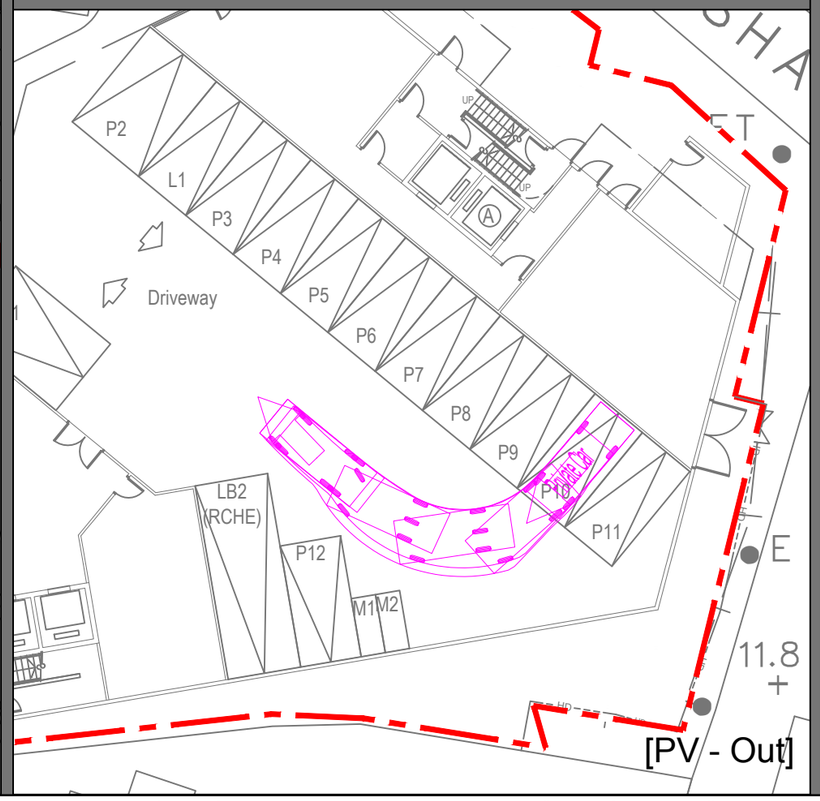
OZZO TECHNOLOGY

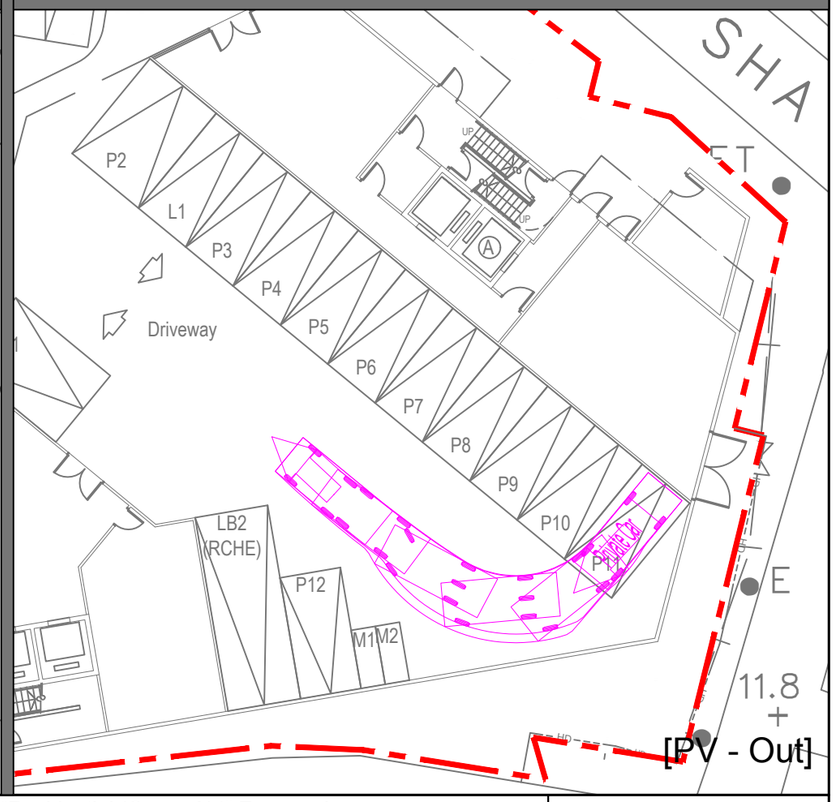
Project No. 83136	Rev. A
Dwg No. GF-0902-SP2	











Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Swept Path Assessment on Ground Floor

Date	Scale
11/10/2025	1:250

OZZO TECHNOLOGY

Project No. 83136	Rev. A
Dwg No. GF-0902-SP3	

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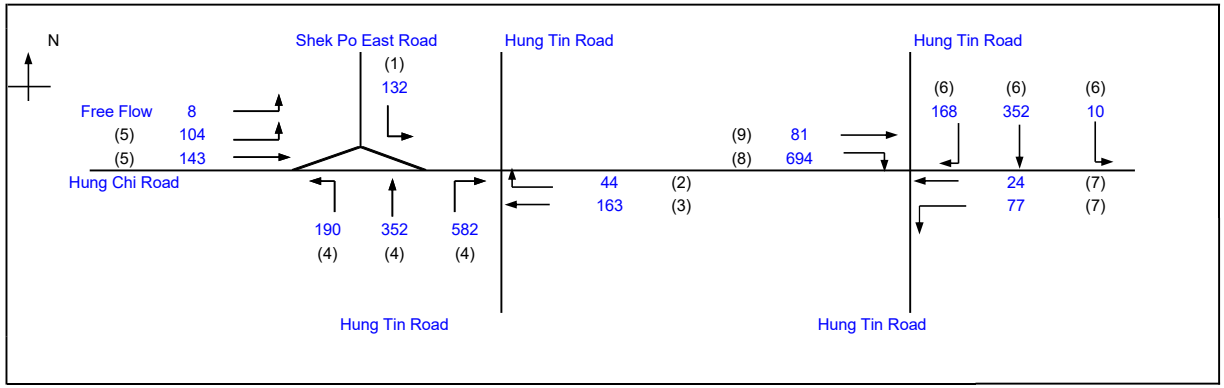
Appendix C

2025 Junction Calculations

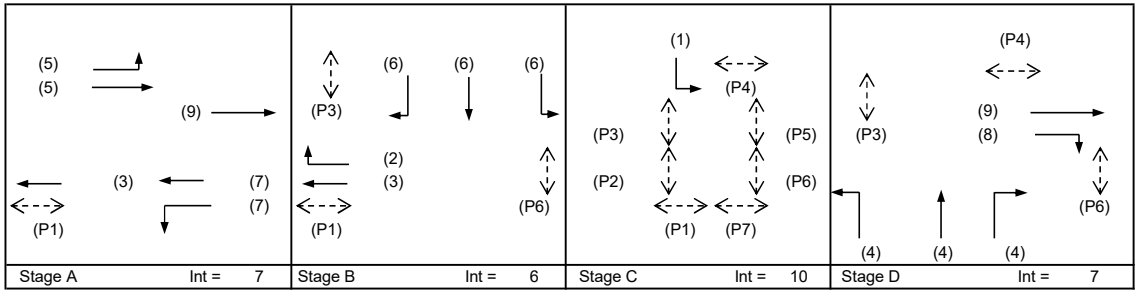
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2025 AM**	Checked By:	DP	九月-25
2025 Observed AM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.404
Loss time	L =	26 sec
Total Flow	=	3113 pcu
Co	= (1.5*L+5)/(1-Y) =	73.8 sec
Cm	= L/(1-Y) =	43.6 sec
Yult	=	0.705
R.C.ult	= (Yult-Y)/Y*100% =	74.6 %
Cp	= 0.9*L/(0.9-Y) =	47.2 sec
Ymax	= 1-L/C =	0.783
R.C.(P)	= (0.9/Xmax-1)*100% =	15.6 %
R.C.(C)	= (0.9*Ymax-Y)/Y*100% =	74.6 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		62	10
P2	A	6.3	5	5		21	6
P3	A,B,D	10	5	8		96	9
P4	A,B	10.8	5	9		65	10
P5	A	7.2	5	6		21	6
P6	A,B,D	7.5	5	6		99	6
P7	A	11.3	5	9		14	13

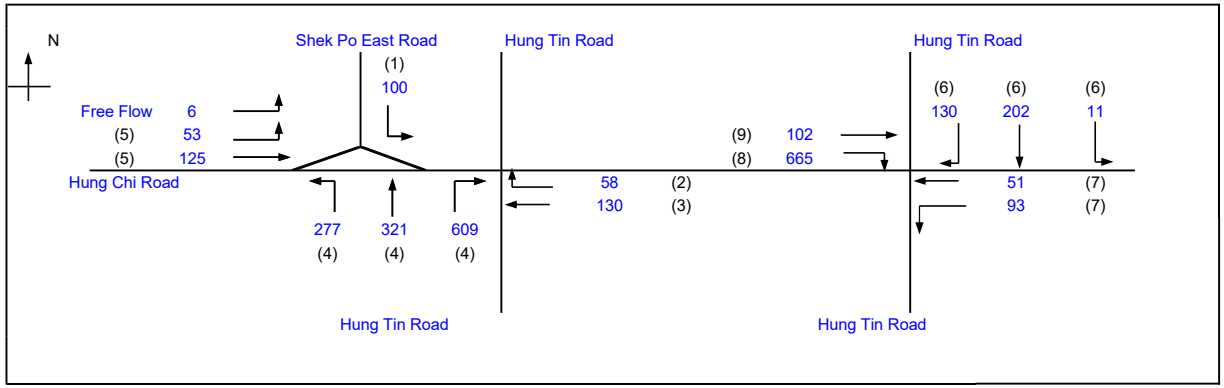
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	104	0		104	1.00	1777			1777	0.058	0.058		14	9	0.169	24	92
SA	A	3.3	5	2				4170		143		143	0.00	4170			4170	0.034			8	9	0.099	12	52
SA	A,B	3.4	3	1				2095		163		163	0.00	2095			2095	0.078			18	40	0.050	0	49
SA	A	3.4	7	1			N	1955		24		24	0.00	1955			1955	0.012			3	9	0.035	12	63
LT	A	4.0	7	1	16		N	2015	77			77	1.00	1842			1842	0.042			10	9	0.121	12	63
RT	B	3.4	2	2	20			4190			44	44	1.00	3898			3898	0.011			3	25	0.012	12	63
LT,SA	B	3.3	6	1	15		N	1945	10	163		173	0.05	1934			1934	0.089	0.089		21	25	0.093	3	34
SA	B	3.5	6	1				2105		188		188	0.00	2105			2105	0.089			21	25	0.093	24	40
RT	B	3.4	6	1	20			2095			168	168	1.00	1949			1949	0.086			20	25	0.089	24	40
LT	C	4.8	1	1	40		N	2095	132			132	1.00	2019			2019	0.065	0.065		15	18	0.094	18	46
LT,SA	D	3.4	4	1	15			2095	190	190		380	0.50	1995			1995	0.190	0.191		44	42	0.118	48	31
SA,RT	D	3.5	4	1	15			2105		162	217	379	0.57	1991			1991	0.191			44	42	0.118	42	31
RT	D	3.5	4	1	15			2105			365	365	1.00	1914			1914	0.191			44	42	0.118	6	16
SA	A,D	3.2	9	1				2075		81		81	0.00	2075			2075	0.039			9	57	0.018	48	31
RT	D	3.5	8	2	19			4210			694	694	1.00	3902			3902	0.178			41	42	0.110	42	31

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

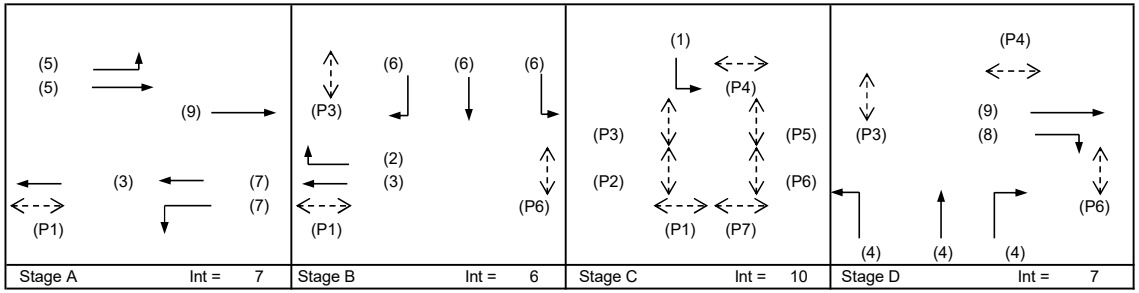
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2025 PM**	Checked By:	DP	九月-25
2025 Observed PM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time
No. of stages per cycle	N =		4
Cycle time	C =		120 sec
Sum(y)	Y =		0.372
Loss time	L =		26 sec
Total Flow	=		2924 pcu
Co	= (1.5*L+5)/(1-Y)	=	70.0 sec
Cm	= L/(1-Y)	=	41.4 sec
Yult		=	0.705
R.C.ult	= (Yult-Y)/Y*100%	=	89.7 %
Cp	= 0.9*L/(0.9-Y)	=	44.3 sec
Ymax	= 1-L/C	=	0.783
R.C.(P)	= (0.9/Xmax-1)*100%	=	34.4 %
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	89.7 %



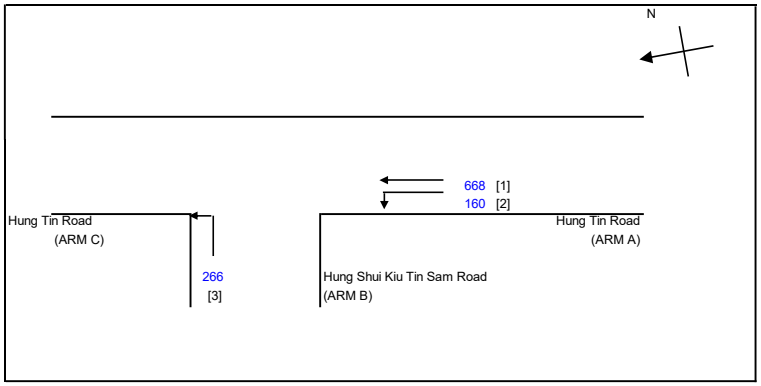
Stage A	Int = 7	Stage B	Int = 6	Stage C	Int = 10	Stage D	Int = 7

Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		62	10
P2	A	6.3	5	5		21	6
P3	A,B,D	10	5	8		96	9
P4	A,B	10.8	5	9		65	10
P5	A	7.2	5	6		21	6
P6	A,B,D	7.5	5	6		99	6
P7	A	11.3	5	9		14	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	53	0		53	0.99	1778			1778	0.030			8	9	0.086	6	56
SA	A	3.3	5	2				4170		125		125	0.00	4170			4170	0.030			8	9	0.086	9	51
SA	A,B	3.4	3	1				2095		130		130	0.00	2095			2095	0.062			16	40	0.040	6	53
SA	A	3.4	7	1			N	1955		51		51	0.00	1955			1955	0.026			7	9	0.076	18	72
LT	A	4.0	7	1	16		N	2015	93			93	1.00	1842			1842	0.050	0.050		13	9	0.145	18	72
RT	B	3.4	2	2	20			4190			58	58	1.00	3898			3898	0.015			4	25	0.015	18	72
LT,SA	B	3.3	6	1	15		N	1945	11	91		102	0.11	1925			1925	0.053			13	25	0.055	3	35
SA	B	3.5	6	1				2105		111		111	0.00	2105			2105	0.053			13	25	0.055	12	37
RT	B	3.4	6	1	20			2095			130	130	1.00	1949			1949	0.067	0.067		17	25	0.069	12	37
LT	C	4.8	1	1	40		N	2095	100			100	1.00	2019			2019	0.049	0.049		12	18	0.071	12	44
LT,SA	D	3.4	4	1	15			2095	277	126		402	0.69	1960			1960	0.205	0.206		52	42	0.127	48	32
SA,RT	D	3.5	4	1	15			2105		195	216	411	0.53	2000			2000	0.205			52	42	0.127	48	32
RT	D	3.5	4	1	15			2105			393	393	1.00	1914			1914	0.206			52	42	0.127	6	16
SA	A,D	3.2	9	1				2075		102		102	0.00	2075			2075	0.049			12	57	0.022	48	32
RT	D	3.5	8	2	19			4210			665	665	1.00	3902			3902	0.170			43	42	0.106	48	32

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday AM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	160	(pcu/hr)
q a-c	=	668	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	266	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

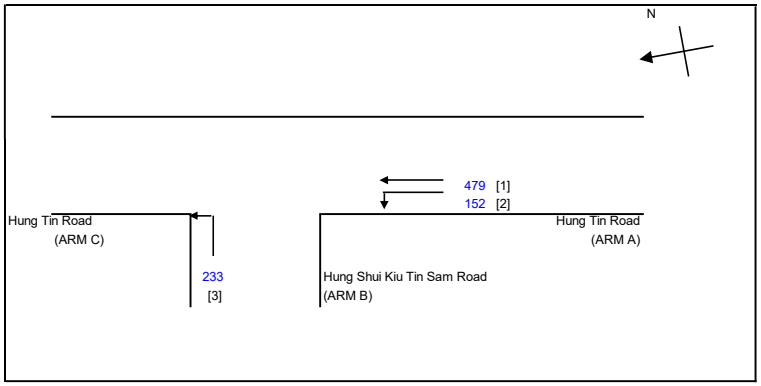
Q b-a	=	249			
Q b-c	=	549	Q b-c (O) =	549	
Q c-b	=	304			
TOTAL FLOW	=	1095	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4849
DFC c-b	=	0.0000

CRITICAL DFC = 0.48

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday PM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	152	(pcu/hr)
q a-c	=	479	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	233	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	279			
Q b-c	=	602	Q b-c (O) =	602	
Q c-b	=	336			
TOTAL FLOW	=	863	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

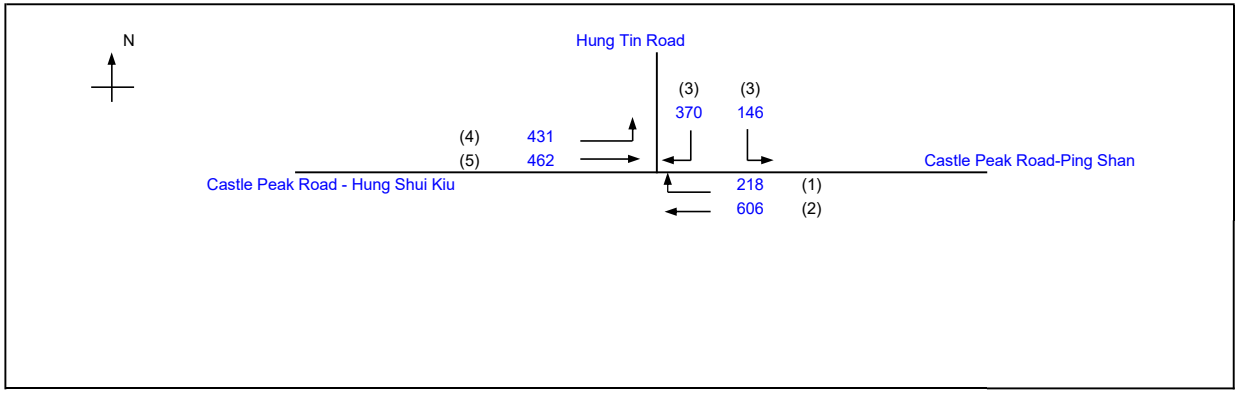
DFC b-a	=	0.0000
DFC b-c	=	0.3870
DFC c-b	=	0.0000

CRITICAL DFC = 0.39

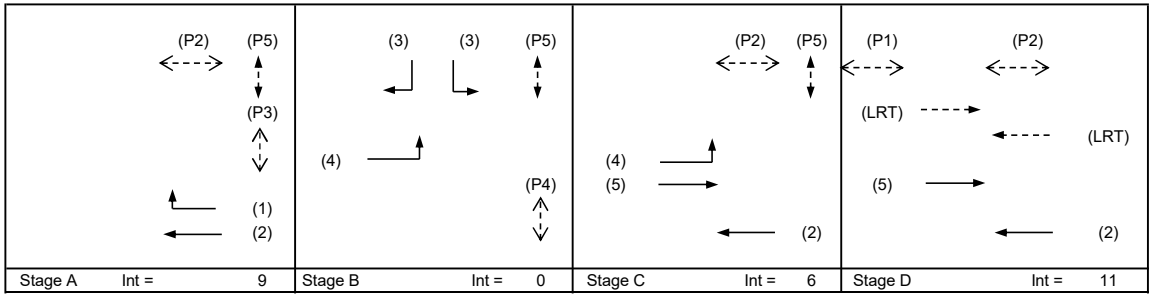
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2025 Observed AM Peak Hour Traffic Flows	**2025 AM** Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	130 sec
Sum(y)	Y =	0.336
Loss time	L =	49 sec
Total Flow	=	2234 pcu
Co = (1.5*L+5)/(1-Y)	=	118.3 sec
Cm = L/(1-Y)	=	73.8 sec
Yult	=	0.533
R.C.ult = (Yult-Y)/Y*100%	=	58.3 %
Cp = 0.9*L/(0.9-Y)	=	78.2 sec
Ymax = 1-L/C	=	0.623
R.C.(P) = (0.9/Xmax-1)*100%	=	43.3 %
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	66.7 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	86	9
P3	A	9.6	5	8	3	18	9
P4	B	12.3	8	10	1	26	7
P5	A,B,C	10.0	5	8	9	77	8

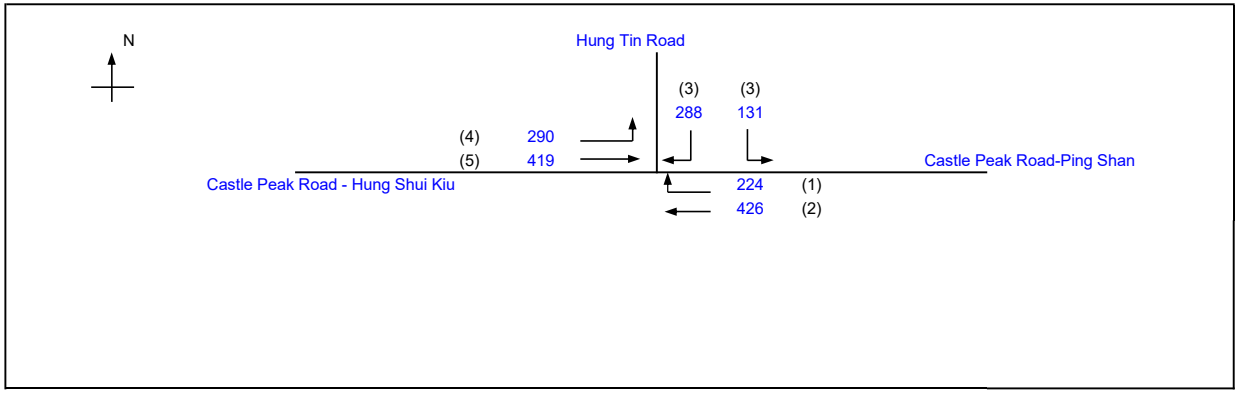
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		606		606	0.00	4100			4100	0.148			36	88	0.082	21	7
RT	A	3.40	1	1	75			2095			218	218	1.00	2054			2054	0.106	0.106		26	22	0.237	36	53
LT	B	3.30	3	1	17		N	1945	146			146	1.00	1787			1787	0.082			20	29	0.138	24	41
LT,RT	B	3.50	3	1	21			2105	0		185	185	1.00	1965			1965	0.094			23	29	0.159	30	42
RT	B	3.50	3	1	21			2105			185	185	1.00	1965			1965	0.094			23	29	0.159	30	42
LT	B,C	3.85	4	1	22		N	2000	431			431	1.00	1872			1872	0.230	0.230		55	59	0.191	48	25
SA	C,D	3.70	5	2				4250		462		462	0.00	4250			4250	0.109			26	56	0.095	27	22
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

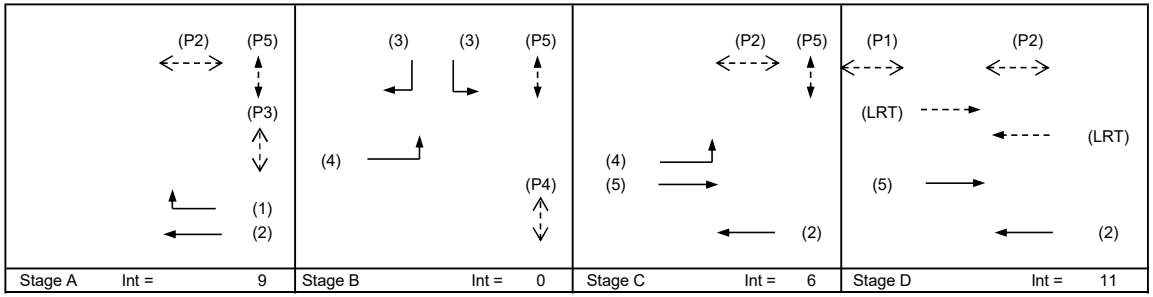
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2025 Observed PM Peak Hour Traffic Flows	**2025 PM** Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130	sec
Sum(y)	Y =	0.264	
Loss time	L =	49	sec
Total Flow	=	1777	pcu
Co = (1.5*L+5)/(1-Y)	=	106.6	sec
Cm = L/(1-Y)	=	66.5	sec
Yult	=	0.533	
R.C.ult = (Yult-Y)/Y*100%	=	101.9	%
Cp = 0.9*L/(0.9-Y)	=	69.3	sec
Ymax = 1-L/C	=	0.623	
R.C.(P) = (0.9/Xmax-1)*100%	=	52.7	%
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	112.7	%

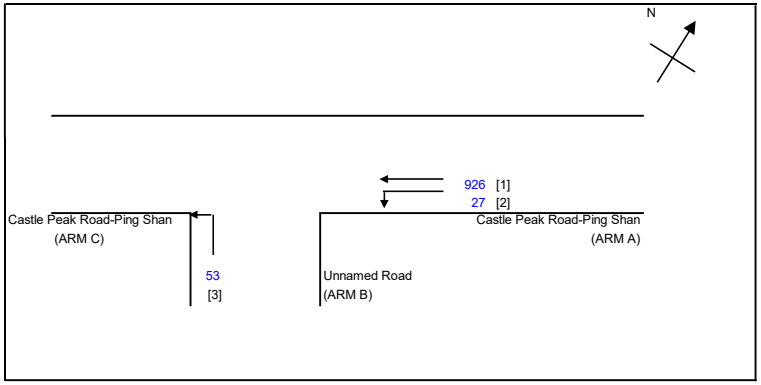


Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	88	9
P3	A	9.6	5	8	3	20	9
P4	B	12.3	8	10	1	24	7
P5	A,B,C	10.0	5	8	9	77	8

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		426		426	0.00	4100			4100	0.104			32	90	0.057	12	6
RT	A	3.40	1	1	75			2095			224	224	1.00	2054			2054	0.109	0.109		33	24	0.222	36	50
LT	B	3.30	3	1	17		N	1945	131			131	1.00	1787			1787	0.073			23	27	0.133	18	42
LT,RT	B	3.50	3	1	21			2105	0		144	144	1.00	1965			1965	0.073			23	27	0.133	24	42
RT	B	3.50	3	1	21			2105			144	144	1.00	1965			1965	0.073			23	27	0.133	24	42
LT	B,C	3.85	4	1	22		N	2000	290			290	1.00	1872			1872	0.155	0.155		48	57	0.133	30	23
SA	C,D	3.70	5	2				4250		419		419	0.00	4250			4250	0.098			30	56	0.086	24	21
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday AM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	27	(pcu/hr)
q a-c	=	926	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	53	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

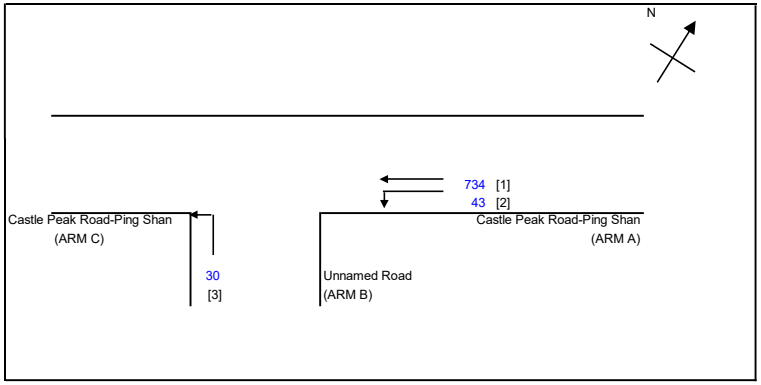
Q b-a	=	220			
Q b-c	=	610	Q b-c (O) =	610	
Q c-b	=	293			
TOTAL FLOW	=	1006	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0872
DFC c-b	=	0.0000

CRITICAL DFC = 0.09

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday PM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	43	(pcu/hr)
q a-c	=	734	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	30	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

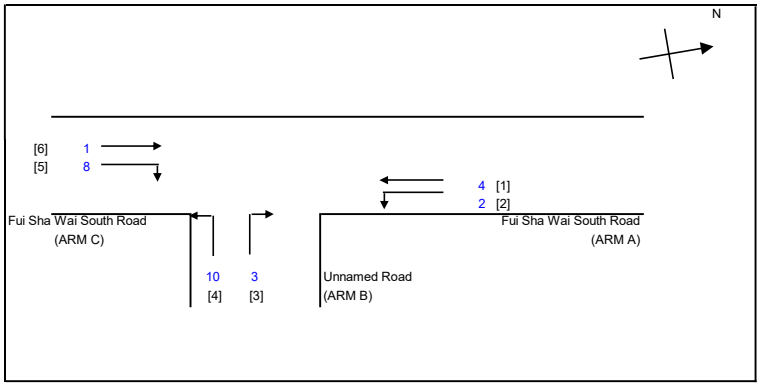
Q b-a	=	247			
Q b-c	=	668	Q b-c (O) =	668	
Q c-b	=	320			
TOTAL FLOW	=	807	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0455
DFC c-b	=	0.0000

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J5: Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday AM Peak Hour Traffic Flows		J5_Fui Sha Wai South Road_Tai To Tsuen Road_Unnamed Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.93	(metres)
W cr	=	0	(metres)
q a-b	=	2	(pcu/hr)
q a-c	=	4	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	1.87	(metres)
Vr c-b	=	21	(metres)
q c-a	=	1	(pcu/hr)
q c-b	=	7.6	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.8	(metres)
W b-c	=	3.8	(metres)
Vl b-a	=	57	(metres)
Vr b-a	=	64	(metres)
Vr b-c	=	64	(metres)
q b-a	=	3	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.91313
E	=	0.9671
F	=	0.75849
Y	=	0.86459
F for (Qb-ac)	=	0.7619

THE CAPACITY OF MOVEMENT :

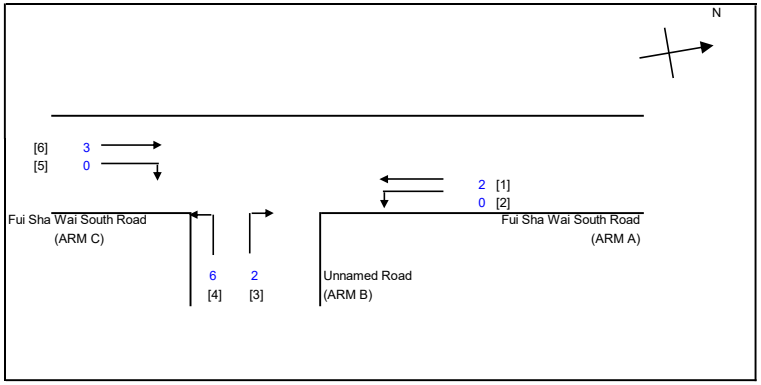
Q b-a	=	568			
Q b-c	=	719	Q b-c (O) =	718.1	
Q c-b	=	564			
TOTAL FLOW	=	27	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0053
DFC b-c	=	0.0134
DFC c-b	=	0.0135

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2025 PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J5: Fui Sha Wai South Road / Tai To Tsuen Road / Unnamed Road		FILENAME :	CHECKED BY:	DP	Sep-25
2025 Observed Weekday PM Peak Hour Traffic Flows		J5_Fui Sha Wai South Road_Tai To Tsuen Road_Unnamed Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.93	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	2	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	1.87	(metres)
Vr c-b	=	21	(metres)
q c-a	=	2.8	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.8	(metres)
W b-c	=	3.8	(metres)
Vl b-a	=	57	(metres)
Vr b-a	=	64	(metres)
Vr b-c	=	64	(metres)
q b-a	=	2	(pcu/hr)
q b-c	=	6	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.91313
E	=	0.9671
F	=	0.75849
Y	=	0.86459
F for (Qb-ac)	=	0.74359

THE CAPACITY OF MOVEMENT :

Q b-a	=	571			
Q b-c	=	720	Q b-c (O) =	719.4	
Q c-b	=	565			
TOTAL FLOW	=	13	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0035
DFC b-c	=	0.0081
DFC c-b	=	0.0000

CRITICAL DFC = 0.01

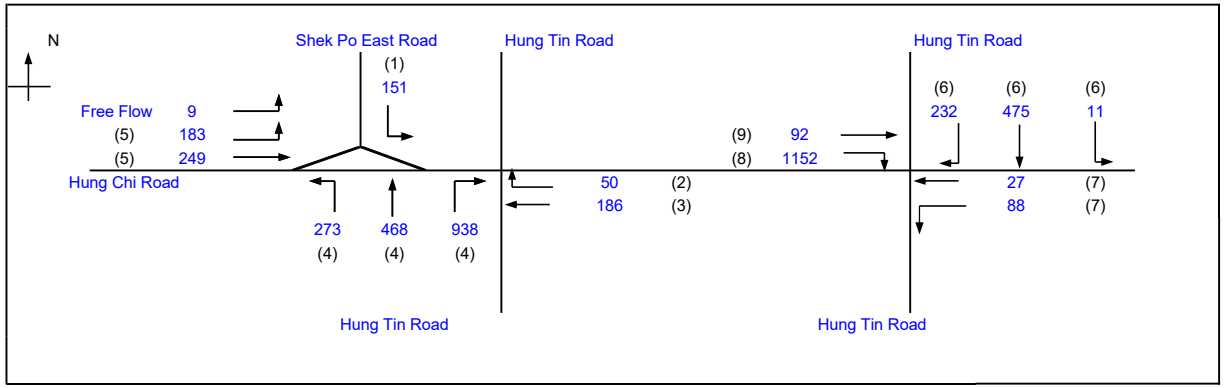
Appendix D

2034 Junction Calculations

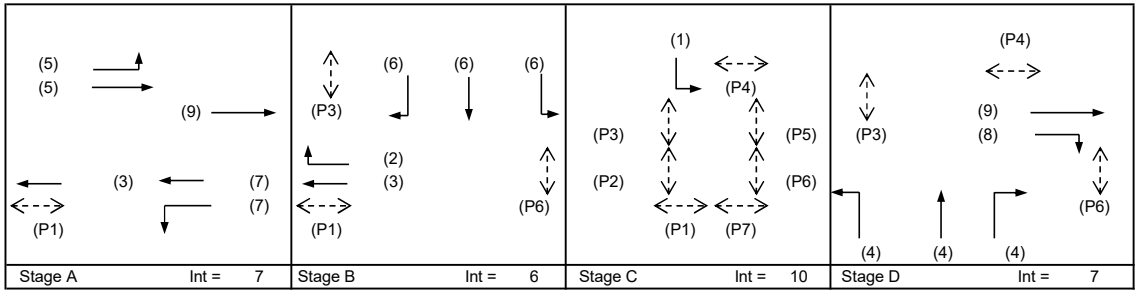
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2034 Ref AM**	Checked By:	DP	九月-25
2034 Reference AM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time
No. of stages per cycle	N =		4
Cycle time	C =		120 sec
Sum(y)	Y =		0.593
Loss time	L =		26 sec
Total Flow	=		4575 pcu
Co	= (1.5*L+5)/(1-Y)	=	108.1 sec
Cm	= L/(1-Y)	=	63.9 sec
Yult	=		0.705
R.C.ult	= (Yult-Y)/Y*100%	=	18.9 %
Cp	= 0.9*L/(0.9-Y)	=	76.2 sec
Ymax	= 1-L/C	=	0.783
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	18.9 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		57	10
P2	A	6.3	5	5		15	6
P3	A,B,D	10	5	8		89	9
P4	A,B	10.8	5	9		64	10
P5	A	7.2	5	6		15	6
P6	A,B,D	7.5	5	6		92	6
P7	A	11.3	5	9		8	13

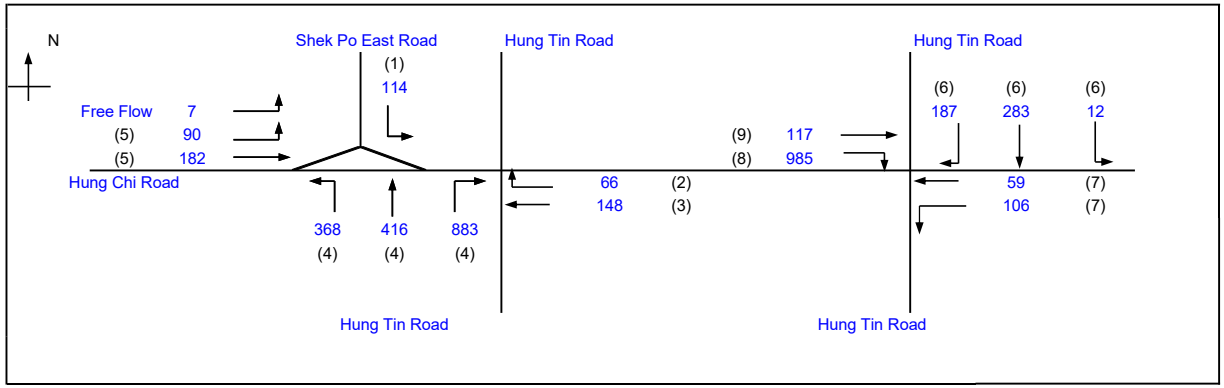
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	183	0		183	1.00	1777			1777	0.103	0.103		16	16	0.164	30	66
SA	A	3.3	5	2				4170		249		249	0.00	4170			4170	0.060			9	16	0.095	21	45
SA	A,B	3.4	3	1				2095		186		186	0.00	2095			2095	0.089			14	41	0.056	0	42
SA	A	3.4	7	1			N	1955		27		27	0.00	1955			1955	0.014			2	16	0.022	12	46
LT	A	4.0	7	1	16		N	2015	88			88	1.00	1842			1842	0.048			8	16	0.076	12	46
RT	B	3.4	2	2	20			4190			50	50	1.00	3898			3898	0.013			2	19	0.018	12	46
LT,SA	B	3.4	6	1	15		N	1955	11	222		233	0.05	1946			1946	0.120	0.120		19	19	0.164	3	39
SA	B	3.5	6	1				2105		253		253	0.00	2105			2105	0.120			19	19	0.164	42	60
RT	B	3.4	6	1	20			2095			232	232	1.00	1949			1949	0.119			19	19	0.163	42	59
LT	C	4.8	1	1	40		N	2095	151			151	1.00	2019			2019	0.075	0.075		12	12	0.164	30	73
LT,SA	D	3.4	4	1	15			2095	273	298		571	0.48	1999			1999	0.285			45	47	0.159	66	34
SA,RT	D	3.5	4	1	15			2105		170	391	561	0.70	1968			1968	0.285			45	47	0.158	66	34
RT	D	3.5	4	1	15			2105			547	547	1.00	1914			1914	0.286			45	47	0.159	6	10
SA	A,D	3.2	9	1				2075		92		92	0.00	2075			2075	0.044			7	69	0.017	66	34
RT	D	3.5	8	2	19			4210			1152	1152	1.00	3902			3902	0.295	0.295		47	47	0.164	66	34

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

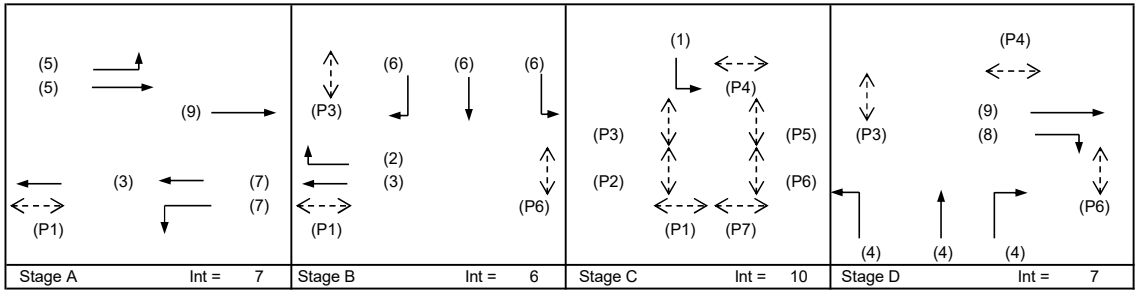
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2034 Ref PM**	Checked By:	DP	九月-25
2034 Reference PM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time
No. of stages per cycle	N =		4
Cycle time	C =		120 sec
Sum(y)	Y =		0.494
Loss time	L =		26 sec
Total Flow	=		4016 pcu
Co	= (1.5*L+5)/(1-Y)	=	87.0 sec
Cm	= L/(1-Y)	=	51.4 sec
Yult	=		0.705
R.C.ult	= (Yult-Y)/Y*100%	=	42.6 %
Cp	= 0.9*L/(0.9-Y)	=	57.7 sec
Ymax	= 1-L/C	=	0.783
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	42.6 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		50	10
P2	A	6.3	5	5		14	6
P3	A,B,D	10	5	8		94	9
P4	A,B	10.8	5	9		70	10
P5	A	7.2	5	6		14	6
P6	A,B,D	7.5	5	6		97	6
P7	A	11.3	5	9		7	13

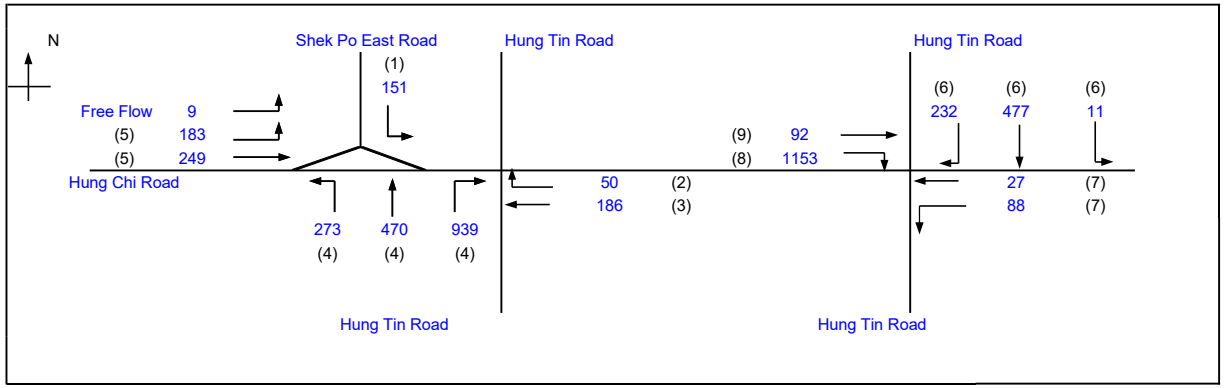
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	90	0		90	1.00	1777			1777	0.051			10	11	0.120	12	59
SA	A	3.3	5	2				4170		182		182	0.00	4170			4170	0.044			8	11	0.104	15	51
SA	A,B	3.4	3	1				2095		148		148	0.00	2095			2095	0.071			13	35	0.052	6	50
SA	A	3.4	7	1			N	1955		59		59	0.00	1955			1955	0.030			6	11	0.072	18	64
LT	A	4.0	7	1	16		N	2015	106			106	1.00	1842			1842	0.058	0.058		11	11	0.137	18	64
RT	B	3.4	2	2	20			4190			66	66	1.00	3898			3898	0.017			3	18	0.024	18	64
LT,SA	B	3.3	6	1	15		N	1945	12	129		141	0.09	1929			1929	0.073			14	18	0.104	3	40
SA	B	3.5	6	1				2105		154		154	0.00	2105			2105	0.073			14	18	0.104	18	47
RT	B	3.4	6	1	20			2095			187	187	1.00	1949			1949	0.096	0.096		18	18	0.137	24	47
LT	C	4.8	1	1	40		N	2095	114			114	1.00	2019			2019	0.056	0.056		11	11	0.137	18	63
LT,SA	D	3.4	4	1	15			2095	368	190		558	0.66	1965			1965	0.284			54	54	0.137	60	26
SA,RT	D	3.5	4	1	15			2105		226	339	564	0.60	1986			1986	0.284	0.284		54	54	0.137	54	26
RT	D	3.5	4	1	15			2105			544	544	1.00	1914			1914	0.284			54	54	0.137	6	10
SA	A,D	3.2	9	1				2075		117		117	0.00	2075			2075	0.056			11	71	0.021	60	26
RT	D	3.5	8	2	19			4210			985	985	1.00	3902			3902	0.252			48	54	0.121	54	26

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

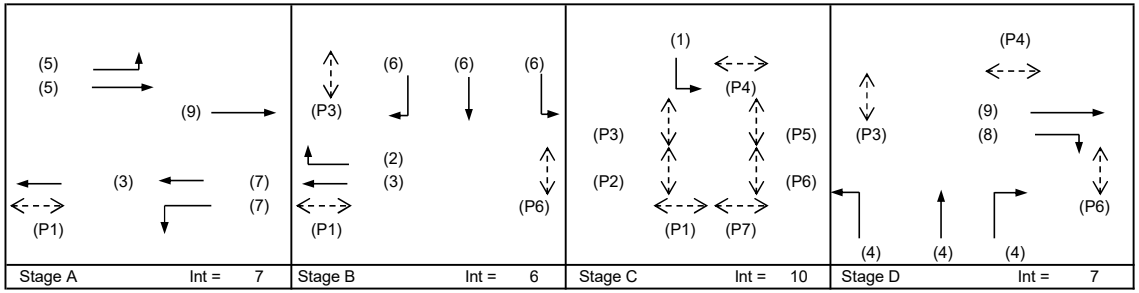
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2034 Des AM**	Checked By:	DP	九月-25
2034 Design AM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time
No. of stages per cycle		N =	4
Cycle time		C =	120 sec
Sum(y)		Y =	0.594
Loss time		L =	26 sec
Total Flow		=	4581 pcu
Co	= (1.5*L+5)/(1-Y)	=	108.4 sec
Cm	= L/(1-Y)	=	64.0 sec
Yult		=	0.705
R.C.ult	= (Yult-Y)/Y*100%	=	18.7 %
Cp	= 0.9*L/(0.9-Y)	=	76.5 sec
Ymax	= 1-L/C	=	0.783
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	18.7 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		57	10
P2	A	6.3	5	5		15	6
P3	A,B,D	10	5	8		89	9
P4	A,B	10.8	5	9		64	10
P5	A	7.2	5	6		15	6
P6	A,B,D	7.5	5	6		92	6
P7	A	11.3	5	9		8	13

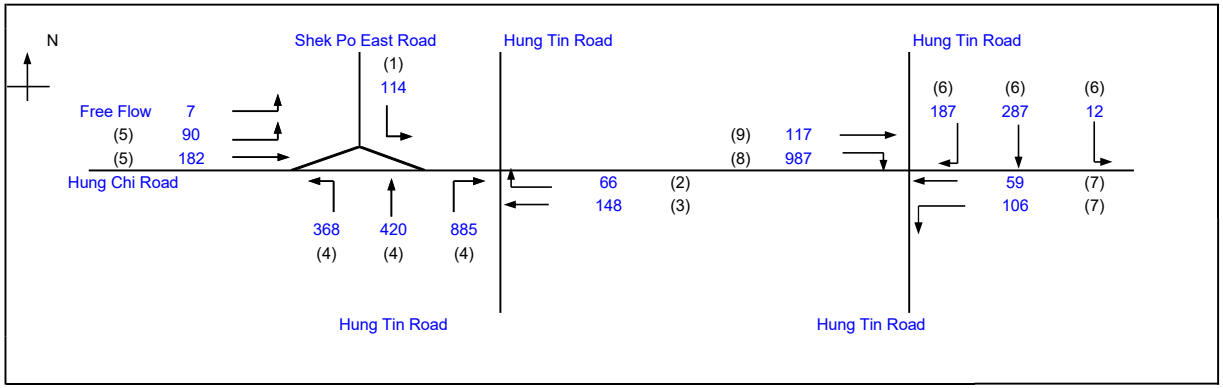
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	183	0		183	1.00	1777			1777	0.103	0.103		16	16	0.164	30	66
SA	A	3.3	5	2				4170		249		249	0.00	4170			4170	0.060			9	16	0.095	21	45
SA	A,B	3.4	3	1				2095		186		186	0.00	2095			2095	0.089			14	41	0.056	0	42
SA	A	3.4	7	1			N	1955		27		27	0.00	1955			1955	0.014			2	16	0.022	12	46
LT	A	4.0	7	1	16		N	2015	88			88	1.00	1842			1842	0.048			8	16	0.076	12	46
RT	B	3.4	2	2	20			4190			50	50	1.00	3898			3898	0.013			2	19	0.017	12	46
LT,SA	B	3.3	6	1	15		N	1945	11	223		234	0.05	1936			1936	0.121	0.121		19	19	0.164	3	39
SA	B	3.5	6	1				2105		254		254	0.00	2105			2105	0.121			19	19	0.164	42	60
RT	B	3.4	6	1	20			2095			232	232	1.00	1949			1949	0.119			19	19	0.162	42	59
LT	C	4.8	1	1	40		N	2095	151			151	1.00	2019			2019	0.075	0.075		12	12	0.164	30	73
LT,SA	D	3.4	4	1	15			2095	273	299		572	0.48	1999			1999	0.286			45	47	0.159	66	34
SA,RT	D	3.5	4	1	15			2105		171	391	562	0.70	1968			1968	0.286			45	47	0.159	66	34
RT	D	3.5	4	1	15			2105			548	548	1.00	1914			1914	0.286			45	47	0.159	6	10
SA	A,D	3.2	9	1				2075		92		92	0.00	2075			2075	0.044			7	69	0.017	66	34
RT	D	3.5	8	2	19			4210			1153	1153	1.00	3902			3902	0.295	0.295		47	47	0.164	66	34

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

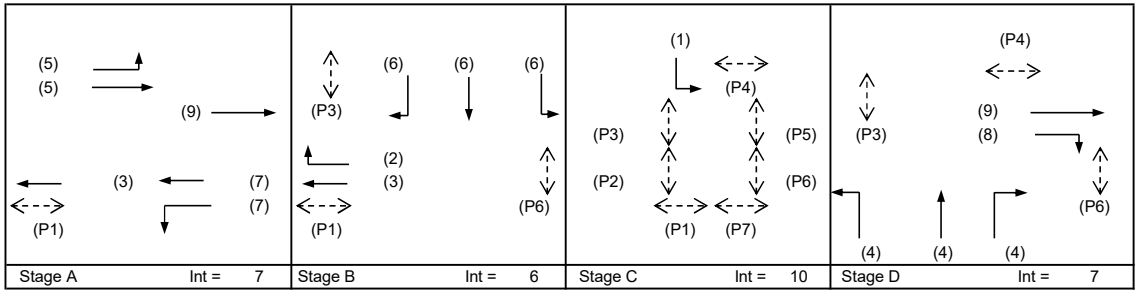
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone	PROJECT NO. 83136	Prepared By:	LL	九月-25
J1: Hung Tin Road / Hung Chi Road	**2034 Des PM**	Checked By:	DP	九月-25
2034 Design PM Peak Hour Traffic Flows	FILENAME : J1_Hung Tin Road_Hung Chi Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time
No. of stages per cycle	N =	4
Cycle time	C =	120 sec
Sum(y)	Y =	0.495
Loss time	L =	26 sec
Total Flow	=	4028 pcu
Co = (1.5*L+5)/(1-Y)	=	87.2 sec
Cm = L/(1-Y)	=	51.5 sec
Yult	=	0.705
R.C.ult = (Yult-Y)/Y*100%	=	42.3 %
Cp = 0.9*L/(0.9-Y)	=	57.8 sec
Ymax = 1-L/C	=	0.783
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	42.3 %

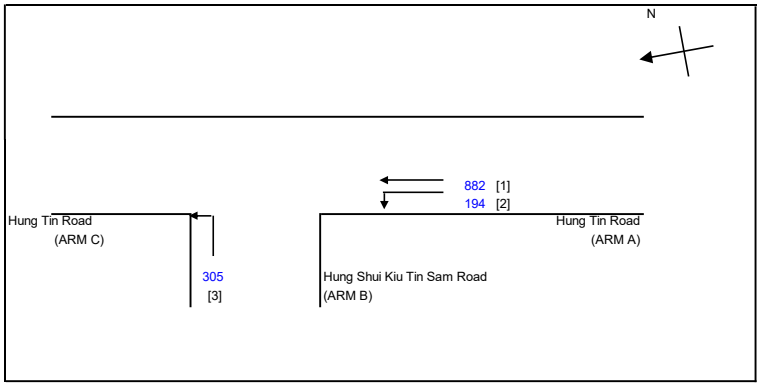


Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	A,B,C	10.8	5	9		50	10
P2	A	6.3	5	5		14	6
P3	A,B,D	10	5	8		94	9
P4	A,B	10.8	5	9		70	10
P5	A	7.2	5	6		14	6
P6	A,B,D	7.5	5	6		97	6
P7	A	11.3	5	9		7	13

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				26					
LT,SA	A	3.4	5	1	15		N	1955	90	0		90	1.00	1777			1777	0.051			10	11	0.121	12	60
SA	A	3.3	5	2				4170		182		182	0.00	4170			4170	0.044			8	11	0.104	15	51
SA	A,B	3.4	3	1				2095		148		148	0.00	2095			2095	0.071			13	35	0.052	6	51
SA	A	3.4	7	1			N	1955		59		59	0.00	1955			1955	0.030			6	11	0.072	18	64
LT	A	4.0	7	1	16		N	2015	106			106	1.00	1842			1842	0.058	0.058		11	11	0.137	18	64
RT	B	3.4	2	2	20			4190			66	66	1.00	3898			3898	0.017			3	18	0.024	18	64
LT,SA	B	3.3	6	1	15		N	1945	12	131		143	0.08	1929			1929	0.074			14	18	0.106	3	40
SA	B	3.5	6	1				2105		156		156	0.00	2105			2105	0.074			14	18	0.106	24	47
RT	B	3.4	6	1	20			2095			187	187	1.00	1949			1949	0.096	0.096		18	18	0.137	24	47
LT	C	4.8	1	1	40		N	2095	114			114	1.00	2019			2019	0.056	0.056		11	11	0.137	18	63
LT,SA	D	3.4	4	1	15			2095	368	192		560	0.66	1966			1966	0.285			54	54	0.137	60	26
SA,RT	D	3.5	4	1	15			2105		228	339	567	0.60	1986			1986	0.285	0.285		54	54	0.137	54	26
RT	D	3.5	4	1	15			2105			546	546	1.00	1914			1914	0.285			54	54	0.137	6	10
SA	A,D	3.2	9	1				2075		117		117	0.00	2075			2075	0.056			11	71	0.021	60	26
RT	D	3.5	8	2	19			4210			987	987	1.00	3902			3902	0.253			48	54	0.122	54	26

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Ref AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Reference Weekday AM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	194	(pcu/hr)
q a-c	=	882	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	305	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

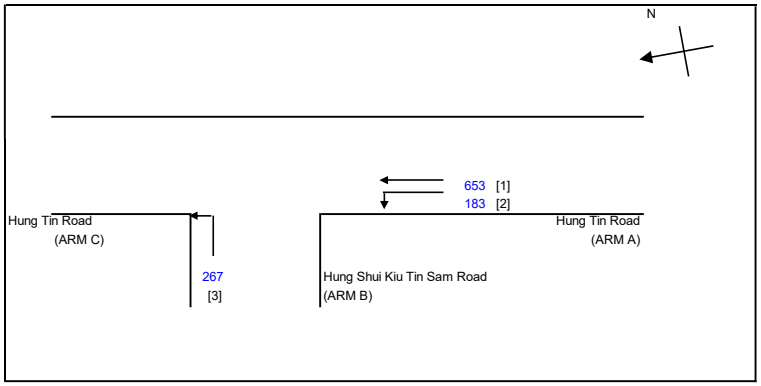
Q b-a	=	213			
Q b-c	=	487	Q b-c (O) =	487	
Q c-b	=	265			
TOTAL FLOW	=	1381	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.6263
DFC c-b	=	0.0000

CRITICAL DFC = 0.63

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Ref PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Reference Weekday PM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	183	(pcu/hr)
q a-c	=	653	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	267	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

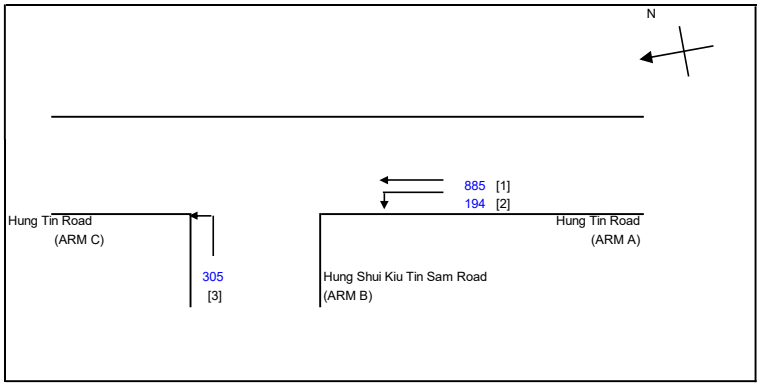
Q b-a	=	250			
Q b-c	=	551	Q b-c (O) =	551	
Q c-b	=	303			
TOTAL FLOW	=	1103	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.4846
DFC c-b	=	0.0000

CRITICAL DFC = 0.48

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Des AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Design Weekday AM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	194	(pcu/hr)
q a-c	=	885	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	305	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

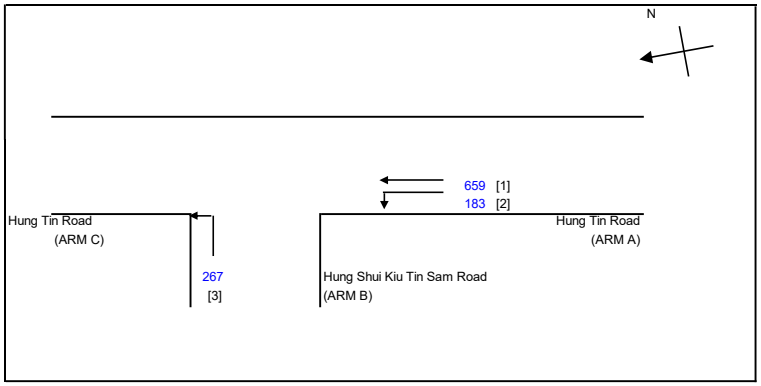
Q b-a	=	212			
Q b-c	=	486	Q b-c (O) =	486	
Q c-b	=	264			
TOTAL FLOW	=	1384	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.6276
DFC c-b	=	0.0000

CRITICAL DFC = 0.63

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Des PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J2: Hung Tin Road / Hung Shui Kiu Tin Sam Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Design Weekday PM Peak Hour Traffic Flows		J2_Hung Tin Road_Hung Shui Kiu Tin Sam Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.30	(metres)
W cr	=	0	(metres)
q a-b	=	183	(pcu/hr)
q a-c	=	659	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.0	(metres)
Vl b-a	=		(metres)
Vr b-a	=	90	(metres)
Vr b-c	=	90	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	267	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.58164
E	=	1.00657
F	=	0.58595
Y	=	0.74832
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	249			
Q b-c	=	549	Q b-c (O) =	549	
Q c-b	=	302			
TOTAL FLOW	=	1109	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

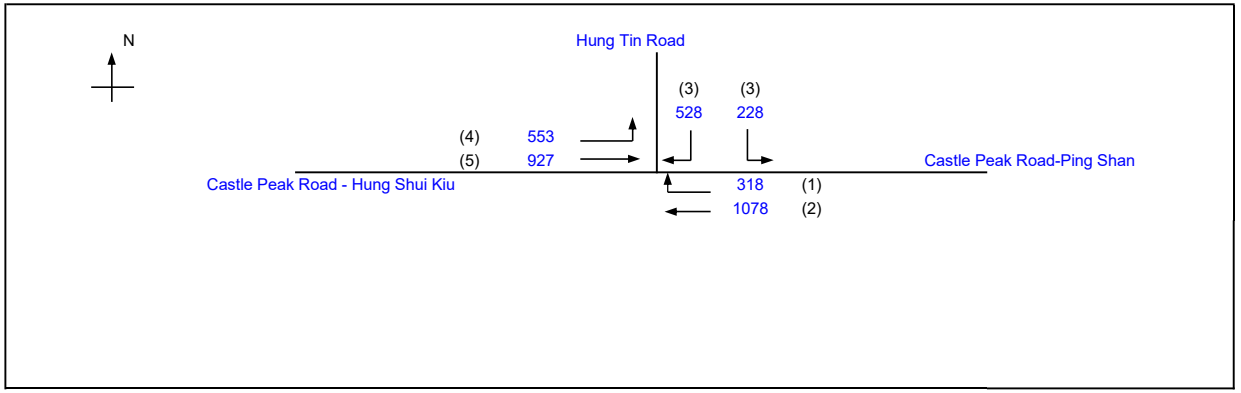
DFC b-a	=	0.0000
DFC b-c	=	0.4863
DFC c-b	=	0.0000

CRITICAL DFC = 0.49

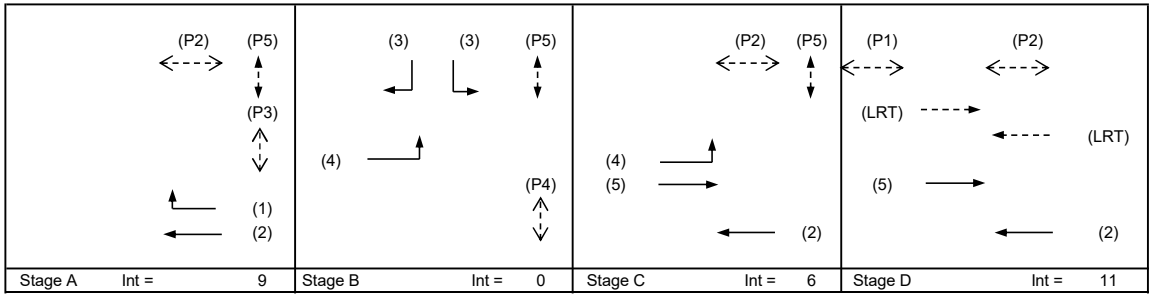
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2034 Reference AM Peak Hour Traffic Flows	**2034 Ref AM** Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130	sec
Sum(y)	Y =	0.450	
Loss time	L =	49	sec
Total Flow	=	3632	pcu
Co = (1.5*L+5)/(1-Y)	=	142.8	sec
Cm = L/(1-Y)	=	89.1	sec
Yult	=	0.533	
R.C.ult = (Yult-Y)/Y*100%	=	18.3	%
Cp = 0.9*L/(0.9-Y)	=	98.0	sec
Ymax = 1-L/C	=	0.623	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	24.6	%



Stage A	Int =	9	Stage B	Int =	0	Stage C	Int =	6	Stage D	Int =	11

Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	91	9
P3	A	9.6	5	8	3	24	9
P4	B	12.3	8	10	1	21	7
P5	A,B,C	10.0	5	8	9	77	8

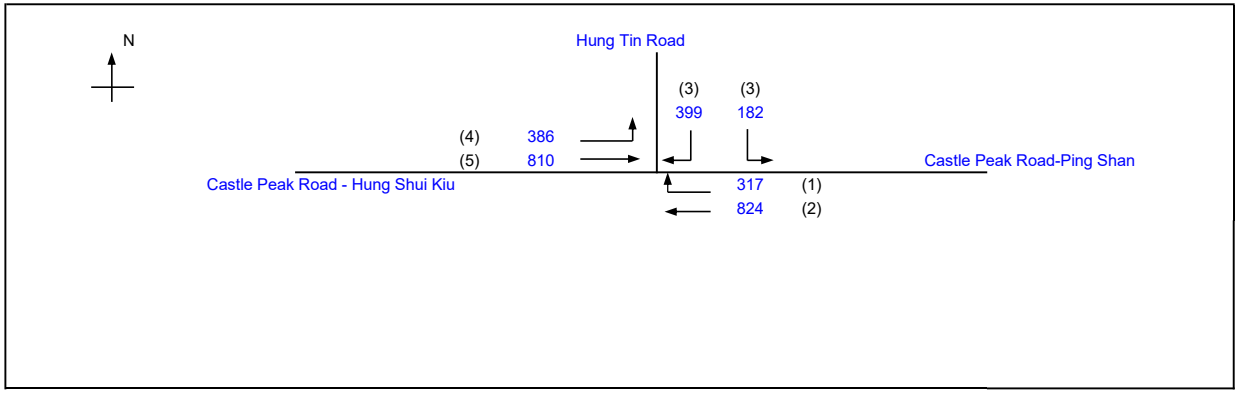
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		1078		1078	0.00	4100			4100	0.263			47	93	0.139	33	7
RT	A	3.40	1	1	75			2095			318	318	1.00	2054			2054	0.155	0.155		28	28	0.272	54	52
LT	B	3.30	3	1	17		N	1945	228			228	1.00	1787			1787	0.128			23	24	0.259	36	55
LT,RT	B	3.50	3	1	21			2105	0		264	264	1.00	1965			1965	0.134			24	24	0.272	48	56
RT	B	3.50	3	1	21			2105			264	264	1.00	1965			1965	0.134			24	24	0.272	48	56
LT	B,C	3.85	4	1	22		N	2000	553			553	1.00	1872			1872	0.295	0.295		53	53	0.272	66	35
SA	C,D	3.70	5	2				4250		927		927	0.00	4250			4250	0.218			39	55	0.194	57	26
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

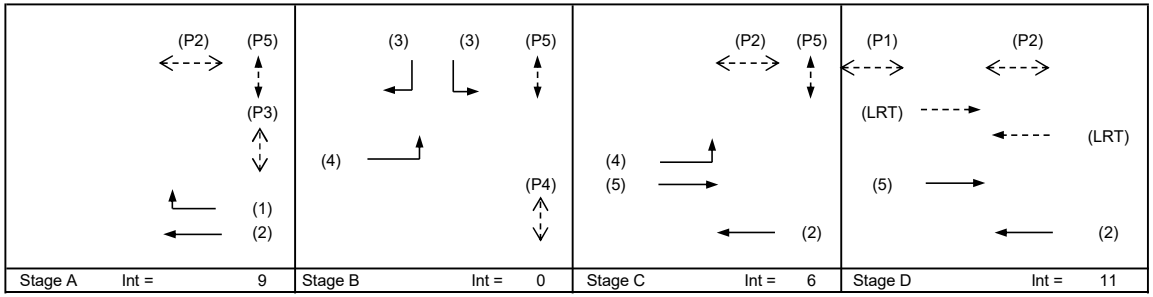
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2034 Reference PM Peak Hour Traffic Flows	**2034 Ref PM** Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	130	sec
Sum(y)		Y =	0.360	
Loss time		L =	49	sec
Total Flow		=	2918	pcu
Co	= (1.5*L+5)/(1-Y)	=	122.8	sec
Cm	= L/(1-Y)	=	76.6	sec
Yult		=	0.533	
R.C.ult	= (Yult-Y)/Y*100%	=	47.7	%
Cp	= 0.9*L/(0.9-Y)	=	81.7	sec
Ymax	= 1-L/C	=	0.623	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	55.6	%



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	92	9
P3	A	9.6	5	8	3	31	9
P4	B	12.3	8	10	1	20	7
P5	A,B,C	10.0	5	8	9	77	8

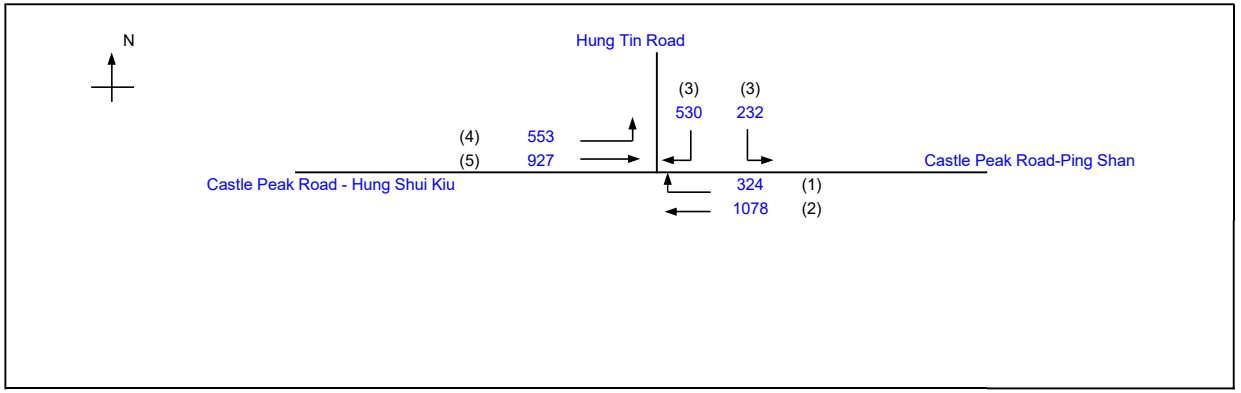
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		824		824	0.00	4100			4100	0.201			45	94	0.105	24	6
RT	A	3.40	1	1	75			2095			317	317	1.00	2054			2054	0.154	0.154		35	35	0.218	48	41
LT	B	3.30	3	1	17		N	1945	182			182	1.00	1787			1787	0.102			23	23	0.218	30	51
LT,RT	B	3.50	3	1	21			2105	0		199	200	1.00	1965			1965	0.102			23	23	0.218	30	51
RT	B	3.50	3	1	21			2105			200	200	1.00	1965			1965	0.102			23	23	0.218	30	51
LT	B,C	3.85	4	1	22		N	2000	386			386	1.00	1872			1872	0.206	0.206		46	46	0.218	48	34
SA	C,D	3.70	5	2				4250		810		810	0.00	4250			4250	0.191			43	49	0.189	54	29
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

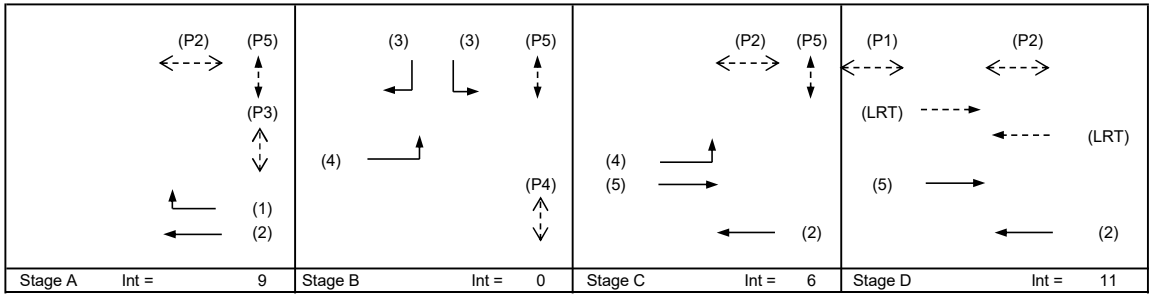
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2034 Design AM Peak Hour Traffic Flows	**2034 Des AM**	Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



			Existing Cycle Time	
No. of stages per cycle		N =	4	
Cycle time		C =	130	sec
Sum(y)		Y =	0.453	
Loss time		L =	49	sec
Total Flow		=	3644	pcu
Co	= (1.5*L+5)/(1-Y)	=	143.5	sec
Cm	= L/(1-Y)	=	89.6	sec
Yult		=	0.533	
R.C.ult	= (Yult-Y)/Y*100%	=	17.5	%
Cp	= 0.9*L/(0.9-Y)	=	98.7	sec
Ymax	= 1-L/C	=	0.623	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	23.8	%



Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	90	9
P3	A	9.6	5	8	3	24	9
P4	B	12.3	8	10	1	22	7
P5	A,B,C	10.0	5	8	9	77	8

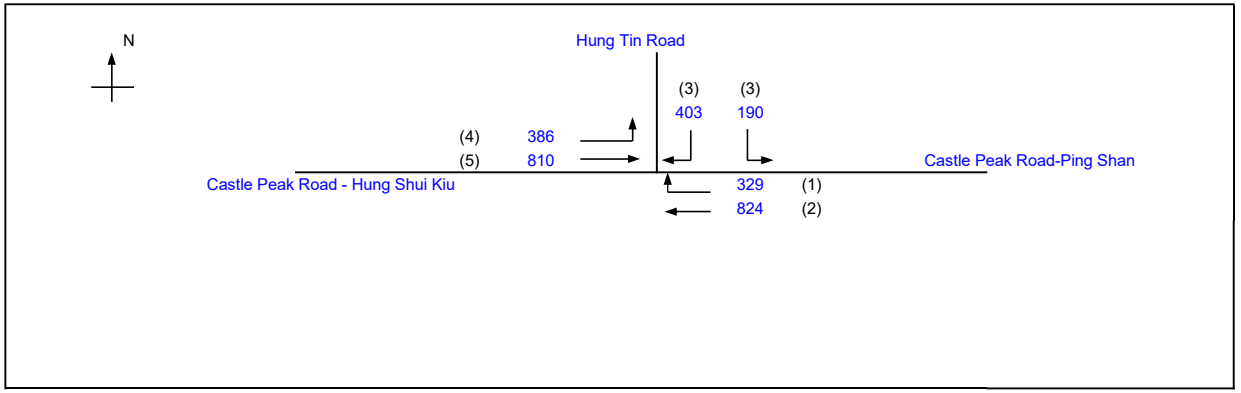
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		1078		1078	0.00	4100			4100	0.263			47	92	0.140	33	7
RT	A	3.40	1	1	75			2095			324	324	1.00	2054			2054	0.158	0.158		28	28	0.274	54	52
LT	B	3.30	3	1	17		N	1945	232			232	1.00	1787			1787	0.130			23	25	0.253	36	53
LT,RT	B	3.50	3	1	21			2105	0		265	265	1.00	1965			1965	0.135			24	25	0.263	42	54
RT	B	3.50	3	1	21			2105			265	265	1.00	1965			1965	0.135			24	25	0.263	42	54
LT	B,C	3.85	4	1	22		N	2000	553			553	1.00	1872			1872	0.295	0.295		53	53	0.274	66	35
SA	C,D	3.70	5	2				4250		927		927	0.00	4250			4250	0.218			39	54	0.199	57	27
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

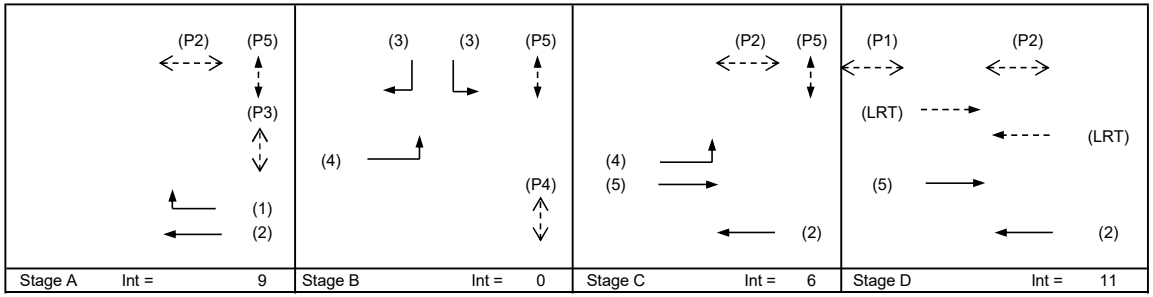
OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone a	PROJECT NO. 83136	Prepared By:	LL	九月-25
J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road	FILENAME :	Checked By:	DP	九月-25
2034 Design PM Peak Hour Traffic Flows	**2034 Des PM**	Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls	Reviewed By:	SC	九月-25



		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	130	sec
Sum(y)	Y =	0.366	
Loss time	L =	49	sec
Total Flow	=	2942	pcu
Co = (1.5*L+5)/(1-Y)	=	123.9	sec
Cm = L/(1-Y)	=	77.3	sec
Yult	=	0.533	
R.C.ult = (Yult-Y)/Y*100%	=	45.4	%
Cp = 0.9*L/(0.9-Y)	=	82.6	sec
Ymax = 1-L/C	=	0.623	
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	53.1	%



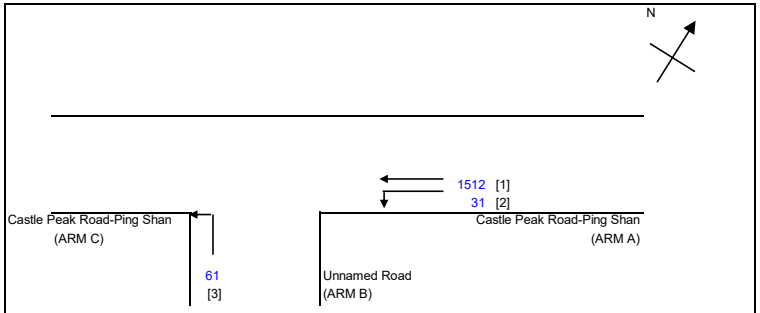
Stage A	Int =	9	Stage B	Int =	0	Stage C	Int =	6	Stage D	Int =	11

Pedestrian Phase	Stage	Length (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	D	7.5	7	6	3	19	14
P2	A,C,D	10.4	5	9	1	92	9
P3	A	9.6	5	8	3	31	9
P4	B	12.3	8	10	1	20	7
P5	A,B,C	10.0	5	8	9	77	8

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																				24					
SA	A,C,D	3.65	2	2			N	4100		824		824	0.00	4100			4100	0.201			44	94	0.105	24	6
RT	A	3.40	1	1	75			2095			329	329	1.00	2054			2054	0.160	0.160		35	35	0.222	48	41
LT	B	3.30	3	1	17		N	1945	185			185	1.00	1787			1787	0.104			23	23	0.222	30	52
LT,RT	B	3.50	3	1	21			2105	5		199	204	1.00	1965			1965	0.104			23	23	0.222	36	51
RT	B	3.50	3	1	21			2105			204	204	1.00	1965			1965	0.104			23	23	0.222	36	51
LT	B,C	3.85	4	1	22		N	2000	386			386	1.00	1872			1872	0.206	0.206		46	46	0.222	54	35
SA	C,D	3.70	5	2				4250		810		810	0.00	4250			4250	0.191			42	49	0.192	54	29
LRT	D																			25					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRIAN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Ref AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Reference Weekday AM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	31	(pcu/hr)
q a-c	=	1512	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	61	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

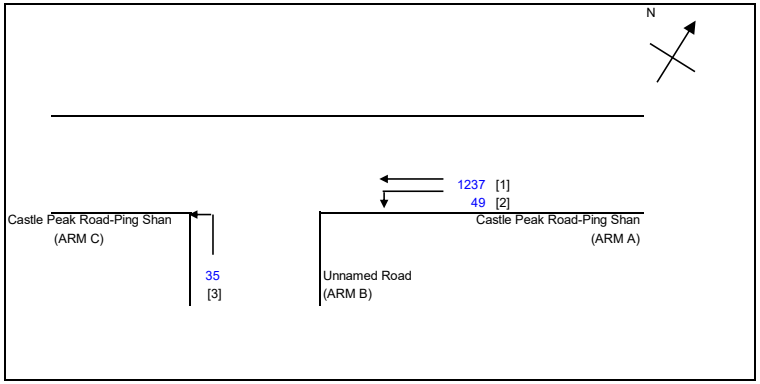
Q b-a	=	134			
Q b-c	=	427	Q b-c (O) =	427	
Q c-b	=	204			
TOTAL FLOW	=	1604	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1429
DFC c-b	=	0.0000

CRITICAL DFC = 0.14

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Ref PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Reference Weekday PM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	49	(pcu/hr)
q a-c	=	1237	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	35	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

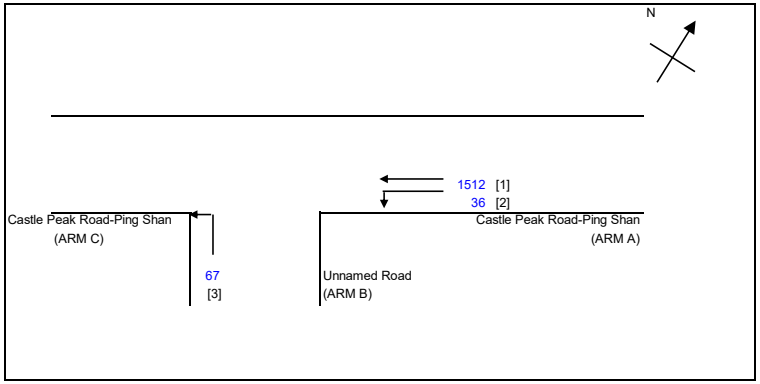
Q b-a	=	173			
Q b-c	=	510	Q b-c (O) =	510	
Q c-b	=	243			
TOTAL FLOW	=	1321	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0686
DFC c-b	=	0.0000

CRITICAL DFC = 0.07

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Des AM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Design Weekday AM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	36	(pcu/hr)
q a-c	=	1512	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	67	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

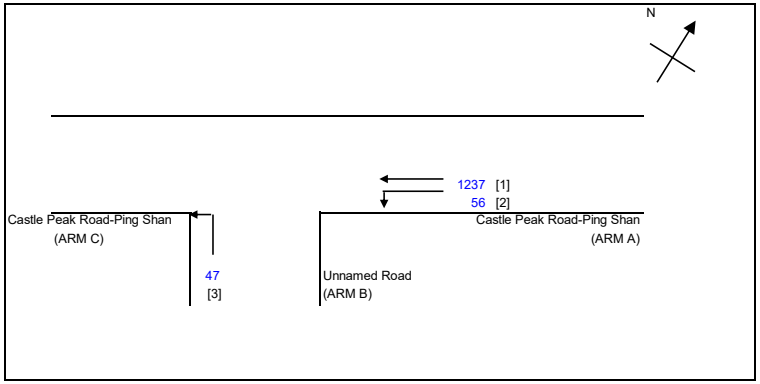
Q b-a	=	134			
Q b-c	=	427	Q b-c (O) =	427	
Q c-b	=	203			
TOTAL FLOW	=	1615	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1569
DFC c-b	=	0.0000

CRITICAL DFC = 0.16

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the	**2034 Des PM**	PROJECT NO.: 83136	PREPARED BY:	LL	Sep-25
J4: Castle Peak Road (Ping Shan) / Access Road		FILENAME :	CHECKED BY:	DP	Sep-25
2034 Design Weekday PM Peak Hour Traffic Flows		J4_Castle Peak Road(Ping Shan)_Access Road_P.xls	REVIEWED BY:	SC	Sep-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.52	(metres)
W cr	=	0	(metres)
q a-b	=	56	(pcu/hr)
q a-c	=	1237	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	6.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	68	(metres)
Vr b-c	=	68	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	47	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5698
E	=	1.2091
F	=	0.58595
Y	=	0.70606
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	173			
Q b-c	=	510	Q b-c (O) =	510	
Q c-b	=	242			
TOTAL FLOW	=	1340	(PCU/HR)		

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0922
DFC c-b	=	0.0000

CRITICAL DFC = 0.09

Appendix E

Proposed Traffic Improvement Works

Junction Improvement Scheme under PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development - Second Phase Development

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

行車線(每一箭嘴表示一條行車線)
TRAFFIC LANE
(ONE ARROW REPRESENTS ONE LANE)

+8.62
行人路/隧道/地面/高架行車道之建議路面水平(約數)
PROPOSED ROAD LEVEL OF FOOTPATH/ UNDERPASS/AT-GRADE/ELEVATED CARRIAGEWAY (APPROXIMATE)

擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY

擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY

擬建行人路
PROPOSED FOOTPATH

擬建單車徑
PROPOSED CYCLE TRACK

擬建單車停放處
PROPOSED CYCLE PARKING PLACE

擬建中央分隔帶/安全島/交通島
PROPOSED CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

擬建美化市容地帶/路旁帶
PROPOSED AMENITY AREA / VERGE

擬建高架單車徑暨行人天橋
PROPOSED ELEVATED CYCLE TRACK CUM FOOTBRIDGE

擬建行人天橋
PROPOSED FOOTBRIDGE

擬建隧道
PROPOSED UNDERPASS

擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY

擬建車輛進出口通道
PROPOSED RUN-IN/RUN-OUT

擬建行人過路處
PROPOSED PEDESTRIAN CROSSING

擬建擋土牆
PROPOSED RETAINING WALL

擬建斜坡
PROPOSED SLOPE

擬建懸臂式隔音屏障
PROPOSED CANTILEVER NOISE BARRIER

擬建直立式隔音屏障
PROPOSED VERTICAL NOISE BARRIER

擬建全密封式隔音罩
PROPOSED FULL ENCLOSURE

擬建樓梯
PROPOSED STAIRCASE

擬建升降機
PROPOSED LIFT

現有地面/高架行車道將永久封閉並改建為行人路
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

現有地面/高架行車道將永久封閉並改建為單車徑
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

現有地面/高架行車道將永久封閉並改建為單車停放處
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

現有地面/高架行車道將永久封閉並改建為中央分隔帶/安全島/交通島
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有地面/高架行車道將永久封閉並改建為美化市容地帶/路旁帶
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有行人路將永久封閉並改建為地面行車道
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有行人路將永久封閉並改建為單車徑
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

現有行人路將永久封閉並改建為單車停放處
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

現有行人路將永久封閉並改建為中央分隔帶/安全島/交通島
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有行人路將永久封閉並改建為美化市容地帶/路旁帶
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有通路將永久封閉並改建為地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有通路將永久封閉並改建為行人路
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

現有通路將永久封閉並改建為單車徑
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

現有通路將永久封閉並改建為單車停放處
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

現有通路將永久封閉並改建為中央分隔帶/安全島/交通島
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有通路將永久封閉並改建為美化市容地帶/路旁帶
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有美化市容地帶/路旁帶將永久封閉並改建為地面行車道
EXISTING AMENITY AREA / VERGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有行人天橋將永久封閉並改建為地面行車道
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有行人天橋將永久封閉並改建為行人路
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

現有行人天橋將永久封閉並改建為美化市容地帶/路旁帶
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

現有地面/高架行車道將永久封閉並拆卸
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有行人路將永久封閉並拆卸
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有通路將永久封閉並拆卸
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有行人天橋將永久封閉並拆卸
EXISTING FOOTBRIDGE TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有斜坡將拆卸
EXISTING SLOPE TO BE DEMOLISHED

現有斜坡將拆卸並改建為地面行車道
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有斜坡將拆卸並改建為行人路
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO FOOTPATH

現有斜坡將拆卸並改建為單車徑
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CYCLE TRACK

現有斜坡將拆卸並改建為中央分隔帶/安全島/交通島
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

現有斜坡將拆卸並改建為美化市容地帶/路旁帶
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AMENITY AREA / VERGE

現有地面/高架行車道將暫時封閉並重建
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有行人路將暫時封閉並重建
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有中央分隔帶/安全島/交通島將暫時封閉並重建
EXISTING CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有車輛進出口通道將暫時封閉並重建
EXISTING RUN-IN/RUN-OUT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的單車徑將永久封閉並改建為行車道
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的單車徑將永久封閉並改建為行人路
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的單車徑將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的單車停放處將永久封閉並改建為行人路
FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的單車停放處將永久封閉並改建為單車徑
FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

將由元朗南第一期發展建造的單車停放處將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE CYCLE PARKING PLACE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的中央分隔帶 / 安全島 / 交通島將永久封閉並改建為行車道
FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並改建為行車道
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並改建為行人路
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將改建單車停放處
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE PARKING PLACE

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並改建為中央分隔帶 / 安全島 / 交通島
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行車道
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為行人路
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為單車徑
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK

將由元朗南第一期發展建造的行人過路處將永久封閉並改建為美化市容地帶 / 路旁帶
FUTURE PEDESTRIAN CROSSING UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

將由元朗南第一期發展建造的車輛進出口通道將永久封閉並改建為行人路
FUTURE RUN-IN/RUN-OUT UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展建造的行車道將永久封閉並拆卸
FUTURE CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的行人路將永久封閉並拆卸
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的單車徑將永久封閉並拆卸
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將永久封閉並拆卸
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND DEMOLISHED

將由元朗南第一期發展建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE / ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的行人路將暫時封閉並重建
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的單車徑將暫時封閉並重建
FUTURE CYCLE TRACK UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的中央分隔帶 /安全島 / 交通島將暫時封閉並重建
FUTURE CENTRAL MEDIAN / REFUGE ISLAND / TRAFFIC ISLAND UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展建造的美化市容地帶 / 路旁帶將暫時封閉並重建
FUTURE AMENITY AREA / VERGE UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

興建中的工程計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程
(只供示意用途)
PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 UNDER CONSTRUCTION (FOR INDICATIVE PURPOSE ONLY)

將由其他工程項目建造的道路工程
(只供示意用途)
FUTURE ROAD WORKS UNDER SEPARATE PROJECTS (FOR INDICATIVE PURPOSE ONLY)

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內的部分現有地面/高架行車道、行人路、單車徑、中央分隔帶/安全島/交通島和美化市容地帶/路旁帶或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS AND AMENITY AREAS/VERGES WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7827CL 號（部分）
元朗南第二期發展的道路工程
PWP ITEM NO. 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
圖例 LEGEND

圖則編號 PLAN NO.
60630968/GAZ/LEGEND

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

2023/5/12
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Junction Improvement Scheme under PWP Item No. 7827CL (Part): Road Works under Yuen Long South Development - Second Phase Development

818200 E
818400 E
818600 E
832800 N
832600 N

由工程計劃項目第7817CL號及
第7827CL號(部分)元朗南發展
第一階段及第二階段第一期的
道路工程興建中的道路L11
(只供示意用途)
ROAD L11 UNDER CONSTRUCTION BY
PWP ITEM NOS. 7817CL AND 7827CL
(PART) ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT
STAGE 1 WORKS AND STAGE 2 WORKS,
PHASE 1 (FOR INDICATIVE
PURPOSE ONLY)

YUEN LONG HIGHWAY 元朗公路
HUNG TIN ROAD 洪天路

行人天橋高架部分的
展示可參考圖則第
60630968/GAZ/102號
FOR ELEVATED PORTION OF
FOOTBRIDGE SEE PLAN NO.
60630968/GAZ/102

ROAD L11 道路 L11
ROAD L12 道路 L12
ROAD L22 道路 L22
ROAD L20 道路 L20

J5
L6

連接線 A - A
CUT LINE A - A
PLAN NO. 60630968/GAZ/103
圖則編號 60630968/GAZ/103

連接線 P - P
CUT LINE P - P
PLAN NO. 60630968/GAZ/104
圖則編號 60630968/GAZ/104

連接線 R - R
CUT LINE R - R
PLAN NO. 60630968/GAZ/101
圖則編號 60630968/GAZ/101

插圖 'A'
INSET 'A'

將由工務計劃項目第 B820CL 號
元朗丹桂村公營房屋發展之工地平整
及基礎設施工程興建的道路工程
(只供示意用途)
ROAD WORKS TO BE CONSTRUCTED UNDER PWP
ITEM NO. B820CL SITE FORMATION AND
INFRASTRUCTURE WORKS FOR PUBLIC HOUSING
DEVELOPMENT NEAR TAN KWAI TSUEN, YUEN LONG
(FOR INDICATIVE PURPOSE ONLY)

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內的部分現有地面/高架行車道、行人路、單車徑、中央分隔帶/安全島/交通島和美化市容地帶/路旁帶或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, CENTRAL MEDIANS/REFUGE ISLANDS/TRAFFIC ISLANDS AND AMENITY AREAS/VERGES WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
5. 圖例載於圖則第60630968/GAZ/LEGEND號。
   DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60630968/GAZ/LEGEND.

工程名稱 PROJECT TITLE
工務計劃項目第 7827CL 號（部分）
元朗南第二期發展的道路工程
PWP ITEM NO. 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH
DEVELOPMENT - SECOND PHASE DEVELOPMENT

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
十五張之第一張 SHEET 1 OF 15

圖則編號 PLAN NO. 60630968/GAZ/101
比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

CEDD 土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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2023/5/12

Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY

擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY

擬建行人路
PROPOSED FOOTPATH

擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY

擬建行人隧道上的地面行車道
PROPOSED AT-GRADE CARRIAGEWAY ABOVE PEDESTRIAN SUBWAY

擬建通道
PROPOSED ACCESS ROAD

擬建美化市容地帶
PROPOSED AMENITY AREA

擬建直立式隔音屏障
PROPOSED VERTICAL NOISE BARRIER

擬建懸臂式隔音屏障
PROPOSED CANTILEVER NOISE BARRIER

擬建擋土牆
PROPOSED RETAINING WALL

擬建斜坡
PROPOSED SLOPE

現有地面/高架行車道將永久封閉並改建為中央分隔帶/安全島
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN/REFUGE ISLAND

現有地面行車道將永久封閉並改建為路旁帶
EXISTING AT-GRADE CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO VERGE

現有通道將永久封閉並改建為地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有美化市容地帶將永久封閉並改建為地面行車道
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有中央分隔帶/安全島將永久封閉並改建為地面行車道
EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有地面行車道將暫時封閉並重建
EXISTING AT-GRADE CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有高架行車道將暫時封閉並重建
EXISTING ELEVATED CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有中央分隔帶/安全島將暫時封閉並重建
EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由工務計劃項目第7817CL號及第7827CL號(部分)元朗南發展第一階段工程及第二階段工程第一期的道路工程(下稱"元朗南第一期發展項目")建造的行人路將永久封閉並改建為地面行車道
FUTURE FOOTPATH UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (HEREAFTER CALLED "YLS FIRST PHASE DEVELOPMENT") TO BE PERMANENTLY CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

將由元朗南第一期發展項目建造的行人路將永久封閉並改建為美化市容地帶
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA

將由元朗南第一期發展項目建造的美化市容地帶將永久封閉並改建為行人路
FUTURE AMENITY AREA UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH

將由元朗南第一期發展項目建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展項目建造的行人路將暫時封閉並重建
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由工務計劃項目第7827CL號(部分)元朗南第二期發展的道路工程(下稱"元朗南第二期發展項目")建造的地面/高架行車道將暫時封閉並重建
FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER PWP ITEM NO. 7827 (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT (HEREAFTER CALLED "YLS SECOND PHASE DEVELOPMENT") TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

將由元朗南第一期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS FIRST PHASE DEVELOPMENT TO BE REALIGNED

將由元朗南第二期發展項目建造的懸臂式隔音屏障將改移
FUTURE CANTILEVER NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED

將由元朗南第二期發展項目建造的直立式隔音屏障將改移
FUTURE VERTICAL NOISE BARRIER UNDER YLS SECOND PHASE DEVELOPMENT TO BE REALIGNED

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內的部分現有地面行車道、高架行車道、行人路和中央分隔帶/安全島或會分階段暫時封閉。
   SECTIONS OF THE EXISTING AT-GRADE CARRIAGEWAYS, ELEVATED CARRIAGEWAYS, FOOTPATHS AND CENTRAL MEDIANS/REFUGE ISLANDS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.
5. 工務計劃項目第7817CL號及第7827CL號（部分）元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明，該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路（工程、使用及補償）條例（第370章）於2022年2月8日獲授權進行。
   THE ROAD WORKS PROPOSED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 ARE SHOWN ON PLANS NOS. 60566218/GAZ/100 TO 60566218/GAZ/112 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 1637 PUBLISHED ON 26 MARCH 2021 AND 1 APRIL 2021, SUCH ROAD WORKS HAVE BEEN AUTHORIZED UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CAP. 370) ON 8 FEBRUARY 2022.
6. 工務計劃項目第7827CL號（部分）元朗南第二期發展的道路工程見圖則第60630968/GAZ/100號至60630968/GAZ/115號所示及其附連的計劃內說明，該圖則及計劃於2023年6月2日及2023年6月9日的憲報公告編號3284提述。
   THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

工程名稱 PROJECT TITLE
工務計劃項目第 888TH 號
元朗公路（藍地至唐人新村段）
擴闊工程
PWP ITEM NO. 888TH
WIDENING OF YUEN LONG HIGHWAY
(SECTION BETWEEN LAM TEI AND
TONG YAN SAN TSUEN)

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

圖例
LEGEND

圖則編號 PLAN NO.
60695325/GAZ/LEGEND

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
主要工程管理處
MAJOR WORKS PROJET
MANAGEMENT OFFICE

路政署
HIGHWAYS
DEPARTMENT

Plot File by: Hocc
PATH P:\PROJECTS\60695325\DRAWING\REPORT\A6\A6_001.dgn
3/10/2023

Junction Improvement Scheme under PWP Item No. 888TH - Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen)

818200 E

連接線 E - E
CUT LINE E-E
連接圖則編號 60695325/GAZ/104
SEE PLAN NO. 60695325/GAZ/104

洪天路 HUNG TIN ROAD

832800 N

插圖 'A'
INSET 'A'
比例 SCALE 1:1000

818600 E

833000 N

由工務計劃項目第7817CL號及第7827CL號(部分)
元朗南發展第一階段工程及第二階段工程第一期興建中
的道路工程 (只供示意用途)(請參閱註釋6)
ROAD WORKS BEING EXECUTED UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (FOR INDICATIVE PURPOSE ONLY) (SEE NOTE NO. 6)

818800 E

連接線 D - D
CUT LINE D-D
連接圖則編號 60695325/GAZ/105
SEE PLAN NO. 60695325/GAZ/105

N

818400 E

由工務計劃項目第7827CL號(部分)
元朗南第二期發展擬進行的道路工程
(只供示意用途)(請參閱註釋7)
ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT (FOR INDICATIVE PURPOSE ONLY)(SEE NOTE NO. 7)

連接線 E - E
CUT LINE E-E
連接圖則編號 60695325/GAZ/104
SEE PLAN NO. 60695325/GAZ/104

元朗公路
YUEN LONG HIGHWAY

L5

832800 N

洪天路 HUNG TIN ROAD

天水圍西交匯處
TIN SHUI WAI WEST INTERCHANGE

大道村
TAI TAO TSUEN

連接線 C - C
CUT LINE C-C
連接圖則編號 60695325/GAZ/103
SEE PLAN NO. 60695325/GAZ/103

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

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SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

5. 圖例載於圖則編號60695325/GAZ/LEGEND。
DETAILS OF LEGEND ARE SHOWN ON PLAN NO. 60695325/GAZ/LEGEND.

6. 工務計劃項目第7817CL號及第7827CL號（部分）元朗南發展第一階段工程及第二階段工程第一期的道路工程見圖則第60566218/GAZ/100號至60566218/GAZ/112號所示及其附連的計劃內說明，該圖則及計劃於2021年3月26日及2021年4月1日的憲報公告編號1637提述。相關道路工程已根據道路（工程、使用及補償）條例（第370章）於2022年2月8日獲授權進行。
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7. 工務計劃項目第7827CL號（部分）元朗南第二期發展的道路工程見圖則第60630968/GAZ/100號至60630968/GAZ/115號所示及其附連的計劃內說明，該圖則及計劃於2023年6月2日及2023年6月9日的憲報公告編號3284提述。
THE ROAD WORKS PROPOSED UNDER PWP ITEM NO. 7827CL (PART) YUEN LONG SOUTH DEVELOPMENT - SECOND PHASE DEVELOPMENT ARE SHOWN ON PLANS NOS. 60630968/GAZ/100 TO 60630968/GAZ/115 AND DESCRIBED IN THE SCHEME ANNEXED THERETO, WHICH PLANS AND SCHEME ARE REFERRED TO IN GAZETTE NOTICE NO. 3284 PUBLISHED ON 2 JUNE 2023 AND 9 JUNE 2023.

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圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

五張之第四張
SHEET 4 OF 5

圖則編號 PLAN NO. 60695325/GAZ/104

比例 SCALE A1 1 : 1000

辦事處 OFFICE
主要工程管理處
MAJOR WORKS PROJET MANAGEMENT OFFICE

路政署
HIGHWAYS DEPARTMENT

$DATE$
Plot File by: $USER$
PATH: $FILE$

EnviroSolutions & Consulting Ltd
[redacted]

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Environmental Assessment Report

Prepared for:
Right Fortune Investment Limited

23 March 2026

EnviroSolutions & Consulting Ltd
[redacted]

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Environmental Assessment Report

Prepared for

Right Fortune Investment Limited

For and on behalf of
EnviroSolutions & Consulting

Ben RIDLEY
Managing Director, Hong Kong & GBA

ESC Project No. J24.00706.HK.01

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0.3	Draft Report	ALW	DL	AW	20/10/2025
1	Draft Report	ALW	DL	AW	15/01/2025
1.1	Draft Report	ALW	DL	AW	23/03/2026

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1 INTRODUCTION

1.1 Project Background

1.1.1 EnviroSolutions & Consulting Ltd ("ESC") has been engaged to prepare this Environmental Assessment ("EA") report to support a rezoning application under Section 12A ("S12A") of the *Town Planning Ordinance* ("TPO") to amend the zoning of the Site at Lot Nos. 2188 & 398RP in D.D. 121, Hung Shui Kiu, New Territories ("the Site") under the Approved Tong Yan San Tsuen Outline Zoning Plan ("OZP") No. S/YL-TYST/14.

1.1.2 The Site occupies an area of approx. 2,138m^2 and is currently zoned "Comprehensive Development Area" ("CDA") and "Green Belt" ("GB") on the Approved OZP gazetted on 20 August 2021. The Applicant proposed to rezone the Site to "Residential (Group A)4" ("R(A)4") to facilitate a Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) ("the Proposed Development").

1.2 Site Description

1.2.1 The Site location and its environs are shown in **Figure 1-1**. The uses surrounding the site include:

- To the North: Fui Sha Wai South Road and Hung Tin Road
- To the East: Temporary structures and Tai Tao Tsuen
- To the South and West: Low-rise residential developments (i.e. Uptown, the Woodsville and the Woodside), and temporary structures

1.3 Project Description

1.3.1 The site area will be approximately 2,138m^2. The layout plans of the Proposed Development is shown in **Appendix A,** or can be referred to Appendix 1 of Planning Statement, including:

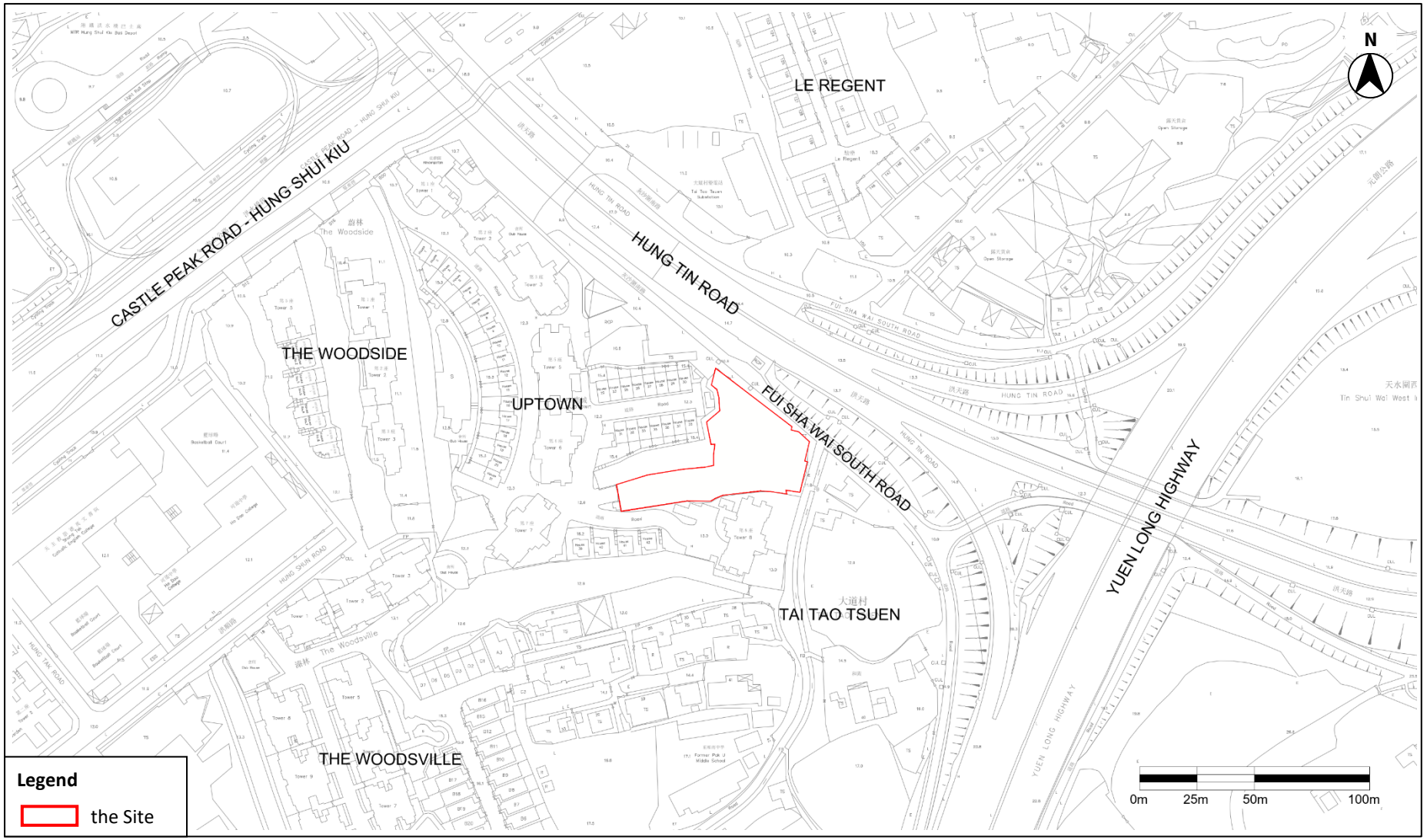
- A 7-storey RCHE
- Two 6-storey residential buildings atop the RCHE
- Provision of private open spaces
- Car parking spaces

1.4 Objectives of the Report

1.4.1 The objectives of this EA Report are to:

- Assess the potential environmental impacts arising from the operation of the Proposed Development, in terms of air quality, noise, water quality, waste management and land contamination, with respect to the guidance for environmental considerations provided in Chapter 9 Environmental of the Hong Kong Planning Standards & Guidelines (HKPSG).
- Recommend appropriate measures to mitigate any impacts if necessary.

Figure 1-1 Site Location and Its Environs



2 AIR QUALITY

2.1 Environmental Legislation and Standards

Air Quality Objectives

2.1.1 The *Air Pollution Control Ordinance* ("APCO") stipulates the Air Quality Objectives ("AQOs") shown in **Table 2-1**.

Table 2-1 Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	CONCENTRATION LIMIT [Note 1] ($\mu g/m^3$)	NUMBER OF EXCEEDANCES ALLOWED
Sulphur Dioxide ("SO_2")	10-minute	500	3
	24-hour	40	3
Respirable Suspended Particulates ("RSP" or "PM_{10}") [Note 2]	24-hour	75	9
	Annual	30	Not applicable
Fine Suspended Particulates ("FSP" or "$PM_{2.5}$") [Note 3]	24-hour	37.5	18
	Annual	15	Not applicable
Nitrogen Dioxide ("NO_2")	1-hour	200	18
	24-hour	120	9
	Annual	40	Not applicable
Ozone ("O_3")	8-hour	160	9
	Peak season	100	Not applicable
Carbon Monoxide ("CO")	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Lead ("Pb")	Annual	0.5	Not applicable

Notes:

1. All measurements of the concentration of gaseous air pollutants, i.e. SO_2, NO_2, O_3 and CO, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. Respirable suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 10µm or less.
3. Fine suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 2.5µm or less.

Air Pollution Control (Construction Dust) Regulation

2.1.2 The *Air Pollution Control (Construction Dust) Regulation* enacted under Section 43 of the APCO, provides definition of notifiable and regulatory works to make sure that good dust abatement practices have been properly put in place so that dust emissions for various construction activities is limited.

2.1.3 The Regulation requires that the contractor shall give advance notice to the Environmental Protection Department ("EPD") for any notifiable work [Ref.# 1] and shall conform to the Schedule of the Regulation when conducting notifiable and regulatory works, and further implement dust control and suppression measures.

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

2.1.4 This Regulation comes into force on June 2015 and mandates that all Non-road Mobile Machinery ("NRMM"), unless they are exempted, shall meet the prescribed emission standards. All regulated machines sold or leased for use in Hong Kong that are approved or exempted must bear a proper label in a prescribed format issued by EPD.

Hong Kong Planning Standards and Guidelines ("HKPSG")

2.1.5 Chapter 9 Environment in HKPSG recommends buffer distances for roads as summarised in **Table 2-2**.

Table 2-2 HKPSG Recommended Buffer Distances for Roads

POLLUTION SOURCE	TYPE OF ROAD	BUFFER DISTANCE	PERMITTED USES
Road and Highways	Trunk Road and Primary Distributor	>20m	Active and passive recreational use
		3 – 20m	Passive recreational use
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreational use
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreational use
		<5m	Passive recreational use
	Under Flyovers	-	Passive recreational use

Source: Table 3.1 of Chapter 9 Environment of HKPSG

2.1.6 Chapter 9 of the HKPSG also recommends buffer distances for Industrial areas / chimneys as summarised in **Table 2-3**.

Table 2-3 HKPSG Recommended Buffer Distances for Industrial areas / chimneys

POLLUTION SOURCE	DIFFERENCE IN HEIGHT BETWEEN INDUSTRIAL CHIMNEY EXIT AND THE SITE	BUFFER DISTANCE	PERMITTED USES
Industrial Area	<20m	>200m	Active and passive recreational use
		5 – 200m	Passive recreational use
	20 – 30m	>100m	Active and passive recreational use
		5-100m	Passive recreational use

[1] As stipulated by the regulation, notifiable works include site formation, reclamation, demolition of a building, work carried out in any part of a tunnel that is within 100m of any exit to the open air, construction of the foundation or a building, construction of the superstructure of a building and road construction work.

POLLUTION SOURCE	DIFFERENCE IN HEIGHT BETWEEN INDUSTRIAL CHIMNEY EXIT AND THE SITE	BUFFER DISTANCE	PERMITTED USES
	30 – 40m	>50m	Active and passive recreational use
		5 – 50m	Passive recreational use
	>40m	>10m	Active and passive recreational use

Source: Table 3.1 of Chapter 9 Environment of HKPSG

2.2 Identification of Air Sensitive Receiver ("ASRs")

2.2.1 The first layer ASRs within 500m study area closest from the Site have been identified. The study area of 500m from the site boundary and location of the representative ASRs are shown in **Figure 2-1** and summarised in **Table 2-4**.

Table 2-4 Identified Representative ASRs

ASR ID	DESCRIPTION	LAND USE	DISTANCE TO SITE BOUNDARY, m	ASSESSMENT HEIGHT, mPD
A01	Uptown House 38	Residential	2	~15.4
A02	The Woodside Tower 3	Residential	132	~15.4
A03	The Woodsville A1	Residential	67	~19.1
A04	Village House No.13	Residential	63	~12.9
A05	Village House No.143	Residential	75	~10.8
A06	Shung Tak Catholic English College	Educational	124	~12.1
A07	Proposed Development (i.e. this Project)	Residential	N/A	

2.3 Air Quality Impact during Construction Phase

2.3.1 Fugitive dust and air emission from construction machinery and vehicles are the major pollutants affecting air quality during construction phase. Construction activities including excavation, stockpiling, earth moving, transferring or handling of dusty materials are sources of air quality impact during construction phase. As there is no basement floor for the Proposed Development and deep excavation is not required, amount of excavated material from excavation works shall be limited. For the whole construction period anticipated to be five years, 13,237 tonnes of C&D materials (including 12,915 tonnes of inert C&D materials and 322 tonnes of C&D waste) would be generated as estimated in **Section 5.1.2**. All the dusty materials will be covered or wetted on-site. With implementation of control measures recommended in **paragraph 2.4.2**, no adverse air quality impact arising from construction activities is anticipated. Furthermore, construction works related to the Project are considered localized, with good site practices and mitigation measures in place, no cumulative construction air quality impact arising from the Project is anticipated.

2.3.2 The *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation* provides a guidance on control of emission from the use of NRMM. To minimise the air quality impact from the emission of NRMM, it is recommended that exempted NRMMs shall not be used

and only approved NRMM should be used during the construction phase. A label issued by EPD should be displayed at an apparent positive of the machine or vehicle, if the NRMM should be approved or exempted by the EPD. Moreover, power supply shall be provided for on-site plants and diesel-powered machinery should be avoided as far as practicable. The engines of the NRMM should be switched off when not in use. Considering the quantity of on-site plants is limited and with implementation of the mitigation measures recommended in **paragraph 2.4.2**, adverse air quality impact due to emission from construction plant is not expected.

2.4 Mitigation Measures

Construction Phase

2.4.1 The *Air Pollution Control (Construction Dust) Regulation* stipulated a number of air quality control measures. With these good practices, air quality impact arising from construction activities can be controlled, and therefore adverse impact on air quality is not expected.

2.4.2 The following good practices and air quality control measures shall be implemented during the construction phase to control the air quality impact on the air sensitive uses:

- Hard paving surface on open area, regular spraying water on exposed site surfaces and unpaved roads to reduce dust emissions, particularly during dry weather.
- Before, during and immediately after any excavation or earth moving operation, the working site shall be sprayed with water to keep the surface wet.
- Spraying water frequently for extra dusty areas and areas close to ASRs.
- Any stockpile of dusty materials shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and three sides, or sprayed with water so as to maintain the entire surface wet.
- Before loading, unloading or transfer any dusty materials, wet the dusty materials as far as practicable.
- Before, during and immediately after uprooting of trees, shrubs, or vegetation or for the removal of boulders, poles, pillars or temporary or permanent structures, the working area shall be watered so as to maintain the entire surface wet.
- All demolished items (including trees, shrubs, vegetation, boulders, poles, pillars, structures, debris, rubbish and other items arising from the site clearance) that may generate dust particles shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and three sides within a day of demolition.
- Tarpaulin covering of all dusty vehicles loads transported to, from and between site locations.
- Vehicle washing facilities including a high-pressure water jet shall be provided at every discernible or designated vehicle exit point. The area for vehicle washing and the section of the road between the washing facilities and the exit point shall be paved with concrete, bituminous materials or hardcore.
- At least 3.5m high hoarding from ground level shall be provided along site boundary where adjoins a road, streets or accessible to other public premises except for a site entrance or exit. For the portion of the site boundary in the vicinity of ASR2 to ASR6, site

hoarding higher than 3.5m above ground should be erected as far as practicable to minimise any potential air quality impact on these ASRs.

- Where possible, wet the surface of façade grinding work.
- Equip vacuum cleaner on grinder for façade grinding work to collect dusty particles where possible.
- Main haul road shall be kept wet by spraying water. Imposition of speed controls for vehicles on site haul roads and confine haulage and delivery vehicles to designated roadways inside the site.
- A portion of any road leading only to a construction site that is within 30m of a discernible or designated vehicle entrance or exit shall be kept clear of dusty materials.
- Where possible, routing of vehicles and positioning of construction plant should be at the maximum possible distance from the ASRs.
- Every stock of more than 20 bags of cement or dry Pulverised Fuel Ash ("PFA") should be covered entirely by impervious sheeting or placed in an area sheltered on the top and three sides.
- For the construction site cleanliness and tidiness, the Works Branch Development Bureau Technical Circular (Works) No. 8/2010 Enhanced Specification for Site Cleanliness and Tidiness should be followed as far as possible.

2.5 Air Quality Impact during Operation Phase

Chimney Emission

2.5.1 A site visit was conducted on 9 January 2025 to identify air pollution sources in the vicinity of the Site. No chimney was found within 200m from the Site during the site visit. The buffer distance between industrial chimneys and air sensitive uses of the Proposed Development recommended in Table 3.1 of Chapter 9 in HKPSG is fulfilled in this case. Although through desktop review, two chimneys were observed at around 360m and 400m away from the Project Site, with sufficient buffer distance for the dispersion of air pollutants, no adverse air quality impact is anticipated. Therefore, no adverse air quality impact from chimney emission is expected.

Vehicular Emission from Open Road

2.5.2 Hung Tin Road, Fui Sha Wai South Road and an unnamed access road are the major roads in the vicinity of the Site as shown in **Figure 2-2**. With reference to the *Annual Traffic Census ("ATC") 2024* published by the Transport Department ("TD"), Hung Tin Road is classified as District Distributors ("DD"). Table 3.1, Chapter 9 of HKPSG recommends a minimum buffer distance of 10m between DD and air sensitive uses, which has been adopted for Hung Tin Road.

2.5.3 Fui Sha Wai South Road and the unnamed access road are not listed in the *ATC 2024*. Thus, TD was contacted for advice on the road types of these two roads. According to the TD's reply dated 28 August 2025, TD has no comments for Fui Sha Wai South as a Local Distributor ("LD") and the unnamed access road as a Feeder Road. As a conservative approach, a buffer distance of 5m is adopted for the two roads. The enquiry letter and reply from TD are attached in **Appendix B**.

2.5.4 As illustrated in **Figure 2-2**, most of the site area could satisfy the buffer distances of Hung Tin Road, Fui Sha Wai South Road and the unnamed access road. As shown in **Figure 2-2**, for Hung Tin Road, there shall be no air-sensitive use including openable window, fresh air intake or recreational use in open space located within the buffer zone. And for the Fui Sha Wai South Road and Unnamed Access Road, although some portion of the building block encroaches into their buffer zones, confirmation has been sought from client that no air-sensitive use including openable window, fresh air intake or recreational use in open space located within the buffer zones. As such, adverse air quality impact from vehicular emission on the Site is not anticipated.

Other Potential Vehicular Emission Sources

2.5.5 Through desktop review, a bus terminus located near Hung Fuk Shopping Centre, which to the northwest of the Project Site is observed. The distance between the bus terminus to the nearest project site boundary is around 385m as shown in **Figure 2-3**. With sufficient distance to the Project Site, potential adverse impact arising from the emission of the bus terminus is considered insignificant.

2.5.6 A total of nine existing carparks, comprising both open and multi-storey facilities, were identified within the 500m Study Area as shown in **Figure 2-3**. The closest carpark is situated approximately 300m northwest of the Project Site. Due to the considerable buffer distance, air quality impact from these existing carparks on the proposed sensitive uses is insignificant.

2.5.7 Furthermore, a planned carpark area is proposed on the ground floor within the Project Site. The exhaust air outlets should be located as far as possible from nearby air-sensitive use to prevent any potential air nuisance in the future design. In addition, the design and operation of the carpark shall follow EPD's ProPECC PN 2/96 (Control of Air Pollution in Car Parks). Thus, potential air quality impacts are considered insignificant and will be effectively controlled in accordance with the guidelines.

Odour Impact

2.5.8 Based on the site visit conducted on 9 January 2025, no odour smell was detected around the Project Site, although the Pun Chun Sauce & Preserved Fruit Factory was identified as a potential odour source. Given that the factory is situated at a substantial distance of over 400m to the Project Site, odour emissions are expected to be significantly diluted and dispersed before reaching the Site. Considering the sufficient distance and the lack of offensive odour recorded during site visit, the potential odour impact from the Pun Chun factory on the Project Site is considered insignificant.

2.5.9 Furthermore, a planned Refuse Collection Point (i.e. RCP) is proposed on the ground floor within the Project Site. The design and operation of the RCP is for the exclusive use of the Proposed Development, and is designed as a fully enclosed structure in accordance with the CAP. 123H Building (Refuse Storage and Material Recovery Chambers and Refuse Chutes) Regulations and PNAP APP-35. Thus, potential odour impact is considered insignificant and will be effectively controlled in accordance with the guidelines.

2.6 Conclusion

2.6.1 With the implementation of the recommended mitigation measures and good site practices, adverse impacts associated with air quality during the construction phase is not anticipated.

2.6.2 No adverse air quality impact on the Site from chimney, vehicular emissions from open road and other sources, and odour impact is anticipated with the sufficient buffer distance provided between air pollution sources and the Site boundary.

2.6.3 Overall, no adverse air quality impacts are anticipated during the construction and operation phases of the Proposed Development.

Figure 2-1 500m Study Area and Location of Representative ASRs

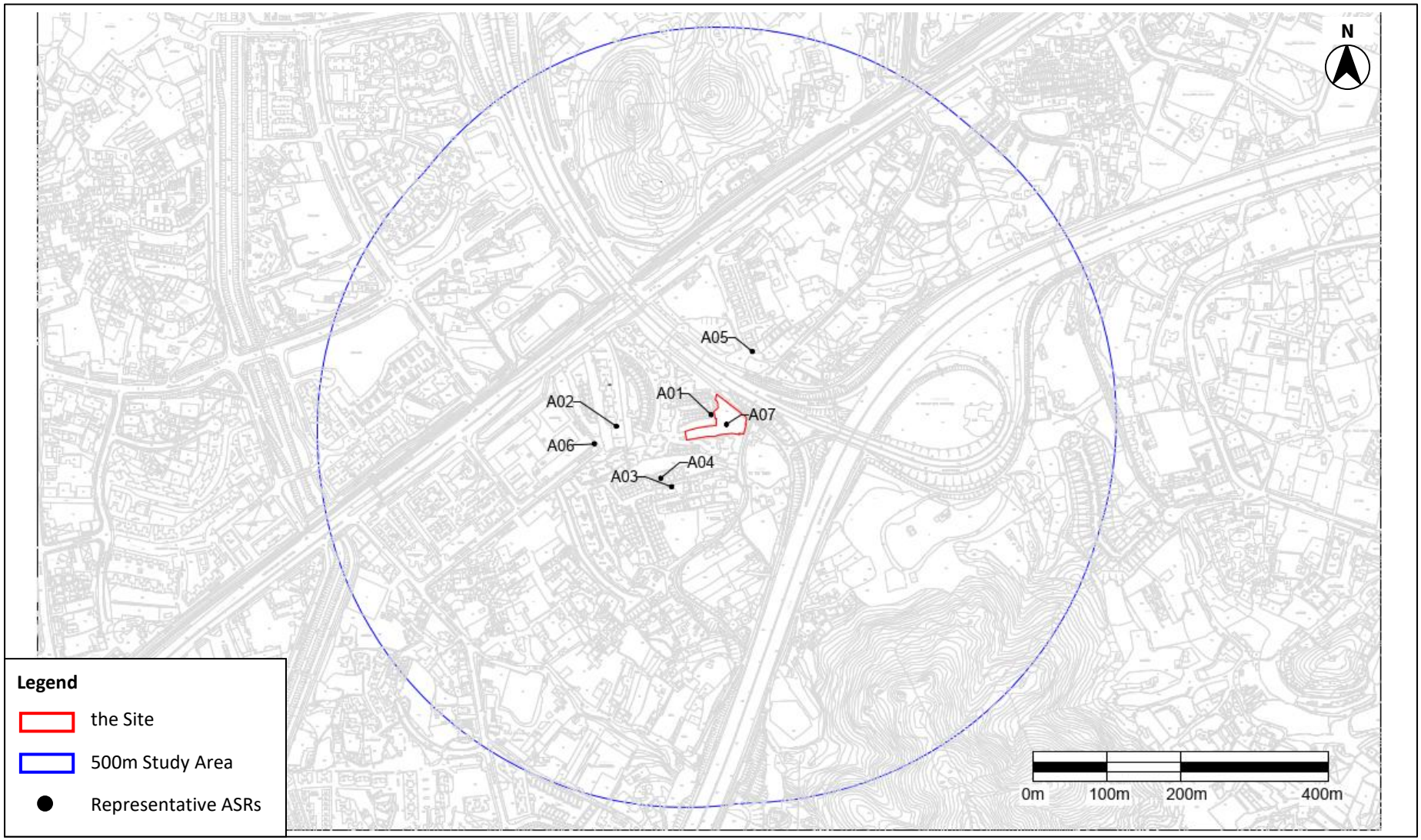


Figure 2-2 Buffer Distance Requirement from the Surrounding Roads

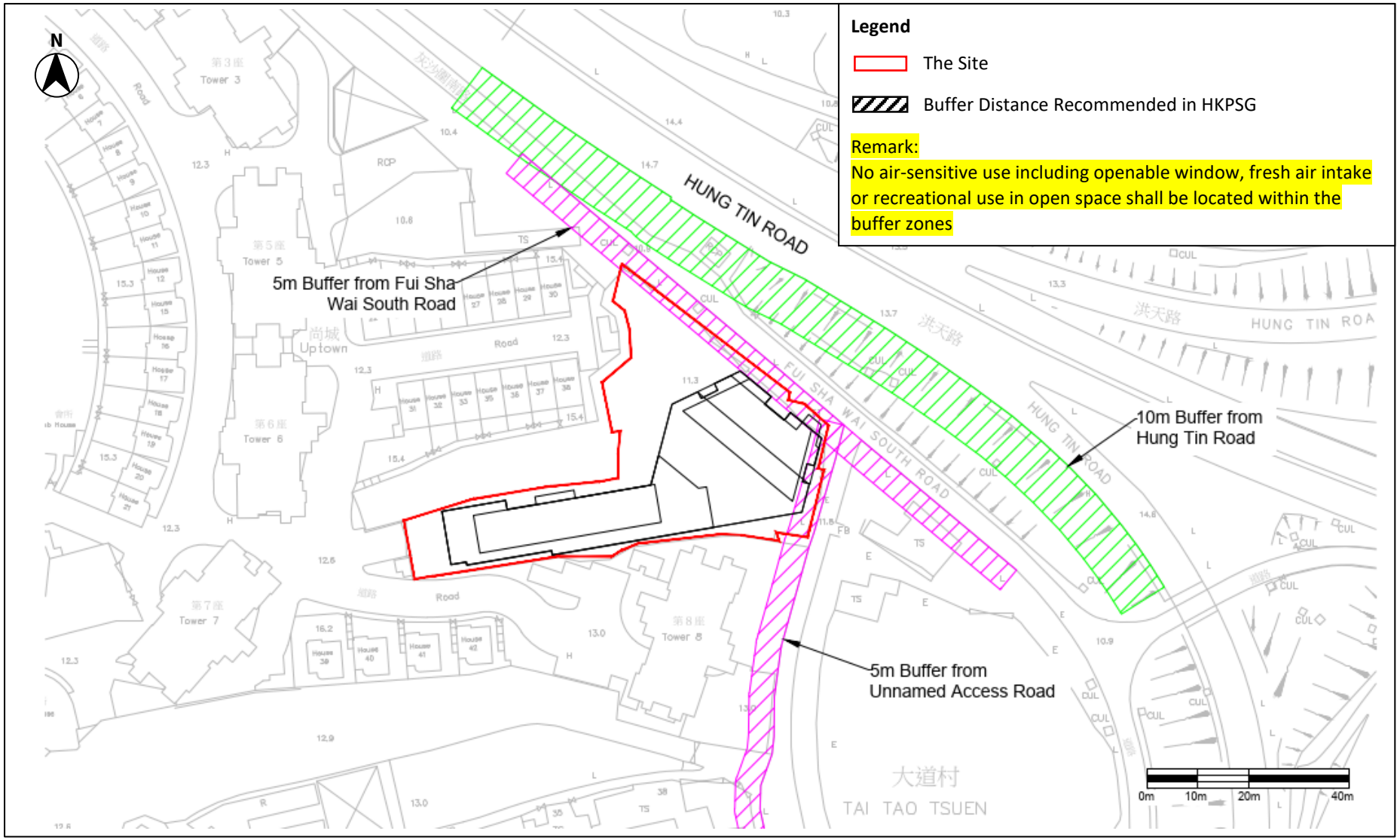
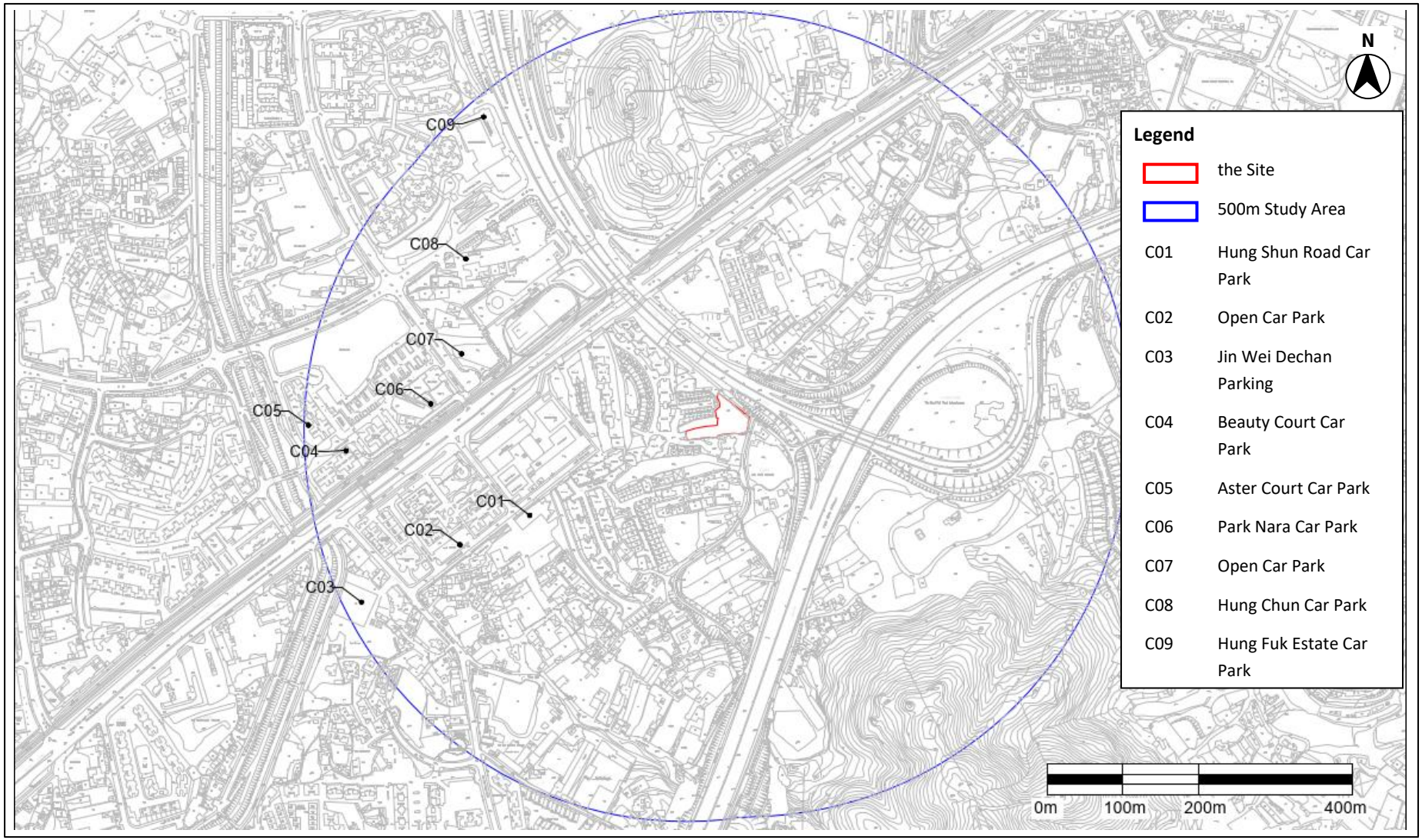


Figure 2-3 Other Potential Vehicular Emission Sources within 500m Study Area



3 NOISE

3.1 Environmental Legislation and Standards

3.1.1 The principal legislation controlling environmental noise impact is the *Noise Control Ordinance* ("NCO"). In addition, some other key environmental legislation and standards applicable to noise control in Hong Kong are as follows:

- Hong Kong Planning Standards and Guidelines ("HKPSG")
- Professional Persons Environmental Consultative Committee Practice Notes ("ProPECCPNs") including
  - Application of Sound Insulation in Residential Buildings to Reduce Noise Transmission Between Units ("ProPECC PN 3/23")
  - Planning of Residential Developments Against Road Traffic Noise ("ProPECC PN 4/23")
  - Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact ("ProPECC PN 5/23")
  - Minimizing Noise from Construction Activities ("ProPECC PN1/24")

NCO (Cap. 400)

3.1.2 The *Noise Control Ordinance* ("NCO") is the main piece of legislation controlling environmental noise impact. Subsidiary regulations and Technical Memoranda ("TMs") enacted under NCO, provide detailed control criteria, measurement procedures and other technical matters. The TMs of NCO include:

- TM on Noise from Percussive Piling ("PP-TM")
- TM on Noise from Construction Work other than Percussive Piling ("GW-TM")
- TM on Noise from Construction Work in Designated Area ("DA-TM")
- TM for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites ("IND-TM")

3.1.3 According to Plan No. EPD/AN/NT-01 for Yuen Long, Tin Shui Wai, Mai Po, Shek Kong and Kwu Tung on EPD Website, the Site entirely situates into Designated Area ("DA") and so the DA-TM is applicable to this Project.

3.1.4 Besides, construction activities are limited by the following requirement stipulated in the NCO:

- Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with Noise Emission Label ("NEL") issued under the Noise Control (Hand-held Percussive Breakers) Regulation and Noise Control (Air Compressors) Regulation.
- Construction Noise Permit ("CNP") shall be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours (for all days 7pm to 7am the next day and at all times on General Holidays including Sundays) as defined in NCO.

3.1.5 For fixed plant noise during operation phase, the requirements of IND-TM shall be complied with. Table 2 of IND-TM (recreated in **Table 3-1**) stipulates the day, evening and night time Acceptable Noise Levels ("ANLs") for Noise Sensitive Receivers ("NSRs") which considered the Influencing Factors ("IFs") to determine the corresponding Area Sensitive Rating ("ASR") in accordance with the IND-TM.

Table 3-1 Acceptable Noise Levels for Fixed Noise Source

TIME PERIOD	ANL, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

HKPSG

3.1.6 The noise criteria for planned fixed source shall follow the requirements of Table 4.1 of Chapter 9 of HKPSG:

a. 5 dB(A) below the appropriate ANLs shown in Table 2 of IND-TM, and
b. The prevailing background noise levels

3.1.7 Road traffic noise standards for the following uses relying on opened windows for ventilation are recommended in Table 4.1 of Chapter 9 in HKPSG, recreated in

3.1.8 **Table** 3-2.

Table 3-2 Summary of Road Traffic Noise Standards

USES	NOISE CRITERIA $L_{10(1\text{-}HR)}$ (dB(A))
All domestic premises including temporary housing accommodation	70
Hotels and hostels	70
Offices	70
Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required	65
Places of public worship and courts of law	65
Diagnostic rooms and wards of hospitals, clinics, convalescences and residential care homes for the elderly	55

ProPECC PN 1/24 – Minimising Noise from Construction Activities

3.1.9 The noise arising from construction activities (other than percussive piling) during non-restricted hours (7am to 7pm from Monday to Saturday, not including Sunday and general holidays) should be minimized and not exceed the noise criteria as shown in **Table 3-3.** Besides the noise criteria, ProPECC PN 1/24 also recommends control measures for construction noise impact during non-restricted hours.

Table 3-3 Construction Noise Criteria for Non-Restricted Hours

NOISE SENSITIVE USE	$L_{eq\ (30min)}$ NOISE CRITERIA BETWEEN 0700 AND 1900 ON ANY DAY NOT BEING A SUNDAY OR GENERAL HOLIDAY
All domestic premises Temporary housing accommodation Hostels Convalescences homes Homes for the aged	75 dB(A)
Places of public worship Courts of law Hospitals and medical clinics	70 dB(A)
Educational institutions (including kindergartens and nurseries)	70 dB(A) (65 dB(A) during examinations)

ProPECC PN 4/23 – Planning of Residential Developments Against Road Traffic Noise

3.1.10 The project proponent shall conduct a Road Traffic Noise Impact Assessment to ensure road traffic noise standards are met. According to the HKPSG, the road traffic noise standard for domestic premises is 70 dB(A) $_{L10\ (1hr)}$. ProPECC PN 4/23 also recommends mitigation measures to be incorporated, if necessary, to meet the HKPSG's standards.

ProPECC PN 5/23 – Application of Innovative Noise Mitigation Design in Planning Private Residential Developments against Road Traffic Noise Impact

3.1.11 ProPECC PN 5/23 provides some Innovative Mitigation Designs, such as Acoustic Window and Enhanced Acoustic Balcony, to help reduce traffic noise impact on private residential developments, as well as guidelines on calculation of noise reduction performance of these Innovative Mitigation Designs.

3.2 Noise Impact of Construction Phase

3.2.1 Various construction activities such as excavation, piling, etc. will be the key noise sources generated during the construction phase. In particular, the use of Powered Mechanical Equipment ("PME") and the vehicle movement within the Site are the major noise sources.

3.2.2 Construction should be carried out during non-restricted hours as far as practicable. The mitigation measures recommended in ProPECC PN 1/24 should be implemented where applicable. In addition, the following measures and on-site practices are recommended in order to minimise the potential construction noise impacts as far as practicable:

- The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.
- Quality Powered Mechanical Equipment (QPME) and quieter construction methods should be adopted as far as practicable.
- Use of Non-percussive pile driving methods such as hydraulic press-in method, vibration or jacking method for installing or extracting sheet piles as far as practicable.

- Use of Non-percussive equipment such as hydraulic crusher, sawing, coring machines etc. for demolition and concrete breaking work.
- Close all hoods, cover panels and inspection hatches of powered mechanical plant such as generators, air compressors etc. during operation.
- Provide noise dampening materials inside and outside refuse chutes during building construction.
- Fit mufflers or silencers, and dampening layer with steel collars to hand-held pneumatic breakers.
- Use of non-explosive chemical expansion agents instead of explosive chemicals or expansive compounds.
- Use of prefabricated structure / sections to replace in-situ construction to reduce the amount of mechanical equipment used on site.
- Use of self-compacting concrete (without the aid of a vibrator e.g. poker for compaction) for in-situ concreting.
- Noisy equipment and noisy activities should be located as far away from the NSRs as far as practicable.
- Provide an acoustic screen or enclosure shield the public or NSR from the noisy activities.

3.2.3 If PME is required for any construction work during restricted hours, a CNP shall be applied for as specified in the NCO. The GW-TM can be referred to for the noise criteria and assessment procedures for obtaining a CNP.

3.2.4 In addition, the EPD's Recommended Pollution Control Clauses ("RPCC") for Construction Contracts should be incorporated in the relevant works contract. The RPCC are generally good engineering practices to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

- The Contractor shall observe and comply with the NCO and its subsidiary regulation.
- The Contractor shall ensure that all plant and equipment to be used on the Site are properly maintained in good operating condition and noisy construction activities shall be effectively sound-reduced by means of silencers, mufflers, acoustic linings and shields, acoustic sheds or screen or other means, to avoid disturbance to nearby noise sensitive receivers.
- For carrying out any construction work other than percussive piling during the time period from 0700 to 1900 hours on any day not being a general holiday (including Sundays), the Contractor shall comply with the following requirements.
  - The noise level measured at 1m from most affected external façade of the nearby noise sensitive receivers from the construction works alone during any 30-minute period shall not exceed an equivalent sound level ("L_{eq}") of 75dB(A).
  - The noise level measured at 1m from most affected external façade of the nearby schools from the construction works alone during any 30-minute period shall not exceed Leq of 70dB(A) [65dB(A) during school examination period]. The Contractor shall liaise with the schools and/or the Examination Authority to ascertain the exact dates and times of all examination periods during the course of the contract.

  - Should the limits stated in the above be exceeded, the construction shall stop and shall not recommence until appropriate measures acceptable to the Engineer that are necessary for compliance have been implemented.
  - The Contractor shall adopt, where necessary and practicable, the use of quieter construction equipment and/or methods when carrying out the construction works, including demolition works, foundation works, site formation works, road opening works during restricted hours.
- Before commencement of any work, the Engineer may require the methods of working, plant equipment and sound-reducing measures to be used on the Site to be made available for trial demonstration inspection and approval to ensure that they are suitable for the project.
- The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.
- Notwithstanding the requirements and limitations set out in the bullet above and subject to compliance with the second and fifth bullet above, the Engineer may upon application in writing by the Contractor, allow the use of equipment and the carrying out of any construction activities for any duration provided that the Engineer is satisfied with the application which, in Engineer's opinion, is considered to be of absolute necessity and adequate noise insulation has been provided to the schools to be affected, or of emergency nature, and not in contravention with the NCO in any respect.
- The Contractor shall, when necessary, apply for a construction noise permit in accordance with the Noise Control (General) Regulations prior to the commencement of the relevant part(s) of the works, display the permit as required and provide a copy to the Engineer.
- Measures that are to be taken to protect adjacent schools and adjacent noise sensitive receivers, if necessary, shall include, but not be limited to, adequate noise barriers. The barriers shall be of substantial construction and designed to reduce transmission of noise. The location and details of the barriers shall be submitted to the Engineer for approval before works commence adjacent to schools and other NSRs.

3.2.5 With the implementation of the aforementioned mitigation measures, adverse construction noise impact is not anticipated.

3.3 Noise Impact of Operation Phase

Existing Railway Noise Source

3.3.1 Based on the site visit carried out on 9 January 2025 and the desktop study in the vicinity of the Site, a section of Light Rail was observed as a potential source of railway noise. The study area of 300m from the site boundary is shown in **Figure 3-1**. The Light Rail is situated in a distance of approximately 187 meters northwest of the Project Site as shown in **Figure 3-2**.

3.3.2 In view of the separation distance between the Light Rail tracks and the Project Site, noise impact arising from the Light Rail operations is expected to be insignificant. Therefore, adverse railway noise impact from the Light Rail to the Project Site is not anticipated. It is also noted that railway noise from the Light Rail was not noticeable in the vicinity of the Site.

Planned Railway Noise Source

3.3.3 Based on the desktop study, the Project Site is a part of the future development of "The smart and green mass transit system (SGMTS) project in Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas". With the best available information, including the Hung Shui Kiu New Development Area EIA report, the proposed alignment for the SGMTS is situated approximately 200 meters from the Project Site. The indicative alignment from the Feasibility Study on GTS is shown in **Figure 3-3**.

3.3.4 Considering the separation distance mentioned above, noise generated from the future SGMTS is expected to be minimal. With incorporate noise mitigation measures into the SGMTS design, adverse noise impact from the planned SGMTS of the Project Site is not anticipated.

Existing Fixed Noise Sources

3.3.5 Site visit was carried out on 9 January 2025 to identify any potential fixed plant noise in the vicinity of the Site. Based on the site visit and the desktop study, the premises within 300m study area include residential buildings, schools, open storage areas and the Tai Tao Tsuen Substation. During the site visit, the background noise was observed to be dominated by road traffic noise. In contrast, the fixed noise from the Tai Tao Tsuen Substation was not noticeable at the Site.

Tai Tao Tsuen Substation

3.3.6 The Tai Tao Tsuen Substation is situated approximately 58 meters north of the Project Site as shown in **Figure 3-4**. Site survey revealed that there was no significant noise emitted from Tai Tao Tsuen Substation, and operation noise from this Substation was not noticeable at the Project Site. Hence, adverse fixed noise impacts arising from the operation of Tai Tao Tsuen Substation to the Proposed Development is not anticipated.

3.3.7 Besides, given that barriers were provided between the outdoor equipment (e.g. Transformer) and the background noise was dominated by road traffic noise, adverse fixed noise impact from the Substation to the Project Site is not anticipated.

Planned On-Site Fixed Noise Sources

3.3.8 Most of the M&E equipment installed in the Proposed Development including water pumps, Fire Services ("FS") pumps, emergency generators and lift machines will be installed in plant rooms and will be enclosed with louvres installed at the openings. Outdoor split-type air conditioners will likely be the only outdoor fixed plants. The SWL of outdoor split-type air conditioners is generally minimal. Therefore, no adverse noise impact arising from enclosed M&E equipment and the outdoor split-type air conditioners is anticipated.

3.3.9 Quiet air conditioning system will be selected as far as practicable. Outdoor air conditioning units will be located away from the nearest NSRs to minimise noise impact on the NSRs closest to the Proposed Development. Noise control measures recommended in the *Good Practice on Ventilation System Noise Control* should, where applicable, be implemented at ventilation facilities in order to minimise noise generation. Some good practices include:

- If practicable, equipment should be installed in a plant room with thick walls, behind a large enough obstruction or as far as practicable from the receivers.
- Equipment maintenance should be scheduled regularly to ensure that equipment is properly operated in order to maintain a controlled level of noise and vibration and prevent noise emissions from equipment from increasing over time.
- Erect a barrier or partial enclosure between the plant and nearby residential buildings to block direct line of sight between noise source and NSRs.
- Complete enclosure with silencers at condenser fan outlets and at air inlets of the enclosure should be provided so as to contain and absorb the noise from the chiller when there are noise sensitive receivers nearby.
- If the floor underneath is an NSR, floating floor can be installed to reduce noise transmission through the floor slab.
- Fan speed should be slowed down during non-rush hours, duct openings should be directed away from NSRs.
- Air discharge point of fans should be equipped with silencers so as to absorb noise generated from the fan.
- If practicable, fabricate a complete enclosure to contain and absorb noise energy radiated by the source.

3.3.10 With the provision of the above measures, no adverse noise impact from the operation of the Proposed Development is anticipated.

3.4 Road Traffic Noise Impact During Operation

3.4.1 The Site is surrounded by several major roads, including Hung Tin Road, Yuen Long Highway and Castle Peak Road. Road traffic activities could cause potential adverse noise impact on the NSRs of the Proposed Development. **Figure 3-1** shows the nearby road networks within the 300m assessment area.

Noise Prediction Methodology

3.4.2 Road traffic noise levels during peak hour have been predicted using computer noise modelling software "NoiseMap Enterprise", which follows the prediction procedures of the *Calculation of Road Traffic Noise* ("CRTN") published by the UK Department of Transport, as recommended in Chapter 9 of HKPSG.

Traffic Forecast

3.4.3 Operation of the Proposed Development will tentatively commence in 2031. The assessment year was determined to be year 2046 (i.e. the operation year 2031 + maximum traffic projection within 15 years upon the population intake of the development). Traffic forecast data adopted in the TNIA was based on the projected peak hourly traffic flow in 2046. All road sections within 300m of the Site have been considered. The traffic forecast data is shown in **Appendix C**.

Noise Sensitive Receivers for Traffic Noise Impact Assessment

3.4.4 The Proposed Development consists of planned NSRs at the RCHE and residential blocks above. All noise sensitive rooms will be provided with prescribed windows for natural ventilation in accordance with the *Building (Planning) Regulations, Cap 123* ("B(P)R"). The noise standards stipulated in the HKPSG are applicable to noise sensitive uses which rely on open windows for ventilation. Thus, the Noise Assessment Points ("NAPs") for noise sensitive uses are assigned to these prescribed windows.

3.4.5 For residential use, noise sensitive uses such as dining rooms, living rooms and bedrooms of the residential units will be NSRs of the TNIA. NAPs are located 1m from the façade of opened windows and 1.2m above the floor of NAPs as shown on **Figure 3-5** to **Figure 3-7.**

Assessment Result - Base case (Unmitigated noise scenario)

3.4.6 The traffic noise level at the NAPs of the Proposed Development shall comply with the criterion of 70dB(A) recommended in Chapter 9 of HKPSG. The predicted road traffic noise levels are detailed in **Appendix D** and summarised in **Table 3-4.**

Table 3-4 Summary of Road Traffic Noise Impact Assessment Results for RCHE and Residential Towers

BLOCK	ROOM[1]	NAP	NOISE CRITERIA L_{10}(1 HR) dB(A)	PREDICTED MAXIMUN NOISE LEVEL L_{10}(1 HR) dB(A)	COMPLIANCE
RCHE (G/F)	Multi-Purpose Room / Rehabilitation Area	RCHE_GF_01; RCHE_GF_05	70	66	Y
	Small Group Activity Room	RCHE_GF_02 to RCHE_GF_04		61	Y
RCHE (1/F – 5/F)	Dormitory	RCHE_TYP_01 to RCHE TYP_08; RCHE_TYP_10 to RCHE_TYP_16; RCHE_TYP_19 to RCHE_TYP_25;	70	77	N
	Sick / Isolation / Quiet Room[2]	RCHE_TYP_09	70	59	Y
	Sick / Isolation / Quiet Room Cum End-of-Life Care Room[2]	RCHE_TYP_17	70	72	N
Tower A	Living Unit A1 to Living Unit A6	TYP_A_01 to TYP_A_14	70	78	N
Tower B	Living Unit B1 to Living Unit B6	TYP_B_01 to TYP_B_14	70	75	N

Note:
1. This table only includes the NSRs rely on openable window for ventilation.
2. It is confirmed with client these room is only served for infection control purpose which does not include diagnostic purpose.

3.4.7 It is noted that noise exceedance is not expected at the G/F of RCHE with the noise criterion of L_{10}(1 hr) 70 dB(A). For the NAPs "RCHE_TYP_18" on 1/F to 5/F and rooms on the 6/F of

the RCHE, it is confirmed that those rooms does not rely on openable window for ventilation, RCHE_TYP_18 is exempted for the assessment, and no NAPs were assigned for RCHE 6/F.

Assessment Result - Mitigation Case

3.4.8 In order to mitigate the noise exceedance regarding to the traffic noise impact, architectural fin, acoustic window and fixed/maintenance window have been adopted in this assessment.

Architectural Fins

3.4.9 1.5m architectural fin will be applied to RCHE (Including Dormitory 5, Dormitory 6, Dormitory 7, Dormitory 8, Dormitory 9, Dormitory 10, Dormitory 12), Tower A (Including Living Unit A1, Living Unit A5 and Living Unit A6) and Tower B (Including Living Unit B6). By reducing the angle of view from the NSRs to the roads with the architectural fin, it is expected to reduce the road traffic noise impact on the NSRs with traffic noise exceedance. To ensure the effectiveness of the architecture fin, it should be provided at one floor level below the lowest exceeding floor to avoid noise reflection from the ground. In a conservative approach, the noise reduction by the fin can achieve 1.5 dB(A). The locations of the proposed extent of architecture fin are summarized in **Table 3-5.**

Table 3-5 Locations of the Proposed Architecture Fin

BLOCK	FIN LOCATION	NAP WITH NOISE EXCEEDANCE MITIGATED BY FIN	IMPLEMENTED FLOOR (LENGTH OF FIN)
RCHE Typical Floor (1/F to 5/F)	Dormitory 5	RCHE_TYP_19	4/F to 5/F (1.5m)
	Dormitory 6	RCHE_TYP_20	3/F to 5/F (1.5m)
	Dormitory 7	RCHE_TYP_21	2/F to 5/F (1.5m)
	Dormitory 8	RCHE_TYP_22	G/F to 5/F (1.5m)
	Dormitory 9	RCHE_TYP_25	G/F to 5/F (1.5m)
	Dormitory 10	RCHE_TYP_03	2/F to 5/F (1.5m)
	Dormitory 12	RCHE_TYP_06	2/F to 5/F (1.5m)
Tower A (7/F to 12/F)	Living Unit A1	TYP_A_14	7/F to 12/F (1.5m)
	Living Unit A5	TYP_A_06	9/F to 12/F (1.5m)
	Living Unit A6	TYP_A_03	7/F to 12/F (1.5m)
Tower B (7/F to 12/F)	Living Unit B6	TYP_B_01	7/F to 12/F (1.5m)

Acoustic Window (Baffle Type)

3.4.10 To further mitigate the noise exceedance for the NAPs, the adopted acoustic window design references to the *ProPECC PN 5/23 on Possible design of "Acoustic Window (Baffle Type)" for 8m2 and 18m2 habitable rooms* in **Appendix E**. The type and specification of the acoustic window (baffle type) applied in the rooms with noise exceedances are summarized in **Table 3-6** below.

3.4.11 Since the acoustic windows for NAPs RCHE_TYP_22 and RCHE_TYP_25 are at an approximate 60° horizontal incident angle to the dominant line source (Hung Tin Road), a noise reduction ranging from 10 dB(A) to 11.5 dB(A) could be provided based on the room dimension and

provision of Sound Absorption Materials (SAM). Acoustic windows applied to other NAPs would be treated as parallel to the dominant line source, which can provide a noise reduction ranging from 6 dB(A) to 8.5 dB(A) based on the room dimension and provision of SAM.

3.4.12 The noise reduction values will be adjusted according to the actual room sizes of the affected NSRs to determine the Relative Noise Reduction. The detailed Noise Reduction Performance of the Proposed Acoustic Window (Baffle Type) is shown in **Appendix F.**

Table 3-6 Locations of the Proposed Acoustic Windows (Baffle Type)

BLOCK	ACOUSTIC WINDOW LOCATION	NAP	REF. TYPE OF ACOUSTIC WINDOW	WITH/ WITHOUT SAM	ADJUSTED RELATIVE NOISE REDUCTION dB(A)
RCHE	Dormitory 4 (5/F)	RCHE_TYP_16	PN 5/23, 18 m^2	Without	4.2
	Sick/ Isolation/ Quiet Room cum End-of-Life Care Rm (5/F)	RCHE_TYP_17	PN 5/23, 8 m^2	Without	5.0
	Dormitory5 (5/F)	RCHE_TYP_19	PN 5/23, 18 m^2	Without	7.0
	Dormitory 6 (4/F to 5/F)	RCHE_TYP_20	PN 5/23, 18 m^2	Without	4.7
	Dormitory7 (4/F to 5/F)	RCHE_TYP_21	PN 5/23, 18 m^2	Without	3.5
	Dormitory 8 (1/F to 5/F)	RCHE_TYP_22	PN 5/23, 18 m^2	Without	6.0
	Dormitory 9 (4/F to 5/F)	RCHE_TYP_25	PN 5/23, 18 m^2	With	6.1
	Dormitory 9 (1/F to 3/F)			Without	4.6
	Dormitory 10 (3/F to 5/F)	RCHE_TYP_03	PN 5/23, 18 m^2	Without	3.3
	Dormitory 11 (3/F to 5/F)	RCHE_TYP_05	PN 5/23, 18 m^2	Without	4.2
Tower A	Living Unit A1 (8/F to 12/F)	TYP_A_14	PN 5/23, 18 m^2	With	6.4
	Living Unit A1 (7/F)			Without	4.9
	Living Unit A2 – B.R. 2 (7/F to 12/F)	TYP_A_13	PN 5/23, 8 m^2	Without	6.0
	Living Unit A5 – B.R. 2 (7/F to 12/F)	TYP_A_04	PN 5/23, 8 m^2	Without	6.0
	Living Unit A6	TYP_A_03	PN 5/23, 18 m^2	With	6.4

BLOCK	ACOUSTIC WINDOW LOCATION	NAP	REF. TYPE OF ACOUSTIC WINDOW	WITH/ WITHOUT SAM	ADJUSTED RELATIVE NOISE REDUCTION dB(A)
	(10/F to 12/F)				
	Living Unit A6 (7/F to 9/F)			Without	4.9
Tower B	Living Unit B6 (9/F to 12/F)	TYP_B_01	PN 5/23, 8 m^2	Without	4.1
	Living Unit B6 (7/F to 12/F)	TYP_B_12	PN 5/23, 18 m^2	Without	6.3

Fixed/Lockable/Maintenance Window

3.4.13 For the rooms where acoustic window are installed, the side windows shall be locked/fixed to ensure the validity of the estimated noise attenuation. Note that fixed/lockable/maintenance windows should normally be closed and are only opened by a specific key for maintenance such as cleaning purposes only. Furthermore, fixed/lockable/maintenance window can also be applied to NAPs with side windows as a mitigation measure to the noise exceedances. The locations of fixed/lockable/maintenance windows are summarised in **Table 3-7** below.

Table 3-7 Locations of the Proposed Fixed/Lockable/Maintenance Windows

BLOCK	FIXED/LOCKABLE/MAINTENANCE WINDOW LOCATION	NAP	IMPLEMENTED FLOOR
RCHE	Dormitory 8	RCHE_TYP_23	1/F to 5/F
	Dormitory 9	RCHE_TYP_24	1/F to 5/F
		RCHE_TYP_01	
		RCHE_TYP_02	
	Dormitory 10	RCHE_TYP_04	1/F to 5/F
Tower A	Living Unit A1	TYP_A_01	7/F to 12/F
	Living Unit A2	TYP_A_12	7/F to 12/F
	Living Unit A5	TYP_A_05	7/F to 12/F
	Living Unit A6	TYP_A_02	7/F to 12/F
Tower B	Living Unit B1	TYP_B_11	7/F to 12/F
	Living Unit B6	TYP_B_13	7/F to 12/F
	Living Unit B5	TYP_B_02	9/F to 12/F

3.4.14 With the implementation of the 1.5m architectural fins, acoustic windows (baffle type) and fixed/lockable/maintenance windows as mitigation measures, the predicted traffic noise levels at all NSRs at the RCHE and residential blocks are found to comply with the noise criterion of L_{10} (1 hr) 70 dB(A). The predicted maximum road traffic noise levels are summarised in **Table 3-8** and detailed in **Appendix G**. The location of the mitigation measures implemented are detailed in **Appendix H**.

Table 3-8 Summary of Predicted Traffic Noise Levels at NAPs in Mitigated case

BLOCK	ROOM	NAP	NOISE CRITERIA L_{10}(1 HR) dB(A)	PREDICTED MAXIMUN NOISE LEVEL L_{10}(1 HR) dB(A)	EXCEEDANCE
RCHE (1/F – 5/F)	Dormitory	RCHE_TYP_01 to RCHE TYP_08; RCHE_TYP_10 to RCHE_TYP_16; RCHE_TYP_19 to RCHE_TYP_25;	70	70	N
	Sick / Isolation / Quiet Room Cum End-of-Life Care Room	RCHE_TYP_17	70	70	N
Tower A	Living Unit A1 to Living Unit A6	TYP_A_01 to TYP_A_14	70	70	N
Tower B	Living Unit B1 to Living Unit B6	TYP_B_01 to TYP_B_14	70	69	N

3.5 Conclusion

3.5.1 No adverse noise impact due to construction of the Proposed Development is anticipated given that the noise mitigation measures recommended in **paragraph 3.2.4** are implemented.

3.5.2 For operation phase, desktop review and site visit were carried out to identify any potential fixed noise sources in the vicinity of the Site. The Tai Tao Tsuen Substation was identified as a potential fixed noise source. Given that other NSRs are closer to the Substation compared to the Project Site, no adverse fixed noise impact is expected.

3.5.3 Since most of the M&E equipment will be installed in plant rooms and will be enclosed with louvres installed at the openings, no adverse noise impact is anticipated from these equipment. For the outdoor split-type air conditioners, their noise is considered minimal and will not cause adverse noise impacts. With the implementation of the noise mitigation measures recommended in **paragraph 3.3.5**, no adverse noise impact from M&E equipment is anticipated.

3.5.4 Road traffic noise impact assessment has been conducted for the noise sensitive uses requiring openable window for ventilation. Based on the results for the Base Case, the predicted noise levels at RCHE (1/F – 5/F) and residential units at Tower A and B would exceed the noise criterion of L_{10} (1 hr) 70 dB(A) stipulated in Chapter 9 of HKPSG. With the implementation of the architectural fins, acoustic windows (baffle type) and fixed/lockable/maintenance windows, the road traffic noise levels at all NAPs are predicted to comply with the noise criterion. Thus, no adverse road traffic noise impact is anticipated.

3.5.5 Therefore, no adverse noise impacts are anticipated during the construction and operation phases of the Indicative Development scheme.

3.5.6 To ensure full compliance with the relevant noise criteria, the Applicant shall undertake a detailed Noise Impact Assessment (NIA) based on the finalized building layout during the

detailed design stage. The detailed NIA shall be submitted to the Authority for approval prior to commencement of construction works.

Figure 3-1 300m Study Area

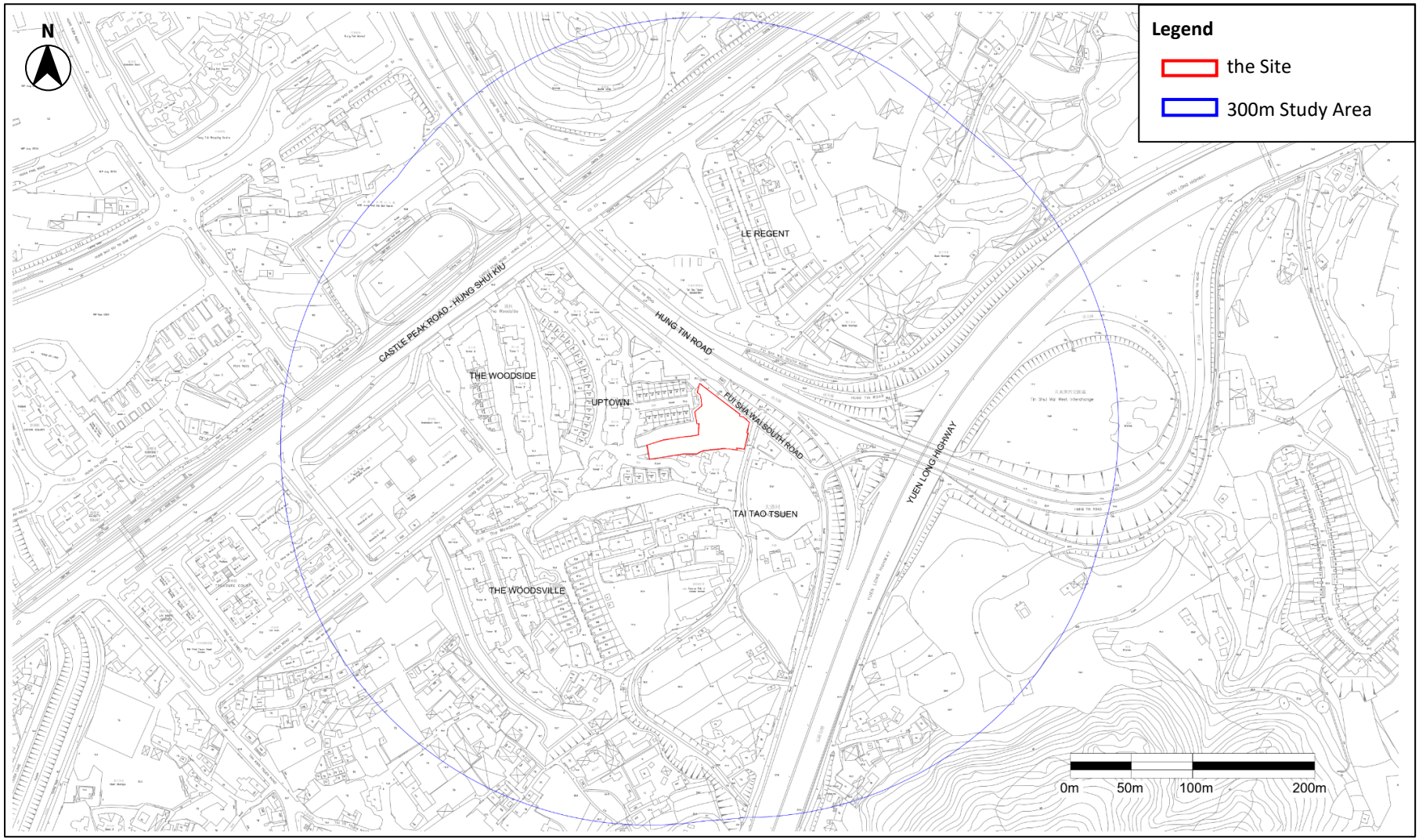


Figure 3-2 Shortest distance between the Project Site Boundary to the Light Rail

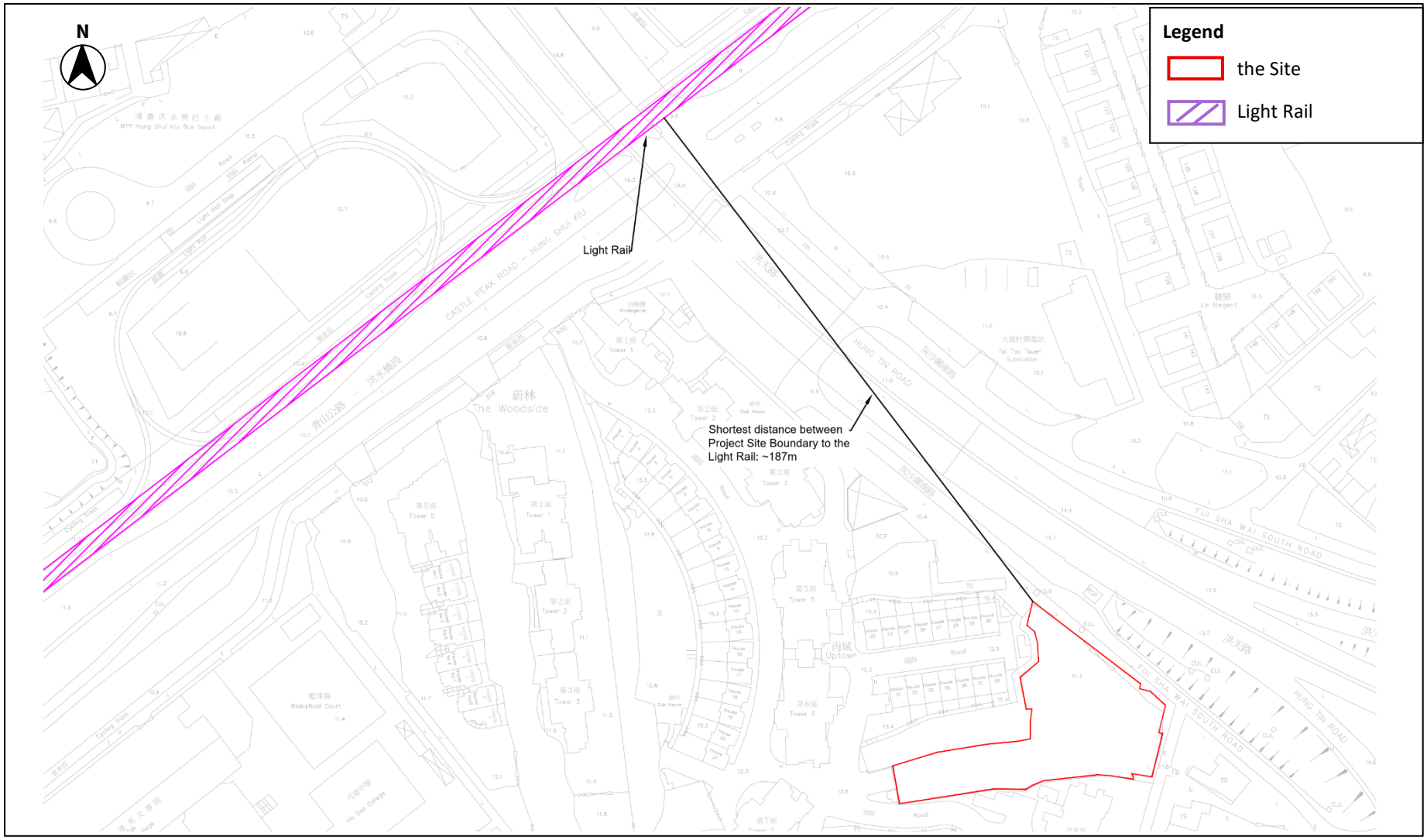
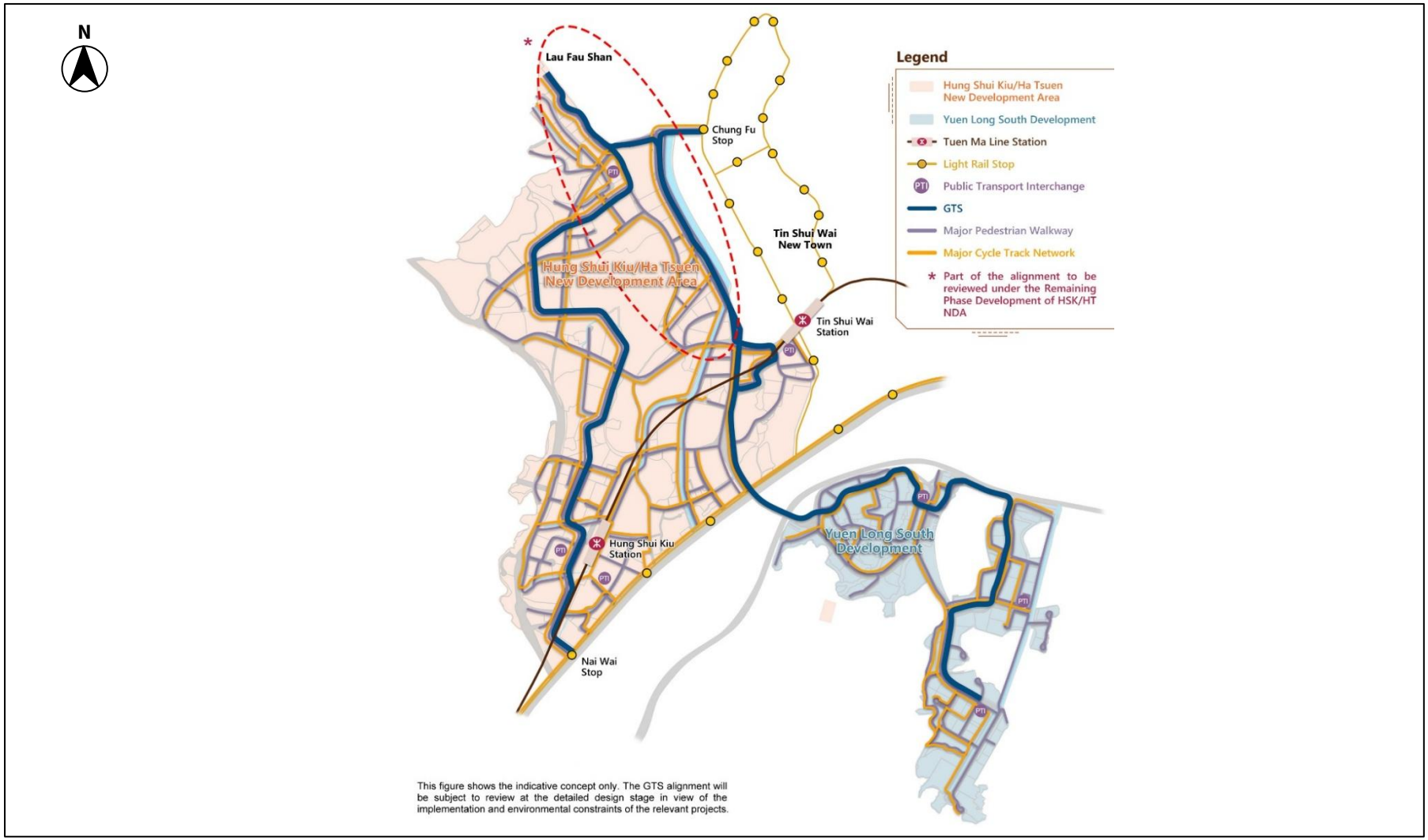


Figure 3-3 Indicative alignment from the Feasibility Study on GTS



Note: Figure 3.3 (Indicative alignment from the Feasibility Study on GTS) was refer to https://www.hskhtgts.hk/en/

Figure 3-4 Shortest distance between the Project Site Boundary to the Tai Tao Substation

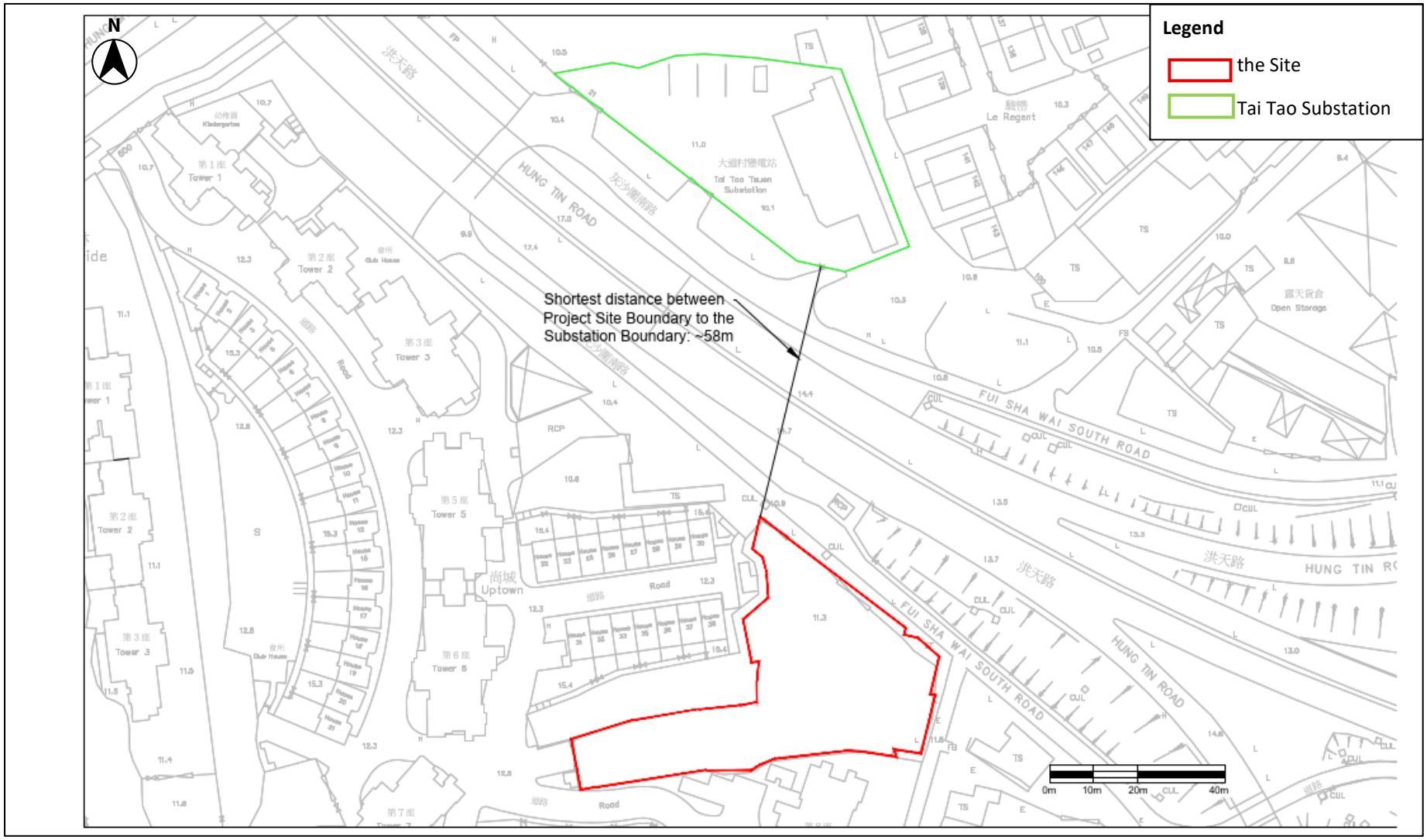


Figure 3-5 Location of Noise Assessment Points for Road Traffic Noise Impact on RCHE G/F

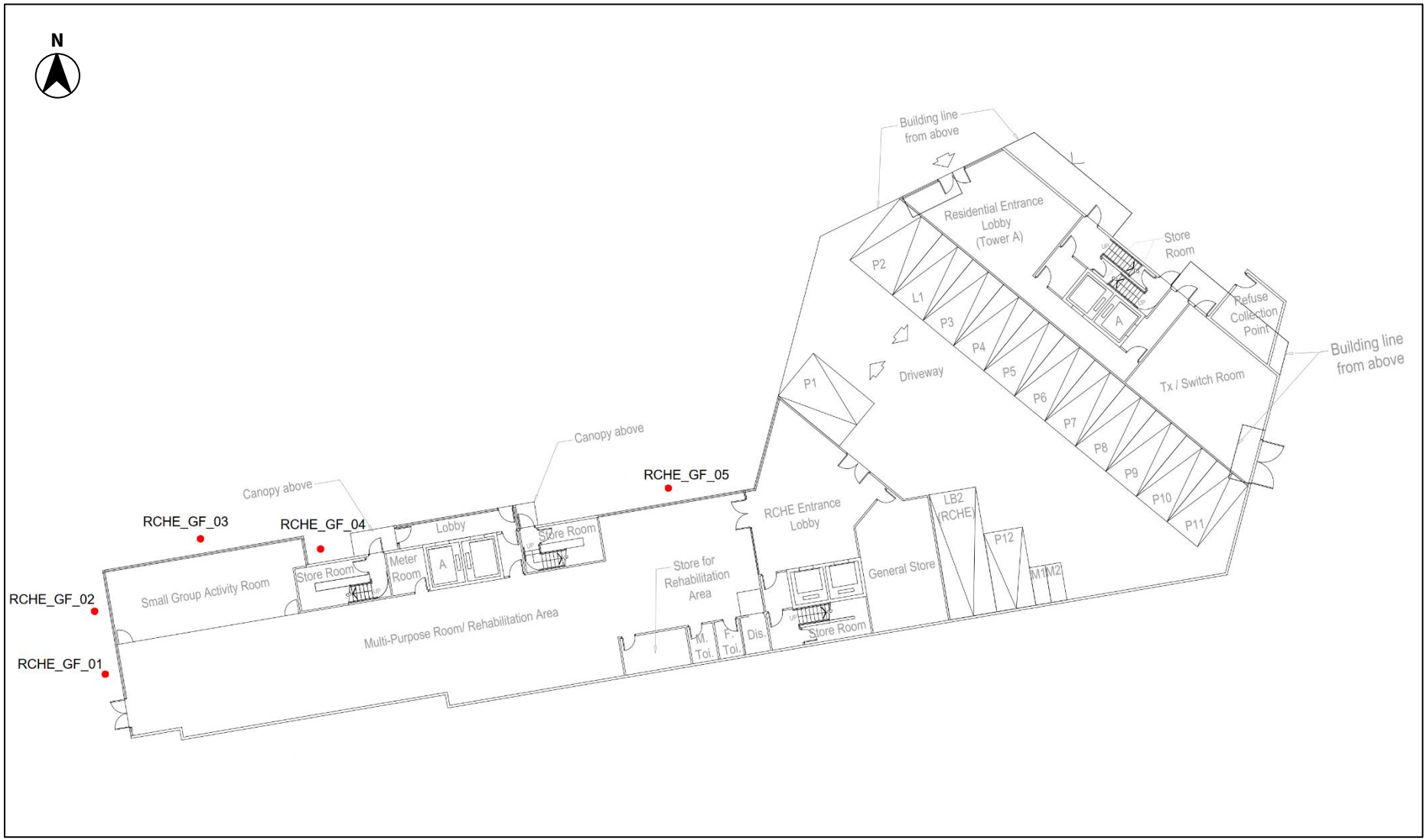


Figure 3-6 Location of Noise Assessment Points for Road Traffic Noise Impact on RCHE 1/F to 5/F

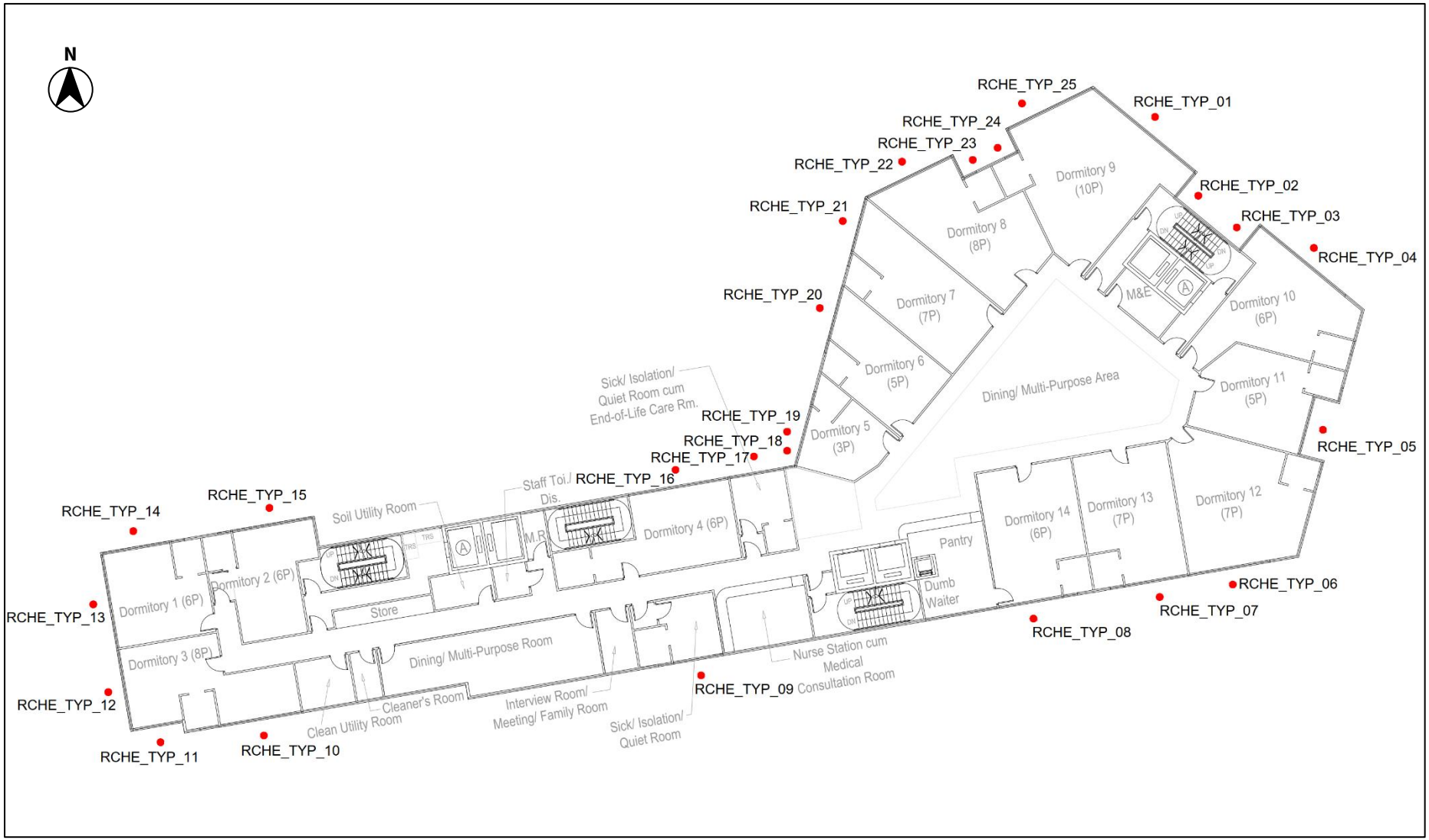
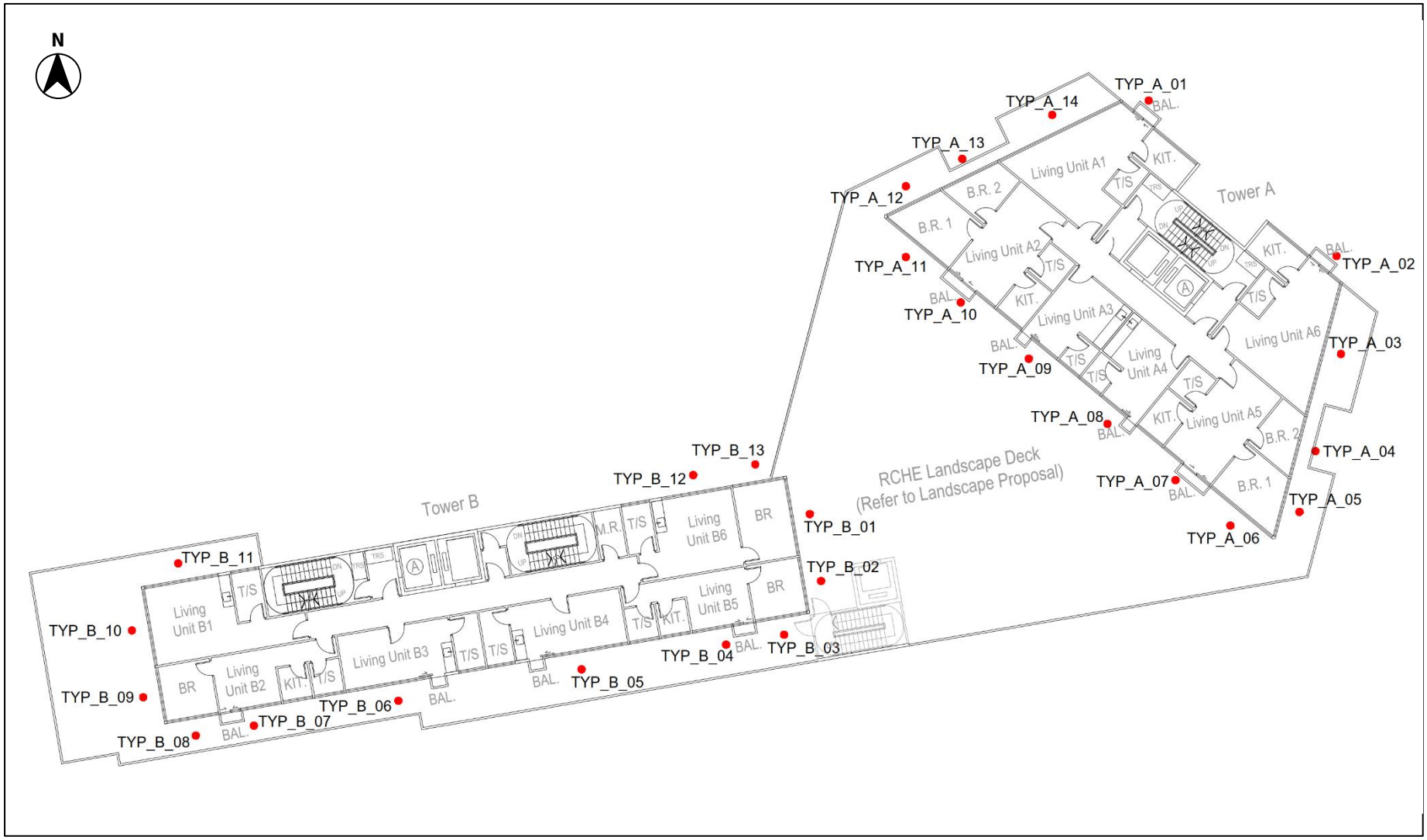


Figure 3-7 Location of Noise Assessment Points for Road Traffic Noise Impact on Residential Towers A & B



4 WATER QUALITY

4.1 Environmental Legislation and Standards

Water Quality Control Ordinance (Cap. 358)

4.1.1 The *Technical Memorandum – Standards for Effluent Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters* ("WPCO-TM") is issued under Section 21 of the *Water Pollution Control Ordinance* ("WPCO"). All discharges into government sewerage systems, marine and inland waters are required to comply with the standards stipulated in the WPCO-TM.

Construction Site Drainage, ProPECC PN2/23

4.1.2 With reference to *Professional Persons Environmental Consultative Committee ("ProPECC") Practice Note Construction Site Drainage* ("ProPECC PN2/23"), various guidelines for the handling and disposal of construction site discharges are included. The guidelines include the use of sediment traps, wheel washing facilities for vehicles leaving the Site, adequate maintenance of drainage systems to prevent flooding, overflow, sewage collection and treatment, and comprehensive waste management (collection, handling, transportation, and disposal) procedures.

Drainage Plan subject to Comment by the Environmental Protection Department, ProPECC PN1/23

4.1.3 With reference to *ProPECC Practice Note Drainage Plan subject to Comment by the Environmental Protection Department – Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations* ("ProPECC PN1/23"), various guidelines for the pollution control for discharge to storm drains and foul sewers, such as the use of grease trap for wastewater from the restaurant kitchen, the use of silt removal facilities for open surface channel led to stormwater drains, etc., are included. The guidelines also include the requirements for submission of drainage plans.

Protection of Natural Streams/Rivers from Adverse Impacts Arising from Construction Works, ETWB TCW No. 5/2005

4.1.4 Various procedures, guidelines and precautionary mitigation measures were circulated in *Protection of Natural Streams/Rivers from Adverse Impacts Arising from Construction Works* ("ETWB TCW No. 5/2005") to reinforce existing measures for protection of natural streams/rivers from construction works.

Hong Kong Planning Standards and Guidelines ("HKPSG")

4.1.5 HKPSG provides various water quality management guidelines for potentially polluting uses such as effluent-producing industries, sewage collection and disposal, as well as some guidelines to minimise water quality impacts on sensitive uses

4.2 Identification of Water Control Zone ("WCZ") and Water Sensitive Receiver ("WSR")

4.2.1 The Site is situated in Deep Bay WCZ. With reference to Annex 14 of the *Technical Memorandum on Environmental Impact Assessment* Process ("EIAO-TM"), several inland water courses within the 500m study area were identified as potential WSRs through desktop study using topographic map of GeoInfo Map. The identified WSRs are listed in **Table 4-1** and shown in **Figure 4-1**. Potential water quality impacts during construction and operation phase are discussed below.

Table 4-1 Identified Water Sensitive Receivers

WSR ID	DESCRIPTION	TYPE	DISTANCE TO SITE BOUNDARY, m
W01	Watercourse to the northeast and southeast of the Site	Nullah	4
W02	Pond to the northeast of the Site	Freshwater fish pond	245
W03	Pond to the northeast of the Site	Freshwater fish pond	370
W04	Watercourse to the northeast of the Site	Nullah	472

4.3 Review of Water Quality Impact

Construction Phase

4.3.1 Muddy runoff from the Site may be generated during the construction phase, including filling activities, especially during the rainy season.

4.3.2 Wash water from vehicles and equipment; silt from any on-site stockpiles of soil, cement and grouting materials; and spillage of fuels, oil and lubricants from construction vehicles and plant, and sewage generated by construction workers are all potential sources of water quality impacts. Without proper mitigation measures in force, these sources could lead to increased amounts of suspended solids, grease and oil, pH, Biochemical Oxygen Demand ("BOD"), etc. in the drainage system.

4.3.3 Except for W01, most of the WSRs identified within the 500m study area are located at more than 200m away from the Site. Moreover, no construction works will be carried out on the nullah near the Site. Therefore, the identified WSRs would not be affected by the Project. With implementation of the recommended mitigation measures and good practices listed in **Section 4.4**, adverse water quality impacts from the Proposed Development on the WSRs are not anticipated.

Operation Phase

4.3.4 Majority of the sewage/wastewater generated during operation phase would be sewage and grey water from toilets, showers, sinks and kitchens from the residents and staff of the Proposed Development. Sewage and wastewater generated from the Proposed Development will be discharged into public sewer. A separate Sewerage Impact Assessment ("SIA") prepared by the Project Sewerage Consultant concludes that there will be no adverse sewerage impact on the municipal sewerage system arising from the Proposed Development.

Hence, no adverse water quality impact resulting from the operation of the Proposed Development is anticipated.

4.3.5 Runoff during rainstorms could wash sources of non-point/diffuse source pollution, including dust, tyre, scraps oil etc. into nearby watercourses. In order to minimise this pollution loading, silt/sand traps should be provided for the drainage systems and should be regularly cleaned and maintained.

4.3.6 As mentioned in **paragraph 4.3.3**, most of the identified WSRs are located at more than 200m from the Site. With implementation of the recommended mitigation measures and good site practices as listed in **Section 4.4,** adverse water quality impacts on the WSRs from the operation of the Proposed Development are not anticipated.

4.4 Mitigation Measures

Construction Phase

4.4.1 During construction phase, adequate capacity and number of portable toilets with adequate frequency for offsite disposal to be supplied, maintained and emptied by a licensed collector should be provided for construction workers.

4.4.2 The construction contractor shall follow good site practices and ensure proper implementation of the mitigation measures as specified in ProPECC PN 2/23 for construction site drainage. The key requirements are as follows:

- Surface run-off from construction sites should be directed into storm drains via suitable sand/silt removal facilities such as sand traps, silt traps and sediment basins. Temporary construction drainage or earth bunds or sand bag barriers should be provided on site to guide storm water to these silt removal facilities. Where needed, perimeter channels at site boundaries should be provided to stop storm run-off from outside the Site from washing across the Site. Catchpits and perimeter channels should be constructed before commencement of site formation works and earthworks.
- Silt removal facilities, channels and manholes should be adequately maintained and cleared of deposited silt and grit regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.
- Construction works should be scheduled so as to minimise soil excavation works during rainy reasons (generally from April to September). If soil excavation works could not be avoided in these months or at any time of year when rainstorms are likely, temporarily exposed slope surfaces should be covered by waterproof material (e.g. by tarpaulin), and temporary access roads should be protected by crushed stone or gravel, as excavation proceeds, to prevent soil erosion. Intercepting channels should be provided along the edge of the excavation area to prevent storm runoff from washing across exposed soil surfaces. Arrangements should always be in place to ensure that adequate surface protection measures can be safely carried out well before the onset of a rainstorm.
- Upon completion of earthworks, the resulting final surfaces should be well compacted, and the subsequent permanent works or surface protection works should be carried out immediately after the final surfaces are formed to minimise erosion caused by rainstorms. Appropriate drainage like intercepting channels should be provided when necessary.

- Measures should be taken to prevent rainwater from getting into trenches. If excavation of trenches in wet seasons is necessary, they should be dug and backfilled in short sections. If pumping of rainwater out from trenches is required, the effluent should be discharged into storm drains via silt removal facilities.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites should be covered with tarpaulin or similar fabric during rainstorms. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
- Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers. Discharge of surface run-off into foul sewers must always be prevented in order not to unduly overload the foul sewerage system.
- All vehicles and plants should be cleaned before leaving a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. A wheel washing bay should be provided at every site exit if practicable to wash off any mud or dirt and wash-water should have sand and silt settled out or removed before being discharged into storm water drains. The section of construction road between the wheel washing bay and the public road should be paved to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains.
- Discharge of surface run-off into foul sewers shall be avoided to prevent overloading of the foul sewerage system.
- Any chemical waste such as waste oil should be collected and stored at properly designed chemical waste storage area with reference to the requirements stipulated in the Waste Disposal Ordinance.
- Water used in ground boring and drilling during site investigation or rock/soil anchoring should be treated by passing it through a sedimentation tank and re-used on site as far as practicable. Wastewater shall be discharged in storm drains via silt removal facility as a last resort.
- Construction plants should be sited as far as practicable from watercourses to avoid adverse impact on the surface water.
- Temporary storage area for equipment, chemicals, fuel and other materials should be located away from watercourses as far as practicable.
- Proper shoring shall be implemented in order to avoid soil or mud to flow into nearby watercourses.
- Any service shop and maintenance facilities should be located on hard standings within a bounded area with sumps and oil interceptors. Any vehicle maintenance work or equipment with the potential for leakage and spillage should only be done within areas equipped to control any discharges from leakage and spillage.

4.4.3 All site discharges should be treated as necessary in accordance with the terms and conditions of the Discharge License.

4.4.4 With the implementation of the good site practices, no adverse water quality impact during construction phase is anticipated.

Operation Phase

4.4.5 Site drainage and disposal of site effluents generated from the Proposed Development should follow the ProPECC PN1/23 which provides some guidelines and practices for handling, treatment and disposal of various effluents.

4.4.6 During operation of the Proposed Development, sewage generated will be discharged into municipal sewerage system. In order to reduce pollution due to runoff, silt/sand traps should be provided for the drainage systems of open areas and should be regularly cleaned and maintained in accordance with ProPECC PN1/23. In addition, runoff should be controlled by best management practice. Thus, no adverse water quality impact from operation of the Proposed Development is anticipated.

4.5 Conclusion

4.5.1 During construction phase, portable toilets will be supplied for construction workers. With the implementation of the mitigation measures and good site practices mentioned in **paragraph 4.4.2**, adverse water quality impacts from in construction phase are not anticipated.

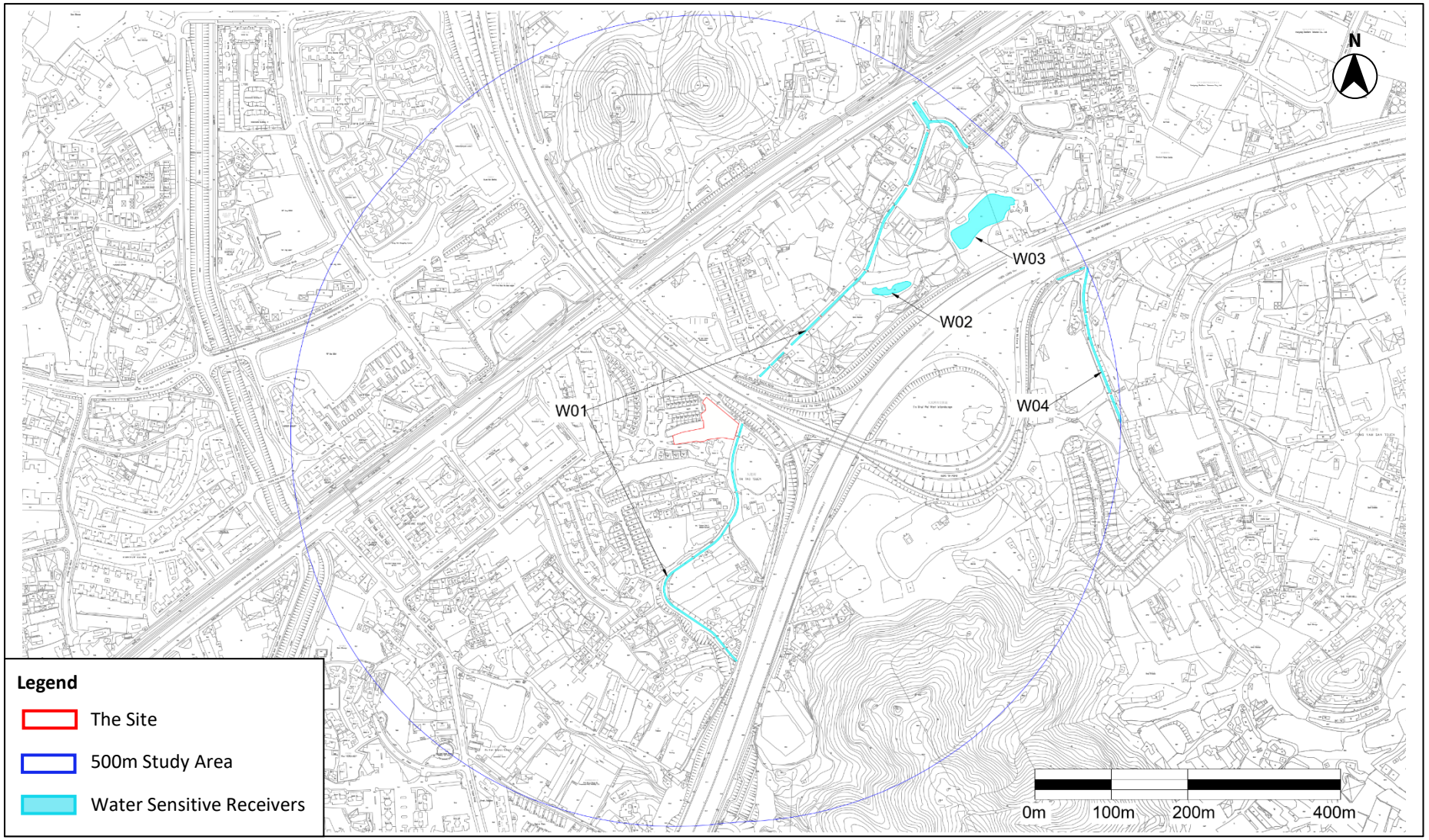
4.5.2 The Contractor shall apply for a Discharge Licence under the WPCO. All site discharges shall be treated in accordance with the terms and conditions of the Discharge Licence. Also, when handling the discharge from the Site, guidelines in ProPECC PN 2/23 should be also followed to minimize the water quality impact arising from the construction activities.

4.5.3 During operation phase, sewage and wastewater generated from toilets, showers and kitchens will be collected and discharged into the public sewerage system. The separate SIA Report prepared by the Project Sewerage Consultant has concluded that there will be no adverse sewerage impact on the municipal sewerage system arising from the Site.

4.5.4 Moreover, with the provision and maintenance of silt/sand traps in the drainage system, no adverse water quality due to runoff is expected.

4.5.5 Therefore, no adverse water quality impact is anticipated during construction and operation phases of the Proposed Development.

Figure 4-1 Water Sensitive Receivers within 500m from the Site Boundary



5 WASTE MANAGEMENT

5.1 Environmental Legislation and Standards

5.1.1 The key environmental legislation standards are as follows:

- The Waste Disposal Ordinance (Cap. 354) ("WDO")
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C).
- Waste Disposal (Charges for Disposal of Chemical Waste) Regulation (Cap. 354J).
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N).
- Land (Miscellaneous Provisions) Ordinance (Cap. 28).
- Public Health and Municipal Services Ordinance (Cap.132BK) – Public Cleansing and Prevention of Nuisances Regulation
- Environmental, Transport and Works Bureau ("ETWB") Technical Circular (Works) No. 19/2005, Environmental Management on Construction Sites.
- ETWB Technical Circular (Works) No. 22/2003A, Additional Measures to improve Site Cleanliness and Control Mosquito Breeding on Construction Sites.
- Development Bureau ("DevB") Technical Circular (Works) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials.
- Civil Engineering and Development Department ("CEDD") Technical Circulars (CEDD TC No. 11/2019), Management of Construction and Demolition Materials.
- Building Department Practice Notes for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Construction and Demolition Waste (ADV-19).
- Buildings Department Practice Notes for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers Waste Minimisation – Provision of Fitments and Fittings in New Buildings (APP-114).
- Buildings Department Practice Notes for Registered Contractors (PNRC 17), Control of Environmental Nuisance from Construction.
- CEDD Project Administration Handbook for Civil Engineering Works ("PAH").

5.1.2 The handling, storage, transportation and disposal of chemical and clinical waste shall comply with the requirements stipulated in the following legislation and code of practice:

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

5.2 Potential Impacts

Construction Phase

5.2.1 The key potential waste sources during the construction phase are:

- Inert Construction and Demolition ("C&D") materials (e.g. waste concrete, surplus soil, waste asphalt etc.)
- Non-inert C&D Waste (e.g. wood and plastics)
- Chemical wastes such as waste battery and waste lubricating oil from vehicles/plant maintenance
- General refuse generated by site workers

Inert C&D Materials

5.2.2 Inert C&D materials are those which do not decay or decompose, such as debris, rubble, earth and concrete, which makes them suitable for land reclamation and site formation.

5.2.3 The Site is currently vacant without any existing structures. No building demolition works is required for the Project. Therefore, no significant amount of inert C&D materials is anticipated during site preparation stage. The major source of inert C&D materials during construction phase will be site formation works and superstructure works for the Proposed Development.

Inert C&D Materials from Site Formation

5.2.4 Inert C&D materials may be generated during site formation stage, including site clearance, excavation or re-profile works. The Site area is approximately 2,138m^2 and about 90% of the site is paved, i.e. 1,923m^2. Assuming the paving density is 2,400 kg/m^3 and the thickness of paving is 0.2m, approx. 923 tonnes (i.e. 1,923m^2 x 0.2m x 2.4 tonnes/m^3) waste paving will be generated from the removal of paving.

5.2.5 The current elevation of the Site is around 11.3mPD. According to the Section Plans of the Proposed Development, the site formation level will remain unchanged. Moreover, no basement floor will be formed for the Proposed Development. Therefore, a large amount of inert C&D materials from deep excavation is not anticipated.

5.2.6 For the foundation works, it is assumed that the Site will be excavated to a depth of 2m. 4,276m^3 (i.e. 2,138m^2 x 2m) of additional excavated materials is expected to be generated foundation construction and piling for new structures. With the density of 1,800kg/m^3, approx. 7,697 tonnes of C&D materials will be generated.

Inert C&D Materials from Superstructure

5.2.7 Construction waste will also be generated during construction of the Proposed Development. This will comprise inert C&D materials, such as concrete waste, waste from blockwork and brickwork; and non-inert C&D materials (or C&D waste) from packaging waste and other non-inert wastes.

5.2.8 In accordance with Section 3.2 of A Guide for Managing and Minimizing Building and Demolition Waste published by the Hong Kong Polytechnic University in May 2001 ("the Guide"), it provides a "waste index" for building waste generation in Hong Kong based on the Gross Floor Area ("GFA") of three different building types as follows:

- Private Housing Projects 0.250m3/m2 GFA
- Government Housing Projects 0.174m3/m2 GFA
- Commercial Office Projects 0.200m3/m2 GFA

5.2.9 To provide a conservative estimate of building waste from the Proposed Development, the "waste index" for private housing project are adopted. However, as noted above, in addition to inert C&D materials, this "waste index" also include non-inert C&D materials (or C&D wastes), such as packaging waste and other wastes, and the Guide does not identify what proportion of building waste is inert C&D materials and what proportion is non-inert C&D materials (or C&D waste).

5.2.10 With reference to Plate 2.12 of EPD's *Monitoring of Solid Waste in Hong Kong – Waste Statistics for 2023*, 91% of construction wastes was either reused on-site or sent to the public fill reception facilities, implying that such construction wastes should be inert C&D materials. The proportion of inert C&D materials in the "waste index" can therefore be estimated by applying the Hong Kong-wide proportion of inert C&D materials in construction waste, i.e. 91%, to the "waste index" as follows:

$$\text{Waste Index}_{\text{Inert C\&D materials (Private Housing Projects)}} = 0.91 \times 0.250 m^3/m^2 \text{ GFA}$$

$$= 0.2275 m^3/m^2 \text{ GFA}$$

5.2.11 The proportion of inert C&D materials of building waste from the Proposed Development with a GFA of about 10,489m^2, can therefore be estimated as follows:

$$\text{Building Waste} = \text{Waste Index}_{\text{Inert C\&D materials (Private Housing Projects)}} \times \text{GFA}$$

$$= 0.2275 \times 10{,}489$$

$$= 2{,}386 m^3$$

5.2.12 Assuming the density of inert C&D materials is 1.8 tonnes/m^3, approx. 4,295 tonnes of building wastes would be generated by the Proposed Development.

5.2.13 **Table 5-1** summarises the total estimated inert C&D materials generated during construction stage.

Table 5-1 Total Estimated Inert C&D Materials Generated During Construction

INERT C&D MATERIAL TYPE	ESTIMATED INERT C&D MATERIAL GENERATION (TONNES)
STAGE: SITE FORMATION	
Removal of Paving	923
Excavated Materials	7,697
STAGE: CONSTRUCTION OF SUPERSTRUCTURE	
Building Waste	4,295
Total	**12,915**

5.2.14 In total, approx. 12,915 tonnes of inert C&D materials may be generated throughout the construction period. Assuming the construction period to be five years with six working days

a week and four weeks a month, the daily inert C&D material generation rate will be approx. 9.0 tonnes/day (i.e. 12,915 tonnes/ (6 x 4 x 60) days).

5.2.15 Inert C&D materials should be reused on-site as far as practicable. Good site practices and mitigation measures recommended in **Section 5.3** should be provided and implemented. Surplus inert C&D materials, if any, should be reused or recycled off-site as far as practicable. If there will still be any remaining materials, they should be delivered to public fill reception facilities, Fill Bank at Tuen Mun Area 38 and Fill Bank at Tseung Kwan O Area 137.

5.2.16 Most of the inert C&D materials generated from construction will be excavated materials and building waste. Since backfilling of excavated materials is not needed for construction, not much of the inert C&D materials will be re-used on site. Therefore, the 9.0 tonnes/day inert C&D material will be delivered to public reception facilities. The reuse of inert C&D materials in public fill reception facilities would be agreed with relevant authorities before delivery. Nonetheless, the reuse of inert C&D materials will be further explored in the later project stage.

5.2.17 With the provision and implementation of the recommended mitigation measures, no adverse waste impact from the handling or transportation of the inert C&D materials during construction of the Proposed Development is anticipated.

Non-Inert C&D Materials (or C&D Waste)

5.2.18 Non-inert C&D materials (or C&D waste) are those which can decompose such as bamboo, vegetation, packaging waste and other organic material which makes them unsuitable for land reclamation.

5.2.19 The major source of non-inert C&D material during construction will be removal of topsoil and vegetation during site formation and the non-inert C&D material component of building such as packaging waste.

5.2.20 Topsoil is the uppermost layer of soil capable of growing and supporting vegetation. The Site area is approximately 2,138m^2 and about 10% of the site is unpaved, i.e. 214m^2. Assuming the average depth of the topsoil is 0.25m and the density of topsoil is 1,600kg/m^3, approx. 85.6 tonnes (i.e. 214m^2 x 0.25m x 1.6 tonnes/m^3) topsoil will be generated during site formation works.

5.2.21 The building waste in the "waste index" provided in the Guide also includes inert C&D materials. Since Plate 2.12 of Waste Statistics for 2023 shows that in 2023, 9% of C&D waste was disposed of at landfills. The proportion of non-inert C&D materials (or C&D waste) in the "waste index" can be estimated by applying the Hong Kong-wide proportion of non-inert C&D materials (or C&D waste) in construction waste, i.e. 8%, to the "waste index" as follows:

$$\text{Waste Index}_{\text{Inert C\&D materials (Private Housing Projects)}} = 0.09 \times 0.250 m^3/m^2 \text{ GFA}$$

$$= 0.0225 m^3/m^2 \text{ GFA}$$

5.2.22 Given the total GFA of the Proposed Development is approx. 10,489m^2, Hence, the non-inert C&D materials (or C&D waste) components in building waste can therefore be estimated as follows:

$$\text{Building Waste} = \text{Waste Index}_{\text{Non-Inert C\&D materials (Private Housing Projects)}} \times \text{GFA}$$

= 0.0225 x 10,489

= 236m^3

5.2.23 Assuming the density of non-inert C&D materials is 1.0 tonnes/m^3, approx. 236 tonnes of building waste would be generated by the Proposed Development.

Table 5-2 Total Estimated Non-Inert C&D Materials Generated During Construction

NON-INERT C&D MATERIAL TYPE	ESTIMATED NON-INERT C&D MATERIAL GENERATION (TONNES)
STAGE: SITE FORMATION	
Topsoil	86
STAGE: CONSTRUCTION OF SUPERSTRUCTURE	
Building Waste	236
Total	**322**

5.2.24 In total, approx. 322 tonnes of non-inert C&D materials may be generated throughout the construction period. Assuming the construction period to be five years with six working days a week and four weeks a month, the daily non-inert C&D material generation rate will be approx. 0.2 tonnes/day (i.e. 322 tonnes/ (6 x 4 x 60) days).

5.2.25 Non-inert C&D materials generated during construction should be sorted on-site. Recyclable materials, such as metal, paper product, and plastics, should be collected by local recyclers for recycling. All non-inert C&D materials should be recycled as far as possible and landfill disposal should only be adopted as the last resort. The nearest disposal facility is West New Territories ("WENT") Landfill. Disposal of C&D wastes of landfills would be agreed with relevant authorities.

5.2.26 It is expected that no more than 10% of the generated non-inert building waste can be recycled or reused. This means that the expected amount of non-inert C&D waste to be reused or recycled on-site is 32 tonnes at most.

5.2.27 If 10% C&D waste can be reused/recycled on-site, the surplus C&D waste mainly comprising building waste will be approx. 289 tonnes in total. Assuming the construction period to be 5 years with six working days a week and four weeks a month, the total daily C&D waste for disposal of at WENT Landfill would be approx. 0.2 tonnes/day (i.e. 289 tonnes/ (6 x 4 x 60 days).

5.2.28 Considering the above estimation, and with the implementation of waste handling measures mentioned above and control measures listed in **Section 5.3**, no adverse waste impact from the handling, transportation or disposal of non-inert C&D materials (or C&D waste) during construction of the Proposed Development is anticipated.

General Refuse

5.2.29 General refuse such as food scraps, waste paper, empty containers, etc. would be generated from workers during the construction phase.

5.2.30 The number of workers will depend on the contractor and the construction methods employed. According to the Applicant's experience, the number of construction workers for the Proposed Development should be no more than 50 per day.

5.2.31 According to Plate 2.7 of Waste Statistics for 2023, the per capita domestic waste disposal rate in 2023 was 0.89kg/person/day. As stipulated in Appendix 2 of the same report, the waste generation defined as the sum of waste disposal and resource recovery (i.e., Generation = Waste Disposal + Resource Recovery). For a conservative approach to estimate the actual generation rate, a recovery rate of 21% for domestic waste in 2023 (as shown in Plate 2.3) has been adopted. The per capita generation rate of general refuse is derived as follow:

Per Capita Generation Rate = Disposal Rate/(1 – Recovery Rate)

= (0.89kg/worker/day)/(1 - 0.21)

= 1.13kg/worker/day

Since every worker is expected to generate general refuse, the total general refuse generated by construction workers is estimated as follows:

General Refuse/Day = No. of workers/day x per capita generation rate

= 50 workers x 1.13kg/workers/day

= 56.5kg/day

Total General Refuse = General Refuse/Day x Construction Duration

= 56.5kg/day x 6 days/week x 4 weeks/month x 60 months

= 81,360kg or 81tonnes

5.2.32 General refuse generated during construction should be sorted on-site. Recyclable materials, such as metal, paper product and plastics should be collected by local recyclers for recycling. All general refuse should be recycled as far as possible and landfill disposal should only be adopted as the last resort.

5.2.33 According to Plate 3.2 of Waste Statistics for 2023, the recovery rate of domestic waste is approx. 21%. It is estimated that 21% of general refuse, i.e., approx. 17,085.6kg of general refuse, would be reused and recycled by the recyclers. The surplus general refuse of 64,274.4 kg would be sent to landfills, which is consistent with the per capita domestic waste disposal rate of 0.89 kg/person/day.

5.2.34 Given the above, with the implementation of mitigation measures mentioned above and listed in **Section 5.3**, no adverse waste impact from the handling, transportation or disposal of general refuse from workforce during construction of the Proposed Development is anticipated.

Chemical Waste

Construction Phase

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

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

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

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

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

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

Summary of Waste Generated during Construction Phase

5.2.40 The type of waste and their estimated quantities generated during the construction phase are summarised in **Table 5-3**.

Table 5-3 Estimation of Wastes to be Generated During Construction Phase

WASTE TYPE	ESTIMATED QUANTITY (TONNES)	SOURCES OF WASTE	TREATMENT
INERT C&D MATERIAL			
Paving	923	Removal of paving	On-site reuse/recycle Off-site reuse/recycle Sent to public fill reception facilities
Excavated material	7,697	Excavation	
Building Waste	4,295	Superstructure Construction	
NON-INERT C&D MATERIAL			
Topsoil	86	Site clearance and	On-site sorting for

WASTE TYPE	ESTIMATED QUANTITY (TONNES)	SOURCES OF WASTE	TREATMENT
		formation	reuse/recycle Disposal of at landfill
Building Waste	236	Superstructure Construction	
OTHERS			
General Refuse	81	Construction staff	On-site sorting for reuse/recycle Disposal of at landfill
Chemical Waste	< 0.001	Maintenance of equipment	Disposal under regulatory control

Operation Phase

Domestic Waste

5.2.41 During operation phase, domestic waste from residents of the proposed residential development will be the major type of waste being generated. According to Waste Statistics for 2023, the most recent domestic waste disposal rate is 0.89 kg/person/day.

5.2.42 According to the Applicant, the number of residential units in the Proposed Development is 72. With reference to the Census and Statistics Department (CSD) statistics, the average household size for private permanent housing in Q1 2025 is 2.7 persons per flat (ppf). Thus, the estimated population of the proposed residential development is 195 (72 units*2.7 ppf), with the population of RCHE (450 persons), the total population of the Proposed Development will be 645 (i.e. 195 + 450). As a result, the total domestic waste to be generated every year is estimated to be approx. 266,030 kg or 266.03 tonnes (i.e. 645 persons x 1.13 kg/person/day x 365 days/year).

5.2.43 With reference to Plate 3.2 of Waste Statistics for 2023, the recovery rate of domestic waste and commercial waste is 21%. Therefore, it is estimated that 21% of domestic waste (i.e. 55,866kg in total, or 55.87 tonnes/year) could be reused and recycled.

5.2.44 The remaining domestic solid waste of 210.16 tonnes/year would be disposed of at a landfill managed by EPD.

Chemical Waste

5.2.45 Small amount of chemical waste (e.g. lubricant generated from maintenance of equipment) and clinical waste (e.g. cartridges, ampoules, surgical dressings, swabs) may be generated during operation when the need arises.

5.2.46 Chemical waste should be segregated from other wastes. Used needles and sharps are classified as Group 1 clinical wate and should be stored safely in sharps box, before transferring to a disposal site. Colour of the sharps box should be either in yellow or a combination of yellow and white and sealed with proprietary closure. The RCHE operator shall engage the service of licensed collectors to collect and transport chemical waste to designated waste treatment centre (i.e., Chemical Waste Treatment Centre "CWTC") for proper disposal.

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

5.2.48 Since the remaining domestic and chemical wastes will be collected on a daily and monthly basis in respectively by registered waste collectors and disposed of at landfill or designated waste treatment centre (i.e., CWTC), no adverse waste impacts from handling, transportation or disposal are anticipated. Nevertheless, domestic waste generation should be minimised by implementing the mitigation measures proposed in **Section 5.3**.

5.2.49 Overall, there should be no adverse waste impact from the handling, transportation or disposal of domestic waste during the operation of the Proposed Development.

5.3 Mitigation Measures

Construction Phase

5.3.1 Both contractual requirements and statutory requirements shall be followed for controlling waste management.

5.3.2 A Waste Management Plan ("WMP") should be developed by the contractor and submitted to the Project Engineer/Architect for approval in accordance with ADV-19 before the commencement of any construction works. The WMP will aim to identify potential environmental impacts from the generation of waste at the Site; to recommend appropriate measures to handle, collect, sort, dispose of and recycle waste in accordance with requirements of the current regulations; and to categorise and permit segregation of C&D materials where practicable, such as sorting between inert and non-inert material, for disposal considerations i.e. public fill reception facilities/landfill.

5.3.3 The contractor should segregate waste with reference to the WMP prior to disposal. Waste should be properly collected and stored to prevent materials from being blown by wind, flushed or leached into nearby waters, or creating odour nuisance or pest and vermin problems. Good housekeeping practices should be adopted to ensure waste storage areas are well maintained and cleaned properly.

5.3.4 A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the *Waste Disposal (Charges for Disposal of Construction Waste) Regulation* to monitor the disposal of public fill and solid wastes at public fill reception facilities and landfills, which will prevent fly-tipping. A trip-ticket system should be included as one of the contractual requirements that the contractor shall implement.

5.3.5 Any excess recyclable construction materials such as bricks, plastics and metals should be reused and recycled as far as practicable to minimise the amount of waste being disposed of. Additional inert materials which are not recyclable such as concrete and asphalt should be treated as public fill, while non-inert materials which are not recyclable should be disposed of at the designated landfills.

5.3.6 General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to prevent materials from being blown by wind.

5.3.7 For chemical waste, the Contractor should follow the trip-ticket system of which the arrangement of production, collection and disposal in accordance with the *Waste Disposal (Chemical Waste) (General) Regulation*.

5.3.8 In addition, the EPD's RPCC for Construction Contract should be followed and incorporated in the relevant works contract. The RPCC are generally good engineering practices to minimise inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements are as follows:

- The Contractor shall follow and comply with the WDO and its subsidiary.
- The Contractor shall seek the Engineer's approval for a waste management plan with suitable mitigation measures including allocation of an area for waste segregation. The Contractor shall follow the waste management plan and ensure that the day-to-day site operations comply with the approved waste management plan.
- The Contractor shall minimise the generation of waste from his work as far as practicable. Careful planning and good site management should be implemented to minimise generation of waste, and design and practices should be changed as necessary to avoid generation of waste as much as possible.
- The Contractor shall sort and store different types of waste in different containers, skips or stockpiles to facilitate reuse / recycling of waste and, as the last resort, disposal at different outlets as appropriate.
- Recyclable waste such as paper, cardboard, plastic and metal should be reused and recycled as far as practicable.
- The Contractor shall ensure that C&D materials generated during the construction phase of the RCHE and the residential part are sorted into public fill (inert portion) and C&D waste (non-inert portion). The public fill which comprises soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt from the site formation and excavation works, etc shall be reused for earth filling, reclamation, site formation works, etc. within the Project Site as far as practicable, and sent to a Fill Bank as the last resort. The C&D waste which comprises metal, paper, glass, etc. shall be reused and recycled as far as practicable, and, as the last resort, disposal of at landfills.
- The Contractor shall record the amount of waste generated, recycled and disposed of (including the disposal sites). The records shall be properly kept and easily retrieved for inspection.
- The Contractor shall use a trip ticket system to monitor and ensure the disposal of C&D materials to any designated public fill reception facility and/or landfill.
- Workers will receive training about the concepts of site cleanliness and proper waste management procedure, including waste reduction, reuse and recycling.
- The Contractor shall not permit the discharge or disposal of sewage and untreated effluent containing sand, cement, silt or any other suspended or dissolved material , or any solid waste including refuse which is not part of the final product from waste processing plants respectively, from anywhere within the Site on to any adjoining land. Removal of such matter from the Site shall be arranged in a proper manner to the satisfaction of the Engineer in consultation with the EPD.

- If chemical waste is produced, the Contractor shall appoint register as a chemical waste producer under the Waste Disposal (Chemical Waste) (General) Regulation, and properly store, label, package and collect chemical waste in accordance with the Regulation.

Operation Phase

5.3.9 The majority of waste generated during the operation of the Proposed Development will mainly comprise of domestic waste such as food waste, food packaging, paper, can, plastic bottles, etc., which shall be collected and stored in appropriate waste receptacles with a secure lid to minimise the potential adverse impact due to wind blowing away any waste and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by licensed waste collectors and taken off-site for recycling or disposal, respectively. Besides, food waste will be collected separately for proper disposal, e.g., off-site treatment at Organic Resources Recovery Centre ("ORRC") for or on-site treatment with food waste compositing machines, etc.

5.4 Conclusion

5.4.1 With the development of WMP and the implementation of good site practices recommended therein, the waste generation (including inert and non-inert C&D materials, chemical waste, and general refuse) during construction phase can be greatly reduced. Provided that good engineering practices as recommended in **Section 5.3** will be followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction phase.

5.4.2 During the operation phase, the major type of waste generated will be domestic waste generated by the Proposed Development with minor chemical wastes. Both domestic and chemical waste will be collected on a daily and monthly basis respectively by registered waste collectors and will be disposed at a landfill managed by EPD. Therefore, no adverse waste impacts from handling, transportation, or disposal are anticipated during operation.

5.4.3 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operational phases of the Proposed Development are not anticipated.

6 LAND CONTAMINATION

6.1 Environmental Legislation and Standards

6.1.1 The following legislation, standards and guidelines were taken reference to for conducting the land contamination assessment:

- EPD Guidance Note for Contaminated Land Assessment and Remediation (Revised in April 2023)
- EPD Practice Guide for Investigation and Remediation of Contaminated Land (Revised in April 2023)
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management (Revised in April 2023)

6.2 Assessment Methodology

6.2.1 Land contamination assessment was done according to EPD's guidelines. A typical land contamination assessment is done according to the following steps:

1. Carry out site assessment, including background information collection, to determine whether there is any potential for land contamination in the Site

6.2.2 In the case that potential land contamination issues are identified, a complete land contamination assessment with the following steps should be undertaken:

1. Design a site investigation ("SI") strategy and prepare a Contamination Assessment Plan ("CAP") for EPD's approval
2. Upon EPD's approval of the CAP, conduct SI according to the approved CAP
3. Upon completion of SI, interpret the results and prepare a Contamination Assessment Report ("CAR") for EPD's approval
4. Plan and design remediation strategy and prepare a Remediation Assessment Plan ("RAP") for EPD's approval
5. Carry out remediation works according to the approved RAP
6. Prepare a Remediation Report ("RR") for EPD's endorsement

6.3 Site Appraisal

6.3.1 Historical land uses review and site walkover have been conducted to identify any potential issues on land contamination from past and present land use activities at the Site.

Review of Historical Land Use

6.3.2 Aerial photographic records between Year 1963 and Year 2022 obtained from the Survey and Mapping Office ("SMO") of Lands Department were reviewed. The Site was an agricultural land on or before 1963. In 1982, some temporary structures and village houses were identified within and nearby the Site, while the surrounding area was mainly agricultural lands, fish ponds and vacant land. In 1993, the Site has been converted to an open storage area with containers and sparse vegetation observed. In 2003, part of the Site

was used as open storage and the remaining area was vacant. In 2014, the entire Site was used as open storage with some temporary structures observed. The operator of open storage moved and the site became vacant in 2022. The historical land uses of the Site based on the aerial photographic records is summarised in **Table 6-1** and the aerial photographs are provided in **Appendix H**.

Table 6-1 Historical Land Uses of the Project Site

PHOTO ID	HISTORICAL LAND USES
1963_1963-8414	Agricultural land
1973_06054	Agricultural land
1982_42801	Temporary structures and village houses
1993_ CN05966	Open storage with containers and sparse vegetation
2003_CW54027	Open storage and paved vacant land
2014_ CW107934	Open Storage with temporary structures
2022_ E148039C	Paved vacant land

Site Walkover

6.3.3 A site walkover was carried out on 9 January 2025 to understand the existing conditions of the Project Site and adjacent areas. As observed, the Site is mainly surrounded by road networks, residential buildings and some temporary structures. No suspected contamination potential was identified in the vicinity of the Site.

6.3.4 As observed during the site inspection, the Site is mainly paved with concrete with a part of unpaved ground with vegetation cover at the northeast of the Site. No suspected stains or stressed vegetation have been observed at the Site. As advised by the Applicant, the Site was previously used as an open storage for containers and construction materials. No chemicals and dangerous goods were stored on the Site. In general, no stains and land contamination activities were observed on the Site. As such, potential land contamination is not anticipated. The site walkover checklist and photos showing the existing site conditions are provided in **Appendix J**.

Dangerous Goods and Incident Records

6.3.5 Regional Office (North) of EPD was contacted to review if any record of registered Chemical Waste Producer ("CWP") or accident spillage / leakage of chemical waste is related to the Site. According to EPD's reply dated 14 March 2025, Regional Office (North) did not have any record of potential land contamination incident. The CWP register has been inspected at EPD Territory Control Office on 25 March 2025 and no record of CWP has been registered for the Site.

6.3.6 Moreover, the Fire Services Department ("FSD") was also contacted to review any current / past licences for storage of Dangerous Goods ("DG"), registration of DG licence, fire incidents, spillage/leakage of DG etc., relating to the Site. According to FSD's reply dated 20 February 2025, no DG licence was issued in respect of the Site, while one incident record of rubbish fire was recorded near Lamp Post No. FB5411 at Fui Sha Wai South Road, which was located outside the Site. As no CWP or DG license has been issued for the Site, and the incident of rubbish fire was not within the Site, it is considered that the fire incident does not have any

land contamination potential to the Site. The information request letters and replies from EPD and FSD are attached in **Appendix K.**

6.4 Conclusion

6.4.1 A desktop study of the past and present land-use of the Site was carried out. Based on historical records and the site walkover, no potential sources of land contamination were identified in the past and no existing land contamination issues were identified. As such, steps 1 to 6 of **paragraph 6.2.2** are not required. Hence, no adverse impact from the land contamination issue is anticipated and site investigation is considered not necessary.

7 CONCLUSIONS AND RECOMMENDATIONS

7.1.1 This EA has indicated that the Proposed Development will not generate any adverse environmental impacts during construction and operation phases, provided that all the recommended mitigation measures and good site practices are strictly implemented.

7.1.2 Specific conclusions for air quality, noise, water quality, waste management and land contamination are as follows:

Air Quality

7.1.3 With the implementation of the recommended mitigation measures and good site practices, adverse air quality impacts during construction phases are not anticipated.

7.1.4 No adverse air quality impact on the Proposed Development and nearby ASRs is anticipated with the implementation of the proposed mitigation measures on oily fumes and cooking odour emissions during operation phase.

7.1.5 Overall, no adverse air quality impact is anticipated during the construction and operation phases of the proposed development.

Noise

7.1.6 During construction phase, with the implementation of recommended noise mitigation measures, no adverse impact is anticipated.

7.1.7 A potential existing railway noise source (Light Rail) was observed within the vicinity of the Project Site during desktop review and site visit. Given that the Light Rail is approximately 187m northwest of the Project Site in shortest distance, and the railway noise was not noticeable in the vicinity of the Site, no adverse railway noise impact is expected.

7.1.8 A part of the future planned potential railway noise source (SGMTS) was noted within the vicinity of the Project Site. Based on the best available information, the proposed alignment is approximately 200m from the Project Site. Given this separation distance, adverse noise impact from the planned SGMTS is not anticipated.

7.1.9 A fixed noise source, Tai Tao Tsuen Substation, was identified within the vicinity of the Project Site during desktop review and site visit. Considering the observations from site visit, fixed noise from the operation of the Tai Tao Tsuen Substation was not noticeable. As such, adverse impact arising from its operation to the Proposed Development is not anticipated. fixed noise from Tai Tao Tsuen was not noticeable in vicinity of the Project Site.

7.1.10 Since most of the M&E equipment will be installed in plant rooms and will be enclosed with louvres installed at the openings, no adverse noise impact is anticipated. For the outdoor split-type air conditioners, as the noise is considered minimal and with the noise mitigation measures, no adverse noise impact is anticipated.

7.1.11 Road traffic noise impact on the Indicative Development scheme was assessed. Noise exceedances are predicted at RCHE (1/F – 5/F) and residential units at Tower A and B. With the

mitigation measures including architectural fins, acoustic windows (baffle type) and fixed/lockable/maintenance windows, no adverse noise impact is anticipated.

7.1.12 Overall, there will be no adverse noise impact is anticipated during the construction and operation phases of the Indicative Development scheme.

Water Quality

7.1.13 During construction phase, water quality impacts will be properly controlled by implementing the good site practices recommended in **Section 4.4**. Portable toilets, when necessary, will be provided for construction workers on site. Provided these measures are implemented, adverse water quality impact is not anticipated during the construction phase. The Contractor shall apply for a Discharge Licence under WPCO and the effluent discharged from the construction site shall comply with the terms and condition of the Discharge Licence.

7.1.14 During operation phase, sewage and wastewater generated from toilets, showers and kitchens will be collected and discharged into the public sewerage system. The separate SIA Report prepared by the Project Sewerage Consultant has concluded that there will be no adverse sewerage impact on the municipal sewerage system arising from the Site.

7.1.15 Overall, no adverse water quality impact is anticipated during construction and operation phase of the Proposed Development.

Waste Management

7.1.16 With the development of WMP and provision and implementation of the good site practices therein, the waste generation during construction phase will be reduced. Provided that good site practices are followed, no adverse impacts related to the management, handling and transportation of waste during construction phase is anticipated.

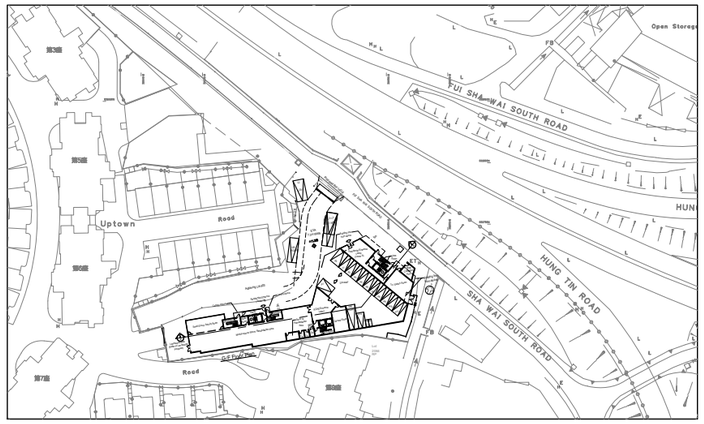
7.1.17 During operation phase, domestic waste and chemical wastes produced by the Proposed Development will be the main concern with regard to waste generation. As domestic and chemical wastes will be collected on a daily and monthly basis respectively, by registered collectors and will be disposed of at landfill or designated waste treatment centre (i.e., CWTC), it is concluded that no adverse waste impacts from handling, transportation or disposal are anticipated.

7.1.18 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operation phases of the of the Proposed Development are not anticipated.

Land Contamination

7.1.19 A detailed investigation of the past and present land-use of the Site was carried out. Based on historical records and the site walkover, no potential sources of land contamination were identified in the past and no existing land contamination issues were identified. Hence, no adverse impact from the land contamination issue is anticipated and site investigation is considered not necessary.

Appendix A PROJECT LAYOUT



	RCHE(P)	Residential Towers				Carparking Space		
		Tower A (Units)		Tower B (Units)				
G/F	-	-		-		Parking	Private Cars (5x2.5m)	12
1/F-5/F	90 x 5	-		-			Light Bus (8x3m)	2
6/F	-	-		-			Motocycles (2.4x1m)	2
7-12/F	-	Living Unit B1-B6 =6	x 6	Living Unit A1-A6 =6	x 6	Loading/ Unloading Bay	Private Car (5x2.5m)	1
Total Capacity	450	36		36			LGV (7x3.5m)	2
		72					MHGV (11x3.5m)	1
							Total	20

Total Nos. of Rooms for RCHE	14 x 5 = 70
Total Blocks for Residence	2

PLOT RATIO & SITE COVERAGE CALCULATIONS (AREA UNDER BD)

Site Area	= 2138 S.M.
Class of Site	= A
Mean Street Level	=11.30mPD
Height of Building Above Mean Street Level	= 46.5m
Building Height in mPD	=(11.30 + 46.5) =57.80mPD
Permitted Domestic Site Coverage (Over 43m)	= 37%
Permitted Non-Domestic Site Coverage (Over 24m)	= 89%
Permitted Domestic Plot Ratio (Over 43m)	= 5.9
Permitted Non-Domestic Plot Ratio (Over 24m)	= 8
Proposed Domestic Site Coverage Calculation	= 569 S.M. / 2138 x 100% = 26.6% < 37%
Proposed Non-Domestic Site Coverage Calculation	= 1181 S.M. / 2138 x 100% = 55.2% < 89%
Proposed Total Non-Domestic GFA	= 6961 / 2138 = 3.256
Non-Domestic Plot Ratio	= 3.256 < 8
Permitted Domestic Plot Ratio (Residue Method)	= (8 - 3.256) / 8 x 5.9 = 3.499
Proposed Total Domestic GFA	= 3528 / 2138 = 1.650
Domestic Plot Ratio	= 1.650 < 3.499

GFA CALCULATION

Ground Floor (Tower A)	= 114 S.M. (Exclude Carpark & Tx / Switch Room)
Ground Floor (Tower B)	= 576 S.M.
First to Sixth Floor	= 1070 x 5 + 1035 = 6385 S.M.
Seventh to Twelfth Floor (Tower A & B)	= (282 + 287) x 6 = 3414 S.M. (Exclude Balconies)
Proposed Total Non-Domestic GFA	= 576 + 6385 = 6961 S.M.
Proposed Total Domestc GFA	= 114 + 3414 = 3528 S.M.

Site Plan

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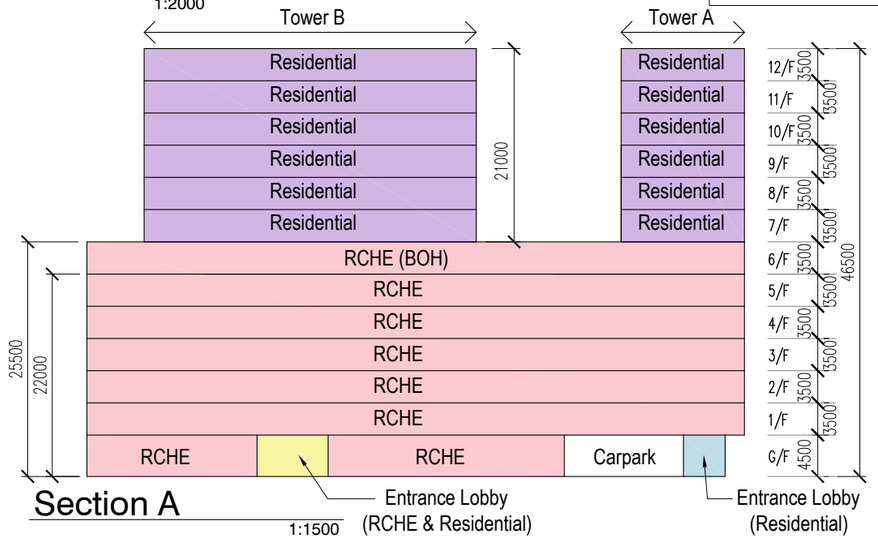
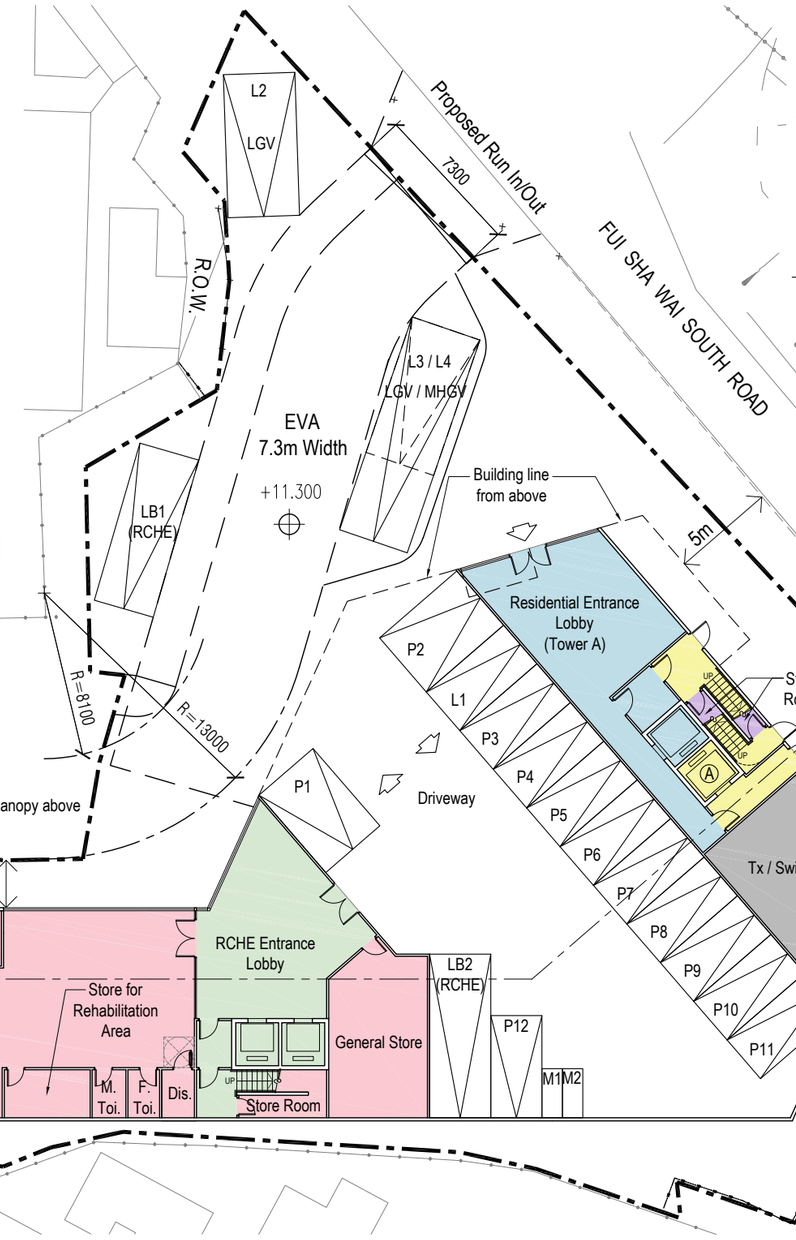


Section A

1:1500



G/F Floor Plan

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LEGEND

- RCHE
- Residential Units
- Circulation Area for RCHE
- Circulation Area for Residential
- Circulation Area for RCHE & Residential
- E&M Services/ Supporting Facilities
- T/S Toilet & Shower
- Dis. Accessible Toilet

rev.	date	description
0	09 07 2025	First Issue
1	14 07 2025	Revision 1
2	16 07 2025	Revision 2
3	21 07 2025	Revision 3
4	01 09 2025	Revision 4
5	05 09 2025	Revision 5
6	03 03 2025	Revision 6

project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

Ground Floor Plan

drawing no.

SK-04_rev.6

scale

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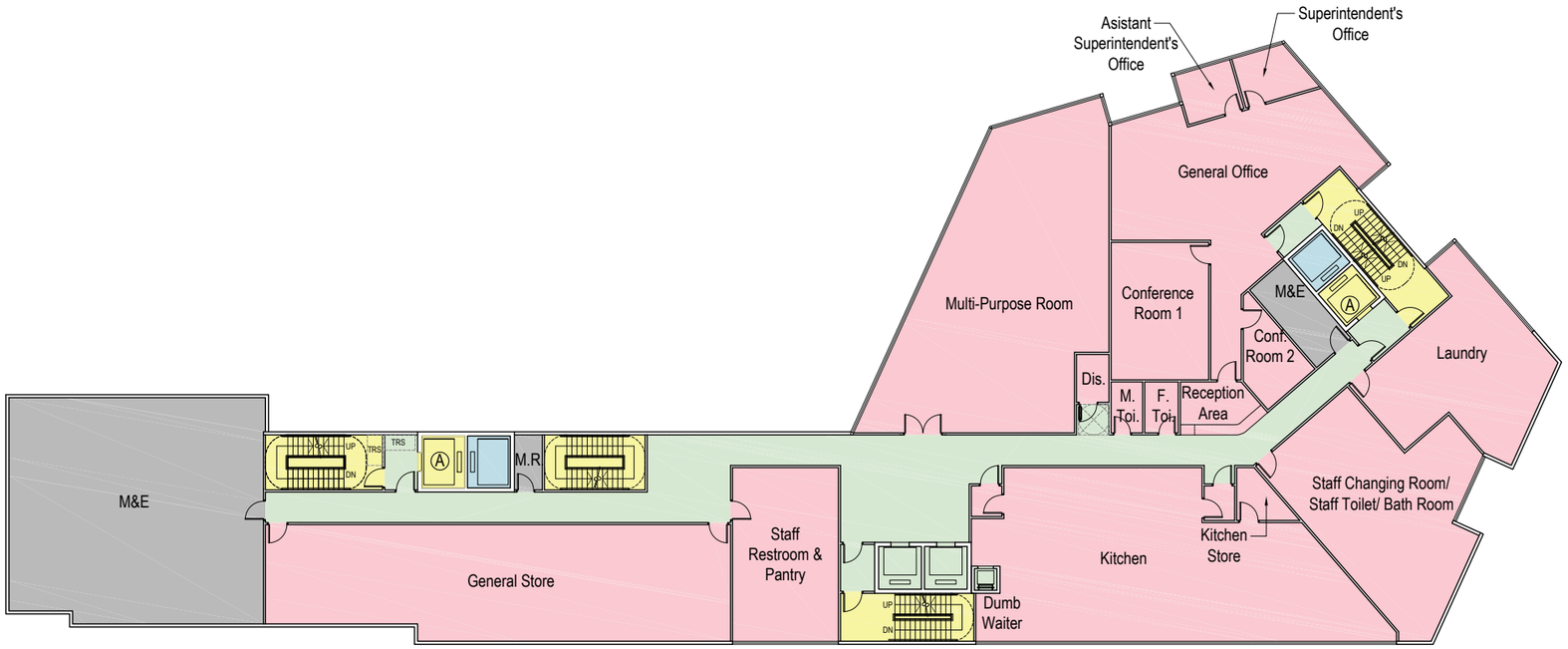
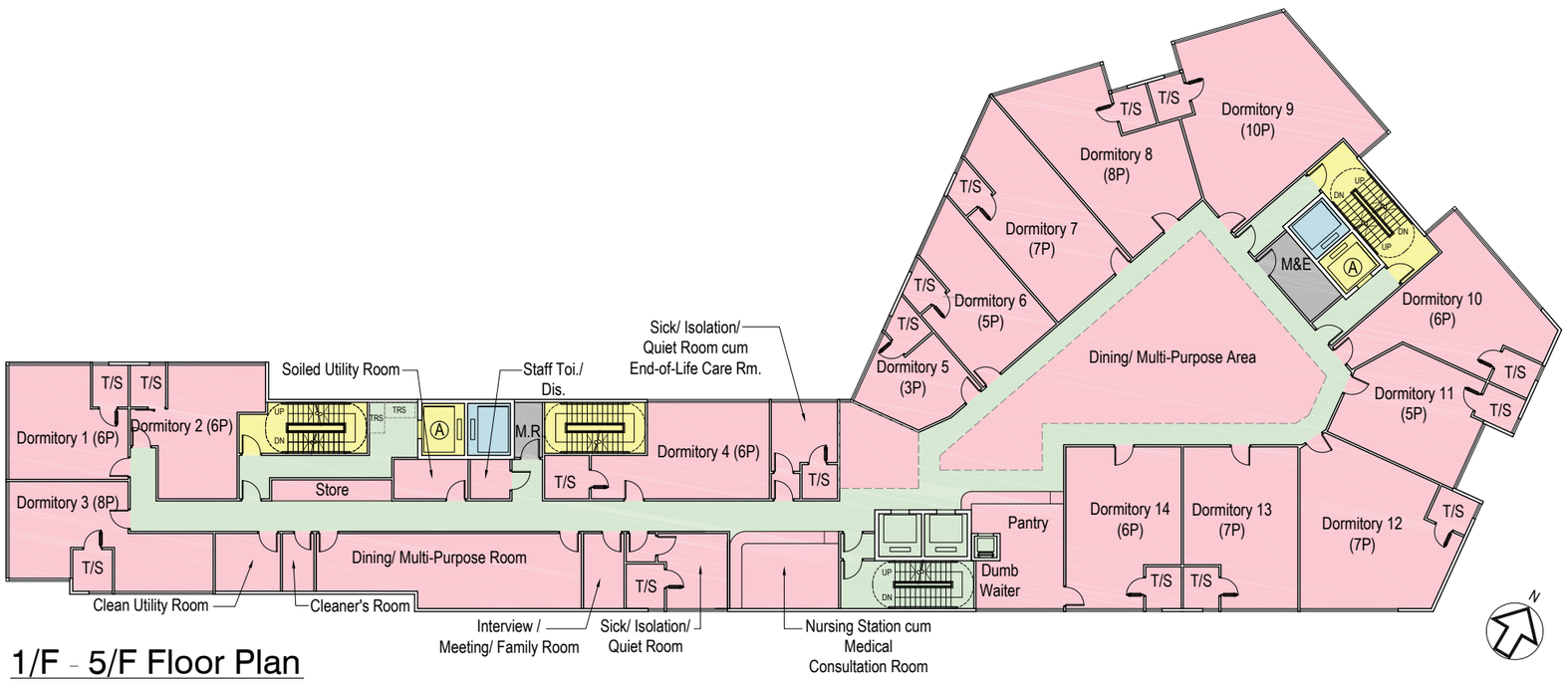
Threshold Consultants Limited
architecture & design



6/F Floor Plan



1/F - 5/F Floor Plan

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SCHEDULE OF ACCOMMODATION FOR RESIDENTIAL CARE HOME FOR THE ELDERLY (FOR 450 RESIDENTIAL CARE PLACES)

ITEM NO.	DESCRIPTION	NOFA (M²)	USABLE FLOOR AREA (M²)
		(PROPOSED 450 PERSONS)	
1	DORMITORY	2691.5	2691.5
2	ATTACHED BATHROOM/ SHOWER ROOM TO DORMITORY ROOM	AS APPROPRIATE	252.5
3	DINING/ MULTI-PURPOSE ROOM	989.2	989.2
4	PANTRY	AS APPROPRIATE	120
5	SMALL GROUP ACTIVITY ROOM	55.8	55.8
6	NURSING STATION CUM MEDICAL CONSULTATION ROOM	101.5	101.5
7	SICK/ ISOLATION/ QUIET ROOM	98.9	98.9
8	ACCESSIBLE TOILET CUM SHOWER ROOM ATTACHED TO EACH SICK/ ISOLATION/ QUIET ROOM	AS APPROPRIATE	35.5
9	REHABILITATION AREA	200	200
10	STORE FOR REHABILITATION AREA	10	10
11	END-OF-LIFE CARE ROOM	10.1	10.1
12	SOILED UTILITY ROOM	36	36
13	CLEANER'S ROOM	AS APPROPRIATE	22
14	LAUNDRY	55.4	55.4
15	KITCHEN & KITCHEN STORE	144.3	144.3
16	DUMB WAITER	AS APPROPRIATE	7.2
17	GENREAL STORE	162.8	162.8
18	CLEAN UTILITY ROOM	45	45
19	INTERVIEW/ MEETING/ FAMILY ROOM	37	37
20	REFUSE ROOM	AS APPROPRIATE	14
21	SUPERINTENDENT'S OFFICE	8	8
22	ASSISTANT SUPERINTENDENT'S OFFICE	7	7
23	GENERAL OFFICE	82.4	82.4
24	RECEPTION AREA	9.5	9.5
25	CONFERENCE ROOM	43.3	43.3
26	FEMALE/ MALE STAFF CHANGING ROOM AND REST ROOM CUM PANTRY	119.4	119.4
27	STAFF TOILET/ BATH ROOM	AS APPROPRIATE	19.5
28	TOILET FOR COMMUNAL USE A) FEMALE TOILET B) MALE TOILET C) ACCESSIBLE TOILET	AS APPROPRIATE	12
TOTAL		4907.1	5389.8

MAXIMUM OCCUPANTS PER FLOOR AREA (M²)
= 4907.1 / 9.5
= 516 > 450 (PROPOSED TOTAL OCCUPANTS)

rev.	date	description
0	09 07 2025	First Issue
1	14 07 2025	Revision 1
2	16 07 2025	Revision 2
3	21 07 2025	Revision 3
4	01 09 2025	Revision 4
5	05 09 2025	Revision 5
6	03 03 2025	Revision 6

project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

1/F - 6/F Floor Plans

drawing no.

SK-05_rev.6

scale

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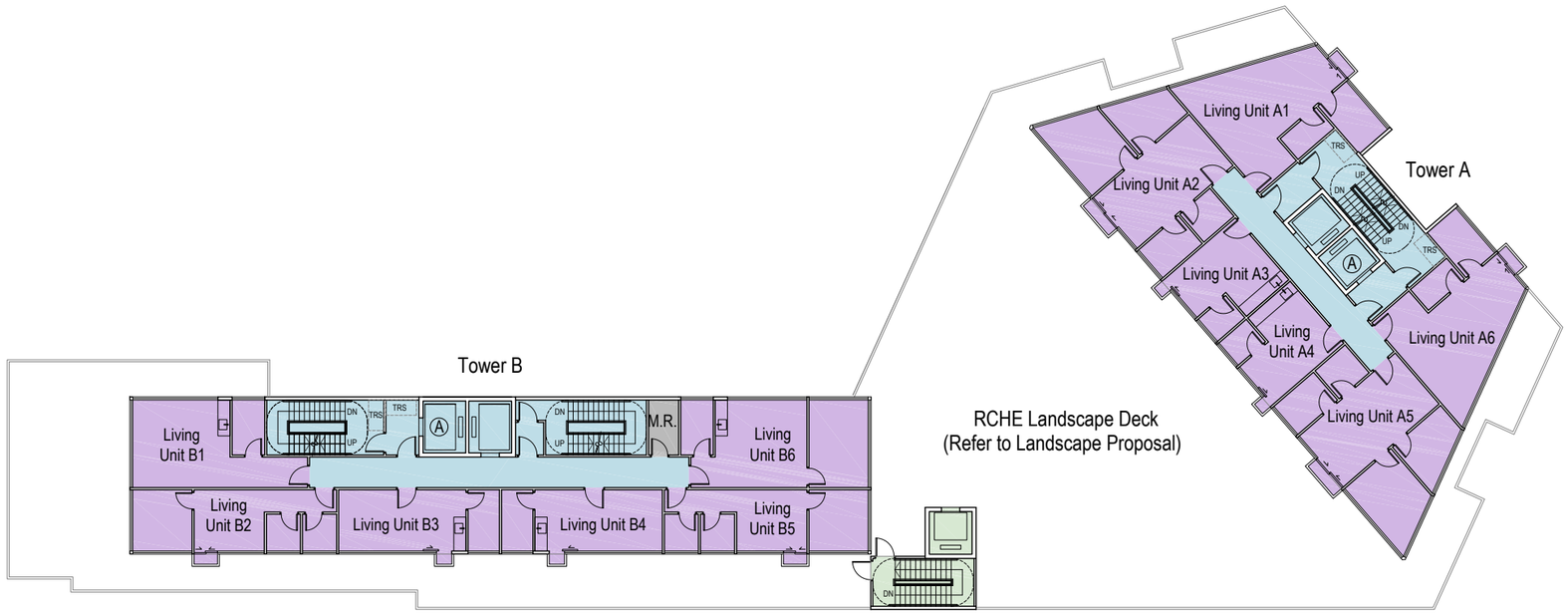
architecture & design
[redacted]



7/F - 12/F Floor Plan

rev.	date	description
0	09 07 2025	First Issue
1	14 07 2025	Revision 1
2	16 07 2025	Revision 2
3	21 07 2025	Revision 3
4	01 09 2025	Revision 4
5	05 09 2025	Revision 5
6	03 03 2025	Revision 6

project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

7/F - 12/F Floor Plans

drawing no.

SK-06_rev.6

scale

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Threshold Consultants Limited
architecture & design
[redacted]

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Appendix B CORRESPONDENCE WITH TD

Alex Wong

From: [redacted]
Sent: 2025年8月28日星期四 11:45
To: [redacted]
Cc: [redacted]
Subject: Re: Fw: 回覆: Proposed Residential & RCHE Development at Hung Shui Kiu, Lot No. 2188 & 398RP in D.D. 121, and Surrounding Government Land

Dear Lillian,

We have no comments on your proposed road type for Fui Sha Wai South Road as a Local Distributor and the Unnamed Access Road as a Feeder Road for the noise assessment purposes of the subject development.
As remarks, please note the following:-
1. The concerned Unnamed Access Road is not managed by this department.
2. Fui Sha Wai South Road does not connect with Hung Tin Road.

Regards,
Louis IP
E/YLS, TE(NTW), TD
Tel:[redacted]

From: Chi Wai IP/TD/HKSARG
To: Forrest Wing Kai NG/TD/HKSARG@TD
Date: 2025/08/04 下午 05:50
Subject: Fw: 回覆: Proposed Residential & RCHE Development at Hung Shui Kiu, Lot No. 2188 & 398RP in D.D. 121, and Surrounding Government Land
TENTW/EYLS

Dear Forrest,

The subject case is under your purview. Please follow up the case. Thanks.

Regards,
Louis IP
E/YLS, TE(NTW), TD
Tel: [redacted]
----- Forwarded by Chi Wai IP/TD/HKSARG on 2025/08/04 下午 05:49 -----

[redacted]

Subject: 回覆: Proposed Residential & RCHE Development at Hung Shui Kiu, Lot No. 2188 & 398RP in D.D. 121, and Surrounding Government Land

---

Dear Louis,

Justification of road types for the concerned road links are as follows for your consideration:

Fui Sha Wai South Road: According to TPDM Volume 2 Chapter 3.2, Local Distributors are defined as “Roads within Districts linking developments to the District Distributor Roads”. Fui Sha Wai South Road is a single-track (two-way) access road serving a low volume of traffic, linking developments like “Uptown” to the District Distributor Road (i.e. Hung Tin Road). Therefore, Fui Sha Wai South Road is considered to be a Local Distributor.

Unnamed Access Road: According to TPDM Volume 2 Chapter 3.2, "Feeder Roads are defined as “Roads connecting villages or more remote settlements to Rural Roads”. The Unnamed Access Road is a single-track (two-way) access road linking between Fui Sha Wai South Road to village of Tai Tao Tsuen and other rural area near Tai To Tsuen Road. While the Unnamed Access Road is serving a low volume of traffic, the concerned carriageway is considered as a Feeder Road.

Should there be any enquiries, please feel free to contact us.
Thank you.

Best Regards,
Lily LIN
OZZO TECHNOLOGY
[redacted]

[redacted]

主旨: Re: Proposed Residential & RCHE Development at Hung Shui Kiu, Lot No. 2188 & 398RP in D.D. 121, and Surrounding Government Land

Dear Lily,

Grateful if you could provide the justification on your proposed road type for our further review.

Regards,
Louis IP
E/YLS, TE(NTW), TD
Tel: [redacted]

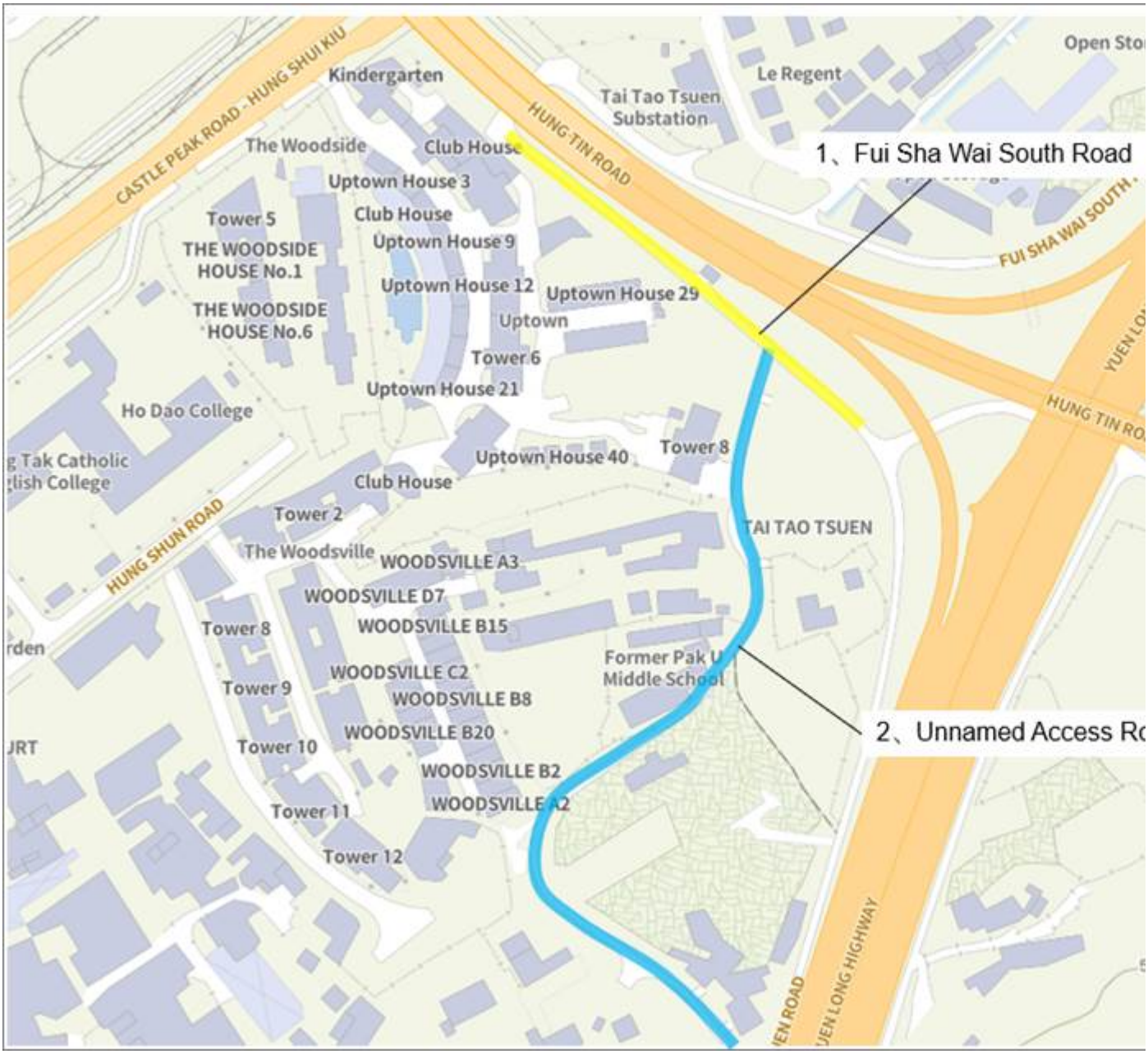
[redacted]

ate: 5 下午 :
Subject: Proposed Residential & RCHE Development at Hung Shui Kiu, Lot No. 2188 & 398RP in D.D. 121, and Surrounding

Dear Mr. Ip,

We are the traffic consultant commissioned for the captioned project. We would like to seek your advice on the road types (not included and defined by ATC) presented in the table below, with their respective locations shown in the accompany figure, it would be grateful if you can let us have your confirmation / comment on the Road Types.

Road ID	Road Name	Section Between		Suggested Road
1	Fui Sha Wai South Road	Tai Tao Tsuen	Uptown	Local Distribu
2	Unnamed Access Road	Fui Sha Wai South Road	Cul-de-sac	Feeder Roa



Should there be any enquiries, please feel free to contact us.
Thank you.

Best Regards,
Lily LIN

OZZO TECHNOLOGY OZZO T h l HK Ltd

[redacted]

Appendix C TRAFFIC FORECAST IN 2046

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Data\Dwg\83136_Figure A_Future_A.dwg 2025/09/01 11:24:22

洪元路 Hung Yuen Road
洪天路 Hung Tin Road
洪平路 Hung Ping Road
洪水橋田心路 Hung Shui Kiu Tin Sam Road
青山公路 - 洪水橋段 Castle Peak Road - Hung Shui Kiu
灰沙圍南路
洪德路 Hung Tak Road
洪順路 Hung Shun Road
Fuk Hang Tsuen Main Road
Fuk Hang Tsuen Road
Fuk Hang Road
Fuk Hang Tsuen Road West
Fuk Hang Tsuen Road East
Fuk Hang Tsuen Road South
Fuk Hang Tsuen Road North
Fuk Hang Tsuen Road Central
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Fuk Hang Tsuen Road Central

2046 Peak Hour Traffic Forecast for Traffic Noise Impact Assessment

Road ID	Road Name	Section Between		1- or 2-Way	Direction	Road Type	Speed Limit (km/h)	Length (m)	AM Peak Hour		PM Peak Hour	
									Flow (veh/hr)	% HV	Flow (veh/hr)	% HV
1	Access Road	Cul-de-sac	Fui Sha Wai South Road	1	NB	FD	50	362	7	16.7%	5	25.0%
2	Access Road	Fui Sha Wai South Road	Cul-de-sac	1	SB	FD	50	360	4	33.3%	7	16.7%
3	Fui Sha Wai South Road	Tai To Tsuen Road	Access Road (near Uptown)	1	NB	LD	50	347	9	37.5%	12	0.0%
4	Fui Sha Wai South Road	Access Road (near Uptown)	Tai To Tsuen Road	1	SB	LD	50	351	6	40.0%	1	100.0%
5	Access Road	Road L22	Cul-de-sac	1	NB	LD	50	20	10	25.0%	10	20.0%
6	Access Road	Cul-de-sac	Road L22	1	SB	LD	50	20	10	25.0%	10	20.0%
7	Access Road	Access Road(near Yuen Long Highway)	Road L22	1	NB	LD	50	32	375	25.0%	300	20.0%
8	Access Road	Road L22	Access Road (near Yuen Long Highway)	1	SB	LD	50	32	375	25.0%	300	20.0%
9	Access Road	Tan Kwai Tsuen North Fresh Water Service Reservoir	Access Road (near Yuen Long Highway)	1	NB	LD	50	61	375	25.0%	300	20.0%
10	Access Road	Access Road (near Yuen Long Highway)	Tan Kwai Tsuen North Fresh Water Service Reservoir	1	SB	LD	50	60	375	25.0%	300	20.0%
11	Access Road	Open Storage	Access Road (near Yuen Long Highway)	1	WB	LD	50	90	10	25.0%	10	20.0%
12	Access Road	Access Road (near Yuen Long Highway)	Open Storage	1	EB	LD	50	90	10	25.0%	10	20.0%
13	Road L22	Access Road (near Yuen Long Highway)	Tin Shui Wai West Interchange	1	EB	LD	50	130	550	30.0%	350	20.0%
14	Road L22	Tin Shui Wai West Interchange	Access Road (near Yuen Long Highway)	1	WB	LD	50	124	450	30.0%	350	20.0%
15	Access Road	Fui Sha Wai South Road	Le Regent	1	EB	FD	50	29	25	28.6%	19	12.5%
16	Access Road	Le Regent	Fui Sha Wai South Road	1	WB	FD	50	29	8	57.1%	8	71.4%
17	Fui Sha Wai South Road	Open Storage	Tai Tao Tsuen Substation	1	NB	LD	50	29	5	100.0%	5	25.0%
18	Fui Sha Wai South Road	Tai Tao Tsuen Substation	Open Storage	1	SB	LD	50	46	9	33.6%	24	32.7%
19	Access Road	Fui Sha Wai South Road	Open Storage	1	EB	FD	50	13	9	33.6%	18	23.8%
20	Access Road	Open Storage	Fui Sha Wai South Road	1	WB	FD	50	13	2	100.0%	2	50.0%
21	Fui Sha Wai South Road	Fui Sha Wai South Road (near Forefront Cyber Centre)	Open Storage	1	WB	LD	50	263	2	100.0%	4	0.0%
22	Fui Sha Wai South Road	Open Storage	Fui Sha Wai South Road (near Forefront Cyber Centre)	1	EB	LD	50	259	0	0.0%	5	50.0%
23	Access Road	Le Regent	Open Storage	1	WB	LD	50	213	5	50.0%	5	25.0%
24	Access Road	Open Storage	Le Regent	1	EB	LD	50	212	4	33.3%	5	0.0%
25	Access Road	Tai Tao Tsuen Substation	Open Storage	1	SB	FD	50	33	4	0.0%	8	0.0%
26	Access Road	Open Storage	Tai Tao Tsuen Substation	1	NB	FD	50	33	14	22.2%	23	18.9%
27	Access Road	Castle Peak Road - Hung Shui Kiu	Le Regent	1	SB	LD	50	131	24	20.0%	32	33.3%
28	Access Road	Le Regent	Castle Peak Road - Hung Shui Kiu	1	NB	LD	50	131	52	24.2%	47	16.5%
29	Castle Peak Road - Ping Shan	Chinese Mission Seminary	Le Regent	1	WB	RT	50	130	1165	27.1%	1030	23.8%
30	Castle Peak Road - Hung Shui Kiu	Le Regent	Hung Tin Road (At grade)	1	WB	RT	50	108	1193	27.2%	1045	23.0%
31	ad - Hung Shui Kiu / Castle Peak Ro	Hung Tin Road (At grade)	Chinese Mission Seminary	1	EB	RT	70	242	1010	22.4%	876	23.4%
32	Access Road	Graves	Hung Tin Road (At grade)	1	WB	LD	50	192	8	0.0%	7	0.0%
33	Access Road	Hung Tin Road (At grade)	Graves	1	EB	LD	50	190	5	0.0%	1	0.0%
34	Hung Tin Road (At grade)	Access Road	Castle Peak Road - Hung Shui Kiu	1	SB	LD	50	50	692	18.4%	523	24.4%
35	Hung Tin Road (At grade)	Castle Peak Road - Hung Shui Kiu	Hung Shui Kiu Tin Sam Road	1	SB	LD	50	33	728	19.9%	560	28.7%
36	Hung Tin Road (At grade)	Hung Tin Road SB (At grade)	Hung Tin Road NB (At grade)	1	WB	LD	50	19	65	29.1%	59	12.0%
37	Hung Tin Road (At grade)	Hung Tin Road NB (At grade)	Hung Tin Road SB (At grade)	1	EB	LD	50	19	25	4.8%	23	14.3%
38	Hung Tin Road (At grade)	Castle Peak Road (Hung Shui Kiu)	MTR Hung Shui Kiu Bus Depot	1	NB	LD	50	52	771	23.1%	647	20.8%
39	Hung Tin Road (At grade)	MTR Hung Shui Kiu Bus Depot	Hung Shui Kiu Tin Sam Road	1	NB	LD	50	30	808	24.3%	685	20.4%
40	Access Road	Hung Tin Road NB (At grade)	MTR Hung Shui Kiu Bus Depot	1	WB	LD	50	23	5	25.0%	2	50.0%
41	Access Road	MTR Hung Shui Kiu Bus Depot	Hung Tin Road NB (At grade)	1	EB	LD	50	23	7	50.0%	5	50.0%
42	Hung Yuen Road	Park Nara	LRT (Hung Shui Kiu Station)	1	SB	LD	50	19	17	92.9%	9	50.0%
43	Hung Yuen Road	LRT (Hung Shui Kiu Station)	Park Nara	1	NB	LD	50	16	17	92.9%	9	50.0%
44	Access Road	Park Nara	Castle Peak Road - Hung Shui Kiu	1	SB	LD	50	11	48	7.3%	42	0.0%
45	Access Road	Castle Peak Road - Hung Shui Kiu	Park Nara	1	NB	LD	50	11	41	5.7%	26	13.6%
46	Castle Peak Road - Hung Shui Kiu	Access Road	Hung Tin Road (At grade)	1	EB	RT	70	241	1292	23.4%	1058	22.4%
47	Castle Peak Road - Hung Shui Kiu	Hung Tin Road (At grade)	Hung Tak Road	1	WB	RT	50	277	1411	24.1%	1102	24.5%
48	Castle Peak Road - Hung Shui Kiu	Shung Tak Catholic English College	Access Road	1	EB	RT	70	10	1285	23.5%	1042	23.7%
49	Hung Tak Road	Hung Shun Road	Castle Peak Road - Hung Shui Kiu	1	NB	LD	50	103	369	11.5%	207	11.4%
50	Hung Tak Road	Castle Peak Road - Hung Shui Kiu	Hung Shun Road	1	SB	LD	50	103	461	12.8%	309	21.6%
51	Hung Shun Road	Symphony Garden	Hung Tak Road	1	EB	LD	50	45	312	13.2%	184	11.6%
52	Hung Shun Road	Hung Tak Road	Symphony Garden	1	WB	LD	50	45	404	13.4%	291	23.3%
53	Hung Shun Road	Hung Tak Road	Cul-de-sac	1	EB	LD	50	128	93	5.1%	34	3.4%
54	Hung Shun Road	Cul-de-sac	Hung Tak Road	1	WB	LD	50	128	100	3.5%	35	6.7%
55	Hung Tin Road (Elevated)	Uptown	MTR Hung Shui Kiu Bus Depot	1	NB	DD	70	337	2265	30.0%	2992	20.0%
56	Hung Tin Road (Elevated)	MTR Hung Shui Kiu Bus Depot	Uptown	1	SB	DD	70	242	2643	30.0%	2956	20.0%
57	Yuen Long Highway	Manor Parc	Slip Road of Hung Tin Road	1	EB	EX	80	98	5117	30.0%	5559	25.0%
58	Yuen Long Highway	Tin Shui Wai West Interchange	Manor Parc	1	WB	EX	80	360	7425	25.0%	6558	15.0%
59	Hung Tin Road	Yuen Long Highway	Hung Tin Road (Elevated)	1	EB	DD	50	245	998	30.0%	1249	25.0%
60	Yuen Long Highway	Slip Road of Hung Tin Road	Tin Shui Wai West Interchange	1	EB	EX	80	421	4119	30.0%	4310	25.0%
61	Hung Tin Road (Elevated)	Tin Shui Wai West Interchange	Uptown	1	NB	DD	50	288	620	30.0%	385	20.0%
62	Hung Tin Road (Elevated)	Uptown	Tin Shui Wai West Interchange	1	SB	DD	50	349	1616	30.0%	1862	20.0%
63	Hung Tin Road	Tin Shui Wai West Interchange	Yuen Long Highway	1	WB	DD	80	114	1905	25.0%	1929	15.0%
64	Yuen Long Highway	Tin Shui Wai West Interchange	Slip Road of Hung Tin Road	1	WB	EX	80	124	5520	25.0%	4629	15.0%
65	Hung Tin Road	Uptown	Yuen Long Highway	1	EB	DD	80	369	1027	30.0%	1094	25.0%
66	Slip Road of Yuen Long Highway	Yuen Long Highway	Slip Road of Hung Tin Road	1	NB	DD	50	275	647	20.0%	1358	25.0%
67	Fui Sha Wai South Road	Access Road to Project Site	Tai Tao Tsuen Substation	1	NB	LD	50	124	28	19.4%	32	17.0%
68	Fui Sha Wai South Road	Tai Tao Tsuen Substation	Access Road to Project Site	1	SB	LD	50	124	17	32.9%	20	24.1%
69	Proposed Road	Castle Peak Road - Hung Shui Kiu	Fui Sha Wai South Road	1	SB	LD	50	45	9	23.8%	15	23.8%
70	Fui Sha Wai South Road	Proposed Road	Access Road (near Tai Tao Tsuen Substation)	1	SB	LD	50	60	28	19.4%	32	17.0%
71	Access Road	Project Site	Fui Sha Wai South Road	1	NB	LD	50	9	8	23.8%	18	23.8%
72	Access Road	Fui Sha Wai South Road	Project Site	1	SB	LD	50	9	9	23.8%	15	23.8%
73	Fui Sha Wai South Road	Access Road to Project Site	Access Road (near Uptown)	1	NB	LD	50	34	14	19.4%	14	17.0%
74	Fui Sha Wai South Road	Access Road (near Uptown)	Access Road to Project Site	1	SB	LD	50	34	8	32.9%	5	24.1%
75	Hung Tin Road (Elevated)	Slip Road of Hung Tin Road	Yuen Long Highway	1	SB	DD	50	22	1305	30.0%	1479	20.0%
76	Hung Tin Road (Elevated)	Slip Road of Hung Tin Road	Yuen Long Highway	1	SB	DD	50	22	311	30.0%	383	20.0%
77	Fui Sha Wai South Road	Access Road (near Tai Tao Tsuen Substation)	Proposed Road	1	NB	LD	50	9	17	32.9%	20	24.1%
78	Slip Road of Yuen Long Highway	Yuen Long Highway	Road L20	1	SB	DD	50	360	795	30.0%	870	20.0%

Appendix D PREDICTED ROAD TRAFFIC NOISE LEVEL (BASE CASE)

Project: **Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories**

Block: **RCHE (G/F - 6/F)**

Scenario: **Road Traffic Noise (2046 AM flow) - Base Case**

Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	RCHE (1/F - 5/F)											
				RCHE_TYP_01	RCHE_TYP_02	RCHE_TYP_03	RCHE_TYP_04	RCHE_TYP_05	RCHE_TYP_06	RCHE_TYP_07	RCHE_TYP_08	RCHE_TYP_09	RCHE_TYP_10	RCHE_TYP_11	RCHE_TYP_12
5/F	3.5	29.80	31.00	**77**	**72**	**75**	**77**	**73**	**72**	70	69	59	68	68	65
4/F	3.5	26.30	27.50	**77**	**71**	**74**	**76**	**72**	**71**	70	68	57	68	68	63
3/F	3.5	22.80	24.00	**76**	70	**73**	**75**	**71**	**71**	69	67	55	67	68	62
2/F	3.5	19.30	20.50	**74**	67	70	**73**	70	69	68	66	54	66	67	61
1/F	3.5	15.80	17.00	**72**	64	68	**71**	67	66	65	65	53	62	65	61
			Criterion	70								70		70	

Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	RCHE (1/F - 5/F)												
				RCHE_TYP_13	RCHE_TYP_14	RCHE_TYP_15	RCHE_TYP_16	RCHE_TYP_17	RCHE_TYP_18	RCHE_TYP_19	RCHE_TYP_20	RCHE_TYP_21	RCHE_TYP_22	RCHE_TYP_23	RCHE_TYP_24	RCHE_TYP_25
5/F	3.5	29.80	31.00	66	69	69	**72**	**72**	**72**	**72**	**73**	**75**	**75**	**76**	**76**	**77**
4/F	3.5	26.30	27.50	64	66	67	70	70	70	70	**72**	**74**	**75**	**75**	**75**	**76**
3/F	3.5	22.80	24.00	62	64	64	67	68	68	68	70	**72**	**73**	**74**	**74**	**75**
2/F	3.5	19.30	20.50	61	62	62	66	67	66	67	69	70	**72**	**72**	**72**	**73**
1/F	3.5	15.80	17.00	61	62	61	65	66	65	66	67	69	**71**	70	**71**	**71**
			Criterion	70				70				70				

Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	RCHE (G/F)				
				RCHE_GF_01	RCHE_GF_02	RCHE_GF_03	RCHE_GF_04	RCHE_GF_05
G/F	4.5	11.30	12.50	61	61	61	56	65
			Criterion	70				

Note:

Predicted noise level exceeded HKPSG Standard of 70 dB(A)

* Noise Assessment Point Level= Floor Slab Level +1.2m

Project: **Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New**

Block: **Tower A - Residential & Tower B - Residential**

Scenario: **Road Traffic Noise (2046 AM flow) - Base Case**

Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	Tower A - Residential													
				TYP_A_01	TYP_A_02	TYP_A_03	TYP_A_04	TYP_A_05	TYP_A_06	TYP_A_07	TYP_A_08	TYP_A_09	TYP_A_10	TYP_A_11	TYP_A_12	TYP_A_13	TYP_A_14
12/F	3.5	54.3	55.5	**78**	**78**	**76**	**76**	**76**	**72**	70	70	69	69	70	**76**	**76**	**77**
11/F	3.5	50.8	52.0	**78**	**78**	**76**	**76**	**76**	**71**	70	69	68	68	70	**76**	**76**	**77**
10/F	3.5	47.3	48.5	**78**	**78**	**76**	**76**	**75**	**71**	69	68	68	67	70	**76**	**76**	**77**
9/F	3.5	43.8	45.0	**78**	**78**	**75**	**75**	**75**	70	68	68	67	67	70	**76**	**76**	**77**
8/F	3.5	40.3	41.5	**78**	**78**	**75**	**75**	**75**	69	68	67	66	66	69	**76**	**76**	**77**
7/F	3.5	36.8	38.0	**78**	**77**	**74**	**74**	**74**	68	66	65	64	63	68	**75**	**76**	**75**
Criterion				70	70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level, dB(A)				**78**	**78**	**76**	**76**	**76**	**72**	70	70	69	69	70	**76**	**76**	**77**
Compliance				N	N	N	N	N	N	Y	Y	Y	Y	Y	N	N	N

Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	Tower B - Residential												
				TYP_B_01	TYP_B_02	TYP_B_03	TYP_B_04	TYP_B_05	TYP_B_06	TYP_B_07	TYP_B_08	TYP_B_09	TYP_B_10	TYP_B_11	TYP_B_12	TYP_B_13
12/F	3.5	54.3	55.5	**74**	**73**	69	68	65	66	67	68	68	69	**73**	**74**	**75**
11/F	3.5	50.8	52.0	**74**	**73**	69	67	65	66	67	67	68	69	**72**	**74**	**74**
10/F	3.5	47.3	48.5	**74**	**72**	68	67	64	65	67	67	68	69	**72**	**74**	**74**
9/F	3.5	43.8	45.0	**73**	**72**	67	66	64	65	66	67	68	69	**72**	**74**	**74**
8/F	3.5	40.3	41.5	**72**	70	66	65	63	65	66	67	68	69	**71**	**74**	**74**
7/F	3.5	36.8	38.0	68	65	63	62	59	64	66	67	65	67	**71**	**73**	**73**
Criterion				70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level, dB(A)				**74**	**73**	69	68	65	66	67	68	68	69	**73**	**74**	**75**
Compliance				N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N

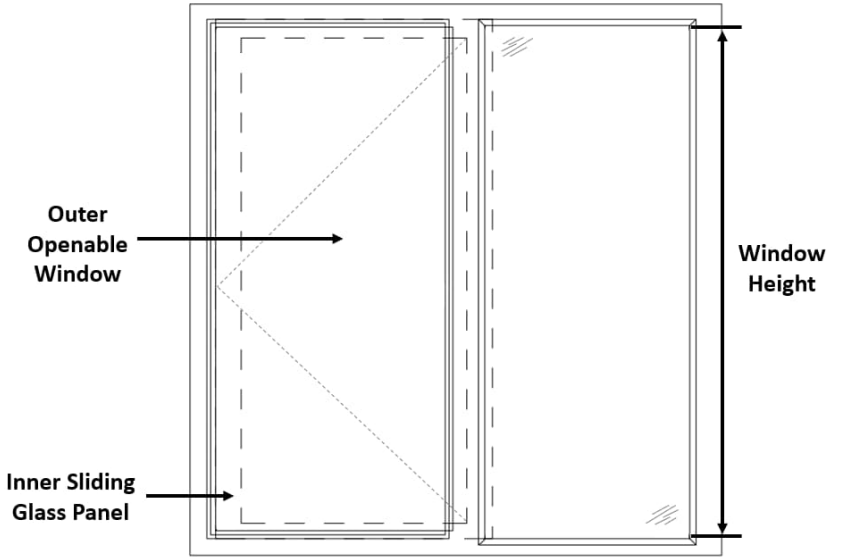
Note:

Predicted noise level exceeded HKPSG Standard of 70 dB(A)

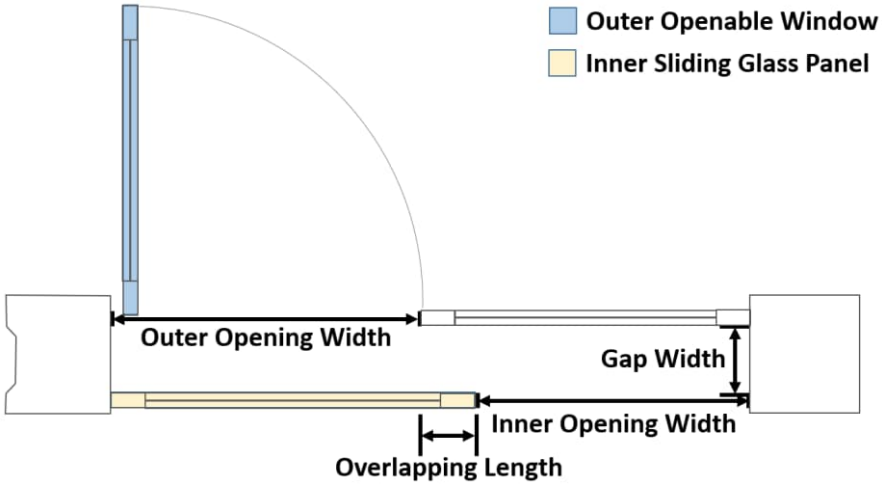
* Noise Assessment Point Level= Floor Slab Level +1.2m

Appendix E ACOUSTIC WINDOW REFERENCE FROM PROPECC PN 5/23

(I) Possible design of "Acoustic Window (Baffle Type)" for 8m² and 18m² habitable rooms (i.e. dining room, living room or bedroom)



INTERNAL VIEW (NOT TO SCALE)



PLAN (NOT TO SCALE)

Possible Designs of "Acoustic Window (Baffle Type)" for 8m² and 18m² rooms					
Room Size (m^2)	**Room Dimensions (mm^3)**	**Inner Window Opening (mm^2)**	**Outer Window Opening (mm^2)**	**Overlapping Length (mm)**	**Gap Width (mm)**
8	**3200 (W) x 2500 (D) x 3400 (H)**	**580 (W) x 870 (H)**	**600 (W) x 870 (H)**	**≥ 100**	**100 to 175**
18	**5300 (W) x 3390 (D) x 3400 (H)**	**750 (W) x 1500 (H)**	**750 (W) x 1500 (H)**	**≥ 100**	**100 to 175**

Notes:

a. These are feasible designs of AW(BT) for 8m² and 18m² rooms.

b. For optimum performance of noise reduction, the air gap should have a pane-to-pane overlapping length of ≥ 100mm and a gap width between 100mm and 175mm, with the inner sliding glass panel in a closed position. The window pane shall be ≥ 6mm in thickness.

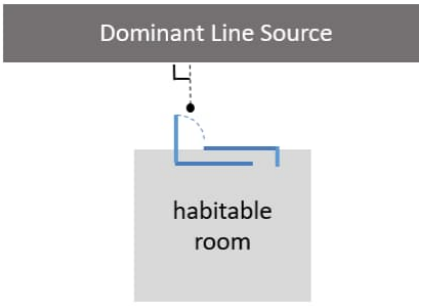
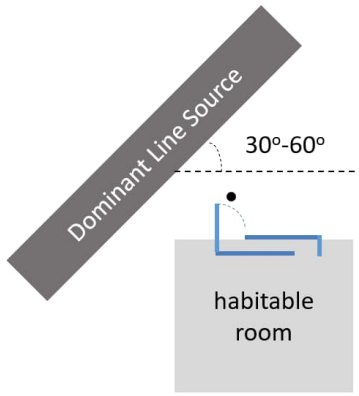
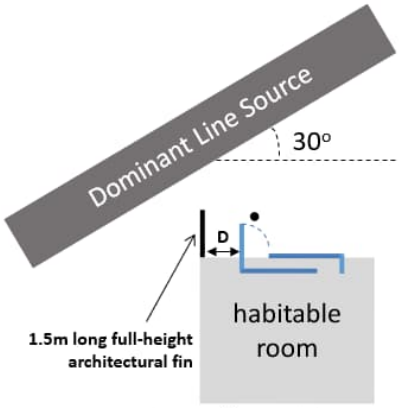
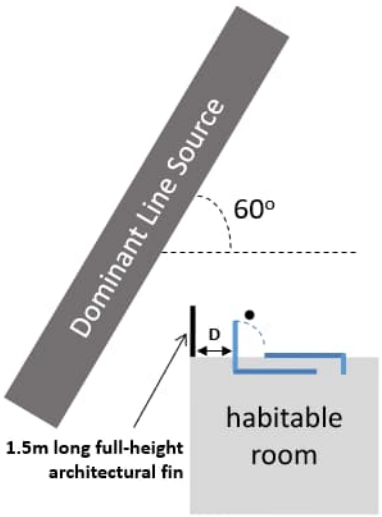
Table 1: Summary on RNR of Acoustic Window (Baffle Type) (for use in NIA) *Plan not to scale		Correction dB(A) L10(1hr)	
		8m^2	18m^2
	**(a) Provision of AW(BT) parallel to dominant line source** (whichever side the outer side-hung window is)	- **6.0** - **7.5 (added SAM[1])**	- **7.0** - **8.5 (added SAM[1])**
	**(b) Tilting the AW(BT) in (a) above to 30° - 60° horizontal incident angle to dominant line source** (whichever side the outer side-hung window is)	- **7.0** - **8.5 (added SAM[1])**	- **8.0** - **9.5 (added SAM[1])**
 D = Distance from architectural fin to nearest window frame should be at most 900mm.	**(b1) If tilted AW(BT) is at 30° horizontal incident angle to dominant line source** **+ 1.5m long full-height architectural fin[2]** *** AW(BT) + architectural fin should be considered as ONE package of noise mitigation measures. Outer side-hung window of AW(BT) and architectural fin should be installed at the side nearer to dominant line source.**	- **8.0** - **9.5 (added SAM[1])**	- **9.0** - **10.5 (added SAM[1])**

Table 1: Summary on RNR of Acoustic Window (Baffle Type) (for use in NIA) *Plan not to scale		Correction dB(A) L10(1hr)	
		8m^2	18m^2
 D = Distance from architectural fin to nearest window frame should be at most 900mm.	**(b2) If tilted AW(BT) is at 60° horizontal incident angle to dominant line source** **+ 1.5m long full-height architectural fin[2]** *** AW(BT) + architectural fin should be considered as ONE package of noise mitigation measures. Outer side-hung window of AW(BT) and architectural fin should be installed at the side nearer to dominant line source.**	**- 9.0** **- 10.5 (added SAM[1])**	**- 10.0** **- 11.5 (added SAM[1])**

Note 1: The additional Sound Absorptive Material (SAM) shall be of Noise Reduction Coefficient ≥ 0.7 and applied at top and outer opening side of mullion. The material of SAM is subject to the requirements of section 3 of Building (Construction) Regulation.

Note 2: The 1.5m long full-height architectural fin may be subject to the requirements for natural lighting and ventilation, gross floor area and site coverage under the B(P)R.

Appendix F NOISE REDUCTION PERFORMANCE OF THE PROPOSED ACOUSTIC WINDOW (BAFFLE TYPE)

Project: Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Noise Reduction Performance of the Proposed Acoustic Window (Baffle Type)

A Possible Design of AW(BT) for the Proposed Development						Reference Case								Correction factor [1]		Adjusted relative noise reduction, dB(A)	Mitigated?	
Room Type	Room floor size , m^2	Outer window opening, mm	Outer window opening, m^2	Overlapping length, mm	Gap width, mm	Type	Room floor size, m^2	Outer window opening, mm	Outer window opening, m^2	Overlapping length, mm	Gap width, mm	With SAM?	Relative noise reduction, dB(A)	Outer window opening correction, dB(A)	Room size correction, dB(A)		Yes/No/Partly	Remark
Dormitory 9 (RCHE_TYP_25)	63.035	1404 (W) x 2807 (H)	3.940	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	11.5	-5.44	0.00	6.1	Yes	
												No	10	-5.44	0.00	4.6	Partly	Only for 1/F to 3/F
Dormitory 10 (RCHE_TYP_03)	41.875	1144 (W) x 2288 (H)	2.617	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	-3.67	0.00	4.8	Yes	
												No	7	-3.67	0.00	3.3	Yes	
Dormitory 11 (RCHE_TYP_05)	33.969	1030 (W) x 2061 (H)	2.123	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	-2.76	0.00	5.7	Yes	
												No	7	-2.76	0.00	4.2	Yes	
Dormitory 4 (RCHE_TYP_16)	34.239	1034 (W) x 2069 (H)	2.140	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	-2.79	0.00	5.7	Yes	
												No	7	-2.79	0.00	4.2	Yes	
Sick/ Isolation/ Quiet Room cum End-of-Life Care Rm (RCHE_TYP_17)	10.194	652 (W) x 978 (H)	0.637	100	100mm - 175mm	PN 5/23, 8 m2	8.000	580 (W) x 870 (H)	0.505	100	175	Yes	7.5	-1.01	0.00	6.5	Yes	
												No	6	-1.01	0.00	5.0	Yes	
Dormitory 5 (RCHE_TYP_19)	17.890	748 (W) x 1495 (H)	1.118	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	0.03	-0.03	8.5	Yes	
												No	7	0.03	-0.03	7.0	Yes	
Dormitory 6 (RCHE_TYP_20)	30.707	980 (W) x 1959 (H)	1.919	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	-2.32	0.00	6.2	Yes	
												No	7	-2.32	0.00	4.7	Yes	
Dormitory 7 (RCHE_TYP_21)	40.040	1119 (W) x 2237 (H)	2.503	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	-3.47	0.00	5.0	Yes	
												No	7	-3.47	0.00	3.5	Yes	
Dormitory 8 (RCHE_TYP_22)	45.213	1189 (W) x 2377 (H)	2.826	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	11.5	-4.00	0.00	7.5	Yes	
												No	10	-4.00	0.00	6.0	Yes	

Note:

[1] The correction of outer opening is calculated by $10*\log(A_{or}/_{Ao})$, where the A_o is the Area of the outer window opening of the proposed AW(BT) and A_{or} is the Area of the outer window opening of the reference case.

As a conservative approach, no room size correction is made if the room size of the proposed development is greater than that of the reference case.

Project: Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Noise Reduction Performance of the Proposed Acoustic Window (Baffle Type)

A Possible Design of AW(BT) for the Proposed Development						Reference Case								Correction factor [1]		Adjusted relative noise reduction, dB(A)	Mitigated?	
Room Type	Room floor size , m^2	Outer window opening, mm	Outer window opening, m^2	Overlapping length, mm	Gap width, mm	Type	Room floor size, m^2	Outer window opening, mm	Outer window opening, m^2	Overlapping length, mm	Gap width, mm	With SAM?	Relative noise reduction, dB(A)	Outer window opening correction, dB(A)	Room size correction, dB(A)		Yes/No/Partly	Remark
Living unit A1 (TYP_A_14)	29.105	954 (W) x 1907 (H)	1.819	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	-2.09	0.00	6.4	Yes	
												No	7	-2.09	0.00	4.9	Partly	Only for 7F
Living unit A2 - B.R.2 (TYP_A_13)	7.036	541 (W) x 812 (H)	0.440	100	100mm - 175mm	PN 5/23, 8 m2	8.000	580 (W) x 870 (H)	0.505	100	175	Yes	7.5	0.60	-0.56	7.5	Yes	
												No	6	0.60	-0.56	6.0	Yes	
Living unit A5 - B.R.2 (TYP_A_04)	7.074	543 (W) x 814 (H)	0.442	100	100mm - 175mm	PN 5/23, 8 m2	8.000	580 (W) x 870 (H)	0.505	100	175	Yes	7.5	0.57	-0.53	7.5	Yes	
												No	6	0.57	-0.53	6.0	Yes	
Living unit A6 (TYP_A_03)	29.004	952 (W) x 1904 (H)	1.813	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	-2.07	0.00	6.4	Yes	
												No	7	-2.07	0.00	4.9	Partly	Only for 7F to 9F
Living unit B6 - BR (TYP_B_01)	12.492	721 (W) x 1082 (H)	0.781	100	100mm - 175mm	PN 5/23, 8 m2	8.000	580 (W) x 870 (H)	0.505	100	175	Yes	7.5	-1.90	0.00	5.6	Yes	
												No	6	-1.90	0.00	4.1	Yes	
Living unit B6 (TYP_B_12)	21.150	813 (W) x 1626 (H)	1.322	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	-0.70	0.00	7.8	Yes	
												No	7	-0.70	0.00	6.3	Yes	

Note:

[1] The correction of outer opening is calculated by $10*\log(A_{or}/_{Ao})$, where the A_o is the Area of the outer window opening of the proposed AW(BT) and A_{or} is the Area of the outer window opening of the reference case.

As a conservative approach, no room size correction is made if the room size of the proposed development is greater than that of the reference case.

Appendix G PREDICTED ROAD TRAFFIC NOISE LEVEL (MITIGATION CASE)

Project: **Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories**

Block: **RCHE (1/F - 5/F)**

Scenario: **Road Traffic Noise (2046 AM flow) - Mit Case**

Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	RCHE (1/F - 5/F)											
				RCHE_TYP_01	RCHE_TYP_02	RCHE_TYP_03	RCHE_TYP_04	RCHE_TYP_05	RCHE_TYP_06	RCHE_TYP_07	RCHE_TYP_08	RCHE_TYP_09	RCHE_TYP_10	RCHE_TYP_11	RCHE_TYP_12
5/F	3.5	29.80	31.00	**[F/L/M]**	**[F/L/M]**	70	**[F/L/M]**	69	70	70	69	59	68	68	65
4/F	3.5	26.30	27.50	**[F/L/M]**	**[F/L/M]**	70	**[F/L/M]**	68	69	70	68	57	68	68	63
3/F	3.5	22.80	24.00	**[F/L/M]**	**[F/L/M]**	68	**[F/L/M]**	67	69	69	67	55	67	68	62
2/F	3.5	19.30	20.50	**[F/L/M]**	**[F/L/M]**	70	**[F/L/M]**	70	69	68	66	54	66	67	61
1/F	3.5	15.80	17.00	**[F/L/M]**	**[F/L/M]**	68	**[F/L/M]**	67	63	63	64	51	62	65	61
			Criterion	70								70		70	

Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	RCHE (1/F - 5/F)													
				RCHE_TYP_13	RCHE_TYP_14	RCHE_TYP_15	RCHE_TYP_16	RCHE_TYP_17	RCHE_TYP_18	RCHE_TYP_19	RCHE_TYP_20	RCHE_TYP_21	RCHE_TYP_22	RCHE_TYP_23	RCHE_TYP_24	RCHE_TYP_25
5/F	3.5	29.80	31.00	66	69	69	67	67	/	64	66	69	69	**[F/L/M]**	**[F/L/M]**	70
4/F	3.5	26.30	27.50	64	66	67	70	70	/	70	65	69	69	**[F/L/M]**	**[F/L/M]**	70
3/F	3.5	22.80	24.00	62	64	64	67	68	/	68	70	70	67	**[F/L/M]**	**[F/L/M]**	70
2/F	3.5	19.30	20.50	61	62	62	66	67	/	67	69	70	66	**[F/L/M]**	**[F/L/M]**	68
1/F	3.5	15.80	17.00	61	62	61	65	66	/	66	67	69	64	**[F/L/M]**	**[F/L/M]**	67
			Criterion	70				70		70						

Note:

	1.5m Fin
	1.5m Fin with Acoustic Window (Baffle Type) - With Sound Absorptive Material (SAM)
	1.5m Fin with Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)
	Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)
[F/L/M]	Fixed/Lockable/Maintenance window
/	Non-noise sensitive uses/ Uses that do not rely on openable window for ventilation

* Noise Assessment Point Level= Floor Slab Level +1.2m

* To ensure the effectiveness of the architecture fin, it should be provided at one floor level below the lowest exceeding floor to avoid noise reflection from the ground.

Project: **Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories**

Block: **Tower A - Residential & Tower B - Residential**

Scenario: **Road Traffic Noise (2046 AM flow) - Mit Case**

Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	Tower A - Residential													
				TYP_A_01	TYP_A_02	TYP_A_03	TYP_A_04	TYP_A_05	TYP_A_06	TYP_A_07	TYP_A_08	TYP_A_09	TYP_A_10	TYP_A_11	TYP_A_12	TYP_A_13	TYP_A_14
12/F	3.5	54.3	55.5	**[F/L/M]**	**[F/L/M]**	70	70	**[F/L/M]**	70	70	70	69	69	70	**[F/L/M]**	70	70
11/F	3.5	50.8	52.0	**[F/L/M]**	**[F/L/M]**	69	70	**[F/L/M]**	69	70	69	68	68	70	**[F/L/M]**	70	70
10/F	3.5	47.3	48.5	**[F/L/M]**	**[F/L/M]**	69	70	**[F/L/M]**	69	69	68	68	67	70	**[F/L/M]**	70	70
9/F	3.5	43.8	45.0	**[F/L/M]**	**[F/L/M]**	70	69	**[F/L/M]**	70	68	68	67	67	70	**[F/L/M]**	70	70
8/F	3.5	40.3	41.5	**[F/L/M]**	**[F/L/M]**	70	69	**[F/L/M]**	69	68	67	66	66	69	**[F/L/M]**	70	70
7/F	3.5	36.8	38.0	**[F/L/M]**	**[F/L/M]**	63	68	**[F/L/M]**	68	66	65	64	63	68	**[F/L/M]**	70	70
Criterion				70	70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level, dB(A)				0	0	70	70	0	70	70	70	69	69	70	0	70	70
Compliance				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	Tower B - Residential												
				TYP_B_01	TYP_B_02	TYP_B_03	TYP_B_04	TYP_B_05	TYP_B_06	TYP_B_07	TYP_B_08	TYP_B_09	TYP_B_10	TYP_B_11	TYP_B_12	TYP_B_13
12/F	3.5	54.3	55.5	68	**[F/L/M]**	69	68	65	66	67	68	68	69	**[F/L/M]**	68	**[F/L/M]**
11/F	3.5	50.8	52.0	68	**[F/L/M]**	69	67	65	66	67	67	68	69	**[F/L/M]**	68	**[F/L/M]**
10/F	3.5	47.3	48.5	68	**[F/L/M]**	68	67	64	65	67	67	68	69	**[F/L/M]**	68	**[F/L/M]**
9/F	3.5	43.8	45.0	67	**[F/L/M]**	67	66	64	65	66	67	68	69	**[F/L/M]**	67	**[F/L/M]**
8/F	3.5	40.3	41.5	70	70	66	65	63	65	66	67	68	69	**[F/L/M]**	67	**[F/L/M]**
7/F	3.5	36.8	38.0	68	65	63	62	59	64	66	67	65	67	**[F/L/M]**	67	**[F/L/M]**
Criterion				70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level, dB(A)				70	70	69	68	65	66	67	68	68	69	0	68	0
Compliance				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Note:

- 1.5m Fin
- 1.5m Fin with Acoustic Window (Baffle Type) - With Sound Absorptive Material (SAM)
- 1.5m Fin with Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)
- Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)
- [F/L/M] Fixed/Lockable/Maintenance window

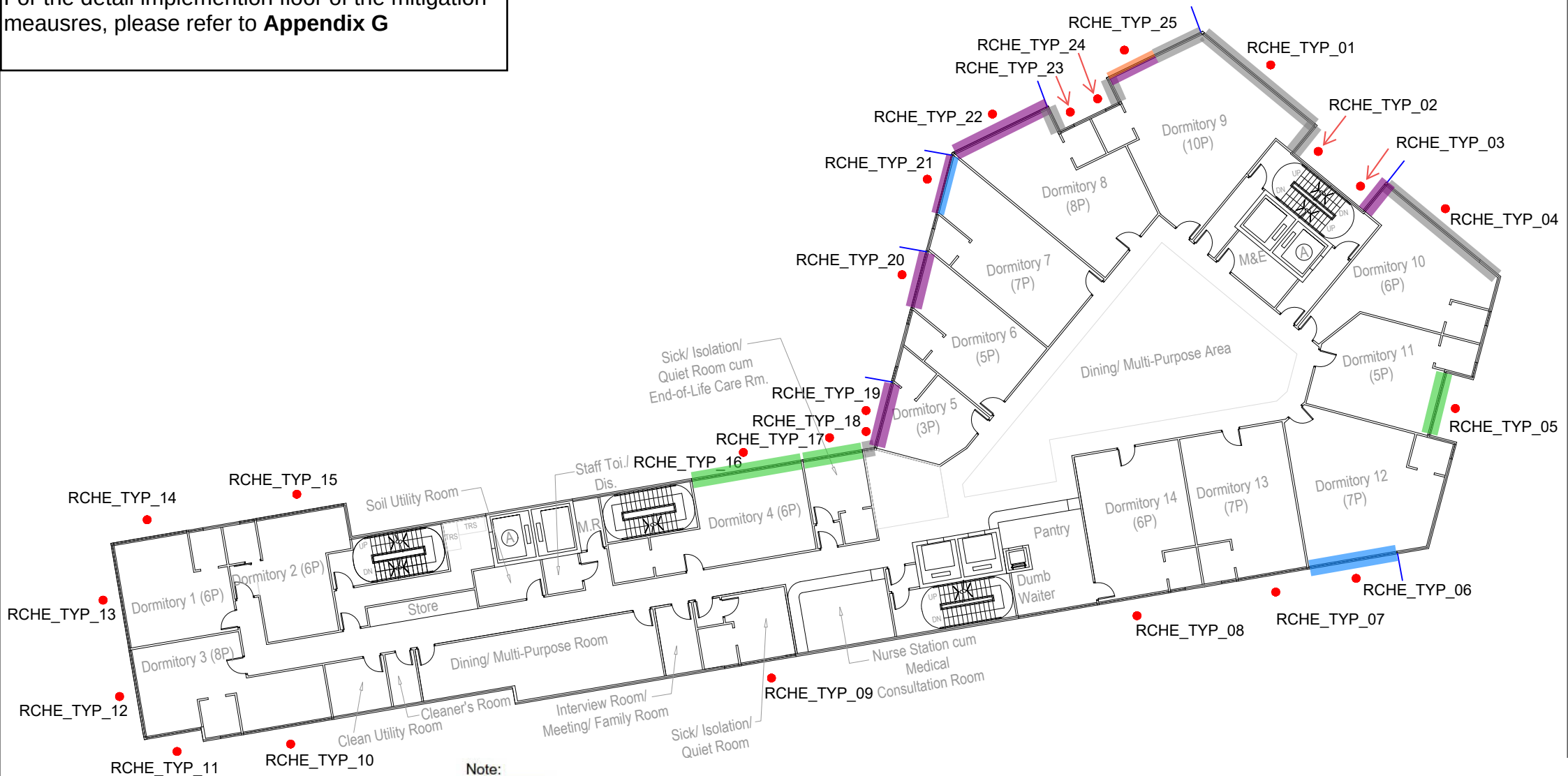
* Noise Assessment Point Level= Floor Slab Level +1.2m

* To ensure the effectiveness of the architecture fin, it should be provided at one floor level below the lowest exceeding floor to avoid noise reflection from the ground.

Appendix H LOCATION OF MITIGATION MEASURES IMPLEMENTED

1.5m Fin location

Remark:
For the detail implemention floor of the mitigation meausres, please refer to **Appendix G**



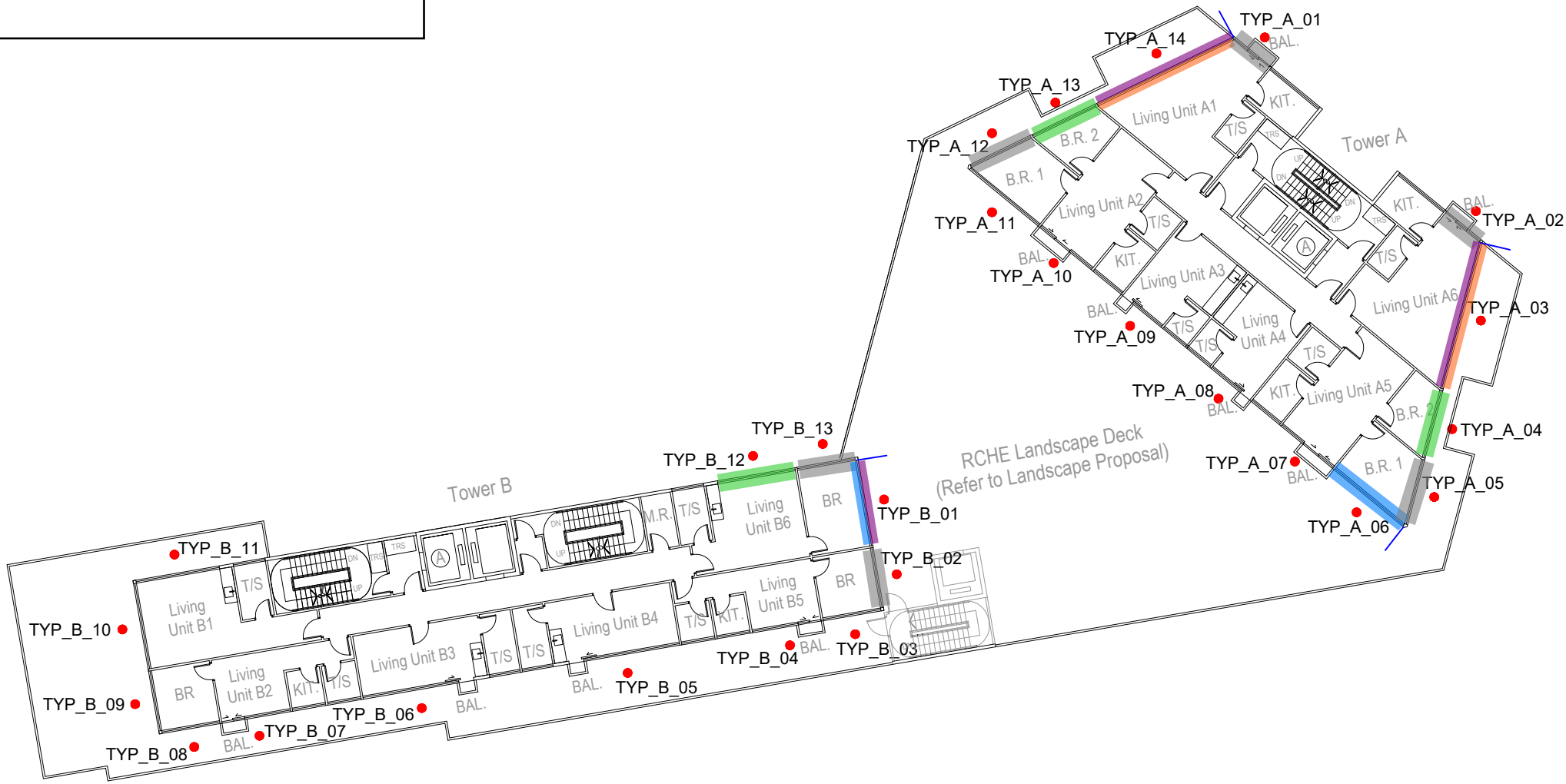
Note:

	1.5m Fin
	1.5m Fin with Acoustic Window (Baffle Type) - With Sound Absorptive Material (SAM)
	1.5m Fin with Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)
	Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)
[F/L/M]	Fixed/Lockable/Maintenance window
/	Non-noise sensitive uses/ Uses that do not rely on openable window for ventilation

* Noise Assessment Point Level= Floor Slab Level +1.2m
* To ensure the effectiveness of the architecture fin, it should be provided at one floor level below the lowest exceeding floor to avoid noise reflection from the ground.

1.5m Fin location

Remark:
For the detail implemention floor of the mitigation meausres, please refer to **Appendix G**



Note:

	1.5m Fin
	1.5m Fin with Acoustic Window (Baffle Type) - With Sound Absorptive Material (SAM)
	1.5m Fin with Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)
	Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)
[F/L/M]	Fixed/Lockable/Maintenance window
/	Non-noise sensitive uses/ Uses that do not rely on openable window for ventilation

* Noise Assessment Point Level= Floor Slab Level +1.2m
* To ensure the effectiveness of the architecture fin, it should be provided at one floor level below the lowest exceeding floor to avoid noise reflection from the ground.

Appendix I HISTORICAL AERIAL PHOTOGRAPHS

Figure C-1 Aerial Photograph in Year 1963 (Photo No.: 1963-8414)

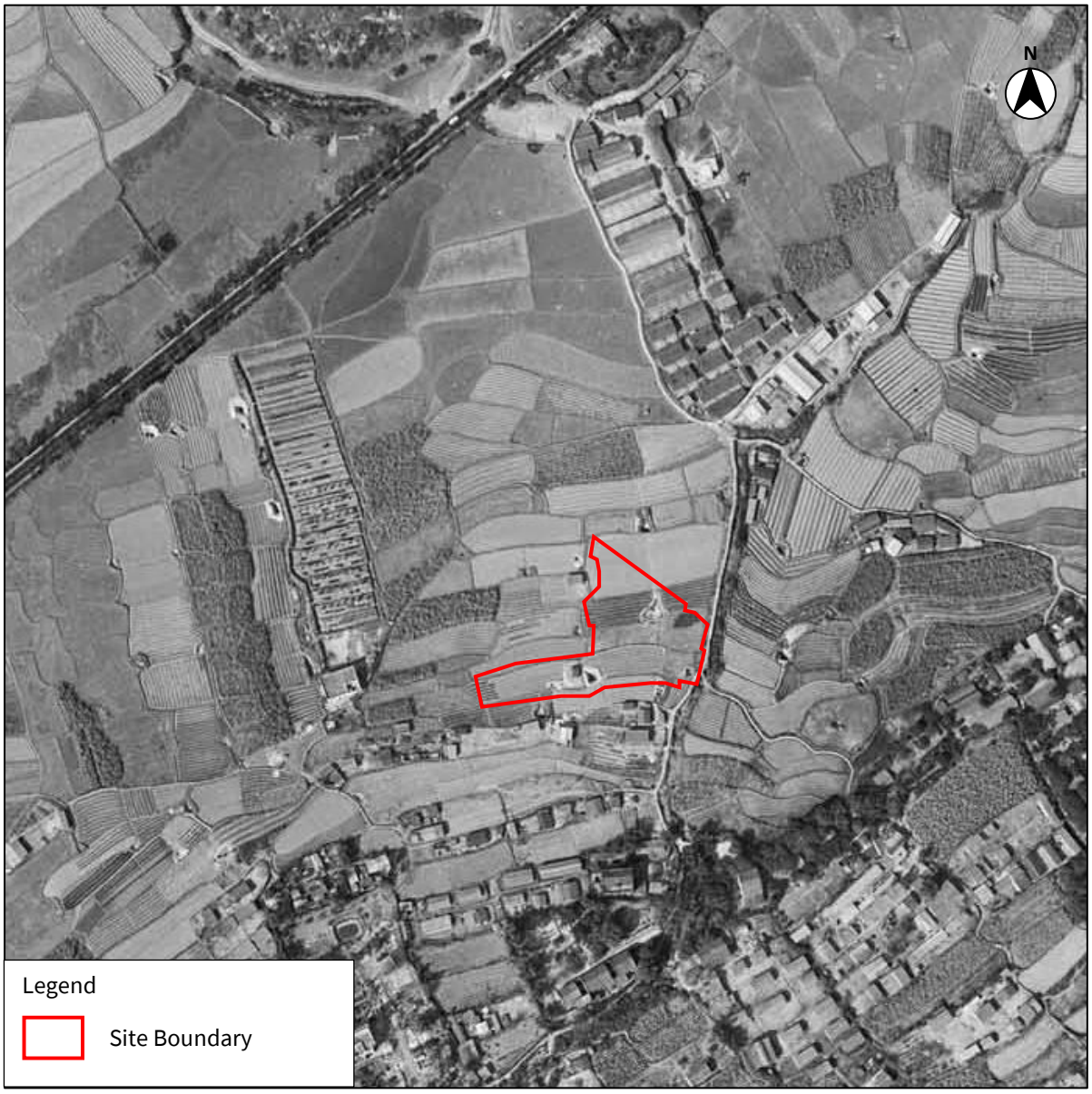


Figure C-2 Aerial Photograph in Year 1973 (Photo No.: 06054)

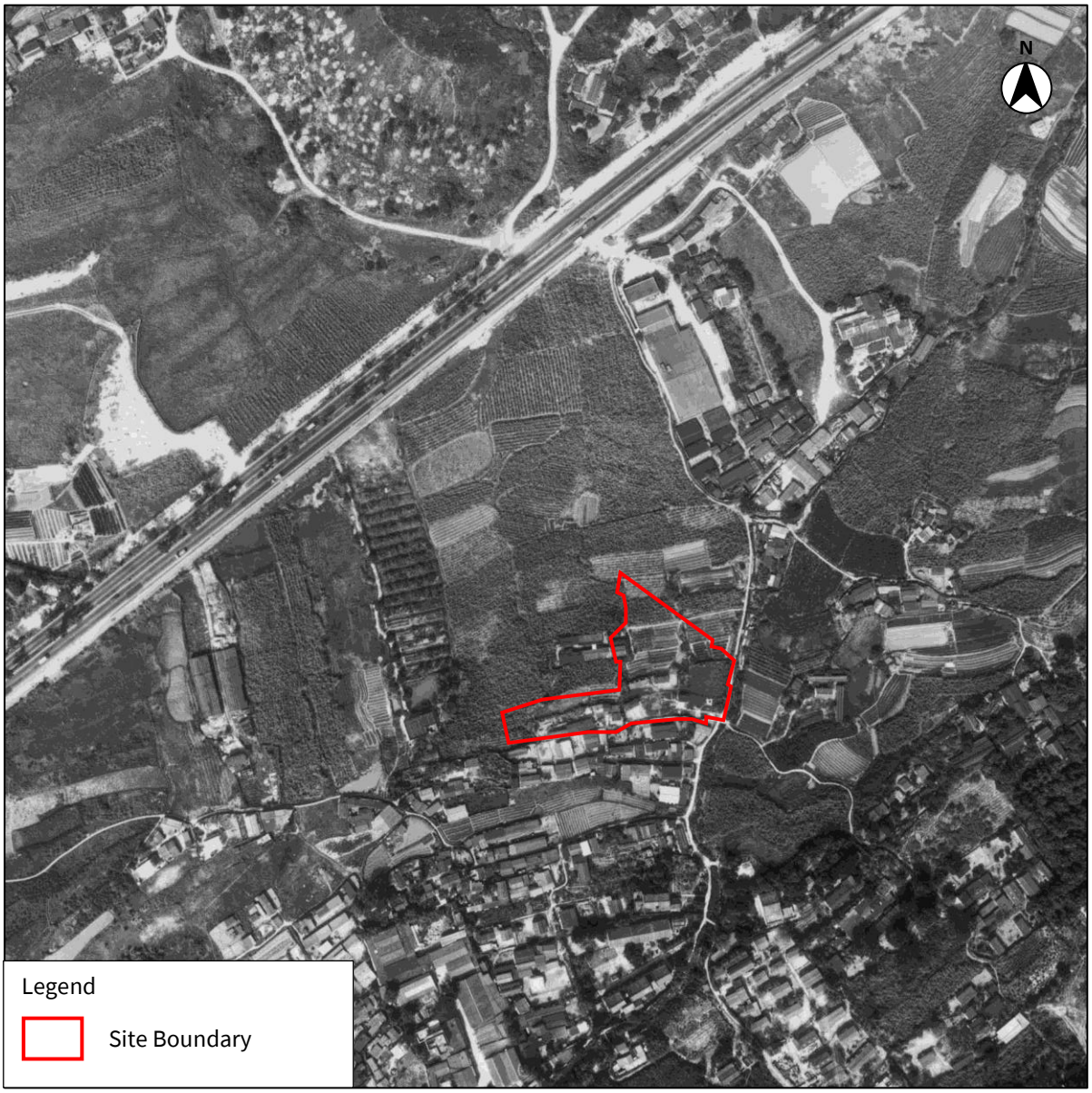


Figure C-3 Aerial Photograph in Year 1982 (Photo No.: 42801)

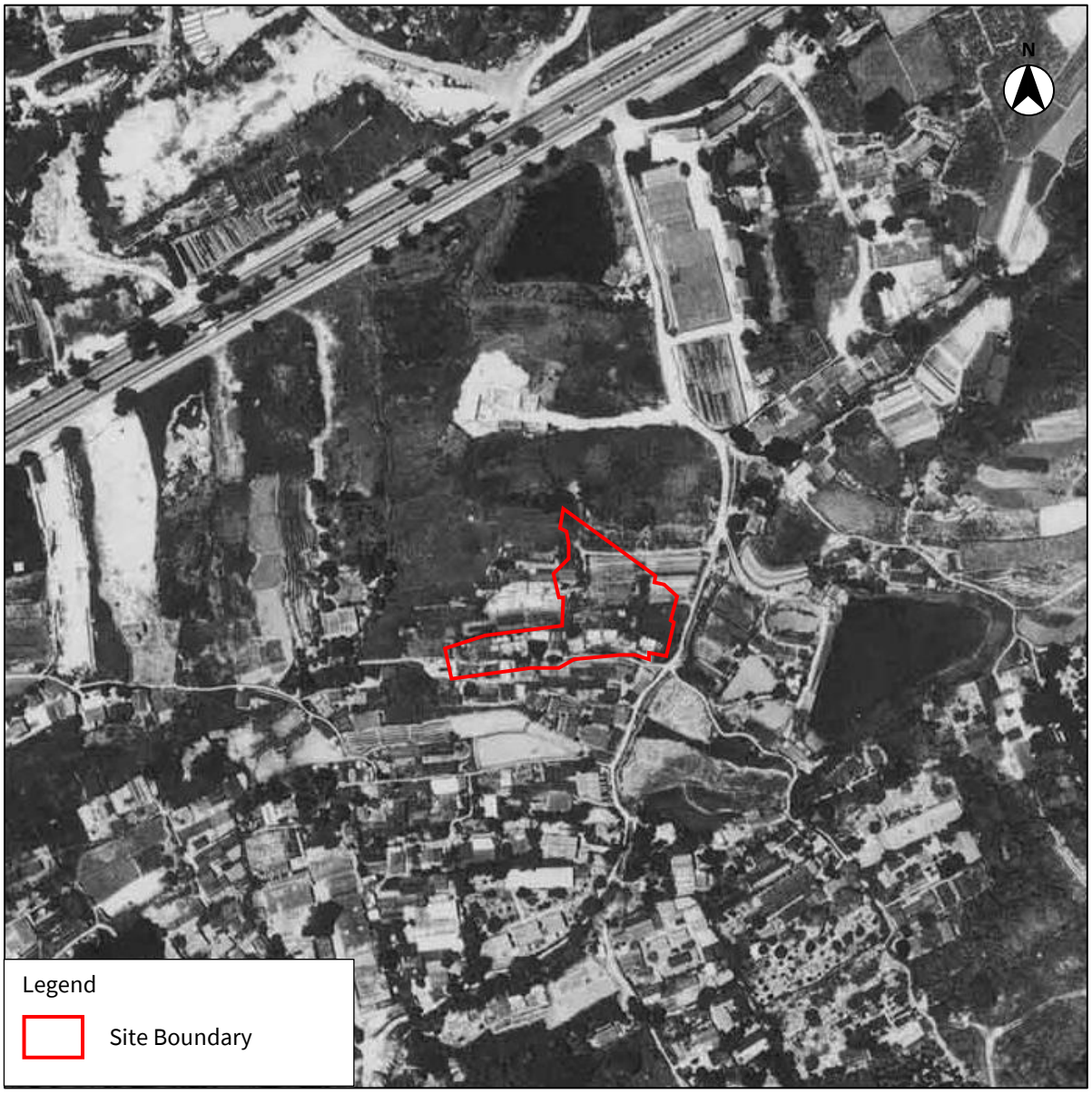


Figure C-4 Aerial Photograph in Year 1993 (Photo No.: CN05966)

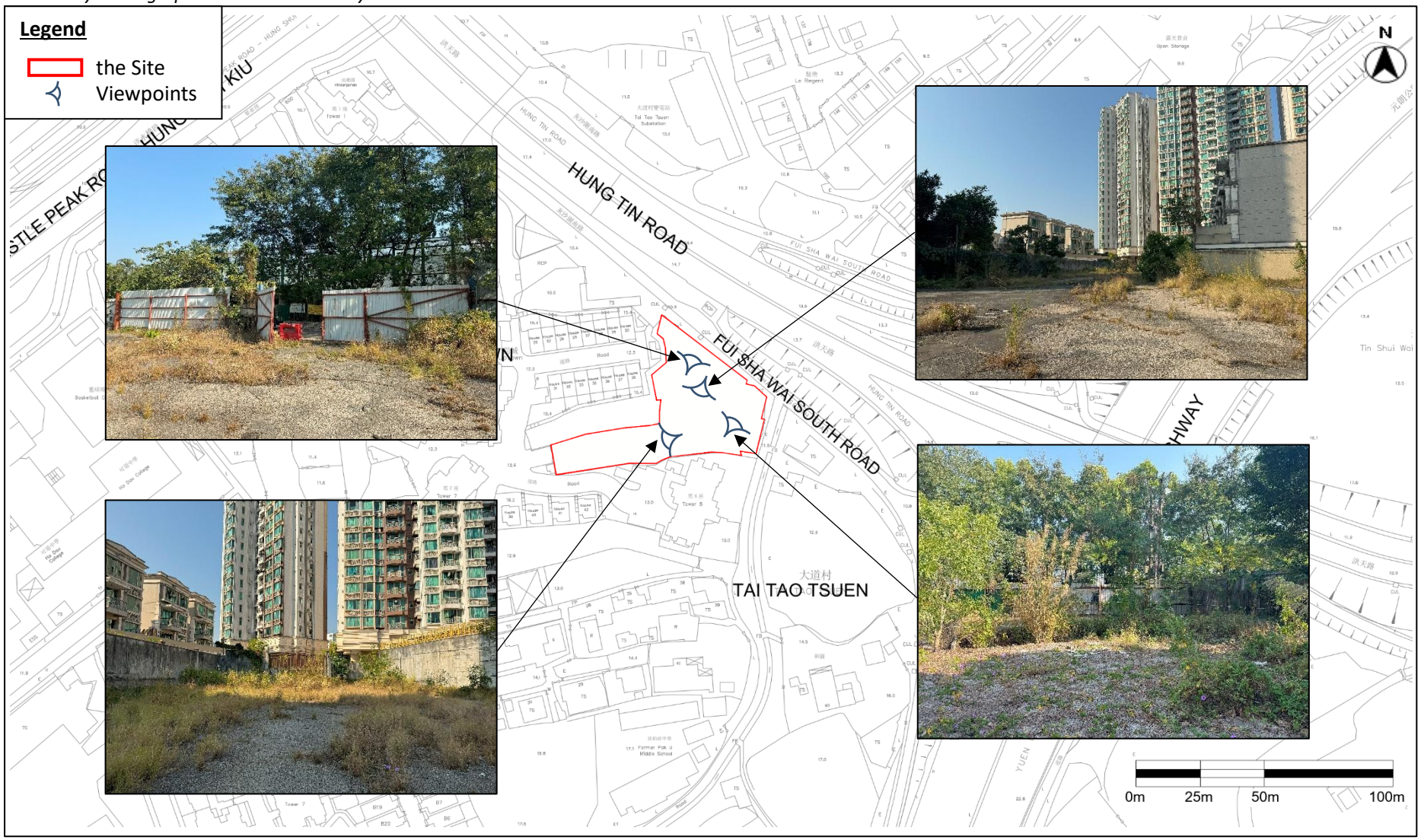
Figure C-5 Aerial Photograph in Year 2003 (Photo No.: CW54027)

Figure C-6 Aerial Photograph in Year 2014 (Photo No.: CW107934)

Figure C-7 Aerial Photograph in Year 2022 (Photo No.: E148039C)

Appendix J SITE SURVEY PHOTOGRAPHS AND SITE WALKOVER CHECKLISTS

Site Survey Photographs Taken on 9 January 2025



Site Walkover Checklist for Site Inspection on 09 January 2025

Annex C1
Site Walkover Checklist

GENERAL SITE DETAILS

SITE OWNER/CLIENT Right Fortune Investment Limited

PROPERTY ADDRESS Lots 2188 & 398 RP in D.D.121, Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, New Territories

PERSON CONDUCTING THE QUESTIONNAIRE

NAME Pinky LAM, Andy LAU

POSITION Consultant, Assistant Consultant

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME N/A

POSITION N/A

TELEPHONE N/A

SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/chemicals/materials handled. **Obtain a flow schematic if possible.**

Number of employees: Full-time: _____

Part-time: _____

Temporary/Seasonal: _____

Maximum no. of people on site at any time: _____

Typical hours of operation: _____

Number of shifts: _____

Days per week: _____

Weeks per year: _____

Scheduled plant shut-down: _____

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Detail the main sources of energy at the site:

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

SITE DESCRIPTION

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

What is the total site area: about 2,200 m^2

What area of the site is covered by buildings (%): 0 (no existing building structures on site)

Please list all current and previous owners/occupiers if possible. N/A

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

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

If yes, identify those parties: _____

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

North: Residential use, road networks

South: Residential use

East: Road networks

West: Residential use

Annex C1
Site Walkover Checklist

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

N/A

State the size and location of the nearest residential communities.

Private residential buildings (Uptown Houses at the immediate west and south of site.)

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

N/A

Questionnaire with Existing/Previous Site Owner or Occupier

		Yes/No	Notes
1.	What are the main activities/operations at the above address?	N/A	Currently vacant land
2.	How long have you been occupying the site?	N/A	-
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy.)	N/A	-
4.	Prior to your occupancy, who occupied the site?	N/A	-
5.	What were the main activities/operations during their occupancy?	Y	Open storage of containers and construction materials
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	N	-
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	N/A	-
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	N	-
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	N	-
10.	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	N	-
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	N	-
	• Where do you store these chemicals?	N/A	-
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	N/A	-
13.	Has the facility produced a separate hazardous substance inventory?	N/A	-
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)	N/A	-

		Yes/No	Notes
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns, vaults and cylinders)?	N/A	-
16.	Do you have any underground storage tanks? (If yes, please provide details.)	N	-
	• How many underground storage tanks do you have on site?		
	• What are the tanks constructed of?		
	• What are the contents of these tanks?		
	• Are the pipelines above or below ground?		
	• If the pipelines are below ground, has any leak and integrity testing been performed?		
	• Have there been any spills associated with these tanks?		
17.	Are there any disused underground storage tanks?	N	-
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	N/A	-
19.	How are the wastes disposed of?	N/A	-
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	N	-
21.	Have any spills occurred on site? (If yes, please provide details.)	N/A	-
	• When did the spill occur?		
	• What were the substances spilled?		
	• What was the quantity of material spilled?		
	• Did you notify the relevant departments of the spill?		
	• What were the actions taken to clean up the spill?		
	• What were the areas affected?		
22.	Do you have any records of major renovation of your site or re-arrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	N/A	-
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	N/A	-
24.	Are there any known contaminations on site? (If yes, please provide details.)	N	-
25.	Has the site ever been remediated? (If yes, please provide details.)	N	-

Annex C1
Site Walkover Checklist

Observations

		Yes/No	Notes
1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	N/A	No chemicals were stored on site.
2.	What are the conditions of the bund walls and floors?	N/A	The paved area was in good condition without cracks.
3.	Are any surface water drains located near to drum storage and unloading areas?	N/A	No drum storage was found on site.
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	N/A	-
5.	Is there a storage site for the wastes?	N/A	-
6.	Is there an on-site landfill?	N/A	-
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	N	-
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	N	-
9.	Are there any potential off-site sources of contamination?	N	-
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	N	-
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	N	-
12.	Any noticeable odours during site walkover?	N	-
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	N	-

Appendix K CORRESPONDENCE WITH EPD AND FSD

Information Request to EPD

EnviroSolutions & Consulting Ltd
Solutions for Environment | Safety | Sustainability
[redacted]

Our Ref. J24.00706.HK.01/L00191/AW/PL

4 February 2025

Yuen Long West and San Tin - Regional Office (North)
Environmental Compliance Division
Environmental Protection Department
10th floor, Shatin Government Offices
No.1 Sheung Wo Che Road, Sha Tin
N.T., Hong Kong

By Ema[redacted]

Attention: Mr. LAI Ho Leung

Dear Sir

Section 12A Planning Application for Proposed Residential and RCHE Development at Lots 2188 & 398 RP in D.D. 121, Hung Shui Kiu, New Territories
Environmental Assessment - Information Request to EPD

We have been appointed by Right Fortune Investment Limited as the Environmental Consultant to prepare an Environmental Assessment ("EA") report for the captioned project. The location of the Site is shown in **Figure 1**. The contract for the consultancy service is also enclosed for your information.

To address the potential land contamination issue, we would appreciate if you could provide us with a list of records of Chemical Waste Producers Registration or incidents of chemical spillage/leakage, etc, related to the site if any, including the company name, type of chemical, location etc.

Should you have any enquiries regarding the above, please do not hesitate to contact our Pinky LAM on [redacted] or the undersigned on [redacted]

Yours faithfully
for and on behalf of ESC

Antony WONG
Country Manager, Hong Kong

EPD's Reply

From: [redacted]
Sent: Friday, March 14, 2025 2:38 PM
To: [redacted]
Subject: Re: FW: J24.00706.HK.01 - Section 12A Planning Application for Proposed Residential and RCHE Development at Lots 2188 & 398 RP in D.D. 121, Hung Shui Kiu, New Territories_Information Request to EPD

Dear Ms. Lam,

I refer to your email below about the captioned. Our reply is as below:-

(a) This Regional Office has no record of reported accidents of spillage / leakage of chemicals at the concerned site. You may also need to check with other parties / departments for such information as appropriate.

(b) For the register of Chemical Waste Producers, a registry is available at our Territory Control Office at Wan Chai. Please contact our Mr. KWAN, Senior Environmental Protection Inspector, at Tel [redacted] for details;

Should you have any enquiry, you may contact me at [redacted]

Best Regards,
LAI Ho-leung, LEO
EPD, Tel [redacted]

Best Regards,
LAI Ho-leung, LEO
EPD, Tel [redacted]

From: [redacted]
To:
Cc:
Date: 14/03/2025 12:17
Subject: FW: J24.00706.HK.01 - Section 12A Planning Application for Proposed Residential and RCHE Development at Lots 2188 & 398 RP in D.D. 121, Hung Shui Kiu, New Territories_Information Request to EPD

Dear Mr. Lai,

As per our phone conversation, please find the email below regarding the information request for the captioned project.

Should you have any enquiries, please do not hesitate to contact me on [redacted]. Thank you.

Regards,

Pinky LAM

1

Information Request to FSD

EnviroSolutions & Consulting Ltd
Solutions for Environment | Safety | Sustainability
[redacted]

Our Ref. J24.00706.HK.01/L00190/AW/PL

3 February 2025

Corporate Services Division
Corporate Strategy Command
Fire Services Department
9/F, Fire Services Headquarters Building
1 Hong Chong Road, Tsim Sha Tsui East
Kowloon, Hong Kong

By Emai[redacted]

Attention: Mr. LAI Kin Man

Dear Sir

Section 12A Planning Application for Proposed Residential and RCHE Development at Lots 2188 & 398 RP in D.D. 121, Hung Shui Kiu, New Territories
Environmental Assessment - Information Request to FSD

We have been appointed by Right Fortune Investment Limited as the Environmental Consultant to prepare an Environmental Assessment ("EA") report for the captioned project. The location of the Site is shown in **Figure 1**. The contract for the consultancy service is also enclosed for your information.

To address the potential land contamination issue, we would appreciate if you could provide us with a list of records of dangerous goods license, fire incidents or incidents of dangerous goods spillage/leakage, etc, related to the site if any, including the company name, type of chemical, location etc.

Should you have any enquiries regarding the above, please do not hesitate to contact our Pinky LAM on [redacted] or the undersigned on [redacted].

Yours faithfully
for and on behalf of ESC

Antony WONG
Country Manager, Hong Kong

FSD's Reply

From: [redacted]
Sent: Thursday, February 20, 2025 8:43 AM
To: Pinky Lam
Cc: ADO SD LAD/FSD; OE8 CS/FSD
Subject: FW: J24.00706.HK.01 - Section 12A Planning Application for Proposed Residential and RCHE Development at Lots 2188 & 398 RP in D.D. 121, Hung Shui Kiu, New Territories_Information Request to FSD
Attachments: (23)_Pt.57_ reply_incident_appendix A.pdf

Our reference: (23) in FSD GR 6-5/4 R Pt. 57

Your reference: J24.00706.HK.01/L00190/AW/PL

Dear Ms. LAM,

Section 12A Planning Application for

Proposed Residential and RCHE Development at

Lots 2188 & 398 RP in D.D. 121, Hung Shui Kiu, New Territories

Request for Information of Dangerous Goods & Incident Records

I refer to your email of 3.2.2025 regarding the captioned request and reply below in response to your questions:-

1. No Dangerous Goods Licence was issued in respect of the captioned address.

2. A total of 1 incident record was found at the subject location. Please refer to Appendix A for details.

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

Best regards,

FU Wang-chi
Assistant Divisional Officer (Legal Affairs and Discipline) Special Duty (Acting)
Corporate Services Division
Fire Services Department

Tel.: [redacted]

Disclaimer:

1

Appendix A

Section 12A Planning Application for
Proposed Residential and RCHE Development at
Lots 2188 & 398 RP in D.D. 121, Hung Shui Kiu, New Territories
Request for Information of Dangerous Goods & Incident Records

No.	Date	Type of Incident	Address
1.	28/5/2023	Rubbish Fire	Near Lamp Post No. FB5411 of Fui Sha Wai Couth Road

1

Accountability

We understand the importance of being accountable to each other and our clients.

Passion

We are completely passionate about providing practical solutions and outcomes that deliver for our clients.

Insight

We work in an environment that encourages and values insight as a critical quality which informs our decisions and our clients and supports practical solutions and project delivery.

Integrity

We behave with respect and honesty toward each other, our clients and our stakeholders.

EnviroSolutions & Consulting Ltd
[redacted]
Email: [redacted]

Sewerage Impact Assessment

in support of

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

(HT 23121)

March 2026

Drainage Consultant:

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED
[redacted]

Prepared and approved by:	LEE Kwok Cheung ***RPE(Civil, Geo., Env.)***

CONTENT

List of Abbreviations

1. Introduction
2. The Subject Site and Proposed Development
3. Existing Sewerage Conditions of the Subject Area
4. Proposed Sewerage Works
5. Design Assumptions and Criteria
6. Potential Sewerage Impacts
7. Conclusion and Recommendations

FIGURES

Figure S1	Site Location Plan
Figure S2	Details of the Existing 400mm diameter Sewerage Branch Drain in front of 'Uptown'
Figure S3	Proposed Sewerage Works
Figure S4	Proposed Stormwater Drainage Layout

APPENDICES

Appendix 1	Copies of the BD approval letter and relevant drawings of the original sewerage proposal
Appendix 2	Copies of the relevant document submitted in associated with the Drainage Plan to BD
Appendix 3	Hydraulic Analysis of Relevant Sewers

List of Abbreviations

ADWF	Average Dry Weather Flow
C.I.	Cast Iron
EPD	Environmental Protection Department
GESF	EPD's Report No. EPD/TP 1/05 - Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning
HTA	Ho Tin & Associates Consulting Engineers Limited
FMH / SM	Foul / Sewer Manhole
FTM / STM	Foul / Sewer Terminal Manhole
OZP	Outline Zoning Plan
PDWF	Peak Dry Weather Flow
SIA	Sewerage Impact Assessment
SM	Sewerage Manual Part 1 (DSD, 2013)

1. Introduction

1.1 Ho Tin & Associates Consulting Engineers Limited was appointed by the Client to prepare this sewerage impact assessment to support a Section 12A Application for proposed rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to amend the Notes of the Zone applicable to the site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly).

1.2 This report presents the SIA for the proposed development under this rezoning application.

1.3 The objectives of this SIA are to:-

- indicate any changes/increase in the sewage flow due to the proposed residential development under application;
- assess any potential sewage impacts of the proposed development on the existing sewerage facilities; and
- propose mitigation measures and sewerage improvement scheme, if necessary, to minimize any adverse sewage impact.

1.4 The scope of this SIA includes:-

- general site description;
- identification of existing/planned sewerage facilities for the concerned area;
- estimation of sewage flow of the proposed development;
- SIA on the existing sewerage facilities due to the increased sewage flow of the proposed development; and
- proposal of new sewerage facilities to cater for the proposed development if found necessary.

2. The Subject Site and Proposed Development

2.1 The subject site comprises of at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories. It has an area of about 2,138m^2 and is located on the southeastern side of the 'Uptown' residential development and is bounded by Fui Sha Wai South Road on the northeastern side. The subject site is currently zoned "Comprehensive Development Area" and "Green Belt" on the Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14 (the OZP). The site location is shown on **Figure S1**.

2.2 It is proposed to rezone the subject site to "Residential (Group A)4" Zone and to amend the Notes of the Zone applicable to the Site for proposed residential development and social welfare facility (Residential Care Home for the Elderly) in order to develop the subject site with the following parameters:

Parameter	**Remark**
Total number of units of residential development	72
Population of residential development (average 2.7 persons/flat)	195 persons
Gross floor area (GFA) of RCHE	6,961m^2

3. Existing Sewerage Conditions of the Subject Area

3.1 Drainage Plan including existing sewerage in the vicinity and proposed sewerage connection works of the former Proposed Residential Care Home for the Elderly at Lot No. 2188 in D.D. 121, Tai Tao Tsuen had been submitted and was approved by Buildings Department ("BD") on 3 November 2022 (hereunder called the "original sewerage proposal"). Copies of the BD approval letter and relevant drawings of the original sewerage proposal are enclosed in **Appendix 1** for reference.

3.2 It was proposed in the original sewerage proposal to connect the sewerage of the subject development via a proposed sewerage running underneath Fui Sha Wai South Road and the emergency vehicular access to the nearest public sewerage manhole at the westbound of Castle Peak Road in front of the Uptown Tower 1. The adopted no. of employee and peak sewage flow from Lot No. 2188 in D.D. 121 was 176 (based on a GFA of the RCHE = 5313m^2) and 4.56l/s respectively under a Peaking Factor of 8 (total UFF = 0.280m^3/day/employee).

4. Proposed Sewerage Works

4.1 The subject development now comprises of both Lot Nos. 398 RP and 2188 in D.D. 121. Its anticipated intake year is 2031. There is not much changes in the sewerage conditions of the subject area since the BD approving the Drainage Plan. Therefore, it is proposed to maintain adopting the original sewerage proposal which was designed and approved for the then proposed RCHE at Lot No. 2188 in D.D. 121, except the proposed sewerage is to be connected to an existing 400mm diameter sewer branch drain at the existing footpath in front of the adjacent residential development 'Uptown' (details of the existing sewer refer to **Figure S2**) instead of directly connected to the existing manhole FMH1036685 such that excavation at the carriageway of Castle Peak Road – Hung Shui Kiu can be avoided as shown in **Figure S3**.

5. Design Assumptions and Criteria

5.1 Design approach, assumptions and criteria adopted in the original sewerage proposal (included in the BD approved Drainage Plan) are considered still valid and acceptable, therefore they are continued to be adopted in this assessment. Copies of the relevant document submitted in associated with the Drainage Plan to BD is enclosed in **Appendix 2** for reference.

Parameter	**Remark**
Total number of units of residential development	72
Population of residential development (average 2.7 persons/flat)	195 persons
Gross floor area (GFA) of RCHE	6,961m^2
Bed spaces in the RCHE	450 nos.

3. Existing Sewerage Conditions of the Subject Area

3.1 Drainage Plan including existing sewerage in the vicinity and proposed sewerage connection works of the former Proposed Residential Care Home for the Elderly at Lot No. 2188 in D.D. 121, Tai Tao Tsuen had been submitted and was approved by Buildings Department ("BD") on 3 November 2022 (hereunder called the "original sewerage proposal"). Copies of the BD approval letter and relevant drawings of the original sewerage proposal are enclosed in **Appendix 1** for reference.

3.2 It was proposed in the original sewerage proposal to connect the sewerage of the subject development via a proposed sewerage running underneath Fui Sha Wai South Road and the emergency vehicular access to the nearest public sewerage manhole at the westbound of Castle Peak Road in front of the Uptown Tower 1. The adopted no. of employee and peak sewage flow from Lot No. 2188 in D.D. 121 was 176 (based on a GFA of the RCHE = 5313m^2) and 4.56l/s respectively under a Peaking Factor of 8 (total UFF = 0.280m^3/day/employee).

4. Proposed Sewerage Works

4.1 The subject development now comprises of both Lot Nos. 398 RP and 2188 in D.D. 121. Its anticipated intake year is 2031. There is not much changes in the sewerage conditions of the subject area since the BD approving the Drainage Plan. Therefore, it is proposed to maintain adopting the original sewerage proposal which was designed and approved for the then proposed RCHE at Lot No. 2188 in D.D. 121, except the proposed sewerage is to be connected to an existing 400mm diameter sewer branch drain at the existing footpath in front of the adjacent residential development 'Uptown' (details of the existing sewer refer to **Figure S2**) instead of directly connected to the existing manhole FMH1036685 such that excavation at the carriageway of Castle Peak Road – Hung Shui Kiu can be avoided as shown in **Figure S3**.

5. Design Assumptions and Criteria

5.1 Design approach, assumptions and criteria adopted in the original sewerage proposal (included in the BD approved Drainage Plan) are considered still valid and acceptable, therefore they are continued to be adopted in this assessment. Copies of the relevant document submitted in associated with the Drainage Plan to BD is enclosed in

Appendix 2 for reference.

5.2 The key relevant information in the original sewerage proposal are summarized as follows:

5.2.1 Design References –

- Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (GESF), Environmental Protection Department
- Hong Kong Planning Standards and Guidelines (HKPSG), Planning Department
- Sewerage Manual (SM), Drainage Services Department
- Commercial and Industrial Floor Space Utilization Survey (CIFSUS), Planning Department
- Sewerage Records retrieved from GeoInfo Map

5.2.2 Unit Flow Factors (UFF) –

- For domestic flows (for domestic sewage flow estimation of residential population in the sewerage catchment adjacent to the subject development, the proposed residential and RCHE development)

Residential Type	**Unit Flow Factors (m^3/person/day)**
Private R2	0.270
Institutional and special class	0.190

Referenced from Table T-1 in GESF

- For commercial flows (for sewage flow estimation of employed population of the proposed RCHE)

Commercial Type	**Unit Flow Factors (m^3/person/day)**
Commercial Employee	0.080
Commercial Activities	
(a) Specific trades:	
J11 – Community, Social and Personal Services	0.200*
Total UFF	0.280

Referenced from Table T-2 in GESF

* ***UFF for J11 accounts for flows of customers and tenants***

5.2.3 Peaking Factors –

Population Range**	**Peaking Factor (including stormwater allowance)***** **for Facility with Existing Upstream Sewerage**
(a) For sewers	
< 1,000	8
1,000 – 5,000	6

Referenced from Table T-5 in GESF

** ***Contributing Population = Calculated total average flow (m^3/day)/0.27(m^3/person/day)***

*** ***To be conservative***

5.2.4 Catchment Inflow Factor (P_{CIF}) - 1.00 for Yuen Long Catchment as recommended in Table T-4 in the GESF is applied to the existing sewerage system to indicate the potential net overall ingress of water or waste water to the sewerage system in the assessment.

5.2.5 Hydraulic Analysis –

- Colebrook-White equation is applied for pipe hydraulic analysis.
- The design roughness coefficients (k_s) for all pipes is conservatively taken as 3.0mm (slimed sewer, clayware, under poor condition).
- For small diameter sewer of diameter less than 300mm, the flow velocity of at least 0.7m/s shall occur daily, or that a gradient of at least 1:DN (i.e. nominal diameter of the sewer in mm) is provided, provided that a flow of 2 times of Average Dry Weather Flow (ADWF) is assumed to occur at least once daily. For larger diameter sewers of diameter up to 900mm, a self-cleansing velocity of 1.0m/s in full pipe condition shall be achieved. The maximum flow velocity at peak flow shall be 3m/s.

5.2.6 Sewage Flow Estimation of the Original Sewerage Proposal –

- the maximum number of employees in the proposed RCHE is estimated based on the worker density with reference to the PlanD's CIFSUS and the maximum GFA of the RCHE development in the following table:

GFA (m^2)	**Industry Group#**	**Worker Density (No. of Employee/100m^2 GFA)#**	**No. of Employee**
5,313	Community, Social & Personal Services	3.3	176

#***Referenced from Figure 9 – "Worker Density by Industry Group" of the PlanD's CIFSUS***

- the sewage flow estimation of the RCHE development is illustrated in the following table:

No. of Employee	**UFF (m^3/day/person)**	**ADWF (m^3/day)**	**Peaking Factor**	**Peak Flow (l/s)**
176	0.28	49.28	8	4.56

- the sewage flow estimation of the private residential development of Uptown and the Woodside (for assessing the existing DN375 sewer along Castle Peak Road) is illustrated in the following table:

Contributing Sewerage Catchment	**No. of Flat**	**No. of Residents**	**UFF (m^3/day/person)**	**ADWF (m^3/day)**	**Peaking Factor**	**Peak Flow (l/s)**
Uptown	734	2,055	0.27	554.90	6	38.54
The Woodside	98	274		74.09	8	6.86

5.3 Sewage Flow Estimation of the Subject Development –

- the maximum number of employees in the proposed RCHE part is estimated in the following table:

GFA (m^2)	Industry Group#	Worker Density (No. of Employee/100m^2 GFA) #	No. of Employee
6,961	Community, Social & Personal Services	3.3	230

- the sewage flow estimation of the proposed RCHE part is evaluated in the following table:

No. of Employee or Bed Space	UFF (m^3/day/person or bed space)	ADWF (m^3/day)	Peaking Factor	Peak Flow (l/s)
230	0.28	64.40	8	5.97
450	0.19	85.50	8	7.92
			Total =	13.89

- the sewage flow estimation of the residential development part of the subject development is referenced to Private R2 Residential Type development as follows:

No. of Residents	UFF (m^3/day/person)	ADWF (m^3/day)	Peaking Factor	Peak Flow (l/s)
195	0.27	52.65	8	4.88

- the total sewage flow estimation (under a Peaking Factor of 8) of the subject development is therefore as follows:

Contributing Part	Peak Flow (l/s)
RCHE part	13.89
Residential Development part	4.88
Total	18.77

6. Potential Sewerage Impacts

6.1 Sewerage of the subject area is assessed to identify any sewers with inadequate capacity arising from the subject development as included in **Appendix 3**. Internal sewerage system of the subject development will be designed and submitted to BD for approval at the later detailed design stage.

6.2 Results of the assessment of the existing DN400 branch sewer and DN375 sewers at Castle Peak Road – Hung Shui Kiu are summarized in the following table:

Upstream Manhole ID	Downstream Manhole ID	Sewer Length (m)	Peak Flow* (l/s)	Sewer Hydraulic Capacity (l/s)	% of Peak Flow over Sewer Hydraulic Capacity
Feature FWD1045721 (400mm dia. drain IL +8.585)	FMH1036685 (IL +8.502)	13.31	46.678	211.663	28%
FMH1036685	FMH1043120	41.7	46.678	77.904	75%
FMH1043120	FMH1036686	3.2	49.250	154.319	40%
FMH1036686	FMH1036687	19.1	49.250	96.377	64%
FMH1036687	FMH1036688	41.7	49.250	199.071	31%
FMH1036688	FMH1036689	3.2	51.823	178.237	36%
FMH1036689	FMH1036690	41.2	51.823	85.886	75%
FMH1036690	FMH1036691	39.2	51.823	91.664	70%

* ***Peaking Factor = 6 since total population >1,000 and <5,000***

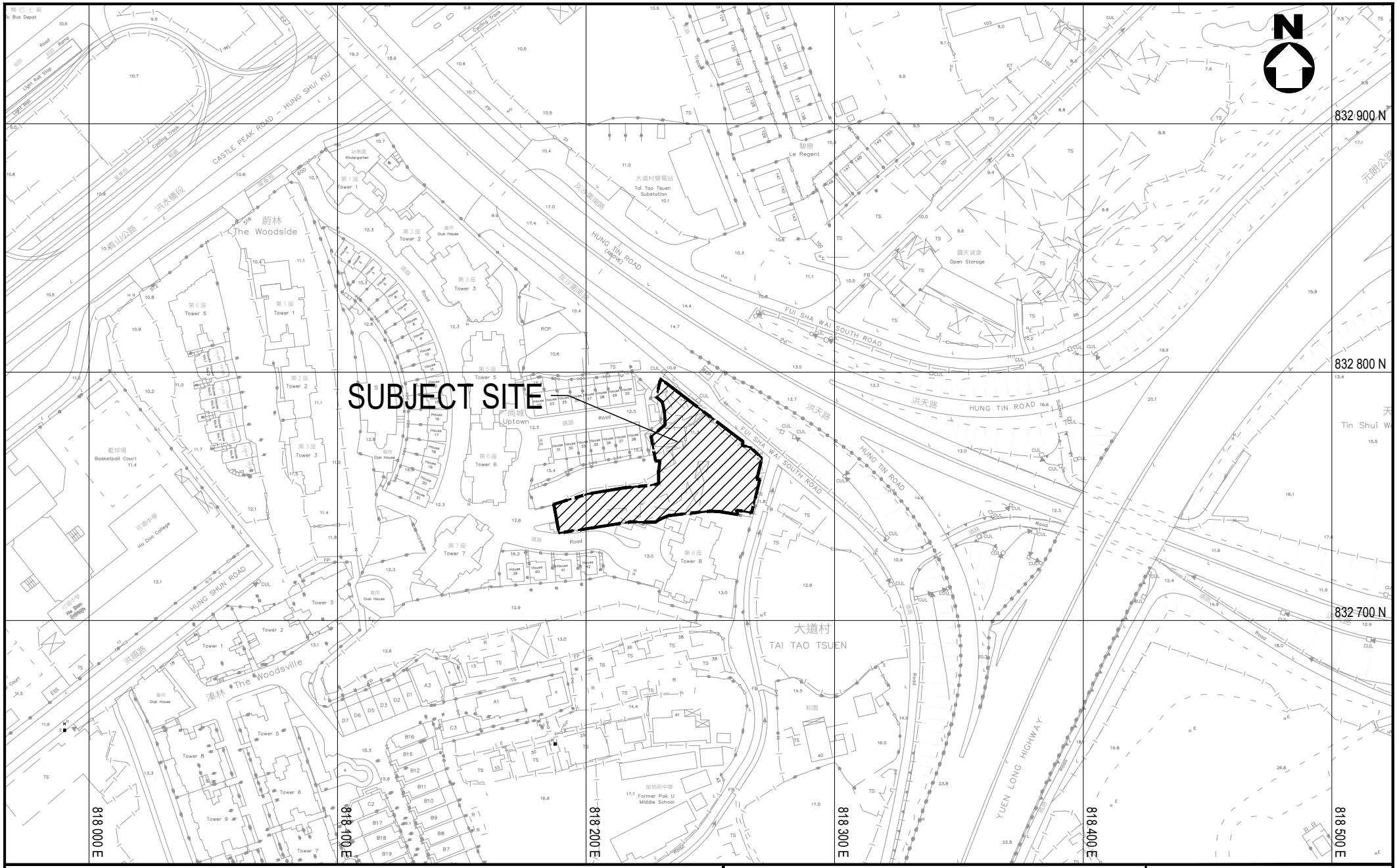
7. Conclusion and Recommendations

7.1 The sewage flow generated from the subject development will be collected by an internal sewerage system and conveyed into a proposed terminal sewerage manhole from which a new sewer will be laid to connect to the existing 400mm diameter branch sewer drain at the footpath in front of 'Uptown' encroaching upon Castle Peak Road – Hung Shui Kiu.

7.2 From the hydraulic capacity checking of the existing sewers at Castle Peak Road – Hung Shui Kiu serving the subject area, it reveals that the existing sewers are capable to collect the sewage flow generated from the subject development. It has been assessed that even with the subject development, only about maximum 75% capacity of the existing 375mm diameter public sewer at the immediate downstream at Castle Peak Road – Hung Shui Kiu will be utilized. The existing sewer system will still have spare capacity to receive the sewage flow generated from other developments in the area when necessary.

7.3 Detailed design of the proposed sewerage connecting works and the internal sewerage system will be submitted to the Building Authority who will circulate the submission to all relevant departments by means of central processing mechanism for comment, for approval prior to commencement of the construction works.

7.4 In view of the above, the subject development would have no adverse sewerage impact on the local existing sewerage system.



PROJECT

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

TITLE

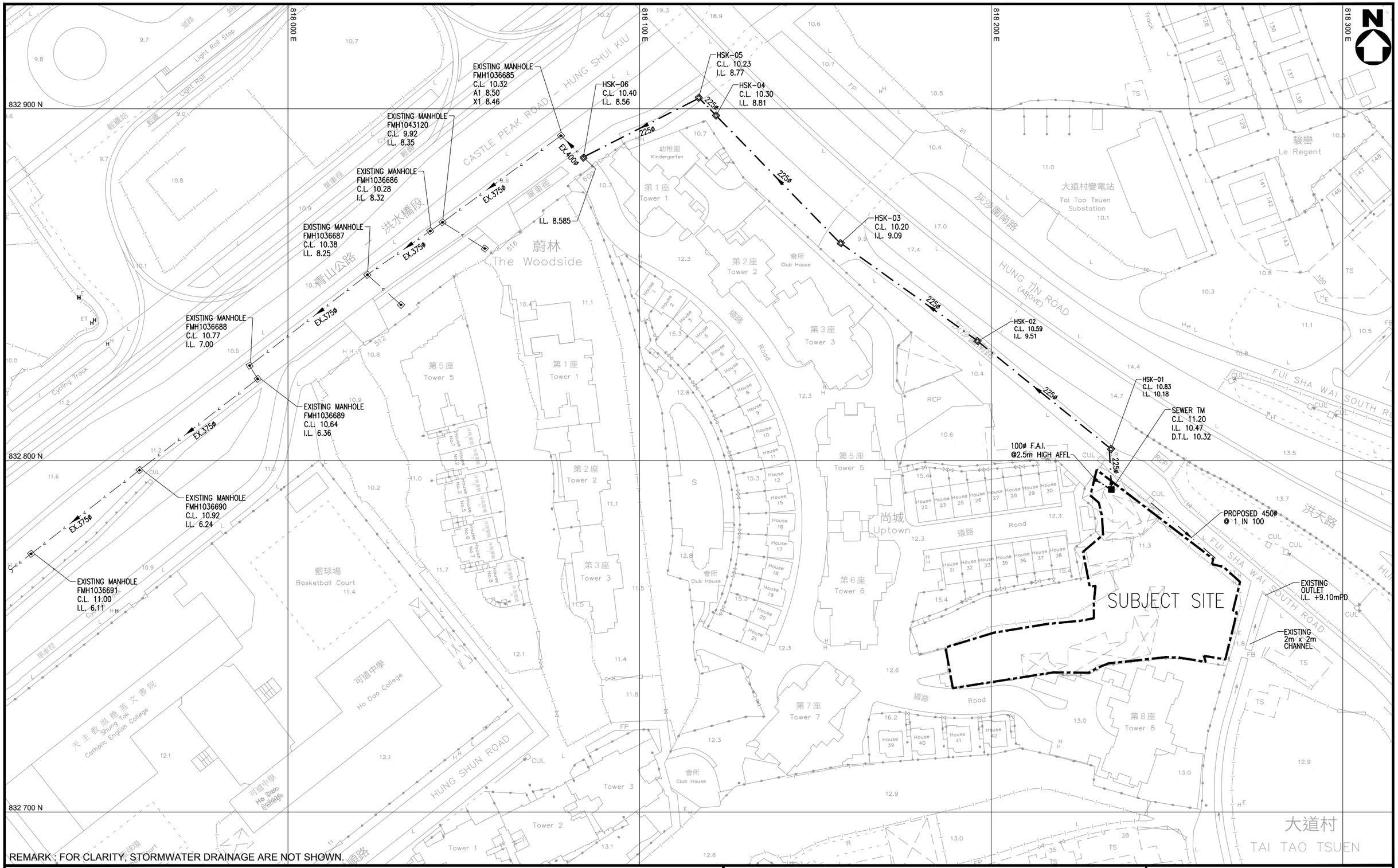
LOCATION PLAN

SCALE
1 : 2000(A4)

DRAWING No.
FIGURE S1

H:\23121_Lot 2188\DRAWING\23121_FIGURE S1 S3.dwg, 2/9/2025 15:44:55

Figure S2 – Details of the Existing Sewer Branch Drain in front of 'Uptown'



REMARK : FOR CLARITY, STORMWATER DRAINAGE ARE NOT SHOWN.

LEGEND:

- THE SUBJECT SITE BOUNDARY
- PROPOSED SEWER
- PROPOSED SEWER TERMINAL MANHOLE (INTERNAL SEWERAGE WORK WILL BE SUBMITTED SEPARATELY)
- PROPOSED SEWER MANHOLE
- EXISTING PUBLIC SEWER
- EXISTING PUBLIC SEWER MANHOLE

PROJECT

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

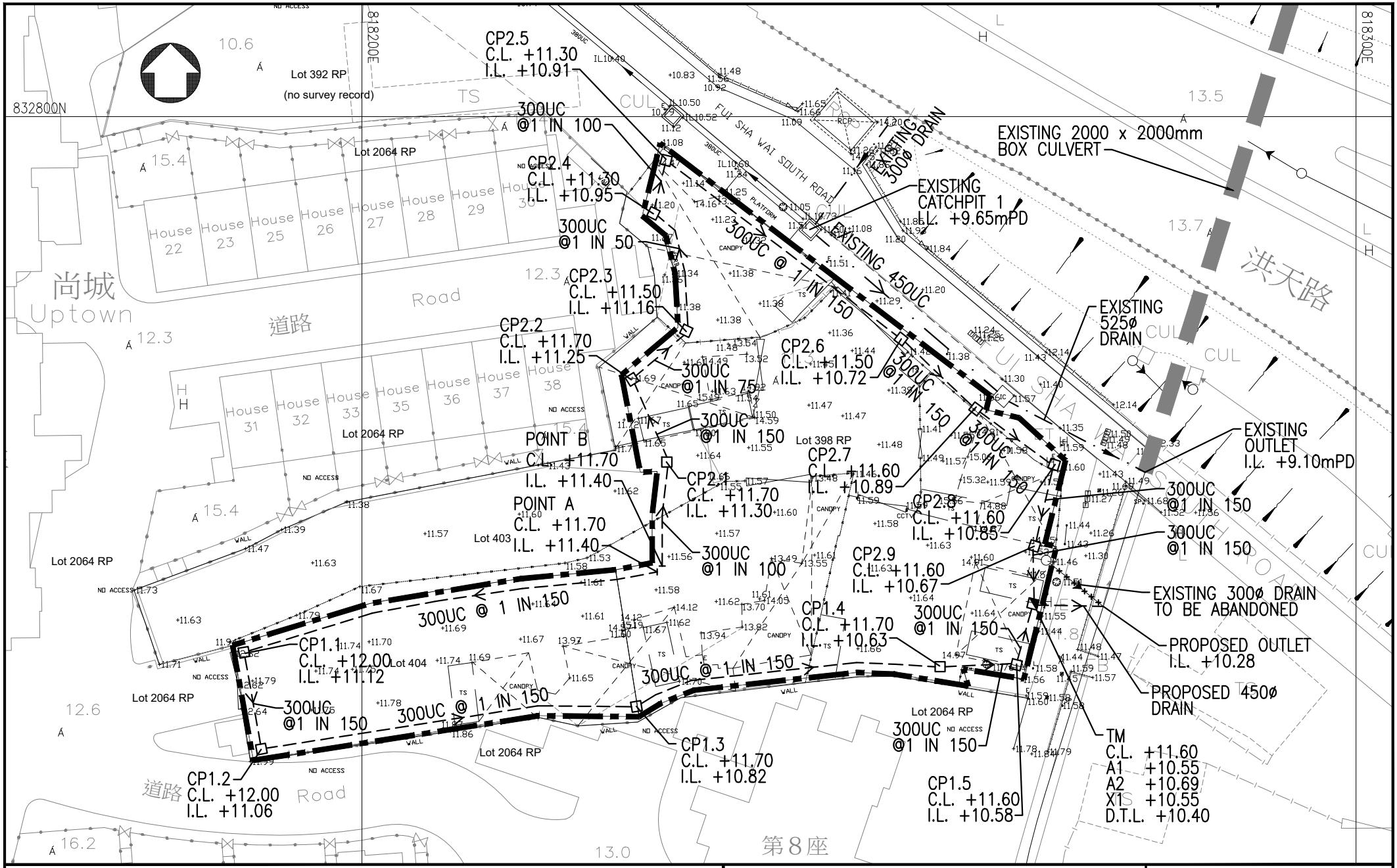
TITLE

PROPOSED SEWERAGE WORKS

SCALE 1 : 1000(A3)

DRAWING No. FIGURE S3

H:\23121_Lot 2188\DRAWING\23121_FIGURE S1 S3.dwg, 2/9/2025 15:46:25



LEGEND:

- THE SUBJECT SITE
- PROPOSED U-CHANNEL
- PROPOSED CATCH PIT
- PROPOSED TERMINAL MANHOLE
- EXISTING UC
- EXISTING DRAIN
- EXISTING STORMWATER DRAINAGE

PROJECT

TITLE: PROPOSED STORMWATER DRAINAGE LAYOUT

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

SCALE: 1 : 500 – A4

DRAWING No.: FIGURE D4

H:\23121_Lot 2188\DRAWING\23121_FIGURE D1 D3 & D4.dwg, 26/8/2025 17:16:24

Appendix 1 - Copies of the BD approval letter and relevant drawings of the original sewerage proposal

屋宇署
BUILDINGS DEPARTMENT

YOUR REF 來函檔號： **A1152/2A/010L**
OUR REF 本署檔號： **(14) in BD 4/9045/21**
FAX 圖文傳真： **2845 1559**
TEL 電話： **2626 1431**
WEBSITE 網址： www.bd.gov.hk

Lam Wan Fung Bernard Vincent
[redacted]

RECEIVED
04 NOV 2022
BY:----------

3 **November 2022**

220
(51)

Dear Sir,

Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, N.T.
- D.D. 121 Lot 2188

I refer to your application received on 8 September 2022 with complete substitution of drawings on 31 October 2022 for approval of proposals in respect of Drainage.

2. Your submission of plans has been checked under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) ADM-19 and refined according to the Circular letter issued on 30 October 2013. On this basis, I am satisfied that your submission is fundamentally acceptable and may be approved.

3. You are reminded that under the refined curtailed check system, the items of fundamental issues have been curtailed and only a specified percentage of the drainage proposal has been randomly checked. Hence, notwithstanding that there may be fundamental issues and non-fundamental issues, they will not be raised as reasons for disapproving a submission. However, I expect that all contraventions of the Buildings Ordinance (BO) and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority attaches great importance to the proper assumption of duties and responsibilities by authorized persons and registered structural engineers and registered geotechnical engineers.

4. In accordance with the provisions of regulation 30(1) of the Building (Administration) Regulations, this is to notify that the Drainage plans submitted with your application received on 8 September 2022 with complete substitution of drawings on 31 October 2022 are hereby approved. One set of the said plans, on which I have signified my approval, is enclosed. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him.

5. This approval should not be deemed to confer any title to land or to act as a waiver of any term in any lease or licence. This approval does **NOT** authorize the commencement or the carrying out of any works shown in the approved plans. Section 14(2) of the BO refers.

6. Approval of the subject drainage plans covers the proposed provisions and layouts of drainage items only. Building layouts as shown are for reference only. Those shown on approved building plans shall prevail.

7. A Form BD 106 is attached herewith.

/8...

屋宇署拓展部：香港太古城太古灣道14號7樓
New Buildings Divisions, Buildings Department: 7/F, 14 Taikoo Wan Road, Taikoo Shing, Hong Kong

8. The Chief Engineer/Mainland North of Drainage Services Department (CE/MN of DSD) (contact officer: Jeff C W TSE at tel: 2300 1627) has comments (attached in Appendix I) which had been conveyed to your representative on 30 September 2022 via email. It was noted that your representative had responded her comments on 24 October 2022 and CE/MN of DSD had no further comment to your submission on 25 October 2022. Since you have amended the subject plans according to CE/MN of DSD's comments prior to this approval, you should forward a copy of the relevant approved drainage plans to the Department for record.

9. The Chief Highway Engineer/NT West of Highways Department (CHE/NTW, HyD) (contact officer: Ben CK CHAN at tel: 2762 4965) has comments in Appendix II attached.

10. Chief Geotechnical Engineer / Mainland West, Geotechnical Engineering Office, Civil Engineering and Development Department (GEO, CEDD) (contact officer: Sylvia S W CHIK at tel: 2762 5222) has no geotechnical objection to the approval of the plans with reminder to AP/RSE/RGE that excavation and lateral support plans taking into consideration the requirements of B(A)R8(1)(bc) shall be submitted to BD for approval prior to consent application for commencement of the works, if found necessary.

11. The Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD) (contact officer: Odilia Y Y NG at tel: 2158 5617) has no comment on your submission.

12. Your plans have also been referred to the District Lands Officer/Yuen Long (DLO/YL) for comment which will be issued to you directly.

13. This records that you have completely substituted drawings [drawing nos.: HT 21016/DD/001 to 005] on 31 October 2022. Please furnish a copy of this approved plan to relevant departments for record and further comments, if any. Your attention is again drawn to section 4(3) of the BO.

14. If you have any queries, please contact our Mr. Amen YUNG at 2626 1434.

Yours faithfully,

(**CHENG Hang-on, Colin**)
Senior Building Surveyor
for Building Authority

c.c. **Right Fortune Investment Limited** **[By Fax Only: 2674 2301]**

CE/MN, DSD **[By Fax Only: 2770 4761]**
CHE/NTW, HyD **[By Fax Only: 2714 5228]**
GEO, CEDD **[By Fax Only: 2194 0165]**
PM/NTW, CEDD **[By Fax Only: 2693 2918]**
DLO/YL **[By Fax Only: 2473 3134]**

2/-

Our Ref. : (14) in BD 4/9045/21

Address : Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, New Territories - D.D. 121 Lot 2188

Appendix I

CE/MN of DSD has the following comments, and it was noted that your representative had responded her comments on 24 October 2022 and CE/MN of DSD had no further comment to your submission on 25 October 2022.

The submitted drawings have been examined and my comments are as follows:

(a) Cover level, invert level and manhole type of the proposed stormwater terminal manhole TM should be provided for comments.

(b) Please indicate the ID nos. of the existing government manholes (i.e. Existing Catchpit 1 and Existing Catchpit 2) on the drainage layout plan.

(c) The proposed connection pipes should have 300mm clearance as far as possible from any existing drains or other proposed connection pipes.

(d) According to the attached SIA Report (ver. March 2018), it is noted that the proposed alignment of the sewerage connection is not updated and have difference with the one as shown in drawing no. HT 21016/DD/001. Please check.

2. In addition, the A.P. is reminded of the following general comments:

(a) This Department will only take over those public drainage facilities constructed on government land and located downstream of the terminal manhole.

(b) DSD shall not maintain all such drains and manholes proposed to be laid within private lots adjacent to the development. The A.P. has to confirm the future maintenance responsibilities of such drains and manholes.

(c) Any alteration/demolition/modification/removal works made upon existing DSD's facilities should have consent and agreement from this Division prior to commencement of works and should ensure that the proposed works would not adversely affect the structural integrity of any existing drainage/sewerage system.

(d) The proposed drainage works, whether within or outside the lot boundary, should be constructed and maintained by the lot owner at their own expense. For works to be undertaken outside the boundary, prior consent and agreement from DLO/YL and/or relevant private lot owners should be sought.

(e) All proposed drainage connection works should be carried out by the developer in accordance with DSD Standard Drawings at the developer's cost. The A.P. is reminded to submit the HBP1 application form together with a cheque to DSD for a technical audit of the completed connection works. All drainage/sewerage works to be handed over to this Department shall conform to the requirements stipulated in Stormwater Drainage Manual, Sewerage Manual, DSD Standard Drawings, DSD Technical Circulars, Practice Notes and Guidelines, etc.

The A.P. is required to submit the declaration form (form no.: HBP1_CC) before the inspection and to provide certified as-built drainage plans to DSD for record.

For connection works involving special designs, features and/or materials such as couplings, rising mains, welded joints or the like, 2-staged technical audits would be required prior to backfilling and after completion of the connection works.

Our Ref. : (14) in BD 4/9045/21

Address : Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, New Territories - D.D. 121 Lot 2188

Appendix I [Cont'd]

(f) It is the developer's responsibility to identify/locate the existing government sewers and stormwater drains to which drainage connections from his site are to be proposed. The A.P. should verify the existence of any drains/sewers/utilities and also their exact locations, levels and alignments on site in order to ascertain the positions and levels of the proposed manholes and the associated connection works. The A.P. should also verify that the existing government drains/sewer, to which connections are proposed, are in normal working conditions and capable for taking the discharge from the site. Besides, for any excavation works over or in close vicinity to existing government drains/sewers, the A.P. should notify DSD in writing at least 14 working days before backfilling the excavation works and arrange joint site inspection with DSD prior to covering up.

The A.P. is also reminded that any person wilfully, except with the permission in writing of the Authority, or negligently damages, alters, disconnects or otherwise interferes with any public sewer or drain or any connection therewith, shall be guilty of an offence under Section 6 of Public Health and Municipal Services Ordinance (Cap 132).

(g) The A.P. is required to liaise with relevant utility undertakers to obtain the latest records, plans and alignments of their utilities in order to ensure the feasibility of the proposed drainage works. The A.P. is also required to excavate inspection pits and conduct utility detection to verify the alignments of utilities shown in such utility records if considered necessary.

(h) The A.P. is required to ensure that no construction debris, silt and sediments, or cementitious materials will be discharged to or deposited inside the public drains or sewers from the site. The A.P. shall monitor the internal conditions of the existing public drains/sewers running adjacent to the site with CCTV surveys (or other agreed alternatives) prior to commencement and upon completion of his/her works to our satisfaction. The A.P. shall also provide details of all discharge point(s) in the discharge licence approved by EPD and make necessary arrangement/agreement with this Department for the scope of CCTV surveys (or other agreed alternatives). Nevertheless, such CCTV surveys (or other agreed alternatives) serve no intention to relieve the A.P.'s liabilities on other drains/sewers that are not included in these surveys. Any pipe blockage or damage arising from the construction works shall be made good at the cost of the developer and to our satisfaction.

(i) Under the Water Pollution Control Ordinance (Cap 358), discharge of wastewater into stormwater drains is not permitted. The A.P. shall ensure that the proposed sewerage works shall convey all wastewater, including but not limited to those wastes generated by the domestic use of toilets, water closets, baths, showers, sinks, basins and other sanitary and kitchen fitments, through the sewage terminal manhole(s) to the public sewers. Besides, to ensure the sustainability of the public sewerage network, the A.P. shall ensure that the surface runoff within the development site will be collected and discharged via a stormwater drainage system and not be drained to the public sewerage network.

Our Ref. : (14) in BD 4/9045/21

Address : Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, New Territories - D.D. 121 Lot 2188

Appendix II

The CHE/NTW, HyD has the following comments:

I refer to your referenced memo and have the following comments from the highways maintenance point of view:

(a) The sewerage connection is outside the purview of this Office;

(b) It is noted that the stormwater connection is made to DSD catchpit SCH1013920. I have no comment on this arrangement. Please be reminded that the existing 375 UC just next to the above cathcpit falling toward NW direction is maintained by this Office, the AP and his contractor shall ensure the connection is not made to this existing 375 UC;

(c) The drainage designs should be subject to the comment and approval of CE/MN, DSD. The AP shall also clarify with DSD for the maintenance responsibility of the drainage system;

(d) A minimum cover of 900mm and 450mm should be provided for drainage pipes under carriageway and footpath respectively;

(e) The AP should ensure that the existing drainage system has sufficient capacity to carry the discharge from the proposed development;

(f) The AP should ascertain the alignment and level of existing utility services in the vicinity prior to the commencement of drainage works;

(g) No runoff contaminated with cement/grout/sand/silt shall be discharged to public road drains. Adequate drainage measures including interception channels should be provided to prevent runoff from the lot from flowing into public road drains;

(h) Comments from Lighting Division of this Department should be sought if public lightings are affected;

(i) The AP should exercise due care to avoid damaging public footpaths/roads, and other highway structures/facilities arising from his drainage works. Any damages should be immediately repaired to highway standards and my satisfaction by the developer at his own expense; and

(j) Should excavation works on public roads or footpaths be required, an Excavation Permit should be obtained from this Office prior to commencement of excavation works. Should excavation works on unallocated Government Land be required, an Excavation Permit should be obtained from DLO/YL direct.

BUILDING AUTHORITY OF HONG KONG
Form BD 106
BUILDINGS ORDINANCE
(Chapter 123)
Section 42

Permit under Section 42

Permit No. NT516/2022/MOD
Our Ref. No. (15) in BD 4/9045/21
To : Right Fortune Investment Limited
[redacted]

Date 3 November 2022

In exercise of the powers vested in me by section 42 of the Buildings Ordinance, I hereby grant modification of and/or exemption from the provisions of:-

(A) **Regulation 44(1) of Building (Standards of Sanitary Fitments, Plumbing, Drainage Works & Latrines) Regulations [B(SSFPDW&L)R]** to permit the use of ductile iron pips for the covered drains; and

(B) **Regulation 56(7) of B(SSFPDW&L)R** to permit the use of ductile iron cover for manhole;

in respect of the proposed building works at (No. and name of street and locality) Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, N.T. on (lot no.) D.D. 121 Lot 2188 :-

2. This permit is granted subject to the following conditions:-

(a) The said works are to be carried out in accordance with the plans approved on 3 November 2022 under our Ref. No. BD 4/9045/21 .

(b) The conditions imposed in this paragraph are to be incorporated in the subsequent amendment plans for approval before the application for an occupation permit is submitted.

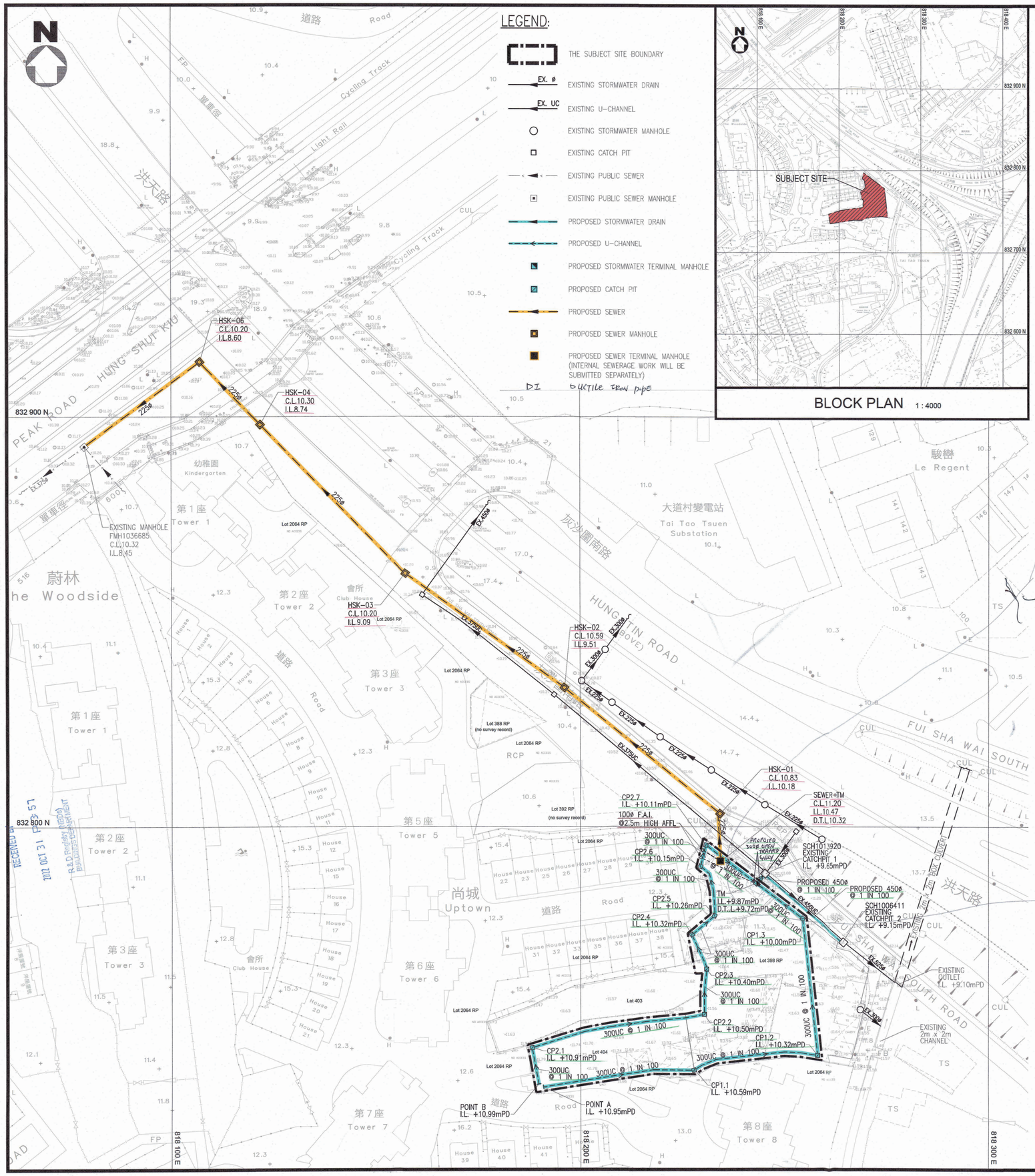
(c) A checklist of valid Forms BD106 is to be submitted at the time of the submission of the application of occupation permit upon completion.

(d) This permit will expire on 2 November 2024 if the consent to commence the above works is not obtained on or before the specified date or where such consent has been obtained but is deemed to be revoked under section 20(1) of the Buildings Ordinance after the specified date.

-- End –

(CHENG Hang-on, Colin)
Senior Building Surveyor
for Building Authority

c.c. CO/SM
BD GR/OA/118



BLOCK PLAN 1 : 4000

GENERAL NOTES:

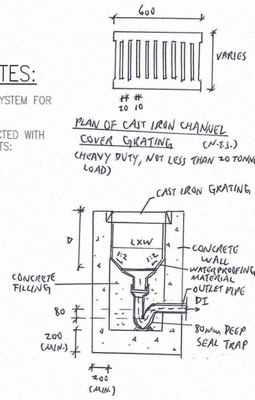
1. ALL ALIGNMENTS OF THE EXISTING DRAINAGE/SEWERAGE SYSTEM AS SHOWN ON THE DRAWINGS ARE INDICATIVE ONLY. THE EXACT LEVEL AND LOCATION OF EXISTING DRAINAGE SYSTEM SHALL BE DETERMINED ON SITE.
2. ALL DIMENSIONS ARE IN MM. ALL LEVELS ARE IN MPD UNLESS NOTED OTHERWISE.
3. ALL MATERIAL AND WORKMANSHIP REQUIREMENTS SHALL BE IN ACCORDANCE WITH APPROVED MATERIALS SUBMISSIONS, TESTING AND WORKMANSHIP REQUIREMENTS OF THE GENERAL SPECIFICATION FOR CIVIL ENGINEERING WORKS (LATEST EDITION) AND RELEVANT SPECIFICATION.
4. REINSTATEMENT OF EXISTING CONCRETE CARRIAGEWAY SHALL BE IN ACCORDANCE WITH HYD STANDARD DRAWING NOS. H1124 AND H1125 (LATEST VERSION) UNLESS OTHERWISE SPECIFIED. (FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)
5. REINSTATEMENT OF EXISTING BITUMINOUS CARRIAGEWAY SHALL BE IN ACCORDANCE WITH HYD STANDARD DRAWING NOS. H1129 AND H1130 (LATEST VERSION) UNLESS OTHERWISE SPECIFIED. (FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)
6. REINSTATEMENT OF EXISTING PAVED AREA SHALL BE IN ACCORDANCE WITH HYD STANDARD DRAWING NOS. H1127 AND H1128 (LATEST VERSION) UNLESS OTHERWISE SPECIFIED. (FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)
7. PE PIPES AND FITTINGS SHALL COMPLY WITH BS EN 12201-2 AND BS EN 12201-3 RESPECTIVELY, AND HAVE A MATERIAL DESIGNATION OF PE 100.
8. THE LOCATIONS OF THE PROPOSED MANHOLES AND DRAINAGE/SEWERAGE ALIGNMENTS SHOWN ON DRAWINGS ARE APPROXIMATE ONLY. THE EXACT LOCATIONS AND ALIGNMENTS AND MANHOLES ARE TO BE DETERMINED ON SITE.
9. PIPE BEDDING SHALL REFER TO DSD STANDARD DRAWINGS DS1048B AND DS1049B UNLESS OTHERWISE SPECIFIED. (FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)
10. ALL MATERIALS FOR PIPEWORK SHALL BE IN ACCORDANCE WITH CEDD'S GENERAL SPECIFICATION FOR CIVIL ENGINEERING WORKS AND DSD'S STORMWATER DRAWING MANUAL.
11. FLEXIBLE JOINTS FOR PIPES WITH CONCRETE BEDDING OR SURROUND ARE TO CONFORM WITH THE REQUIREMENTS OF DSD STANDARD DRAWING DS 1050B. (FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)
12. THE GROUND LEVEL SHOWN ON MANHOLE SCHEDULE AND LONGITUDINAL PROFILE IS APPROXIMATE ONLY.
13. FOR ALL PROPOSED CONNECTION INTO THE EXISTING MANHOLES AND DRAINS, THE EXACT LOCATION OF CONNECTION POINT AND INVERT LEVELS SHALL BE VERIFIED ON SITE PRIOR TO CONSTRUCTION.
14. STEP IRONS SHALL FOLLOW THE STANDARD AS PER DSD STANDARD DRAWING NO. DS 1043B.
15. PRECAST CONCRETE PIPES AND FITTINGS SHALL COMPLY WITH BS EN 1916 AND BS 5911:PART 1 AND SHALL HAVE FLEXIBLE SPIGOT AND SOCKET JOINTS.
16. FULL PIPE LENGTHS ARE TO BE INSTALLED AS FAR AS POSSIBLE.
17. CONCRETE GRADE TO MANHOLES SHALL BE AS SHOWN ON DSD STANDARD DRAWINGS AND AS DESCRIBED ON THE DRAWINGS FOR SPECIAL MANHOLES. ALL CONCRETE IN CONTACT WITH THE GROUND SHALL BE LAID ON 75MM THICK BLINDING CONCRETE OF GRADE 10/20 UNLESS OTHERWISE STATED. (FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)
18. ALL EXISTING DRAINAGE/SEWERAGE FACILITIES SHALL ONLY BE ABANDONED / DEMOLISHED AFTER THE COMPLETION OF THE ASSOCIATED DIVERSION WORKS TO THE SATISFACTION OF DSD. IN ADVANCE, APPROVAL BY DSD SHALL BE SOUGHT PRIOR TO ANY ABANDONMENT OR DEMOLITION.
19. ALL EXISTING DRAINS/SEWERS TO BE ABANDONED SHALL BE FILLED WITH CEMENT GROUT. DETAILS AND MATERIALS SHALL BE SUBMITTED TO DSD FOR APPROVAL.
20. ALL DIMENSIONS SHOULD BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
21. ALL EXPOSED CONCRETE EDGES TO HAVE 25x25 CHAMFER UNLESS OTHERWISE STATED.
22. ALL STRUCTURAL DESIGN, CALCULATIONS, DETAILS FOR DRAINAGE WORKS WITHIN SITE BOUNDARY ARE UNDER SEPARATE SUBMISSION.
23. TESTING OF DRAINAGE WORKS WITHIN SITE BOUNDARY SHALL BE IN COMPLIANCE WITH PNAP APP-58.
24. DI PIPES AND FITTINGS SHALL COMPLY WITH ~~BS EN/ISO~~ AND BSEN598. PIPES AND FITTINGS SHALL BE LINED INTERNALLY WITH CEMENT MORTAR AND SHALL BE COATED EXTERNALLY WITH BITUMINOUS COATING.

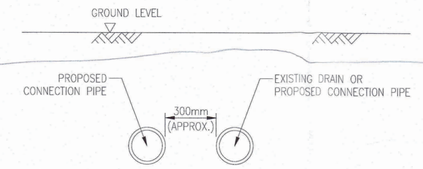
EXTERNAL DRAINAGE AND SEWERAGE NOTES:

1. REFER TO HO TIN'S DRAINAGE PROPOSAL OF DRAINAGE AND SEWERAGE SYSTEM FOR THE DESIGN CRITERIA AND CALCULATIONS.
2. DESIGN OF THE EXTERNAL DRAINAGE AND SEWERAGE SYSTEMS IS CONDUCTED WITH REFERENCE TO THE REQUIREMENTS SET OUT UNDER THE FOLLOWING DOCUMENTS:
   - STORMWATER DRAINAGE MANUAL (FIFTH EDITION, JANUARY 2018).
   - SEWERAGE MANUAL PART 1 (THIRD EDITION, MAY 2013).
   - CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT (CEDD) GENERAL SPECIFICATION FOR CIVIL ENGINEERING WORKS VOLUME 1 AND VOLUME 2 (2020 EDITION).

TRAPPED GULLY SCHEDULE (RAINWATER DRAINAGE SYSTEM)

DISCHARGE PIPE SIZE (mm)	L	W	D (min)	GRATING SIZE	COVER SIZE
300Ø	1200	1200	700	600x600	800x800





TYPICAL CLEARANCE BETWEEN CONNECTION PIPES (N.T.S.)
(FOR DSD REFERENCE)

LIM Wan-lung, Bernard Vincent, JP FHKIA
Authorized Person (List of Architects)
Registration No. AP(A) 49/84

B.D. REF.

F.S.D. REF.

Do not scale drawing

Figured dimensions are to be taken in preference to scaled dimensions in all cases.

Read this drawing in conjunction with general architectural plans, structural plans and other related drawings. Before commencing work, the full extent and exact nature of the works shown on this drawing shall be ascertained and all dimensions verified with site measurements. Any discrepancy must be brought immediately to the notice of Ho Tin & Associates Consulting Engineers Limited.

All prints and copies of this drawing are the properties of Ho Tin & Associates Consulting Engineers Limited and shall be returned on completion of works.

Copyright of this drawing is reserved by Ho Tin & Associates Consulting Engineers Limited.

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

Plan Approved
CHENG Hang-on, Colin
Senior Building Surveyor
for BUILDING AUTHORITY
- 3 NOV 2022

REVISIONS

PROJECT

PROPOSED RESIDENTIAL CARE HOME FOR THE ELDERLY AT LOT NO. 2188 (FORMERLY LOTS 398 RP AND 404) IN D.D.121, TAI TAO TSUEN, HUNG SHUI KIU, YUEN LONG, N.T.

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED
[redacted]

DATE PRINTED

JOB NO. HT 21016

SCALE: 1 : 500 OR AS SHOWN - A1

DRAWN: A . CHENG

CHECKED: W . SETO

APPROVED: K . C . LEE

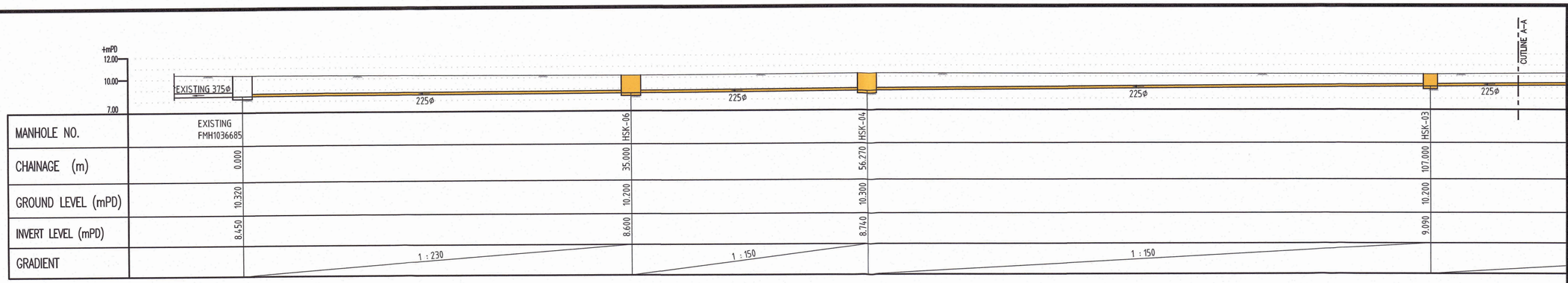
TITLE

PROPOSED EXTERNAL STORMWATER DRAINAGE AND SEWERAGE LAYOUT

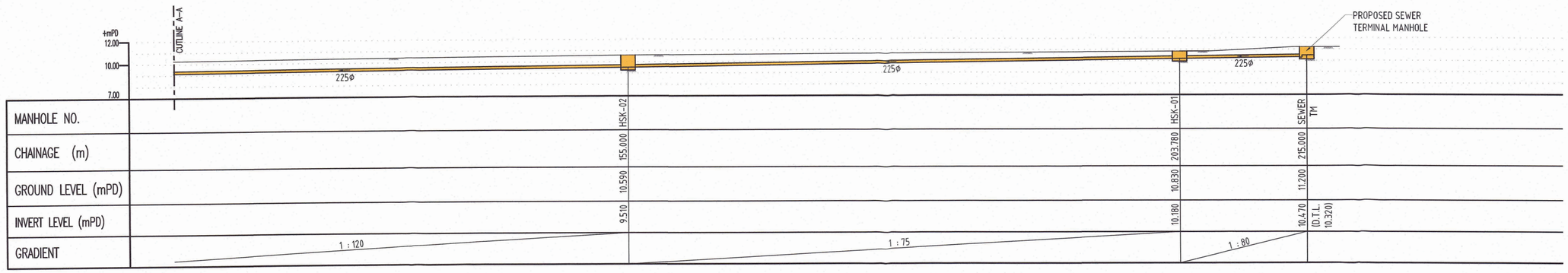
DRAWING NO.

HT 21016 / DD / 001

T:\HO TIN & ASSOCIATES\HT21016_LYKH_Working_drg\HT21016_LYKH_U1.dwg, 2022/10/31 PM 5:57, 1:1



LONGITUDINAL PROFILE OF PROPOSED 225ø SEWER PIPELINE



LONGITUDINAL PROFILE OF PROPOSED 225ø SEWER PIPELINE

SCHEDULE FOR STORMWATER DRAINAGE

USCP/USMH	DSCP/DSMH	USGL	DSGL	USIL	DSIL	LENGTH (m)	SLOPE 1 IN	SUB-CATCHMENT AREA (m2)	DESIGN FLOW (m3/s)	SIZE (mm)	UC Type	VEL (m/s)	*FLOW CAPACITY (m3/s)	90% FLOW CAPACITY (for pipe) (m3/s)	SPARE CAPACITY (m3/s)	REMARK
Within the Subject Site																
Sub-catchment Area 4	Point B							500								
Point B	CP2.1	11.79	11.79	10.99	10.91	8.50	100	899	0.119	300	UC	1.70	0.14		0.018	
CP2.1	CP2.2	11.79	11.56	10.91	10.50	41.00	100	0	0.116	300	UC	1.70	0.14		0.021	
CP2.2	CP2.3	11.56	11.65	10.50	10.40	10.00	100	0	0.115	300	UC	1.70	0.14		0.022	
CP2.3	CP2.4	11.65	11.69	10.40	10.32	8.00	100	0	0.118	300	UC	1.70	0.14		0.019	
CP2.4	CP2.5	11.69	11.48	10.32	10.26	5.50	100	0	0.115	300	UC	1.70	0.14		0.022	
CP2.5	CP2.6	11.48	11.20	10.26	10.15	11.50	100	0	0.115	300	UC	1.70	0.14		0.022	
CP2.6	CP2.7	11.20	11.47	10.15	10.11	4.00	100	0	0.115	300	UC	1.70	0.14		0.022	
CP2.7	TM	11.47	11.32	10.11	9.97	14.00	100	0	0.114	300	UC	1.70	0.14		0.023	
Point A	CP1.1	11.75	11.70	10.95	10.59	36.00	100	899	0.075	300	UC	1.70	0.14		0.062	
CP1.1	CP1.2	11.70	11.64	10.59	10.32	27.00	100	0	0.074	300	UC	1.70	0.14		0.063	
CP1.2	CP1.3	11.64	11.42	10.32	10.00	32.00	100	0	0.072	300	UC	1.70	0.14		0.065	
CP1.3	TM	11.42	11.32	10.00	9.87	13.00	100	0	0.073	300	UC	1.70	0.14		0.064	
External Drainage (between the Subject Site and Outfall)																
TM (Manhole Type : T1_1 Cover Class : C250)	Existing External Catchpit 1 (SCH1013920)	11.32	11.50	9.72	9.70	2.00	100	0	0.187	450	concreted pipe	2.03	0.32	0.29	0.104	
Existing External Catchpit 1 (SCH1013920)	Existing External Catchpit 2 (SCH1006411)	11.50	11.56	9.65	9.42	23.00	100	373	0.214	450	concreted pipe	2.03	0.32	0.29	0.077	FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL
Existing External Catchpit 2 (SCH1006411)	Existing Outlet	11.56	11.69	9.15	9.10	15.00	300	0	0.212	525	concreted pipe	1.29	0.28	0.25	0.039	

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ABBREVIATION

USMH	Upstream Manhole
DSMH	Downstream Manhole
USGL	Upstream Ground Level, mPD
DSGL	Downstream Ground Level, mPD
USIL	Upstream Invert Level, mPD
DSIL	Downstream Invert Level, mPD

SCHEDULE FOR SEWERAGE

Manhole No.		Ground Level		Invert Level		Manhole Depth		U/S Manhole		Pipe				Remark
U/S	D/S	U/S	D/S	U/S	D/S	U/S	D/S	Type	Cover Class	Length	Diameter	Bedding Type	Material	
		mPD	mPD	mPD	mPD	m	m			m	mm			
SEWER TM	HSK-01	11.20	10.83	10.47 D.T.L.10.32	10.18	0.88	0.65	T1_1	C250	11	225	B	PE100	
HSK-01	HSK-02	10.83	10.59	10.18	9.51	0.65	1.08	D1	E600	49	225	B	PE100	FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL
HSK-02	HSK-03	10.59	10.20	9.51	9.09	1.08	1.11	D1	E600	48	225	B	PE100	
HSK-03	HSK-04	10.20	10.30	9.09	8.74	1.11	1.56	D1	E600	50	225	B	PE100	
HSK-04	HSK-06	10.30	10.20	8.74	8.60	1.56	1.60	E1	E600	21	225	B	PE100	
HSK-06	EX. MANHOLE FMH1036685	10.20	10.32	8.60	8.45	1.60	1.87	E1	E600	35	225	B	PE100	

GENERAL NOTES FOR DUCTILE IRON MANHOLE COVER & FRAME

1. GENERAL

1.1 D.I. MANHOLE COVERS SHALL BE SUPPLIED WITH FRAMES AND SHALL CONFORM TO THE RELEVANT REQUIREMENTS OF BS EN 124 : 1994.

1.2 ALLOWANCE SHOULD BE MADE FOR MACHINING WHERE APPLICABLE.

1.3 SHARP EDGES SHALL BE REMOVED.

2. DIMENSIONS AND MARKINGS

2.1 THE CASTING OF MARKINGS SHALL BE CLEARLY LEGIBLE.

3. TEST LOADS AND WEIGHT

3.1 THE D.I. MANHOLE COVERS AND FRAMES SHALL BE DESIGNED AND TESTED ACCORDING TO BS EN 124 : 1994 WITH TEST LOAD SPECIFIED IN THE TABLE BELOW -

DESIGNATION	DIAMETER OF TEST BLOCK	TEST LOAD	WEIGHT (APPROX.)
STANDARD 675 SQUARE ONE-PIECE D.I. DOUBLE-SEAL TERMINAL MANHOLE COVER & FRAME, CLASS C250 (FOR FOOTWAYS, PEDESTRIAN AREAS, CAR PARKS AND AREAS WHERE THERE ARE SLOW-MOVING SERVICE AND DELIVERY VEHICLES, REFUSE COLLECTION VEHICLES, EMERGENCY VEHICLES ETC.)	250mm	250kN	129 kg (COVER) 98 kg (FRAME)
STANDARD 675 SQUARE DOUBLE TRIANGULAR D.I. MANHOLE COVER & FRAME, CLASS E600	250mm	600kN	110 kg (COVER) 58 kg (FRAME)

4. MATERIAL

4.1 MANHOLE COVER AND FRAME SHALL BE MADE OF SPHEROIDAL GRAPHITE CAST IRON (DUCTILE IRON) OF GRADES EN-GJS-500-7 TO BS EN 1563 : 1997.

4.2 UNLESS OTHERWISE INDICATED, BOLTS FOR THE COVERS SHALL BE GRADE 8.8 M16 HEXAGON HEADED BOLTS COMPLETE WITH HEXAGON LOCK NUTS.

4.3 THE DIMENSIONS OF THE BOLTS SHALL COMPLY WITH THE RELEVANT REQUIREMENTS OF BS 4190.

5. COATING

5.1 MANHOLE COVER AND FRAME SHALL BE COATED WITH 2 LAYERS OF BLACK NON-TOXIC WATER-BASED BITUMENT COATING TO BS 3416.

5.2 ALL CASTINGS SHALL BE THOROUGHLY CLEANED AND FREE OF MOULDING SANDS, RUST OR ANY OTHER IMPURITY BEFORE APPLYING THE PROTECTIVE COATING.

5.3 THE COATING SHALL BE FREE OF BARE PATCHES OR LACK OF ADHESION.

6. OTHERS

6.1 THE MANHOLE COVERS SHALL BE COMPATIBLE WITH THEIR SEATINGS. THESE SEATINGS SHALL BE MANUFACTURED IN SUCH A WAY TO ENSURE STABILITY AND QUIETNESS IN USE.

6.2 ALL CAST UNITS SHALL BE CLEANLY CAST AND FREE FROM AIR HOLES, SAND HOLES AND ANY SURFACE DEFECTS.

6.3 MANHOLE FRAMES SHOULD BE BEDDED UPON BEDDING MATERIAL WHICH IS NON-SHRINK AND HAVE COMPRESSIVE STRENGTH EXCEEDING 30 N/mm².

6.4 THE PATTERN OF THE STRUCTURAL SUPPORT ELEMENTS OF THE COVER AND THE WEB OF THE FRAME MAY BE MODIFIED SUBJECT TO APPROVAL OF THE A.P.

LIM Wan-fung, Bernard Vincent, JP FHKIA
Authorized Person (List of Architects)
Registration No. AP(A) 49/04

B.D. REF.

F.S.D. REF.

Do not scale drawing

Figured dimensions are to be taken in preference to scaled dimensions in all cases.

Read this drawing in conjunction with general architectural plans, structural plans and other related drawings. Before commencing work, the full extent and exact nature of the works shown on this drawing shall be ascertained and all dimensions verified with site measurements. Any discrepancy must be brought immediately to the notice of Ho Tin & Associates Consulting Engineers Limited.

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Plan Approved
CHENG Hung-on, Colin
Senior Building Surveyor
for BUILDING AUTHORITY
3 NOV 2022

REVISIONS

PROJECT

PROPOSED RESIDENTIAL CARE HOME FOR THE ELDERLY AT LOT NO. 2188 (FORMERLY LOTS 398 RP AND 404) IN D.D.121, TAI TAO TSUEN, HUNG SHUI KIU, YUEN LONG, N.T.

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

[redacted]

DATE PRINTED

JOB NO. HT 21016

SCALE: 1 : 200 - A1

DRAWN: A. CHENG

CHECKED: W. SETO

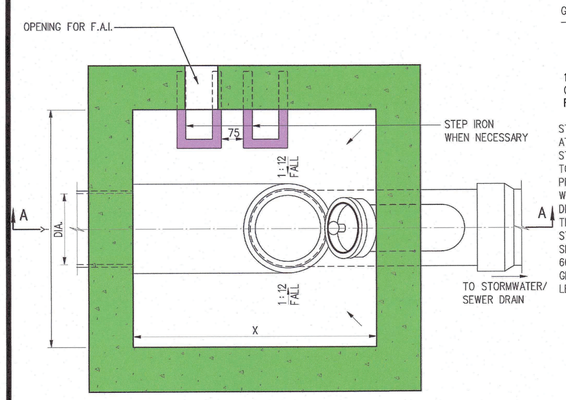
APPROVED: K. C. LEE

TITLE

DETAILS OF DRAINAGE AND SEWERAGE

DRAWING NO.

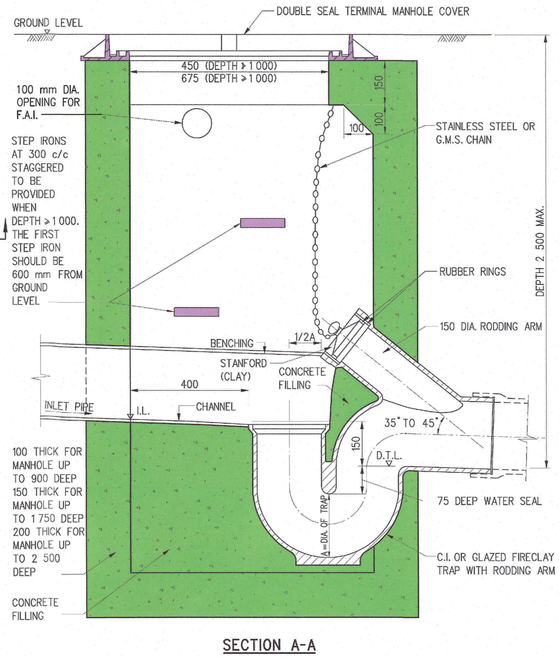
HT 21016 / DD / 002



SECTIONAL PLAN

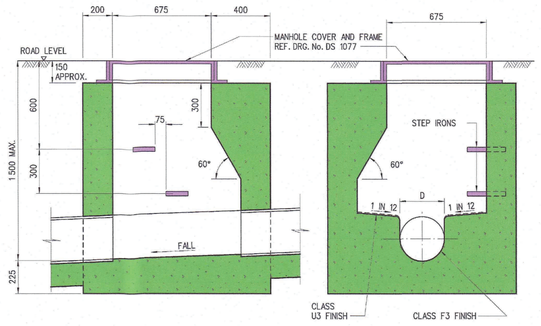
MANHOLE COVER OPENING SIZE (mm)	450	675
X (mm)	600 (min)	825 (min)
Y (mm)	(DIA. + 500)	(DIA. + 500) OR 675, WHICHEVER IS GREATER

NOTES:
1. **ALL DIMENSIONS ARE IN MILLIMETRES.**
2. PIPE DIAMETER OF PIPE TO BE LESS THAN OR EQUAL TO 450 mm.

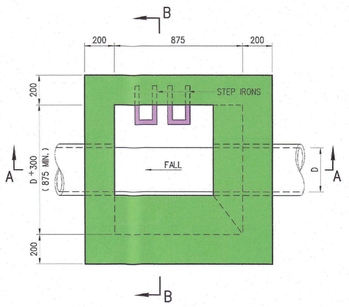


SECTION A-A

TERMINAL MANHOLE TYPE T1_1



SECTION A-A SECTION B-B

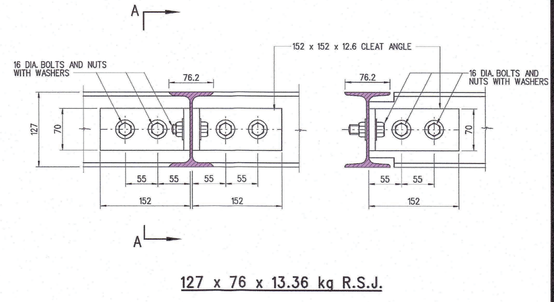


PLAN

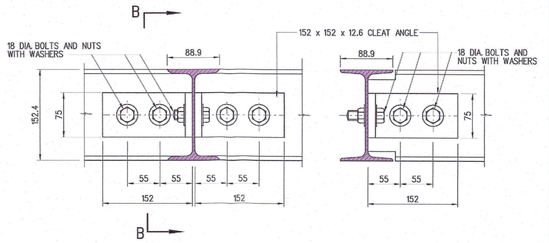
NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. PIPE DIAMETER : 150 TO 675 mm
3. NORMAL RANGE OF DEPTH : 1 000 TO 1 500 mm (FROM ROAD LEVEL TO LOWEST INVERT)
4. USED IN : STORMWATER DRAIN AND SEWER
5. JUNCTION : POSITION OF JUNCTION TO BE DETERMINED IN EACH INDIVIDUAL CASE. CHANNELS IMMEDIATELY UNDER ACCESS TO MANHOLE SHOULD BE AVOIDED.
6. TOP TREATMENT : SEE DRG. No. DS 1032
7. FOUNDATION : FOUNDATION OF MANHOLE VARIES WITH SITE CONDITION. THEREFORE, IT SHOULD BE DETERMINED ON SITE BY THE ENGINEER.
8. CONCRETE : GRADE 30/20
9. COVER AND FRAME NOT SHOWN ON PLAN FOR CLARITY

STANDARD MANHOLE TYPE D1

(FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)



127 x 76 x 13.36 kg R.S.J.

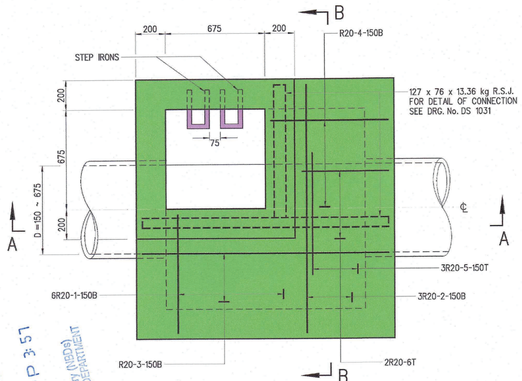


152 x 89 x 17.09 kg R.S.J.

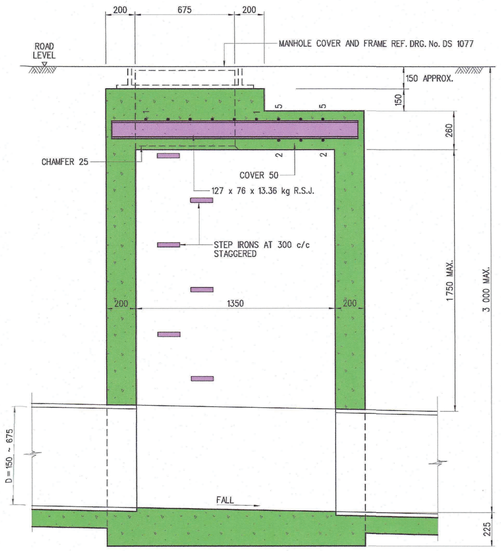
NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALTERNATIVE WELDING CONNECTIONS MAY BE USED.

R. S. J. CONNECTIONS (IN MANHOLES)

(FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)

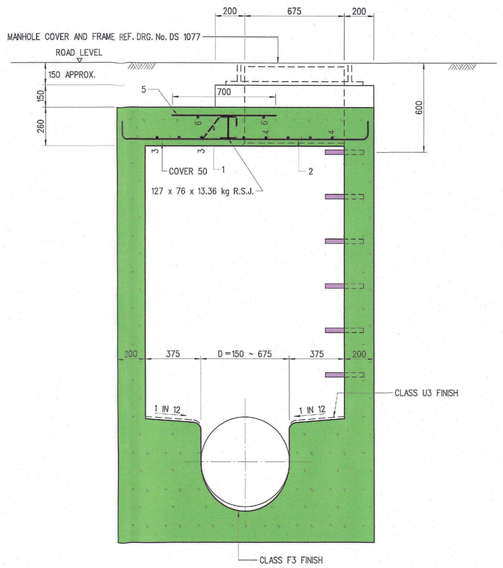


PLAN



SECTION A-A

BAR MARKS	SHAPE CODE ○
1 & 4	99
2, 3 & 6	55
5	20



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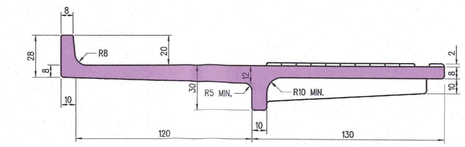

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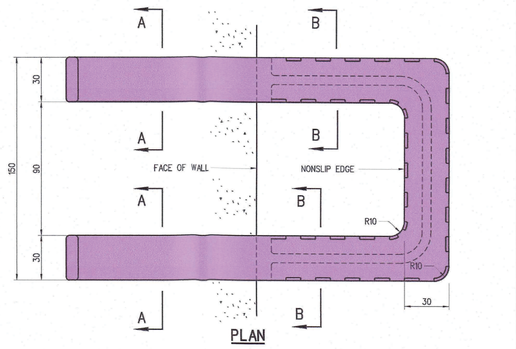
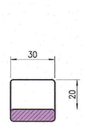
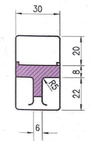


PLAN



SECTION A-A



SECTION B-B

NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES.

STANDARD MANHOLE TYPE E1

(FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)

MANHOLE STEP IRON

B.D. REF.

F.S.D. REF.

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Plan Approved
CHENG, Hang-on, Colin
Senior Building Surveyor
for BUILDING AUTHORITY
- 3 NOV 2022

REVISIONS

PROJECT

PROPOSED RESIDENTIAL CARE HOME FOR THE ELDERLY AT LOT NO. 2188 (FORMERLY LOTS 398 RP AND 404) IN D.D.121, TAI TAO TSUEN, HUNG SHUI KIU, YUEN LONG, N.T.

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

[redacted]

DATE PRINTED	
JOB NO.	HT 21016
SCALE:	N.T.S.
DRAWN:	A. CHENG
CHECKED:	W. SETO
APPROVED:	K.C. LEE

TITLE

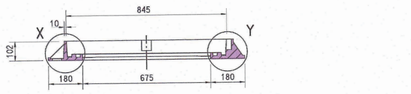
PROPOSED MANHOLE DETAILS

DRAWING NO.

HT 21016 / DD / 003

RECEIVED BY BUILDINGS DEPARTMENT 03 OCT 2022 (BD(DS)) 15 P 3:51

[redacted]
Authorized Person (List of Architects)
Registration No. AP(A) 49/84



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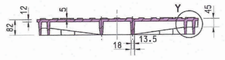

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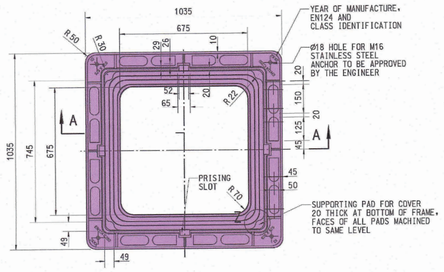
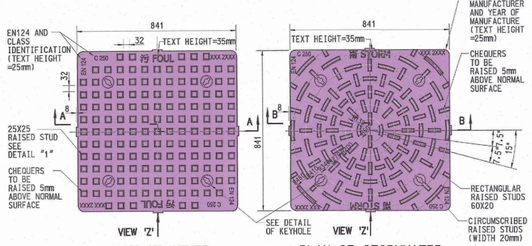
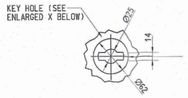


PLAN OF FRAME FOR 675X675 TERMINAL SEWER AND STORMWATER MANHOLE COVER (CLASS C250)



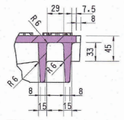
PLAN OF SEWER MANHOLE COVER (CLASS C250)

PLAN OF STORMWATER MANHOLE COVER (CLASS C250)

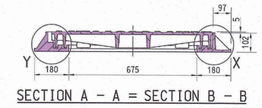


DETAIL OF KEY HOLE

RAISED STUD DETAIL "1"



ENLARGED Y



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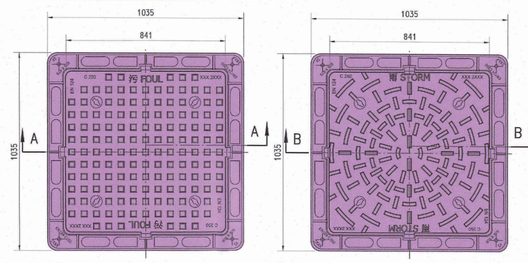

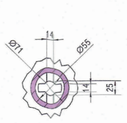

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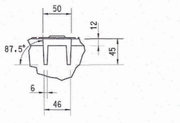
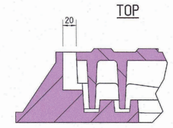
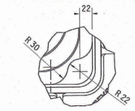


VIEW "Z"



ENLARGED Y (1:5)



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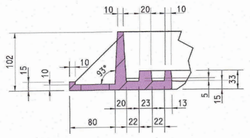

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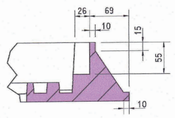

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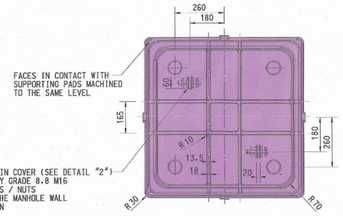
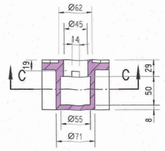
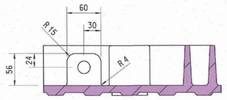


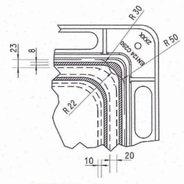
BOTTOM VIEW



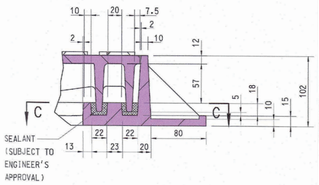
ENLARGED X (KEY HOLE)



ANCHOR HOLE DETAIL "2"

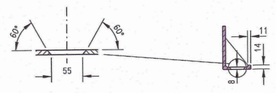


SECTION C – C (1:10)



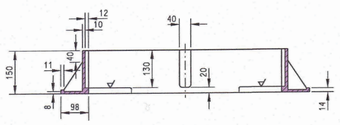
ENLARGED X (1:5)

STANDARD 675 SQUARE ONE - PIECE DUCTILE IRON DOUBLE SEAL TERMINAL MANHOLE COVER & FRAME, CLASS C250

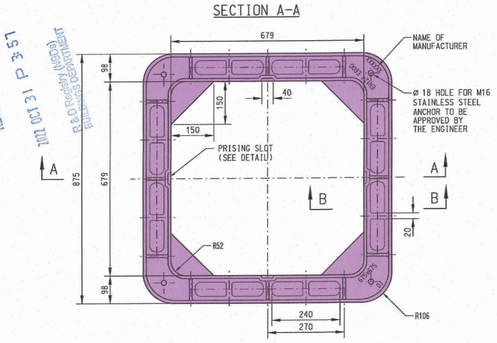


ENLARGED DETAIL
SCALE 1 : 5

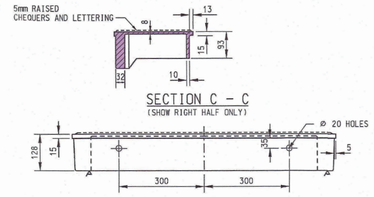
SECTION B–B

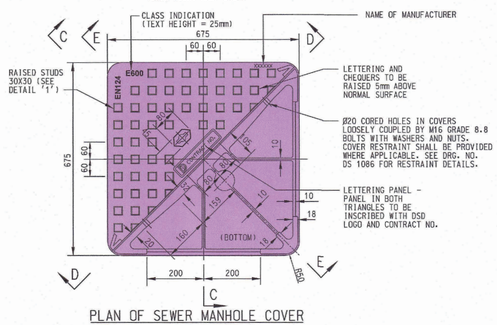


SECTION A–A

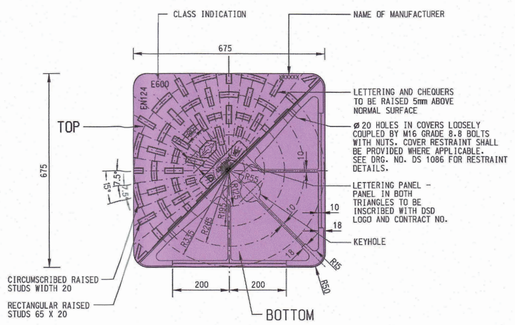


PLAN OF FRAME



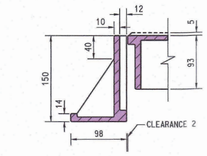


PLAN OF SEWER MANHOLE COVER

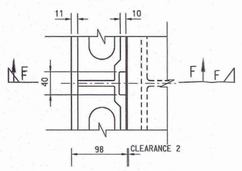


PLAN OF STORM WATER MANHOLE COVER

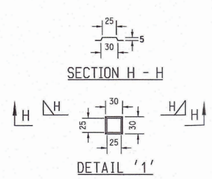
NOTES :
DIMENSIONS FOR THE BOTTOM SIDE OF DOUBLE TRIANGULAR MANHOLE



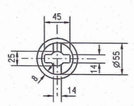
SECTION F – F



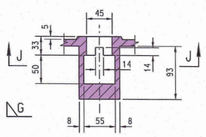
PRISING SLOT DETAIL



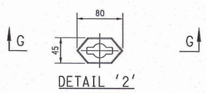
DETAIL '1'



DETAIL J – J



SECTION G – G



DETAIL '2'

NOTES :
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REMOVE SHARP EDGES. MACHINED SURFACE ARE MARKED WITH " ∀ ".

STANDARD 675 SQUARE DOUBLE TRIANGULAR DUCTILE IRON MANHOLE COVER & FRAME, CLASS E600

(FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)

RECEIVED
13 OCT 2022
Buildings Department
R & O Registry (Kowloon)

B.D. REF.

F.S.D. REF.

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Plan Approved
CHENG Wang-cn, Colin
Senior Building Surveyor
for BUILDING AUTHORITY
– 3 NOV 2022

REVISIONS

PROJECT

PROPOSED RESIDENTIAL CARE HOME FOR THE ELDERLY AT LOT NO. 2188 (FORMERLY LOTS 398 RP AND 404) IN D.D.121, TAI TAO TSUEN, HUNG SHUI KIU, YUEN LONG, N.T.

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED
[redacted]

DATE PRINTED	
JOB NO.	HT 21016
SCALE:	N.T.S.
DRAWN:	A. CHENG
CHECKED:	W. SETO
APPROVED:	K.C. LEE

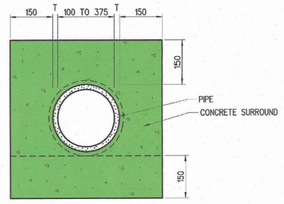
TITLE

PROPOSED MANHOLE COVER DETAILS

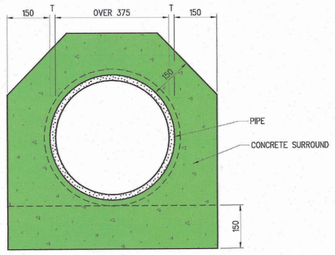
DRAWING NO.

HT 21016 / DD / 004

LIM Wan-fung, Bernard Vincent, JP
Authorized Person (List of Architects)
Registration No. AP(A) 49/84



TYPE I

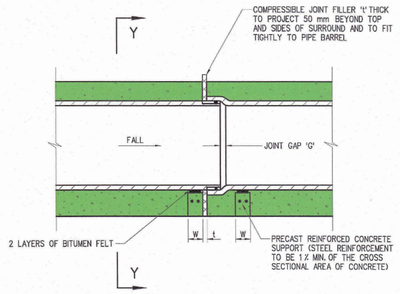


TYPE II

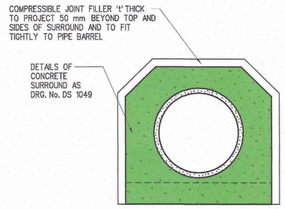
NOTES:
1. 'T' DENOTES WALL THICKNESS OF PIPE.
2. CONCRETE MIX TO BE GRADE 20/20 WITH MINIMUM CEMENTITIOUS CONTENT:-

EXPOSURE CONDITION	MINIMUM CEMENTITIOUS CONTENT (kg/m³)
MODERATE	280

SURROUND TO PIPES
(FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)



SECTIONAL ELEVATION

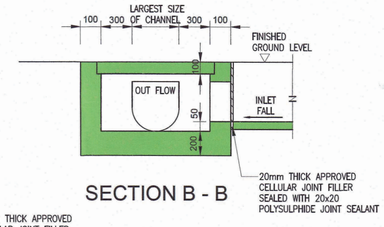


FOR PIPES DIAMETER EXCEEDING 375 mm

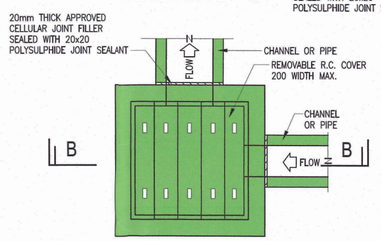
SECTION Y-Y

DETAILS FOR PIPE WITH CONCRETE SURROUND

TYPICAL DETAILS OF FLEXIBLE JOINT
(FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)

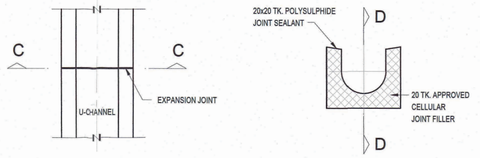


SECTION B - B



PLAN

DETAILS OF CATCH-PIT
N.T.S.

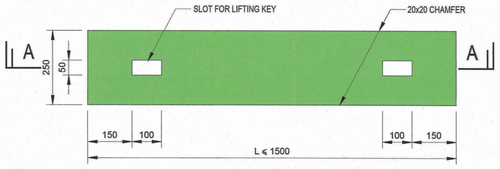


PLAN | SECTION C-C | SECTION D-D

DETAILS OF EXPANSION JOINT FOR U-CHANNEL
(EXPANSION JOINT SHALL BE PROVIDED AT A MAXIMUM INTERVAL OF 10 METRES)

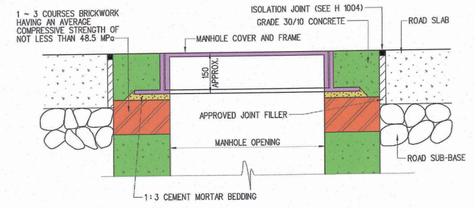
NOTES :
1. ALL DIMENSIONS IN MILLMETRES UNLESS OTHERWISE SPECIFIED.
2. ALL LEVELS IN METRES ABOVE PRINCIPAL DATUM.
3. ALL EXTERNAL EDGES OF THE COVERS SHALL BE 20mm CHAMFERED.

SECTION A - A

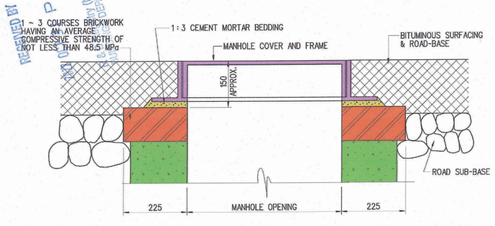


PLAN

TYPE 1 - FOR SPAN UP TO 1.5m
PRECAST CONCRETE COVERS FOR CATCHPIT
N.T.S.



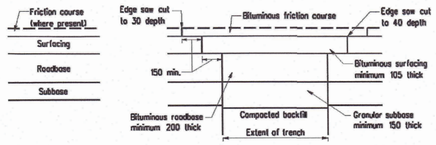
TOP TREATMENT APPLIED TO CONCRETE ROAD SURFACE



TOP TREATMENT APPLIED TO FLEXIBLE ROAD SURFACE

NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES.

TOP TREATMENT TO MANHOLE
(FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)



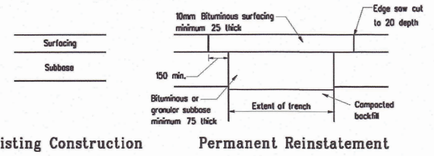
Existing Construction | Permanent Reinstatement

Notes :
1. The subbase to be put back shall be of the same thickness as the adjoining pavement subject to a minimum of 150mm.
2. The roadbase to be put back shall be of bituminous material and of the same thickness as the adjoining pavement subject to a minimum of 200mm.
3. The bituminous surfacing layer to be put back shall be 105mm thick and shall consist of a base course (65mm) and a wearing course (40mm).
4. Friction course is absent in most urban roads, but where a friction course is present, a friction course layer of the same thickness shall be put back.
5. Refer to General Specification for the material specifications. In general a typical construction could consist of

friction course	– 10mm nominal size friction course material
wearing course	– 10 or 20mm nominal size wearing course material
base course	– 28mm or 37.5mm nominal size base course material
roadbase	– 37.5mm nominal size roadbase material
subbase	– granular subbase material

6. Refer to Drg. No. H1130 for limit of reinstatement.

BITUMINOUS CARRIAGEWAY



Existing Construction | Permanent Reinstatement

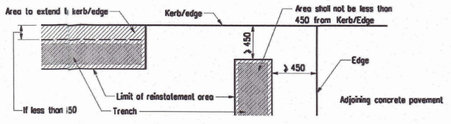
Notes :
1. The subbase to be put back shall be of either granular material or bituminous material and shall be of the same thickness as the adjoining footway or cycleway subject to a minimum of 75mm.
2. The surfacing to be put back shall be of 10mm nominal size wearing course material and shall be of the same thickness as the adjoining footway or cycleway subject to a minimum of 25mm.
3. Refer to Drg. No. H1130 for limit of reinstatement.

BITUMINOUS FOOTWAY AND CYCLEWAY

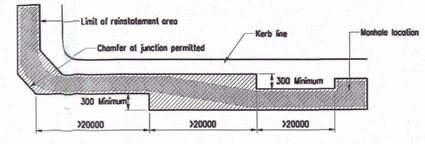
Rules to determine the limit of reinstatement in bituminous carriageway, footway and cycleway

A. Carriageway constructed more than 5 years ago, Carriageway re-surfaced more than 1 year ago and Footway or Cycleway constructed more than 1 year ago

1. The reinstatement area shall be of sufficient width to allow the use of proper compacting equipment.
2. The reinstatement area shall either
   a) abut an edge (the kerb line, the building line or an adjoining concrete pavement) of the bituminous pavement; or
   b) be at a minimum distance (measured from any part of reinstatement area at right angle to the edge) of 450 millimetres from an edge.

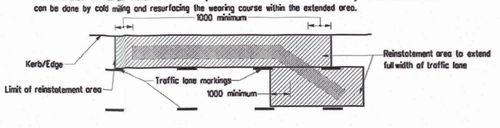


3. The reinstatement area shall be rectangular in plan with the sides either parallel or perpendicular to the nearest edge of the bituminous pavement. Stepped or L-shaped reinstatement area is permitted only if
   a) the reinstatement area runs along the length of the carriageway, footway or cycleway, in such cases
      - the length of each step along the length of the carriageway, footway or cycleway is not less than 20 metres except at location of manholes or junction boxes;
      - the length of each step perpendicular to the length of the carriageway, footway or cycleway is not less than 300 millimetres; OR
   b) the trench goes round a road junction, in such cases a chamfer at the corner is permitted.

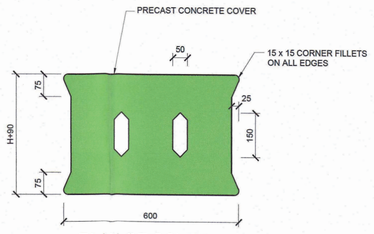


B. Carriageway constructed within the last 5 years, Carriageway re-surfaced within the last 1 year and Footway or Cycleway constructed within the last 1 year

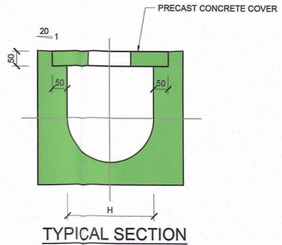
1. In addition to the Rules A1, A2 and A3 mentioned above, the reinstatement area shall extend to the full width of the traffic lane(s) in which the trench is situated. Any extension of the reinstatement area beyond the minimum limit can be done by cold milling and resurfacing the wearing course within the extended area.



PERMANENT REINSTATEMENT OF PAVEMENT- BITUMINOUS PAVEMENT
(FOR DSD & HYD REFERENCE, AND NOT FOR BD APPROVAL)



PLAN OF COVER



TYPICAL SECTION

U-CHANNELS WITH PRECAST CONCRETE COVER
(UP TO H OF 525)

LIM Wan-fung, Bernard Vincent, JP/FHKIA
Authorized Person (List of Architects)
Registration No. AP(A) 49/84

B.D. REF.

F.S.D. REF.

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Plan Approved
CHENG Hang-on, Colin
Senior Building Surveyor
for BUILDING AUTHORITY
- 3 NOV 2022

REVISIONS

PROJECT

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何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

[redacted]

DATE PRINTED	
JOB NO.	H T 2 1 0 1 6
SCALE:	N . T . S .
DRAWN:	A . CHENG
CHECKED:	W . SETO
APPROVED:	K . C . LEE

TITLE

MISCELLANEOUS DETAILS

DRAWING NO.

HT 21016 / DD / 005

Appendix 2 - Copies of the relevant document submitted in associated with the Drainage Plan to BD

Drainage Proposal

in support of

Proposed Social Welfare Facility (Residential Care Home for the Elderly (RCHE)) at Lot No. 2188 (former Lot Nos. 398 RP (Part) and 404) in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, New Territories

(HT 21016)

August 2022

Drainage Consultant:

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED
[redacted]

Prepared and approved by:	K. C. LEE *RPE(Civil, Geo., Env.)* [redacted]

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1. Background
2. Objectives and Scope of this Report
3. The Subject Site and Proposed Development
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7. Proposed Sewage Disposal Arrangement
8. Conclusion and Recommendations

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Figure D2 - Extract of the Relevant Recorded Existing Drainage Information of the Area retrieved from the GEOINFO Map
Figure D3 - Existing Public Stormwater Drainage Layout in the Immediate Vicinity
Figure D4 - Proposed Stormwater Drainage Layout
DSD Standard Drawing No. DS 1090 (2 sheets)

Figure S1 - Proposed Connecting Sewerage in the Original Final SIA Report
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APPENDIX

Appendix 1 - Hydraulic Calculations
Appendix 2 - Copy of the Final Sewerage Impact Assessment (SIA) Report submitted in support of the planning application in March 2018

1. Background

1.1 Ho Tin & Associates Consulting Engineers Limited was appointed by the Client to prepare this drainage proposal to satisfy the planning approval condition (f) of the Section 16 Planning Application No. A/YL-TYST/870.

1.2 A Drainage Proposal was submitted to PlanD in February 2022 and PlanD transmitted the following DSD's comments via a letter to the Applicant on 8 March 2022:

'In the submitted drainage proposal, only the proposed stormwater drainage arrangement was provided while the proposed sewage disposal arrangement was not mentioned. Please clarify your finalized sewage disposal proposal of either connection to the public sewer according to the SIA submitted via the subject planning application in 2018 or adoption of private sewage disposal facilities such as private sewage treatment works. You are required to provide supplementary information regarding sewage disposal arrangement.'

1.3 This Drainage Proposal has incorporated the DSD's comments to include a section of proposed sewage disposal arrangement, and is resubmitted for satisfying the relevant planning approval condition.

1.4 Further DSD's comments were received via PlanD's letters dated 29 April 2022 and 25 May 2022, and they have been responded in this resubmission. A summary of responses to the DSD's comments is enclosed in this report.

2. Objectives and Scope of this Report

2.1 The objective of this report is to propose drainage works in support of the proposed development (the 'subject development') in ensuring no unacceptable adverse drainage impact to be caused on the subject site and the surrounding areas, and seeking approvals of the PlanD and DSD in accordance with the planning approval condition. Besides, this report also reconfirms the proposed sewage disposal arrangement submitted during the planning application.

2.2 The scope of this report includes:

(i) identifying existing drainage conditions of the subject area;

(ii) evaluating flooding susceptibility and potential drainage impacts on the subject area;

(iii) proposing drainage improvement works; and
(iv) reconfirming the proposed sewage disposal arrangement.

3. The Subject Site and Proposed Development

3.1 The subject site comprises of Lot No. 2188 (former Lots 398 RP (Part) and 404) in D.D.121, Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, New Territories. It has an area of about 1,798m^2 and is located on the southeastern side of the 'Uptown' residential development and is bounded by Fui Sha Wai South Road on the northeastern side. The site location is shown on **Figure D1**.

3.2 It is proposed to develop a Residential Care Home for the Elderly (RCHE) with the following parameters:

Parameter	**Remark**
Site area	About 1,798m^2
Plot ratio (PR)	Not more than 2.96
Gross floor area (GFA)	Not more than 5,313m^2
Height of building	Not exceeding 24m (in 7-storeys)
No. of beds	284

4. Existing Drainage Conditions of the Subject Site

4.1 The subject site is located on a generally flat area bounded by the 'Uptown' residential development and Fui Sha Wai South Road/Hung Tin Road which are now served by own stormwater drainage systems and would not discharge onto the subject site.

4.2 The subject site was previously used as open storage and is vacant at present. With respect to the drainage information retrieved recently from the GEOINFO Map, there should have an existing 450U channel running to the southeast in front of the northeastern boundary of the subject site. The 450U channel would discharge into a 525mm diameter drain and then into an existing 2000mm x 2000mm box culvert to the east of the subject site. An extract of the relevant recorded existing drainage information of the area retrieved from the GEOINFO Map is shown on **Figure D2**.

4.3 Site inspections were conducted recently. Colour photos (locations of the photo taken shown in **Figure D3**) showing the existing drainage conditions of the subject area are shown in the following:

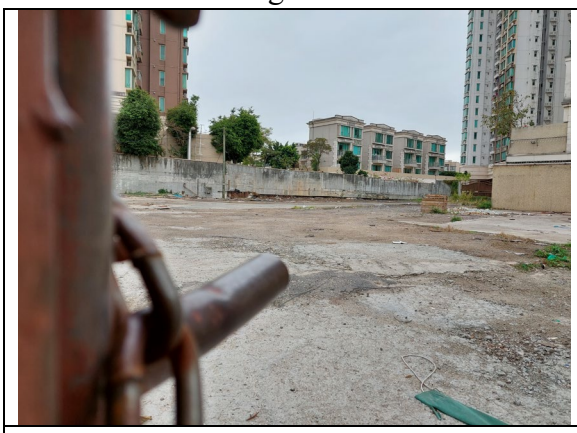


Plate No. 1 – Existing conditions of the subject site

Plate No. 2 – General view of Fui Sha Wai South Road in front of the subject site entrance (a refuse collection point is located on the opposite side of the subject site)

Plate No. 3 – Existing conditions of the subject site entrance (Existing Catchpit 1 is located on the right hand side of the entrance but no existing 450U channel is found)

Plate No. 4 – Existing Catchpit 1 and the adjacent existing U channel which is separated from the Existing Catchpit 1 and conveys flow toward Castle Peak Road

Plate No. 5 – Far view toward the existing 2000mm x 2000mm channel showing existing Catchpit 2 located beside Fui Sha Wai South Road	Plate No. 6 – Existing Catchpit 2 which should receive flow from an existing 450U channel and discharge into an existing 525mm diameter drain with respect to the GEOINFO Map
Plate No. 7 – View back toward the subject site entrance from the existing 2000mm x 2000mm channel/box culvert	Plate No. 8 – Existing 2000mm x 2000mm channel to the east of the subject site
Plate No. 9 – Existing outlet of the 525mm diameter drain at the existing 2000mm x 2000mm box culvert (under the road)	Plate No. 10 – Existing 2000mm x 2000mm channel to the east of the subject site (showing an existing outlet of the drain of the adjacent lot of the subject site)

4.4 With respect to the recent site inspections, it is considered that the existing 450U channel in front of the subject site shown in the GEOINFO Map has been damaged and the existing 525mm diameter drain between the existing Catchpit 2 and its Outlet at the existing 2000mm x 2000mm box culvert still exists.

5. Approach and Methodology of Drainage Assessment

5.1 Capability of the existing drainage is assessed and new drainage is proposed in this report. Assessment criteria is based on the recommendation set out in the Stormwater Drainage Manual (Fifth edition, Jan 2018) (SDM) issued by DSD. The corresponding runoffs under rainfall intensity for various return period are worked out with reference to Rational Method with incorporation of effects due to climate change. The projection of rainfall increase percentage given in Table 28 in SDM, i.e. 13.8%, is added to the respective design rainfall intensities in the assessment.

5.2 Flow directions of the surface runoff and catchment boundaries of the subject area is shown in **Figure D1**, and assessment of the major drainage is illustrated in the **Appendix 1** of this report.

5.3 The subject proposed development would not alter the existing drainage patterns of the area and the surface runoff of the subject proposed development would be properly collected and conveyed to an appropriate discharge point. No blockage of any existing flow paths would be incurred.

6. Proposed Drainage Works

6.1 Peripheral channels with catchpits will be constructed to intercept all surface runoff running across the subject site boundary. Stormwater falling onto the roofs of the proposed building(s) of the subject development will be collected and conveyed to proposed channels on ground level by building drains. The flows inside the surface channels and peripheral channels will be eventually discharged into a terminal manhole with desilting trap (details refer to DSD Standard Drawing No. DS 1090) from which the flows will be further discharged into the existing Catchpit 1 outside the subject site entrance. A new 450mm diameter drain will be constructed to connect between the existing Catchpit 1 and Catchpit 2.

6.2 With respect to the hydraulic assessment enclosed in the **Appendix 1** of this report, the existing 525mm diameter drain at the downstream of the Catchpit 2 is still adequate to properly convey the estimated peak flow, i.e. the flow in 1 in 200 year return period rainfalls, into the existing 2000mm x 2000mm box culvert to the east of the subject site without causing any flooding.

6.3 Capacity of the existing 2000mm x 2000mm channel/box culvert has also been assessed and is confirmed to be adequate to convey the estimated peak flow without flooding.

6.4 A proposed stormwater drainage layout is shown on **Figure D4**. Detailed designs of the drainage system (including building drains) will be submitted to relevant government departments via Buildings Department's central processing mechanism for approval at the later stage. No insurmountable technical problems is envisaged.

6.5 The applicant is committed to obtain all necessary consents from the relevant government departments and lot owners, where necessary, in constructing the proposed drainage provisions outside the subject site boundary before construction.

7. Proposed Sewage Disposal Arrangement

7.1 During processing of the Planning Application No. A/YL-TYST/870, a Final Sewerage Impact Assessment (SIA) Report was submitted in support of the planning application in March 2018. It was proposed to connect the sewerage of the subject development via a proposed sewerage running underneath Fui Sha Wai South Road and the emergency vehicular access to the nearest public sewerage manhole at the westbound of Castle Peak Road in front of the Uptown Tower 1. A copy of the Final SIA Report is enclosed in **Appendix 2** in this report. The Existing and Proposed Sewerage Layout Plan enclosed in the Final SIA Report is reproduced as **Figure S1** in this report for easy reference.

7.2 Development parameters of the subject development would remain unchanged, otherwise application to the Government shall be made, in the planning application and in the detailed design for implementation. Therefore the assessment and conclusion in the original Final SIA Report (i.e. in the **Appendix 2** of this report) are still valid.

7.3 However, in order to enhance the alignment of the proposed connecting sewerage between the subject development and the nearest public sewerage manhole, it is proposed to realign the proposed connecting sewerage as shown in **Figure S2**. Since the proposed amendments would mainly only shorten the total length of the proposed sewerage alignment, there is no change in the total design sewage flows. Hence, it would not incur any adverse effects upon the existing sewerage system. Detailed

design of the proposed sewerage connecting works will be submitted to the Building Authority who will circulate the submission to all relevant departments by means of central processing mechanism for comment, for approval prior to commencement of the construction works.

7.4 With respect to the original submission enclosed in the **Appendix 2** of this report with modification to reflect the proposed shorter alignment, cover of the proposed sewer at carriageway is shown below for information:

Manhole ID	Ground Level* (mPD) (1)	Invert Level (mPD) (2)	Crown Level (mPD) (for DN225 SDR 7.4 sewer, wall thickness = 30.8mm, mean I.D. = 161mm) (3) = (2) + 0.161 + 0.0308	Pipe Cover (m) (4) = (1) – (3)
HSK-01	10.83	10.18	10.37	0.46
HSK-02	10.59	9.51	9.70	0.89
HSK-03	10.20	9.09	9.28	0.92
HSK-04	10.30	8.60	8.79	1.51
FMH1036685	10.30	8.45	8.64	1.66

* referenced to the latest topographical survey results enclosed in this report

It is noticed from the above table that standard cover of 900mm at carriageway might not be achieved at the section of the proposed sewer near the subject site boundary. Invert levels of the proposed sewer will be fine-tuned during detailed design such that the standard cover of 900mm at carriageway will be achieved, or otherwise the applicant shall seek approval from the maintenance authority of the road, i.e. HyD, and concrete surround as recommended in DSD PN No. 1/2019 will be proposed for the proposed sewer with cover less than 900mm at carriageway.

8. Conclusion and Recommendations

8.1 The subject site area is now vacant. It is proposed to be developed into a RCHE.

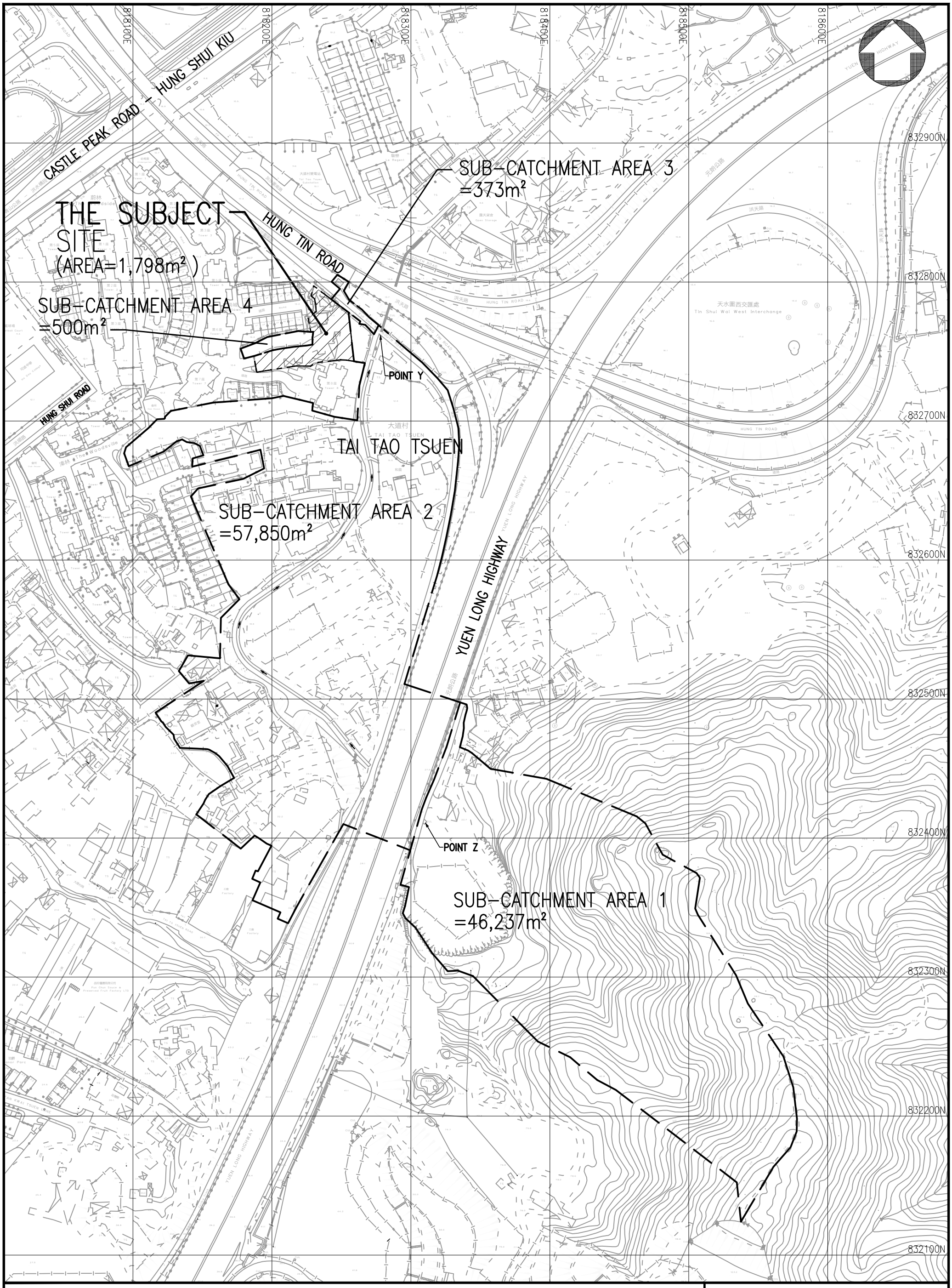
8.2 All stormwater collected by the surface channels and building drains of the subject development will be conveyed into a terminal manhole with desilting trap from which the flows will be discharged to the existing Catchpit 1 outside the subject site entrance. The existing Catchpit 1 and Catchpit 2 outside the subject site boundary will be maintained and made good if necessary, and a new 450mm diameter drain will be laid between the two catchpits to convey flows to the further downstream. The existing 525mm diameter drain between the Catchpit 2 and the outlet at the existing 2000mm x 2000mm box culvert to the east of the subject site was checked to be adequate to convey the estimated peak flow. The flow incurred by the subject development would not overload the existing drainage of the subject area.

8.3 Sewerage connection between the subject development and the nearest public sewerage manhole will be implemented as proposed in the original Final SIA Report. Alignment of the proposed connecting sewerage will be amended to shorten the overall flow path as shown in **Figure S2**. Invert levels of the proposed sewer will be fine-tuned during detailed design to ensure that the standard cover of 900mm at carriageway will be achieved, or otherwise the applicant shall seek approval from the maintenance authority of the road, i.e. HyD, and concrete surround as recommended in DSD PN No. 1/2019 will be proposed for the proposed sewer with cover less than 900mm at carriageway.

8.4 Detailed drainage and sewerage connecting works designs will be submitted to the Building Authority for central processing for approval at the later stage. No insurmountable technical problems is envisaged.

8.5 The applicant will obtain all necessary consents from the relevant government departments and lot owners, where necessary, for constructing the proposed drainage and sewerage provisions outside the subject site boundary prior to construction.

8.6 The subject proposed development would not alter the existing drainage patterns and flow paths of the area. Besides, there is no change in the designed sewage flow between the proposal in the subject planning application and the development to be implemented. In conclusion, the subject development with implementation of the proposed drainage and sewerage connecting works will not cause any adverse drainage and sewerage impacts onto the area.



PROJECT

PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) AT LOT NO.2188 (FORMER LOTS 398 RP (PART) AND 404) IN D.D.121, TAI TAO TSUEN, HUNG SHUI KIU, YUEN LONG, N.T.

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

TITLE

DRAINAGE PATH AND CATCHMENT AREAS

SCALE

1 : 2500

DRAWING No.

FIGURE D1

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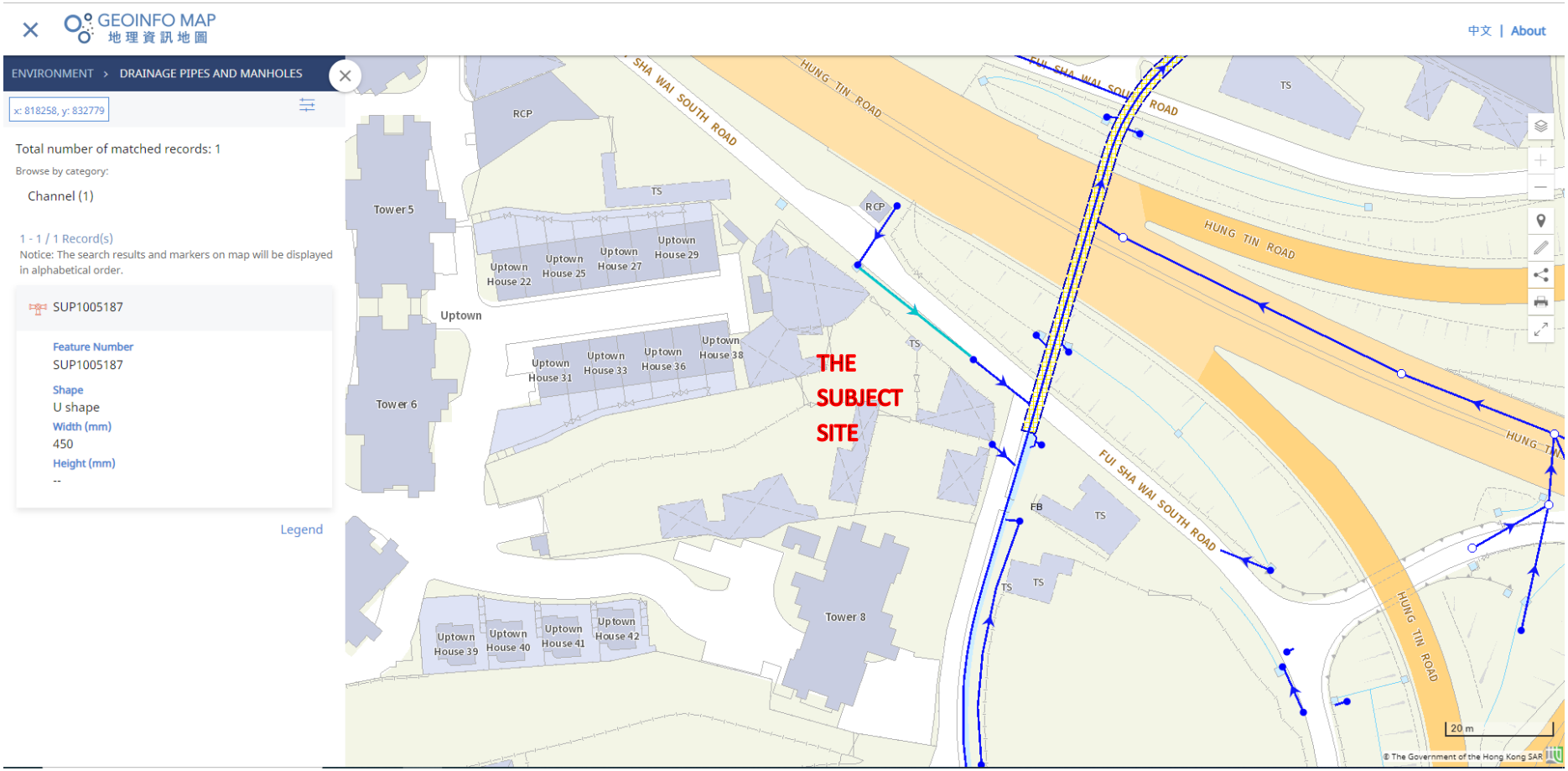
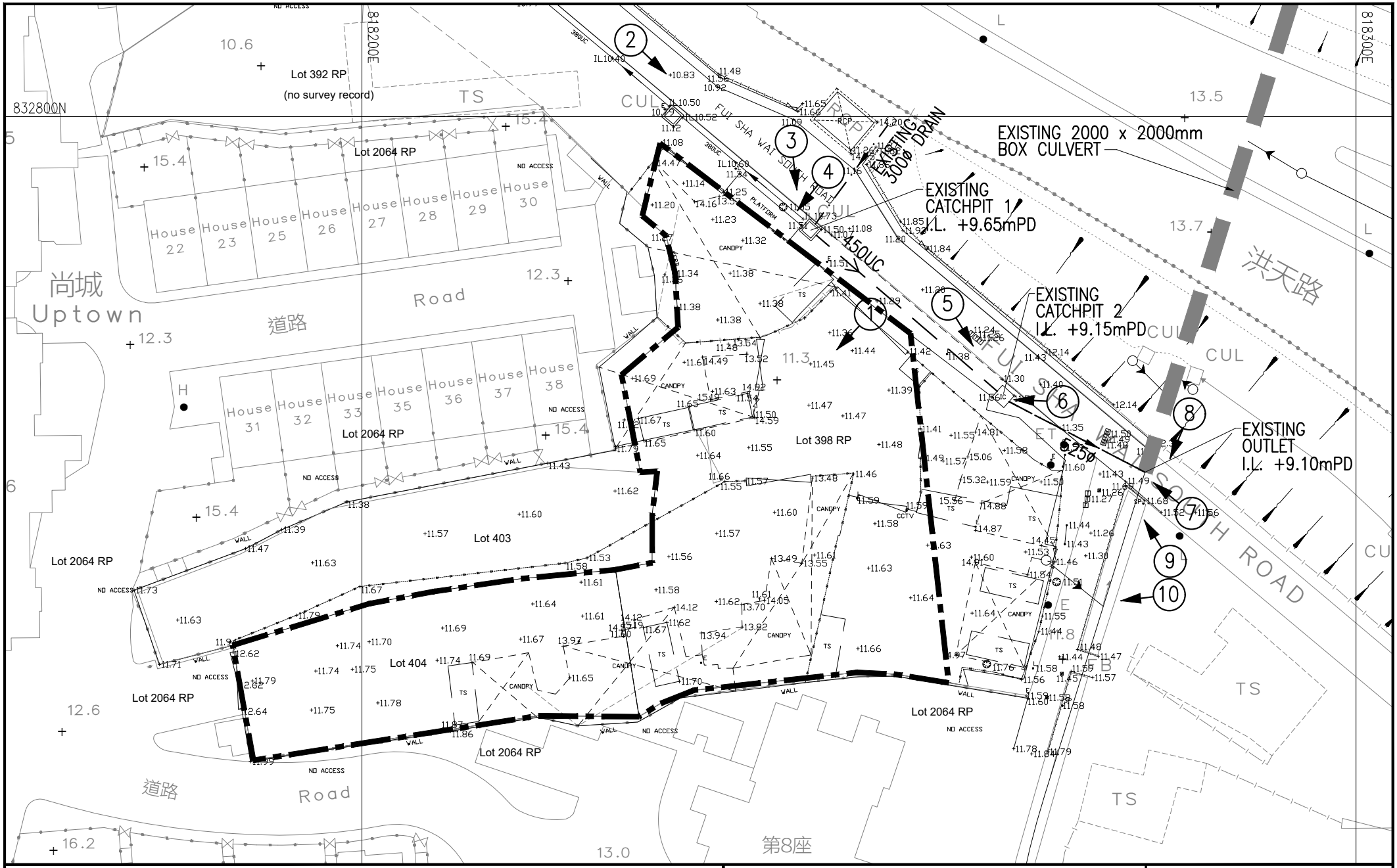


FIGURE D2 - Extract of the Relevant Recorded Existing Drainage Information of the Area retrieved from the GEOINFO Map



LEGEND:

- THE SUBJECT SITE
- LOCATION OF PHOTO TAKEN (N-PLATE NO.)
- 450UC — EXISTING U-CHANNEL
- 525ø — EXISTING DRAIN
- EXISTING STORMWATER DRAINAGE

PROJECT
PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) AT LOT NO.2188 (FORMER LOTS 398 RP (PART) AND 404) IN D.D.121, TAI TAO TSUEN, HUNG SHUI KIU, YUEN LONG, N.T

何田顧問工程師有限公司
HO TIN & ASSOCIATES CONSULTING ENGINEERS LIMITED

TITLE
EXISTING PUBLIC STORMWATER DRAINAGE LAYOUT IN THE IMMEDIATE VICINITY (REFERS TO GEOINFO MAP'S INFORMATION)

SCALE
1 : 500

DRAWING No.
FIGURE D3

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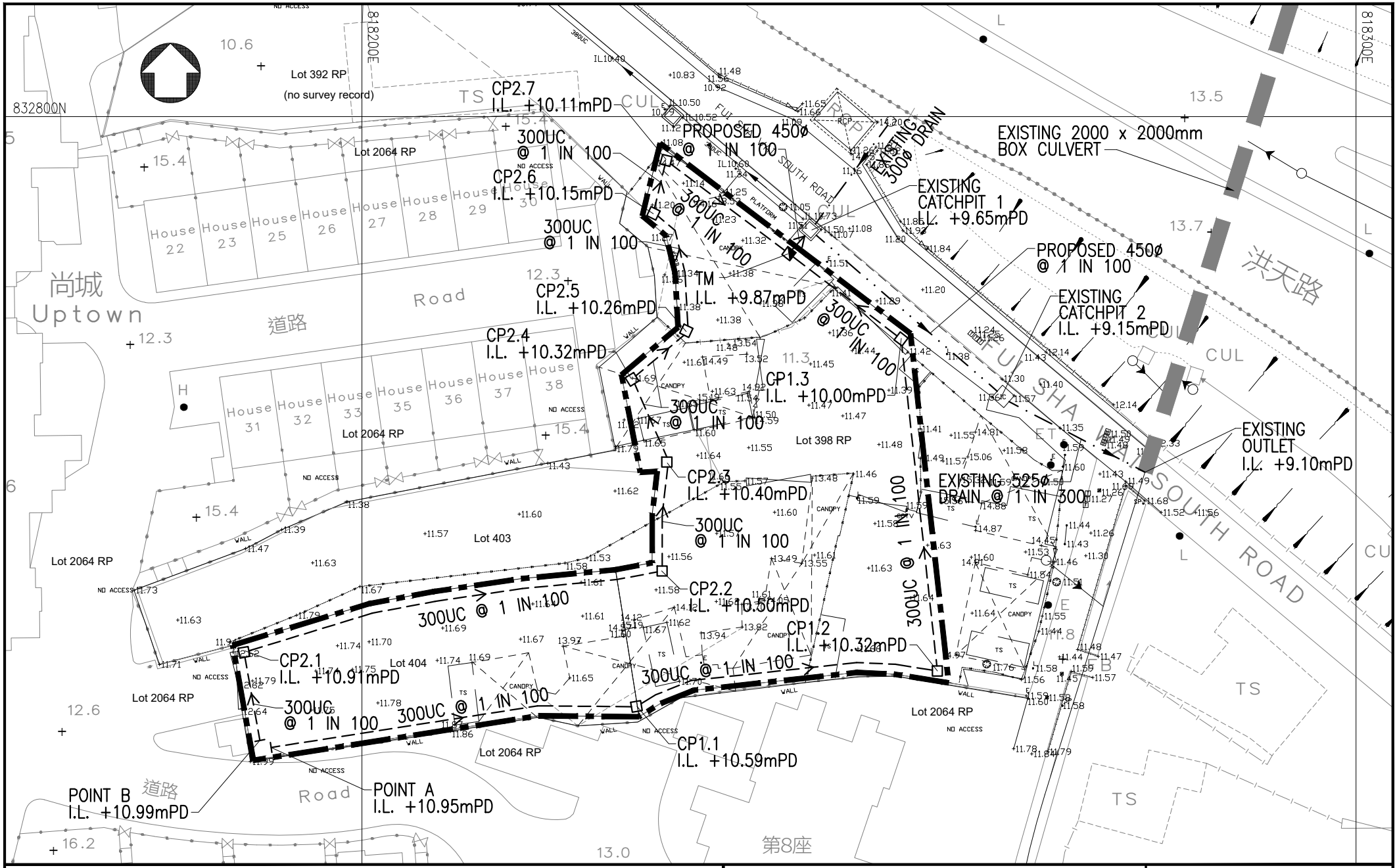

LEGEND:

- THE SUBJECT SITE
- PROPOSED U-CHANNEL
- PROPOSED CATCH PIT
- PROPOSED TERMINAL MANHOLE
- PROPOSED DRAIN
- EXISTING DRAIN
- EXISTING STORMWATER DRAINAGE

PROJECT
PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY (RCHE)) AT LOT NO.2188 (FORMER LOTS 398 RP (PART) AND 404) IN D.D.121, TAI TAO TSUEN, HUNG SHUI KIU, YUEN LONG, N.T

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

TITLE
PROPOSED STORMWATER DRAINAGE LAYOUT

SCALE
1 : 500 – A4

DRAWING No.
FIGURE D4

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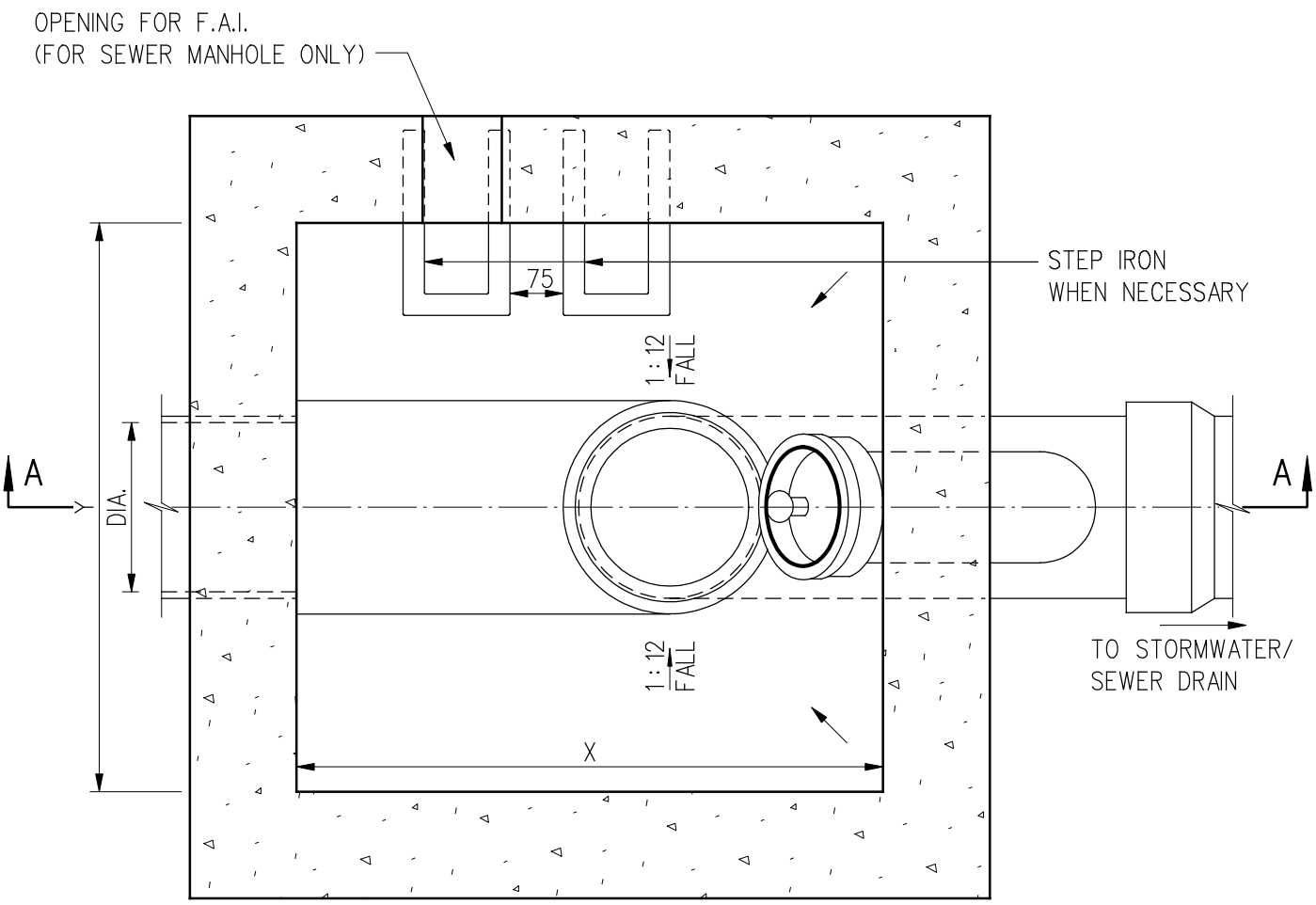


SECTIONAL PLAN

MANHOLE COVER OPENING SIZE (mm)	450	675
X (mm)	600 (min)	825 (min)
Y (mm)	(DIA. + 500)	(DIA. + 500) OR 675, WHICHEVER IS GREATER

NOTES:

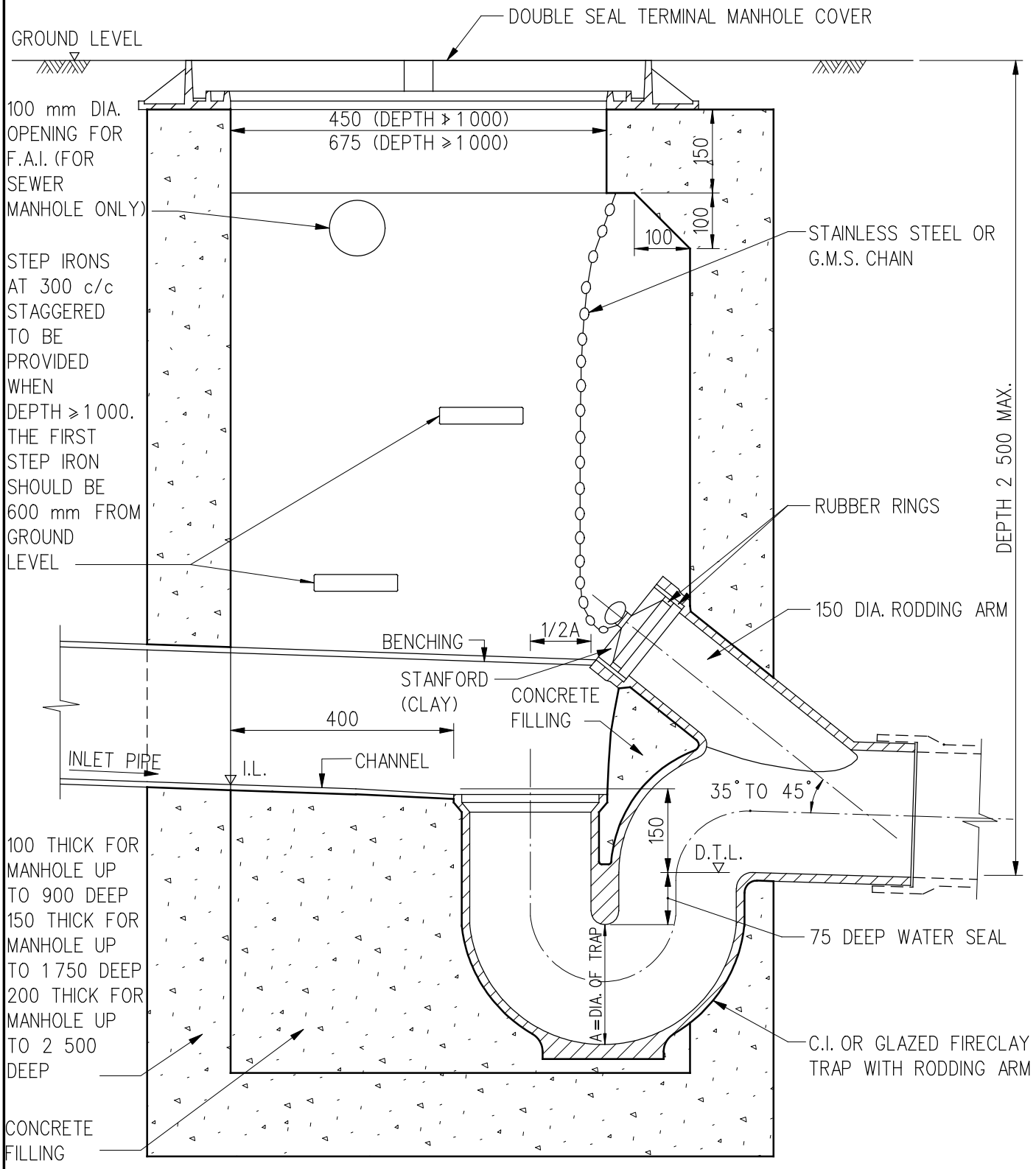
1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. CONCRETE IS TO BE GRADE 30/20.
3. PIPE DIAMETER OF PIPE TO BE LESS THAN OR EQUAL TO 450 mm.

	NEW ISSUE	ORIGINAL SIGNED	13.1.2016
REV.	DESCRIPTION	SIGNATURE	DATE

TERMINAL MANHOLE
TYPE T1_1

DRAINAGE SERVICES DEPARTMENT

REFERENCE	DRAWING No.
SCALE 1 : 10	DS 1090 (SHEET 1 OF 2)



SECTION A-A

REV.	DESCRIPTION	SIGNATURE	DATE
	NEW ISSUE	ORIGINAL SIGNED	13.1.2016

TERMINAL MANHOLE TYPE T1_1

DRAINAGE SERVICES DEPARTMENT

REFERENCE	DRAWING No.
SCALE 1 : 10	DS 1090 (SHEET 2 OF 2)

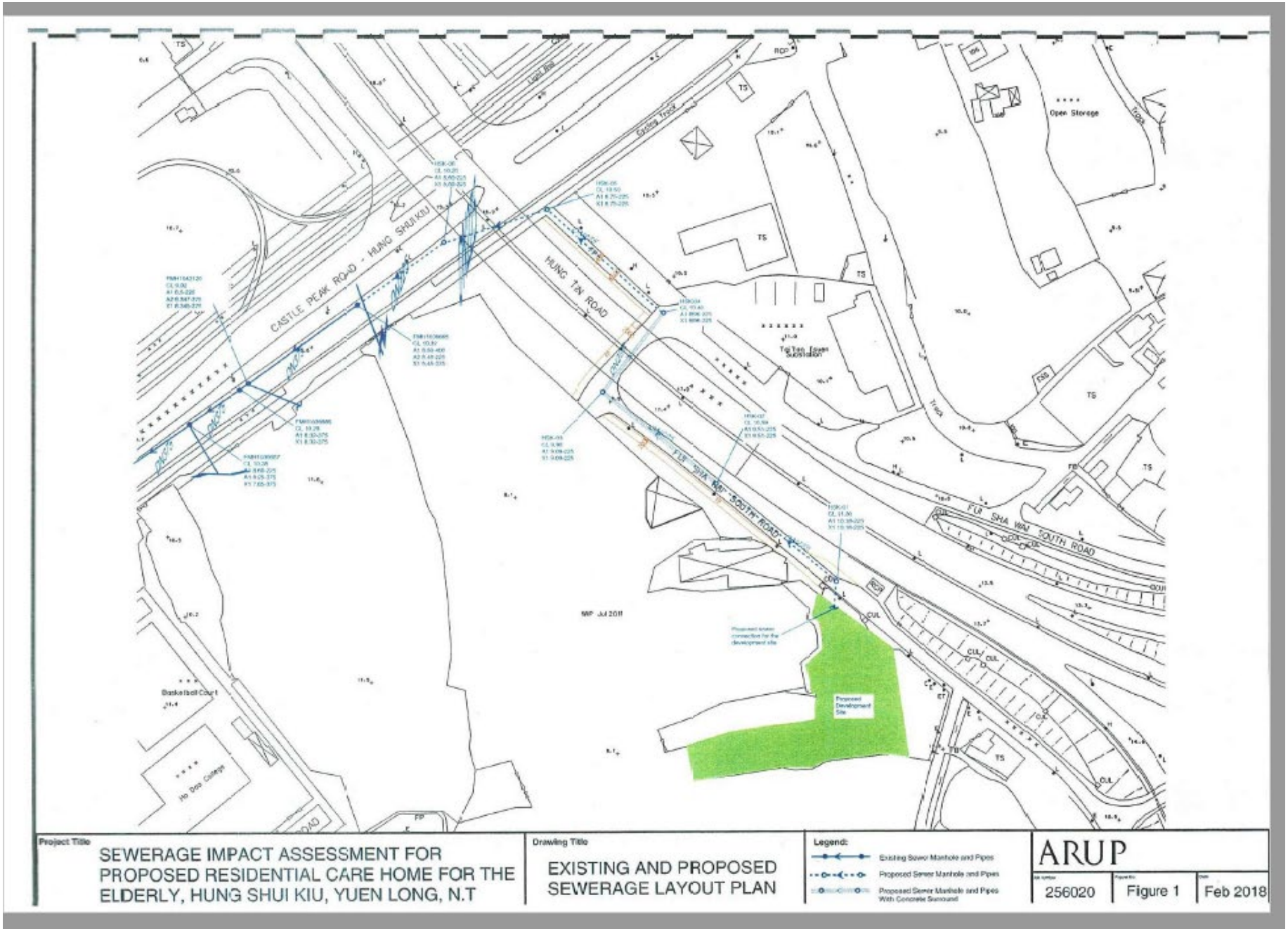


FIGURE S1 - Proposed Connecting Sewerage in the Original Final SIA Report

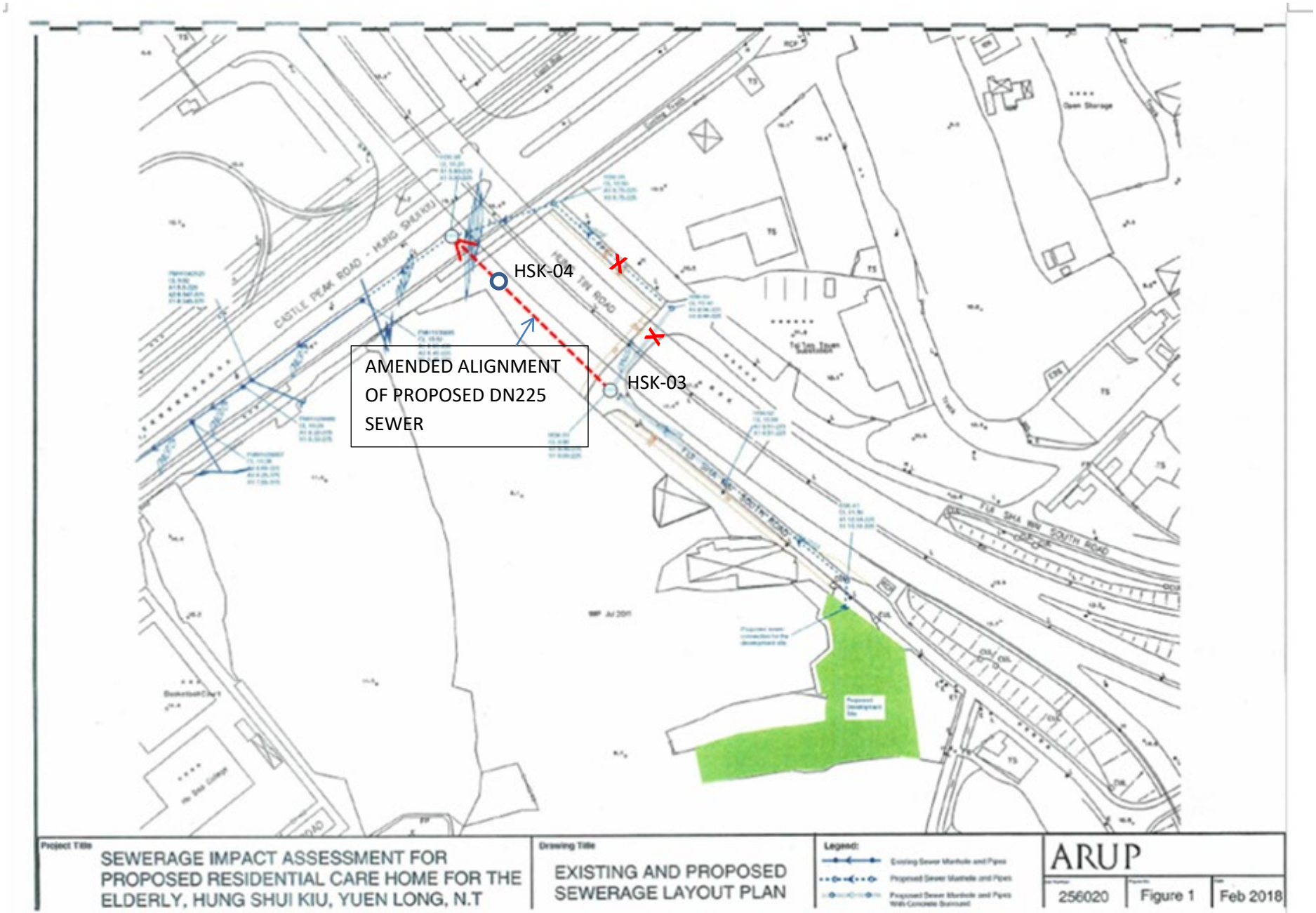
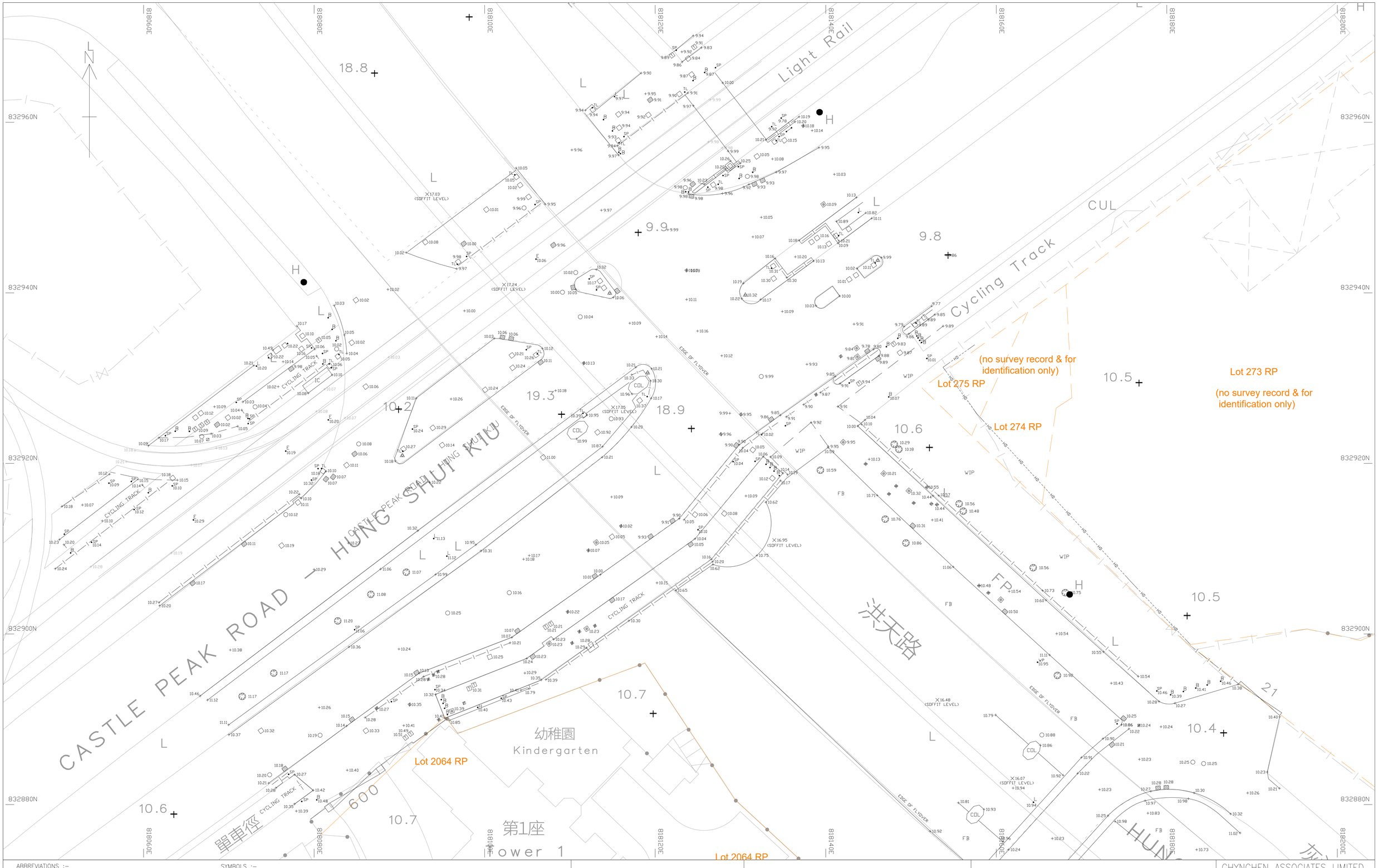


FIGURE S2 - AMENDED ALIGNMENT OF THE PROPOSED CONNECTING SEWERAGE



ABBREVIATIONS :–

BH	BORE HOLE	PLF	PLATFORM
CB	CONCRETE BLOCK	PND	POND
CC	COVERED CHANNEL	IC	INSPECTION COVER
CL	COVER LEVEL	IL	INVERT LEVEL
CP	CATCHPIT	RCP	REFUSE COLLECTION POINT
CO	COLUMN	SHR	SHRINE
CV	CULVERT	SO	SOFFIT LEVEL
DR	DRAIN	TS	TEMPORARY STRUCTURE
FB	FLOWER BED	UC	U CHANNEL
FBR	FOOTBRIDGE	WIP	WORKS IN PROGRESS
FP	FOOTPATH		

SYMBOLS :–

- BALCONY / CANOPY
- BUILDING
- FENCE/RAILING
- HOARDING
- SITE BOUNDARY
- SLOPE
- B BOLLARD
- BS BOUNDARY STONE
- E ELECTRIC POLE
- H FIRE HYDRANT
- GATE
- GRATING
- LAMP POST
- MANHOLE/ MANHOLE FOUL
- MANHOLE STORM
- T MANHOLE TELEPHONE
- W MANHOLE WATERWORKS
- PZ PIEZOMETER TUBE
- P PARKING METER POST
- SP SIGN POLE
- SIGN BOARD
- SH SHRINE
- TP TELEPHONE POLE
- TK TELEPHONE KIOSK
- TL TRAFFIC LIGHT
- LIGHT BOX
- TB TRAFFIC LIGHT CONTROL BOX
- TREE
- UCB UTILITY CONTROL BOX
- GULLY
- VALVE FIRE
- VALVE GAS
- VALVE WATERWORKS
- W WATER TAP

SCALE 1 : 200 (Size A1)

DATE OF SURVEY : JUNE 2021

NOTE :–

1) ALL SPOT LEVEL POSITIONS ARE INDICATED BY A CROSS.

2) ALL GRID LINES ARE IN HONG KONG 1980 PRINCIPAL DATUM

3) ALL UNITS ARE IN METRES

Lots 389RP(part) and 404 in DD121
Tai Tao Tsuen, Hung Shui Kiu, Yuen Long

TOPOGRAPHIC AND BOUNDARY SURVEY

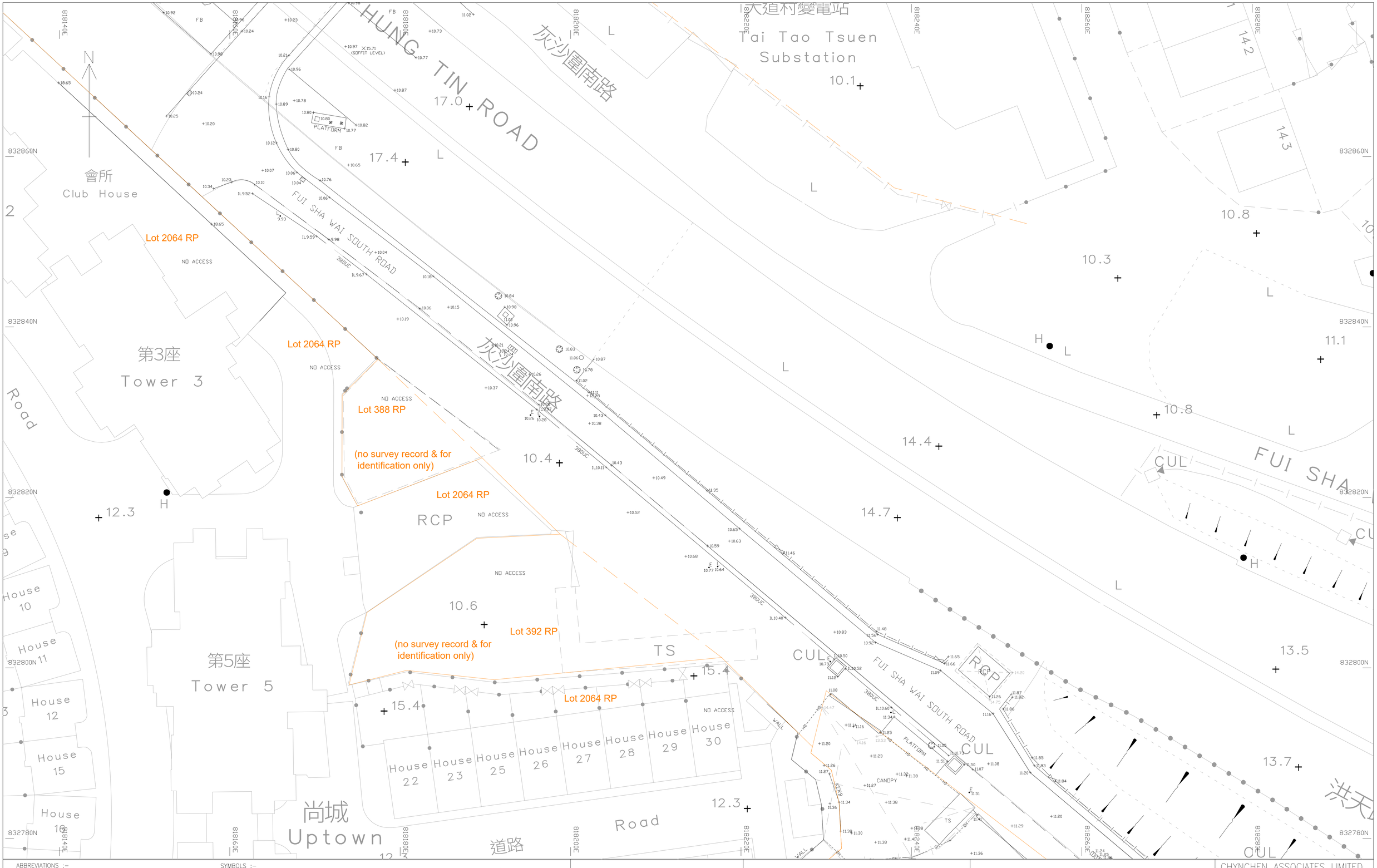
CHYNCHEN ASSOCIATES LIMITED
CHARTERED LAND SURVEYORS
[redacted]

PLAN NO.3761/01

REVISION NO.	DESCRIPTIONS	DATE

DRAWN BY: KENJI
CHECKED BY: WINGO LAM
APPROVED BY:

NG TAT MING HENRY MHKS MRICS RPS(S) ALS



ABBREVIATIONS :–

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CV	CULVERT	SO	SOFFIT LEVEL
DR	DRAIN	TS	TEMPORARY STRUCTURE
FB	FLOWER BED	UC	U CHANNEL
FBR	FOOTBRIDGE	WIP	WORKS IN PROGRESS
FP	FOOTPATH		

SYMBOLS :–

- BALCONY / CANOPY
- BUILDING
- FENCE/RAILING
- HOARDING
- SITE BOUNDARY
- SLOPE
- BOLLARD
- BOUNDARY STONE
- ELECTRIC POLE
- FIRE HYDRANT
- GATE
- GRATING
- LAMP POST
- MANHOLE/ MANHOLE FOUL
- MANHOLE STORM
- MANHOLE TELEPHONE
- MANHOLE WATERWORKS
- PIEZOMETER TUBE
- PARKING METER POST
- SIGN POLE
- SIGN BOARD
- SHRINE
- TELEPHONE POLE
- TELEPHONE KIOSK
- TRAFFIC LIGHT
- LIGHT BOX
- TRAFFIC LIGHT CONTROL BOX
- TREE
- UTILITY CONTROL BOX
- GULLY
- VALVE FIRE
- VALVE GAS
- VALVE WATERWORKS
- WATER TAP

SCALE 1 : 200 (Size A1)

DATE OF SURVEY : JUNE 2021

NOTE :–

1) ALL SPOT LEVEL POSITIONS ARE INDICATED BY A CROSS.

2) ALL GRID LINES ARE IN HONG KONG 1980 PRINCIPAL DATUM

3) ALL UNITS ARE IN METRES

Lots 389RP(part) and 404 in DD121
Tai Tao Tsuen, Hung Shui Kiu, Yuen Long

TOPOGRAPHIC AND BOUNDARY SURVEY

CHYNCHEN ASSOCIATES LIMITED
CHARTERED LAND SURVEYORS
[redacted]

PLAN NO.3761/01

REVISION NO.	DESCRIPTIONS	DATE

DRAWN BY: KENJI
CHECKED BY: WINGO LAM
APPROVED BY:

NG TAT MING HENRY MHKS MRICS RPS(LS) ALS

(no survey record & for identification only)

Lot 2064 RP

Lot 392 RP

(no survey record & for identification only)

Lot 2064 RP

Lot 2064 RP

Lot 403

Lot 404

Lot 2064 RP

Lot 2064 RP

Lot 2064 RP

Lot 398 RP

House 22 | House 23 | House 25 | House 26 | House 27 | House 28 | House 29 | House 30

House 31 | House 32 | House 33 | House 35 | House 36 | House 37 | House 38

FUI SHA WAI SOUTH ROAD

HUNG TIN ROAD

洪天路

尚城

Uptown

道路

Road

RCP

CUL

TS

FB

CANOPY

NO ACCESS

WALL

832820N

832800N

832780N

832760N

832740N

818180E

818200E

818220E

818240E

818260E

818280E

818300E

818320E

ABBREVIATIONS :–

BH	BORE HOLE
CB	CONCRETE BLOCK
CC	COVERED CHANNEL
CL	COVER LEVEL
CP	CATCHPIT
CO	COLUMN
CV	CULVERT
DR	DRAIN
FB	FLOWER BED
FBR	FOOTBRIDGE
FP	FOOTPATH
PLF	PLATFORM
PND	POND
IC	INSPECTION COVER
IL	INVERT LEVEL
RCP	REFUSE COLLECTION POINT
SHR	SHRINE
SO	SOFFIT LEVEL
TS	TEMPORARY STRUCTURE
UC	U CHANNEL
WIP	WORKS IN PROGRESS

SYMBOLS :–

- BALCONY / CANOPY
- BUILDING
- FENCE/RAILING
- HOARDING
- SITE BOUNDARY
- SLOPE
- BOLLARD
- BOUNDARY STONE
- ELECTRIC POLE
- FIRE HYDRANT
- GATE
- GRATING
- LAMP POST
- MANHOLE/ MANHOLE FOUL
- MANHOLE STORM
- MANHOLE TELEPHONE
- MANHOLE WATERWORKS
- PIEZOMETER TUBE
- PARKING METER POST
- SIGN POLE
- SIGN BOARD
- SHRINE
- TELEPHONE POLE
- TELEPHONE KIOSK
- TRAFFIC LIGHT
- LIGHT BOX
- TRAFFIC LIGHT CONTROL BOX
- TREE
- UTILITY CONTROL BOX
- GULLY
- VALVE FIRE
- VALVE GAS
- VALVE WATERWORKS
- WATER TAP

SCALE 1 : 200 (Size A1)

DATE OF SURVEY : JUNE 2021

NOTE :–

1) ALL SPOT LEVEL POSITIONS ARE INDICATED BY A CROSS.

2) ALL GRID LINES ARE IN HONG KONG 1980 PRINCIPAL DATUM

3) ALL UNITS ARE IN METRES

Lots 389RP(part) and 404 in DD121
Tai Tao Tsuen, Hung Shui Kiu, Yuen Long

TOPOGRAPHIC AND BOUNDARY SURVEY

CHYNCHEN ASSOCIATES LIMITED
CHARTERED LAND SURVEYORS

PLAN NO.3761/01

REVISION NO.	DESCRIPTIONS	DATE

DRAWN BY: KENJI
CHECKED BY: WINGO LAM
APPROVED BY:

NG TAT MING HENRY MHKIS MRICS RPS(LS) ALS

APPENDIX 1

Hydraulic Calculations

Assessment of Hydraulic Capacities of the Drainage System for 1 in 200 year design return period

Using Rational Method

Design Flow = 0.278CiA m^3/s for grassland (heavy soil) - steep, C = 0.35
for concrete surface, C = 0.95

Using Manning Equation

Design Mean Velocity = $R^{1/6}/n(RS_f)^{1/2}$ and n= 0.013 for concrete pipe with good surface

Using Gumbel Solution in frequency analysis

Rainfall intensity = $a / (t_d+b)^c$ where a= 429.5 , b= 2.05 and c= 0.295 in 200 year design return period
referenced to Table 3a – 'Storm Constants for Different Return Periods of HKO Headquarters' in SDM

Using Brandsby William's Equation (for channel flow)

Inlet time t_0 = $0.14465L/ (H^{0.2}A^{0.1})$ or 2 when the distance is too short

Inlet time t_0 to Point Z for Sub-Catchment 1 = 46,237 m^2 = $[0.14465 \times 370] / \{[(133.30 - 20.90) / 370 \times 100]^{0.2} \times 46237\}$ = 9.24

Parameters Input

k_s (mm) = **0.6** k_s (m) = **0.0006**
v (m^2/s) = 1.00E-06
g (m^2/s) = 9.81

(*allow minimum 500mm free board at the design section of U channels to allow for catchpit/manhole cover flushing with ground level)

USCP/USMH	DSCP/DSMH	USGL	DSGL	USIL	DSIL	INVERT DIFF.	LENGTH (m)	SLOPE s	SLOPE 1 IN	t_0 (min)	t_c (= t_d) (min)	RAINFALL INTENSITY (mm/hr)	RAINFALL INTENSITY INCLUDING EFFECT OF CLIMATE CHANGE (+13.8%) (mm/hr)	RUNOFF COEF. C	SUB-CATCHMENT AREA (m^2)	EFF. AREA (m^2)	CUM. EFF. AREA (m^2)	DESIGN FLOW (m^3/s)	SIZE (mm)	UC Type	VEL (m/s)	*FLOW CAPACITY (m^3/s)	90% FLOW CAPACITY (for pipe) (m^3/s)	SPARE CAPACITY (m^3/s)	Occupancy of the proposed channel / pipe	
Within the Subject Site																										
Sub-catchment Area 4	Point B										2.00			0.95	500	475	475									
Point B	CP2.1	11.79	11.79	10.99	10.91	0.09	8.50	0.010	100	2.00	2.08	282.59	321.59	0.95	899	854	1,329	0.119	300	UC	1.70	0.14		0.018	87%	OK!
CP2.1	CP2.2	11.79	11.56	10.91	10.50	0.41	41.00	0.010	100	2.08	2.48	274.97	312.92	0.95	0	0	1,329	0.116	300	UC	1.70	0.14		0.021	84%	OK!
CP2.2	CP2.3	11.56	11.65	10.50	10.40	0.10	10.00	0.010	100	2.48	2.58	273.25	310.95	0.95	0	0	1,329	0.115	300	UC	1.70	0.14		0.022	84%	OK!
CP2.3	CP2.4	11.65	11.69	10.40	10.32	0.08	8.00	0.010	100	2.08	2.16	281.03	319.81	0.95	0	0	1,329	0.118	300	UC	1.70	0.14		0.019	86%	OK!
CP2.4	CP2.5	11.69	11.48	10.32	10.26	0.06	5.50	0.010	100	2.48	2.54	274.02	311.83	0.95	0	0	1,329	0.115	300	UC	1.70	0.14		0.022	84%	OK!
CP2.5	CP2.6	11.48	11.20	10.26	10.15	0.12	11.50	0.010	100	2.48	2.60	272.99	310.66	0.95	0	0	1,329	0.115	300	UC	1.70	0.14		0.022	84%	OK!
CP2.6	CP2.7	11.20	11.47	10.15	10.11	0.04	4.00	0.010	100	2.58	2.62	272.57	310.18	0.95	0	0	1,329	0.115	300	UC	1.70	0.14		0.022	84%	OK!
CP2.7	TM	11.47	11.32	10.11	9.97	0.14	14.00	0.010	100	2.58	2.72	270.91	308.29	0.95	0	0	1,329	0.114	300	UC	1.70	0.14		0.023	83%	OK!
Point A	CP1.1	11.75	11.70	10.95	10.59	0.36	36.00	0.010	100	2.00	2.35	277.38	315.66	0.95	899	854	854	0.075	300	UC	1.70	0.14		0.062	55%	OK!
CP1.1	CP1.2	11.70	11.64	10.59	10.32	0.27	27.00	0.010	100	2.35	2.62	272.65	310.28	0.95	0	0	854	0.074	300	UC	1.70	0.14		0.063	54%	OK!
CP1.2	CP1.3	11.64	11.42	10.32	10.00	0.32	32.00	0.010	100	2.62	2.93	267.48	304.39	0.95	0	0	854	0.072	300	UC	1.70	0.14		0.065	53%	OK!
CP1.3	TM	11.42	11.32	10.00	9.87	0.13	13.00	0.010	100	2.62	2.74	270.50	307.83	0.95	0	0	854	0.073	300	UC	1.70	0.14		0.064	53%	OK!
External Drainage (between the Subject Site and Outfall)																										
TM	Existing external Catchpit 1	11.32	11.50	9.87	9.85	0.02	2.00	0.010	100	0.00	2.76	270.23	307.52	0.95	0	0	2,183	0.187	450	concreted pipe	2.03	0.32	0.29	0.104	64%	OK!
Existing external Catchpit 1	Existing external Catchpit 2	11.50	11.56	9.65	9.42	0.23	23.00	0.010	100	0.00	2.95	267.18	304.05	0.95	373	354	2,537	0.214	450	concreted pipe	2.03	0.32	0.29	0.077	74%	OK!
Existing external Catchpit 2	Existing Outlet	11.56	11.69	9.15	9.10	0.05	15.00	0.003	300	0.00	3.14	264.19	300.65	0.95	0	0	2,537	0.212	525	concreted pipe	1.29	0.28	0.25	0.039	85%	OK!
The Existing 2000mm x 2000mm Box Culvert																										
highest point	Point Z	133.30	20.90				370.00			9.24	9.24			0.35	46,237	16,183	16,183									
Point Z	Point Y	20.90	11.69	18.90	9.10	0.90	450.00	0.002	500	9.24	12.09	196.58	217.03	0.95	60,521	57,495	73,678	4.445	2000	box culvert	2.63	10.50		6.056	42%	OK!
														total =	106,758											

Sub-Catchment Area 1 = 46,237
Sub-Catchment Area 2 = 57,850
Sub-Catchment Area 3 = 373
Sub-Catchment Area 4 = 500
Area of The Site = 1,798
Total = 106,758 m^2

APPENDIX 2

Copy of the Final Sewerage Impact Assessment (SIA) Report submitted in support of the planning application in March 2018

Our ref 5263/01/1502/03/WSTY/MYNL/PLML/03189

By Hand

ARUP
Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon Tong
Kowloon
Hong Kong
d +852 2268 3721
f +852 2268 3956
theresa.yeung@arup.com
www.arup.com

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

12 March 2018

Dear Sir/Madam

Application for Permission
Under Section 16 of the Town Planning Ordinance (Cap.131)
Lot Nos. 398RP (Part) and 404 in D.D.121, Tai Tao Tsuen
Hung Shui Kiu, Yuen Long, New Territories

(Application No. A/YL-TYST/870)

Submission of Further Information

Thank you for your letter dated 26 January 2018 acknowledging our request for deferral of the consideration of the captioned S16 Planning Application for a period of 2 months.

We are pleased to submit Further Information on the captioned application. Please see attached our Responses to Comments Table (**Appendix A**), a proposed road widening scheme for the Application Site (**Appendix B**), updated Master Layout Plan and Architectural Drawings for the Proposed Development (**Appendix C**), updated Environmental Assessment Report (**Appendix D**), Sewerage Impact Assessment (**Appendix E**), a Technical Paper of traffic forecast for Traffic Noise Impact Assessment (**Appendix F**), a design intent in window opening and orientation (**Appendix G**), an updated Visual Impact Assessment (**Appendix H**), updated Landscape Master Plan and open space provision (**Appendix I**) and pedestrian route for Application Site (**Appendix J**) for your consideration.

We sincerely seek for the favourable consideration from the Town Planning Board to approve this S12A Planning Application.

Should you have any queries, please contact the undersigned or our Ms Minnie Law at [redacted]

Yours faithfully

Theresa YEUNG
Director of Planning

Encl. Appendices A - J
c.c. DPO/TM&YLW, PlanD (Attn: Mr. Floria Tsang (Fax: 2489 9711))
Client

[redacted]

Orient Talent Limited

Sewerage Impact Assessment for Proposed Residential Care Home for the Elderly, Hung Shui Kiu, Yuen Long, N.T

Final Sewerage Impact Assessment Report

256020-REP-001-01

Rev 01 | March 2018

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 256020

ARUP

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Appendices

Appendix A

Drawings for Existing and Proposed Sewerage Layout Plan

Appendix B

Sewage Flow Estimation for Proposed Development and Existing Sewerage Catchment

Appendix C

Capacity Performance of the Proposed DN225 Sewers and the Existing DN375 Sewers

1 Introduction

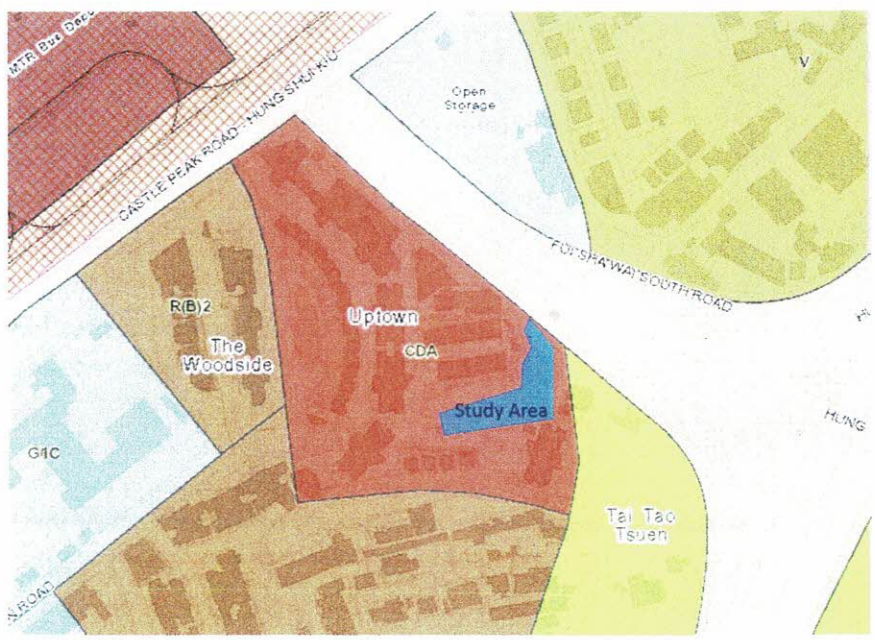
1.1 Background

1.1.1 Orient Talent Limited appointed Ove Arup and Partners (HK) Ltd to undertake a Sewerage Impact Assessment (SIA) of the Proposed Residential Care Home for the Elderly development at Lot nos. 398RP (Part) and 404 in D.D. 121, Hung Shui Kiu, Yuen Long, New Territories (Proposed Development).

1.2 Proposed Development

1.2.1 The study area of Proposed Development is about 1,795m^2. It is located at Lot Nos. 398RP (Part) and 404 in D.D. 121, Hung Shui Kiu, Yuen Long, N.T. The site is currently used as an open storage and rural workshop. It falls within a small portion of the "Comprehensive Development Area" ("CDA") on the Draft Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/11. The study area is shown in Figure 1.1.

Figure 1.1 Location Plan of Study Area with OZP Zoning



1.2.2 The Proposed development will be a Residential Care Home for the Elderly (RCHE). The development parameters for the Proposed Development are summarized in **Table 1.1** below.

Table 1.1 Proposed Development Parameters

Parameter	Remark
Site Area	About 1,795 m^2
Plot Ratio (PR)	Not more than 2.96 #

Parameter	Remark
Gross Floor Area (GFA)	Not more than 5,313 m^2
No. of beds	About 300
Local Open Space Provision *	Not less than 300 m^2

Note:

* According to the Hong Kong Planning Standards and Guidelines (HKPSG), there is no requirement for RCHE, as a social welfare facility, on active and passive recreational use. Notwithstanding, the Proposed Development will provide not less than 300m^2 open space for the occupants, which respects the standard of 3.

The subject "CDA" zone has an area of 23,282 m^2. According to the Notes of Outline Zoning Plan (OZP), a maximum GFA of 69,000m^2 is allowed. Therefore, a PR of 2.96 is adopted for the Application Site, assuming GFA is distributed evenly within the "CDA" zone.

1.3 Purpose of this Report

1.3.1

This SIA Report will assess the sewerage impacts, if any, that arise from the development of the lot and provide recommendations for mitigation measures and sewage connection proposals for the Proposed Development.

2 Sewerage Impact Assessment

2.1 Methodology and Design Criteria

2.1.1 The sewage flow estimation, assessment and evaluation of impacts are based on the following established principals, guidelines and record plans of Hong Kong:

- Guidelines for Estimating Sewage Flows for Sewage Infrastructure (GESF), Environmental Protection Department (EPD);
- Hong Kong Planning Standards and Guidelines (HKPSG), Planning Department (PlanD);
- Sewerage Manual, Drainage Services Department (DSD);
- Commercial and Industrial Floor Space Utilization Survey (CIFSUS), PlanD; and
- Sewerage Record Plans based on GeoInfo Map online

Unit Flow Factor – Domestic Flows

2.1.2 Unit flow factor (UFF) used for domestic sewage flow estimation of residential population in the sewerage catchment adjacent to the Proposed Development is shown in **Table 2.1** below.

Table 2.1 Unit Flow Factor for Domestic Flows

Residential Type	Unit Flow Factor (m^3/person/day)[1]
Private R2	0.270

Note:
[1] Table T-1, GESF

Unit Flow Factors - Commercial and Institutional Flows

2.1.3 The unit flow factors for commercial flows due to employed population of the proposed social welfare facility for the Elderly is shown in **Table 2.2**.

Table 2.2 Unit Flow Factor for Commercial Flows

Commercial Type	Unit Flow Factor (m^3/employee/day) [1]
Commercial Employee	0.080
Commercial Activities	
(a) Specific trades:	
J11 – Community, Social and Personal Services	0.200 [2]
Total UFF	0.280

Notes:
[1] Table T-2, GESF
[2] UFF for J11 accounts for flows of customers and tenants

2.1.4 The total unit flow generated from an employee in a particular trade is the sum of the unit flow factor of the employee and the unit flow factor of commercial activities of a particular trade under consideration.

Peaking Factors

2.1.5 The peaking factors adopted in this study are shown in **Table 2.3**.

Table 2.3 Peaking Factors for Various Population Ranges

Population Range [1]	Peaking Factor (including stormwater allowance) for Facility with Existing Upstream Sewerage [2]
(a) For sewers	
< 1,000	8
1,000 – 5,000	6

Note:

[1] Contributing Population = Calculated total average flow (m^3/day) / 0.27 (m^3/person/day)

[2] Table T-5, GESF

2.1.6 Under normal condition, peaking factors (excluding stormwater allowance) are applicable to planning sewerage facilities receiving flow from new upstream sewerage systems which essentially have no misconnections and defects for infiltration while the peaking factor (including stormwater allowance) are applicable to aged sewerage facilities with some misconnections and defects for infiltration . In order to be conservative in this analysis and allowing for future potential storm water infiltration due to degradation of pipe material after many years, peaking factors (including stormwater allowance) is adopted for both Proposed Development and existing development.

Hydraulic Analysis

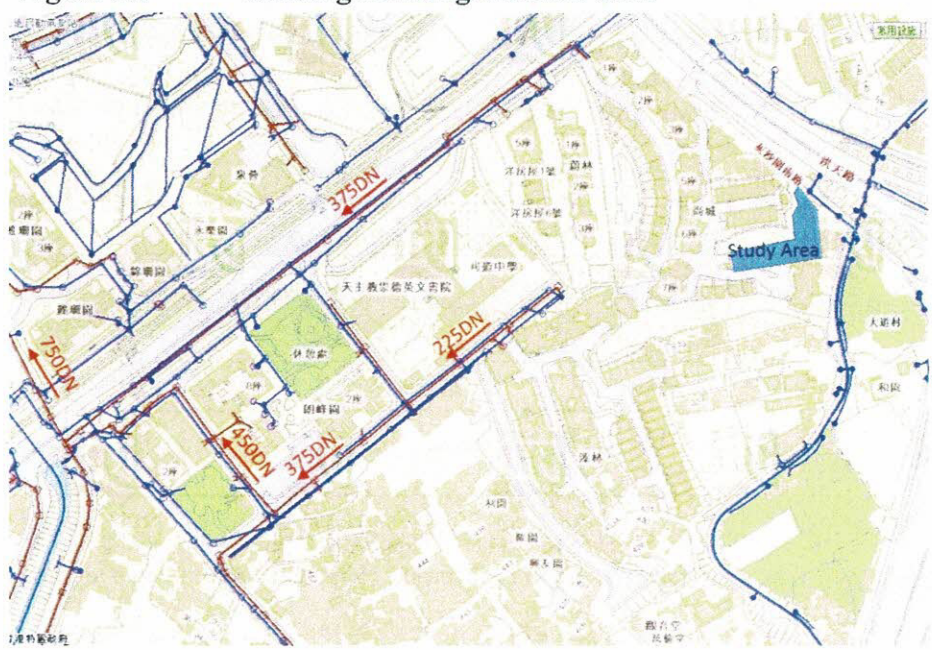
2.1.7 Colebrook-White equation is applied for pipe hydraulic analysis. The design roughness coefficients (Ks) for existing pipeline system is 3.0mm (Slimed sewer, clayware, under poor condition). The design roughness coefficients (Ks) for proposed pipeline system is also 3.0mm in consideration of its reduced hydraulic performance in future due to degradation of material.

2.1.8 For small diameter sewers of diameter less than 300mm, the flow velocity of at least 0.7m/s shall occur daily, or that a gradient of at least 1:DN (i.e. Nominal diameter of the sewer in mm) is provided, provided that a flow of 2 times of Average Dry Weather Flow (ADWF) is assumed to occur at least once daily. For larger diameter sewers of diameter up to 900mm, a self-cleansing velocity of 1.0m/s in full pipe condition shall be achieved. The maximum flow velocity at peak flow shall be 3m/s.

2.2 Existing Sewerage System

2.2.1 The sewerage records were extracted from free online source GeoInfo Map which show the existing sewerage network in the vicinity of study area (**Figure 2.1**). There are an existing DN375 sewer running along the Castle Peak Road (Hung Shui Kiu) from northeast to southwest and another DN225 to DN450 sewer running along the Hung Shun Road from northeast to southwest and turning to north at junction of Ying Fuk Street and Hung Shun Road. Both sewers combined near junction of Castle Peak Road (Hung Shui Kiu) and Tan Kwai Tsuen Road and enlarged to be DN750.

Figure 2.1 Existing Sewerage Record Plan



2.3 Sewage Flow Estimation

2.3.1 The maximum employees in the Proposed Development is estimated to be 176 based on the worker density with reference to the PlanD's CIFSUS and the maximum GFA of Proposed Development.

Table 2.4 Estimation of Employee in the Proposed Development

GFA(m^2)	Industry Group[1]	Worker Density (No of Employee / 100 m^2 GFA)[1]	No of Employee
5,313	Community, Social & Personal Services	3.3	176

Note:
[1] With reference to Figure 9 "Worker Density by Industry Group" of the PlanD's CIFSUS

2.3.2 With reference to EPD's GESF, the UFF for the Proposed Development is 0.28 m^3/day/person according to **Table 2.2** and peaking factor of 8 is

adopted according to **Table 2.3**. Therefore, sewage flow estimation for the Proposed Development is shown in **Table 2.5** below.

Table 2.5 Sewage Flow Estimation of the Proposed Development

No of Employee	UFF (m^3/day/person)	ADWF (m^3/day)	Peaking Factor	Peak Flow (l/s)
176	0.28	49.28	8	4.56

2.3.3 There are two major Contribution Sewerage Catchments, private residential development of Uptown and the Woodside, for the existing DN375 sewer along Castle Peak Road (Hung Shui Kiu). The population of Uptown and the Woodside is estimated based on the total number of flats of the developments and the average household size with reference to "Hong Kong Domestic Household Projections up to 2051" from Census and Statistics Department(C&SD), which is shown in **Table 2.6** below.

Table 2.6 Estimation of Population in the Existing Contributing Sewerage Catchments

Contributing Sewerage Catchment	No of Flat	Person per Flat (PPF) [1]	No. of Residents
Uptown	734	2.8	2,055
The Woodside	98	2.8	274

Note:
[1] With reference to "Table 2: Number of domestic households and average household size" from "Hong Kong Domestic Household Projections up to 2051", C&SD

2.3.4 With reference to EPD's GESF, the UFF for the domestic flow from the existing sewerage catchments is 0.27 m^3/day/person according to **Table 2.1** and peaking factor is adopted according to **Table 2.3**. Therefore, sewage flow estimation for the existing contributing sewerage catchments is shown in **Table 2.7** below.

Table 2.7 Sewage Flow Estimation of the Existing Contributing Sewerage Catchment

Contributing Sewerage Catchment	No. of Residents	UFF (m^3/day/person)	ADWF (m^3/day)	Peaking Factor	Peak Flow (l/s)
Uptown	2,055	0.27	554.90	6	38.54
The Woodside	274	0.27	74.09	8	6.86

2.4 Proposed Sewerage Provision

Sewerage Connection Proposal

2.4.1 A new DN225 sewer is proposed to run along the Fui Sha Wai South Road from southeast to northwest, and turning into Castle Peak Road (Hung Shui Kiu) running from northeast to southwest along the footpath. The proposed alignment is shown in **Appendix A**.

Internal Development Sewerage System

2.4.2 New internal sewerage systems will be provided within the Proposed Development that will convey the sewage to the proposed manhole HSK-01 shown in **Appendix A**.

2.5 Potential Sewerage Impacts

2.5.1 There are three incoming sewage flow for the existing DN375 sewer after the proposed sewer connection: (i) the existing sewerage connection at manhole FMH1036685 for Uptown; (ii) existing sewerage connections at manhole FMH1043120 and FMH1036687 for the Woodside; and (iii) the proposed sewerage connection at manhole HSK-01 for the Proposed Development. Total estimated sewage flow for those connections is shown Table B3 in **Appendix B**.

2.5.2 Hydraulic calculation (attached in **Appendix C**) has been carried out to assess the capacity of the proposed and existing sewer capacities under the estimated peak flow (Table B3 of the **Appendix B**).

2.5.3 Results of the hydraulic calculation (**Appendix C**) demonstrated that the proposed sewerage provision, comprising the new gravity sewers of DN225 with approximate length of 235m, is adequate to serve the Proposed Development. **Table 2.8** summaries the key results of the hydraulic capacity assessment for the proposed DN225 sewer.

Table 2.8 Hydraulic Capacity of the Proposed DN225 Sewer

Upstream Manhole ID	Downstream Manhole ID	Sewer Length (m)	Peak Flow (l/s)	Sewer Hydraulic Capacity (l/s)	% of Peak Flow over Sewer Hydraulic Capacity
HSK-01	HSK-02	46.7	4.56	54.564	8%
HSK-02	HSK-03	45.6	4.56	43.485	10%
HSK-03	HSK-04	30.6	4.56	30.343	15%
HSK-04	HSK-05	47.4	4.56	30.343	15%
HSK-05	HSK-06	32.5	4.56	30.343	15%
HSK-06	FMH1036685	31.4	4.56	30.343	15%

2.5.4 Results of the hydraulic calculation (**Appendix C**) also indicated that the total peak sewage flow from the Proposed Development and from

existing sewerage catchments is less than 50% of the fullbore capacity of the existing DN375 sewer along the Castle Peak Road – Hung Shui Kiu. Therefore, the existing DN375 sewer at immediate downstream of the Proposed Development has adequate capacity to serve both the existing development and Proposed Development and it deems that no adverse sewerage impacts is anticipated on the existing sewerage network due to the Proposed Development. **Table 2.9** summaries the key results of the hydraulic capacity assessment for the existing DN375 sewer.

Table 2.9 Hydraulic Capacity of the Existing DN375 Sewer

Upstream Manhole ID	Downstream Manhole ID	Sewer Length (m)	Peak Flow (l/s)	Sewer Hydraulic Capacity (l/s)	% of Peak Flow over Sewer Hydraulic Capacity
FMH1036685	FMH1043120	41.7	41.96	87.701	48%
FMH1043120	FMH1036686	3.2	44.53	156.419	28%
FMH1036686	FMH1036687	19.1	44.53	106.953	42%
FMH1036687	FMH1036688	41.7	47.10	221.184	21%
FMH1036688	FMH1036689	3.2	47.10	199.580	24%
FMH1036689	FMH1036690	41.2	47.10	95.284	49%
FMH1036690	FMH1036691	39.2	47.10	101.711	46%
FMH1036691	FMH1036692	20.9	47.10	115.981	41%
FMH1036692	FMH1036693	41.5	47.10	94.937	50%
FMH1036693	FMH1036694	39.7	47.10	101.065	47%
FMH1036694	FMH1036695	40.5	47.10	96.109	49%
FMH1036695	FMH1036696	18.3	47.10	101.129	47%
FMH1036696	FMH1036697	37.1	47.10	104.566	45%
FMH1036697	FMH1036698	34.7	47.10	112.245	42%
FMH1036698	FMH1032220	11.7	47.10	283.848	17%

3 Summary and Conclusion

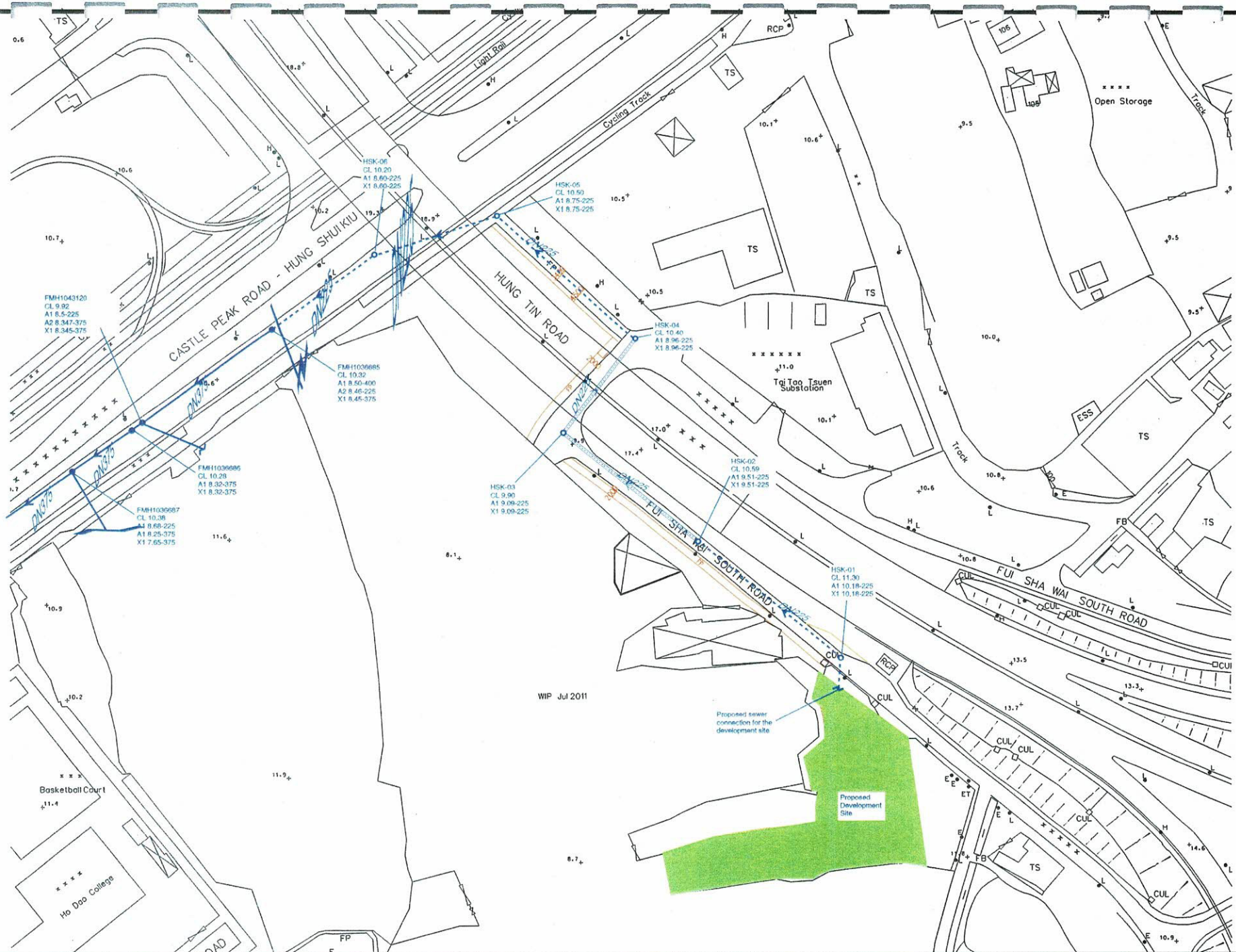
3.1.1 The peak sewage flow from the Proposed Development is estimated to be 4.56l/s.

3.1.2 As the nearest sewer network is not directly adjacent to the development, a new DN225 sewer is proposed to run along the Fui Sha Wai South Road from southeast to northwest, and turning into Castle Peak Road (Hung Shui Kiu) running from northeast to southwest along the footpath, to convey the sewage from the development site to the existing DN375 sewer along Castle Peak Road (Hung Shui Kiu).

3.1.3 Hydraulic assessment indicates that the existing DN375 sewer running along the Castle Peak Road (Hung Shui Kiu) at immediate downstream of the Proposed Development has adequate capacity to serve both the existing and Proposed Development. Therefore, no adverse sewerage impacts are anticipated due to the Proposed Development.

Appendix A

Drawings for Existing and Proposed Sewerage Layout Plan



Project Title

SEWERAGE IMPACT ASSESSMENT FOR PROPOSED RESIDENTIAL CARE HOME FOR THE ELDERLY, HUNG SHUI KIU, YUEN LONG, N.T

Drawing Title

EXISTING AND PROPOSED SEWERAGE LAYOUT PLAN

Legend:

- Existing Sewer Manhole and Pipes
- Proposed Sewer Manhole and Pipes
- Proposed Sewer Manhole and Pipes With Concrete Surround

ARUP

Job Number	Figure No	Date
256020	Figure 1	Feb 2018

Appendix B

Sewage Flow Estimation for Proposed Development and Existing Sewerage Catchment

Sewerage Impact Assessment for Proposed Residential Care Home for the Elderly, Hung Shui Kiu, Yuen Long, N.T

Appendix B

Sewage Flow Estimation for Proposed Development and Existing Sewerage Catchment

Table B1 Sewage Flow Estimation of the Proposed Development

Contributing Sewerage Catchment	GFA (m2)	Woker Density (per 100 m^2 GFA) (1)	No of Employee	UFF (m^3/day)	ADWF (m^3/day)	Peaking Factor	Peak Flow (l/s)
The proposed development	5313	3.3	176	0.28	49.28	8	4.56

Note:
(1) According to Figure 9 of PlanD's CIFSUS

Table B2 Sewage Flow Estimation of the Existing Contributing Sewerage Catchment

Contributing Sewerage Catchment	No of Flat	Person per Flat (PPF) (1)	No of Residents	UFF (m^3/day)	ADWF (m^3/day)	Peaking Factor	Peak Flow (l/s)
Uptown	734	2.8	2055	0.27	554.90	6	38.54
The Woodside	98	2.8	274	0.27	74.09	8	6.86

Note:
(1) According to "Table 2: Number of domestic households and average household size" from"Hong Kong Domestic Household Projections up to 2051",C&SD

Table B3 Total Existing Sewage Flow to Discharging to DN375 along the Castle Peak Road - Hung Shui Kiu after the Proposed Development

Contributing Sewerage Catchment	No of Employee/ Residents	Connecting Manhole ID	ADWF (m^3/day)	Total Accumulative ADWF (m^3/day)	Total Contribution Population	Peaking Factor	Total Peak Flow (l/s)
The proposed development	176	HSK-01	49.28	49	183	8	4.56
Uptown	2055	FMH1036685	554.90	604	2238	6	41.96
Half of the Woodside (1)	137	FMH1043120	37.04	641	2375	6	44.53
Half of the Woodside (1)	137	FMH1036687	37.04	678	2512	6	47.10

Note:
(1) Assume half of the sewage flow from the Woodside will be discharged to FMH1043120 while the remaining half would be discharge to FMH1036687 (Refer to Appendix C for detail)

Appendix C

Capacity Performance of the Proposed DN225 Sewers and the Existing DN375 Sewers

Sewerage Impact Assessment for Proposed Residential Care Home for the Elderly, Hung Shui Kiu, Yuen Long, N.T

Appendix C

Capacity Performance of the Proposed DN 225 Sewers and the Existing DN375 Sewers

US MH No.	DS MH No.	Length (m)	Number of Pipe	Pipe Diameter (mm)	US GL (m MSL)	DS GL (m MSL)	US IL (m MSL)	DS IL (m MSL)	Gradient	Gradient (1 in X)	Area (m^2)	Perimeter (m)	R =A/P (m)	$(32gRS)^{0.5}$	Velocity at full bore (m/s)	Total Peak Flow (1) (L/s)	Velocity Check	Capacity (L/s)	% Full Flow
HSK-01	HSK-02	46.7	1	225	11.30	10.59	10.18	9.51	0.0143	70	0.0397	0.7	0.06	0.50	1.37	4.56	OK	54.564	8%
HSK-02	HSK-03	45.6	1	225	10.59	9.90	9.51	9.09	0.0091	110	0.0397	0.7	0.06	0.40	1.09	4.56	OK	43.485	10%
HSK-03	HSK-04	30.6	1	225	9.9	10.4	9.09	8.96	0.0044	225	0.0397	0.7	0.06	0.28	0.76	4.56	OK	30.343	15%
HSK-04	HSK-05	47.4	1	225	10.4	10.5	8.96	8.75	0.0044	225	0.0397	0.7	0.06	0.28	0.76	4.56	OK	30.343	15%
HSK-05	HSK-06	32.5	1	225	10.5	10.2	8.75	8.60	0.0044	225	0.0397	0.7	0.06	0.28	0.76	4.56	OK	30.343	15%
HSK-06	FMH1036685	31.4	1	225	10.2	10.3	8.60	8.46	0.0044	225	0.0397	0.7	0.06	0.28	0.76	4.56	OK	30.343	15%
FMH1036685	FMH1043120	41.7	1	375	10.3	9.9	8.45	8.35	0.0025	405	0.1104	1.2	0.09	0.27	0.79	41.96	OK	87.701	48%
FMH1043120	FMH1036686	3.2	1	375	9.9	10.3	8.35	8.32	0.0078	128	0.1104	1.2	0.09	0.48	1.42	44.53	OK	156.419	28%
FMH1036686	FMH1036687	19.1	1	375	10.3	10.4	8.32	8.25	0.0037	273	0.1104	1.2	0.09	0.33	0.97	44.53	OK	106.953	42%
FMH1036687	FMH1036688	41.7	1	375	10.4	10.8	7.65	7.00	0.0156	64	0.1104	1.2	0.09	0.68	2.00	47.10	OK	221.184	21%
FMH1036688	FMH1036689	3.2	1	375	10.8	10.6	6.40	6.36	0.0127	79	0.1104	1.2	0.09	0.61	1.81	47.10	OK	199.580	24%
FMH1036689	FMH1036690	41.2	1	375	10.6	10.9	6.36	6.24	0.0029	343	0.1104	1.2	0.09	0.29	0.86	47.10	OK	95.284	49%
FMH1036690	FMH1036691	39.2	1	375	10.9	11.0	6.24	6.11	0.0033	302	0.1104	1.2	0.09	0.31	0.92	47.10	OK	101.711	46%
FMH1036691	FMH1036692	20.9	1	375	11.0	10.9	6.11	6.02	0.0043	232	0.1104	1.2	0.09	0.36	1.05	47.10	OK	115.981	41%
FMH1036692	FMH1036693	41.5	1	375	10.9	10.9	6.02	5.90	0.0029	346	0.1104	1.2	0.09	0.29	0.86	47.10	OK	94.937	50%
FMH1036693	FMH1036694	39.7	1	375	10.9	10.8	5.90	5.77	0.0033	305	0.1104	1.2	0.09	0.31	0.92	47.10	OK	101.065	47%
FMH1036694	FMH1036695	40.5	1	375	10.8	10.9	5.77	5.65	0.0030	338	0.1104	1.2	0.09	0.30	0.87	47.10	OK	96.109	49%
FMH1036695	FMH1036696	18.3	1	375	10.9	11.0	5.65	5.59	0.0033	305	0.1104	1.2	0.09	0.31	0.92	47.10	OK	101.129	47%
FMH1036696	FMH1036697	37.1	1	375	11.0	10.9	5.59	5.46	0.0035	285	0.1104	1.2	0.09	0.32	0.95	47.10	OK	104.566	45%
FMH1036697	FMH1036698	34.7	1	375	10.9	10.9	5.46	5.32	0.0040	248	0.1104	1.2	0.09	0.34	1.02	47.10	OK	112.245	42%
FMH1036698	FMH1032220	11.7	1	375	10.9	11.0	5.32	5.02	0.0256	39	0.1104	1.2	0.09	0.87	2.57	47.10	OK	283.848	17%

Note:
(1) Refer to Table B3 of the Appendix B for the Total Peak Flow Estimation

Appendix 3 - Hydraulic Analysis of Relevant Sewers

Assessment of Hydraulic Capacities of Sewers under Peak Flows

Using Colebrook's White Equation (for pipe flow)

V = - Sqt (8gDs) x log [k_s / 3.7D + 2.51v / (D x Sqt (2gDs))]

For precast concrete pipes with 'O' ring joints with poor condition,

k_s (mm) = 3 k_s (m) = 0.003

v (m^2/s) = 1.00E-06

g (m^2/s) = 9.81

USCP/USMH	DSCP/DSMH		USGL	DSGL	USIL	DSIL	INVERT DIFF.	LENGTH (m)	SLOPE s	SLOPE 1 IN	PEAK DESIGN FLOW (l/s)	SIZE (mm)	Drain Type	VEL (m/s)	FLOW CAPACITY (l/s)	90% FLOW CAPACITY (for pipe) (l^3/s)	SPARE CAPACITY (l^3/s)	OCCUPANCY OF THE PROPOSED DRAIN	
External Drainage (between the Subject Site and Existing Public Sewer) (Peaking Factor = 8)																			
Sewer TM (D.T.L.)	HSK-01	The subject development	11.20	10.83	10.32	10.18	0.14	11.00	0.013	79	18.770	225	concrete drain	1.16	45.947	41.353	22.583	45%	OK!
HSK-01	HSK-02	Ditto	10.83	10.59	10.18	9.51	0.67	49.00	0.014	73	18.770	225	concrete drain	1.20	47.629	42.866	24.096	44%	OK!
HSK-02	HSK-03	Ditto	10.59	10.20	9.51	9.09	0.42	48.00	0.009	114	18.770	225	concrete drain	0.96	38.080	34.272	15.502	55%	OK!
HSK-03	HSK-04	Ditto	10.20	10.30	9.09	8.81	0.28	50.00	0.006	179	18.770	225	concrete drain	0.77	30.443	27.398	8.628	69%	OK!
HSK-04	HSK-05	Ditto	10.30	10.23	8.81	8.77	0.04	7.80	0.005	195	18.770	225	concrete drain	0.73	29.128	26.215	7.445	72%	OK!
HSK-05	HSK-06	Ditto	10.23	10.40	8.77	8.56	0.21	38.00	0.006	181	18.770	225	concrete drain	0.76	30.241	27.217	8.447	69%	OK!
The Existing Sewers along Castle Peak Road - Hung Shui Kiu (Peaking Factor = 6)																			
HSK-06	FMH1036685	The subject development + Uptown	10.40	10.32	8.56	8.46	0.10	8.00	0.013	80	52.618	400	concrete drain	1.68	211.663	190.496	137.879	28%	OK!
FMH1036685	FMH1043120	Ditto	10.32	9.92	8.45	8.35	0.10	41.70	0.002	417	52.618	375	concrete drain	0.71	77.904	70.114	17.496	75%	OK!
FMH1043120	FMH1036686	The subject development + Uptown + 0.5 x Woodside	9.92	10.28	8.35	8.32	0.03	3.20	0.009	107	55.190	375	concrete drain	1.40	154.319	138.887	83.697	40%	OK!
FMH1036686	FMH1036687	Ditto	10.28	10.38	8.32	8.25	0.07	19.10	0.004	273	55.190	375	concrete drain	0.87	96.377	86.739	31.549	64%	OK!
FMH1036687	FMH1036688	Ditto	10.38	10.77	7.65	7.00	0.65	41.70	0.016	64	55.190	375	concrete drain	1.80	199.071	179.164	123.974	31%	OK!
FMH1036688	FMH1036689	The subject development + Uptown + Woodside	10.77	10.64	6.40	6.36	0.04	3.20	0.013	80	57.763	375	concrete drain	1.61	178.237	160.414	102.651	36%	OK!
FMH1036689	FMH1036690	Ditto	10.64	10.92	6.36	6.24	0.12	41.20	0.003	343	57.763	375	concrete drain	0.78	85.886	77.297	19.535	75%	OK!
FMH1036690	FMH1036691	Ditto	10.92	11.00	6.24	6.11	0.13	39.20	0.003	302	57.763	375	concrete drain	0.83	91.664	82.498	24.735	70%	OK!

Peak Design Flows (l/s)

The subject develop	18.77	(for Peaking Factor = 8)
	14.08	(for Peaking Factor = 6)
Uptown	38.54	(for Peaking Factor = 6)
Woodside	6.86	(for Peaking Factor = 8)
	5.15	(for Peaking Factor = 6)

SECTION 12A APPLICATION FOR PROPOSED REZONING
FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES
TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE
APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND
SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)
AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN,
HUNG SHUI KIU, NEW TERRITORIES

Landscape Proposal

1st Submission

by

LanDes

Date: 3 March 2026

On behalf of

Right Fortune Investment Limited

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2.0 The Site and Its Context
3.0 The Proposed Development
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- 5.4 Irrigation
- 5.5 Communal Open Spaces
- 5.6 Site Coverage of Greenery
- 5.7 Planting Framework
- 5.8 Future Maintenance

6.0 Planting Proposal

APPENDICES

Appendix A Tree Survey Plan, Tree Assessment Schedule and Photographic Record of Existing Trees
Appendix B Landscape Master Plan and Landscape Details
Appendix C Planting Plans
Appendix D Common Greenery and Open Space Provision
Appendix E Maintenance Schedule of Soft Landscape Works

1.0 INTRODUCTION

1.1 The proposed residential development and social welfare facility (Residential Care Home for the Elderly) ("the Proposed Development") is located at Lot Nos. 2188 & 398 RP in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, Yuen Long, New Territories. This proposal is prepared as part of the planning application for the Proposed Development.

1.2 This report describes the concepts and principles underlying the Landscape Master Plan of the Proposed Development as required in the Planning Department's Practice Note for Professional Persons No. 1/2019. It describes the proposed composite development and the associated landscape design. A more comprehensive package of proposals will be formulated at the detailed design stage of the Project.

1.3 This landscape proposal presents:

- The existing tree vegetation;
- The Landscape Master Plan;
- Site Coverage of Greenery;
- Communal Open Space Provision and
- Planting Proposal of the Proposed Development.

2.0 THE SITE CONTEXT

2.1 The proposed Development is located to the immediate southeast of Uptown while Tin Shui Wai West Interchange is located to its east with site area of about 2,138m^2. It is bounded by Fui Sha Wai South Road on its east. The current vehicular to the Site is Castle Peak Road – Hung Shui Kiu via Fui Sha Wai Road and a local access. The site location plan shall refer to Figure 1 below.

Figure 1 Site Location Plan

2.2 The site itself is gently flat and is currently vacant and fenced off. Majority of the Site is covered by bare soil with weed and only portion of land close to entrance is covered by concrete.

2.3 The landscape character of the site and its surrounding is mixed of low-rise and high-rise residential development and village houses, e.g. Uptown, the Woodside, the Woodsville, Le Regent and road corridors, e.g. Yuen Long Highway, Castle Peak Road – Hung Shui Kiu.

3.0 THE PROPOSED DEVELOPMENT

3.1 The development comprises two 6-storey residential development situated on top of an 7-storey RCHE. A podium garden is proposed at flat roof of 7th floor, while ancillary facilities such as a carpark and E/M rooms are located at G/F. Drawings of the proposed development can be referred to the building plans submitted with the planning application, and the indicative development schedule is outlined as follows:

Table 1.0 Indicative Development Schedule

Site Area	About 2,138 m^2
Mean Street Level	11.30mPD
Building Height	Not exceeding 60mPD
Domestic Site Coverage	about 26.6%
Non-Domestic Site Coverage	about 55.2%
Total Non-Domestic GFA	about 6,961 m^2
Non-Domestic Plot Ratio	about 3.26
Total Domestic GFA	about 3,528 m^2
Domestic Plot Ratio	about 1.65
No. of Population:	645

3.2 The vehicular road and footpath connect from Fui Sha Wai South Road at **+11.30**mPD to the central part of the proposed development at **+11.30**mPD. The formation level of the site follows the local topography in order to minimize the extent of site formation works. As the ground level needs to be recontoured and some vegetation will be affected by the site formation work, a detailed tree assessment will be provided in Paragraph **4.0** below.

4.0 EXISTING VEGETATION

4.1 A tree survey was carried out on **9 January 2025** in accordance with LAO PN No. 6/2023. A total of **2** trees were recorded within the Application Site Boundary. The tree survey schedule, tree survey plan and photographic record of existing trees are shown in **Appendix A** and are outlined below:

Table 2.0 Species Composition of Existing Trees

No.	Scientific Name	Chinese Name	Qty	Tree No.
1	***Dimocarpus longan***	龍眼	1	T01
2	***Ficus benjamina***	垂葉榕	1	T02
		Total:	**2**	

4.2 The tree species recorded are mostly common species found in Hong Kong. Both of them are in mature size and in fair health conditions. It is confirmed that no Old and Valuable Trees, OVT and protected species were identified in accordance with the DEVB TWC No. 5/2020 – Registration and Preservation of Old and Valuable Trees and Countryside Ordinance (Cap. 96) respectively.

Impact of the Proposed Development

4.3 The impact of the Proposed Development is generally caused by site formation works, construction of new building, the vehicular access/EVA, removal of existing vegetation for construction elements, and related construction activities, including excavation works for E&M reserves and structural footings. The proposed building layout has been overlaid on the Tree Survey Plan in **Appendix A** to illustrate the impact on the existing trees.

Retention of Trees

4.4 The construction of the new building, associated traffic provisions and the demolition of existing structures, will occupy nearly all outdoor areas within the Site. Due to the development activities and limited space remaining, it will not be feasible to retain any of the existing trees in situ.

Felling and Transplantation of Trees

4.5 For trees that will be in conflict with the proposed works shall be proposed to be transplanted if they fulfil all the criteria below:

a. Trees have high amenity value;
b. Trees with good form and health;
c. Suitable access;
d. Tree species able to be transplanted easily;

e. Trees have suitable size and;

f. Trees are young to semi-mature.

4.6 In this project, **2** existing trees within the Site Boundary are in direct conflict with the proposed works and cannot be retained in situ. None of the disturbed trees meet the criteria for transplantation.

4.7 **2** affected trees, namely **T01** – ***Dimocarpus longan*** and **T02** – ***Ficus benjamina***, are common hillside species in Hong Kong. As they are propagated from the adjacent hillsides, their root systems are highly susceptible to environmental changes, resulting in a relatively low survival rate after transplantation. Additionally, both trees are growing along the site boundary and are mature specimens. It is not practical to form viable and well-balanced root balls by excavating the adjacent road outside the site, and transporting such mature trees within the site during construction is also unfeasible. Therefore, it is proposed to remove these trees and replace them with quality trees as compensation.

4.8 **The proposed treatment to existing tree is summarized in table below:**

Table 3.0 Summary of Treatment to Existing Trees

Proposed Treatment to Existing Trees	**No. of Trees**
Number of Trees to be Retained	0
Number of Trees to be Felled	2
Number of Trees to be Transplanted	0
Total Number of Trees in Survey	**2**

5.0 LANSCAPE PROPOSAL

5.0.1 The aim of the landscape proposals is to respond to site conditions, building form and function and to provide a quality landscape scheme. The main factors to be taken into consideration are:

- Response to the site context, both in terms of landscape character and visual amenity;
- Response to the proposed building and its architectural style;
- Creation of a green setting by maximising the opportunity for soft landscape;
- Establishment of pleasant landscape areas which meet the varying needs of staffs, users and visitors; and
- Minimization of future maintenance requirements.

5.0.2 Landscape Master Plan showing the proposed landscape treatment and their underlying principles have been attached in **Appendix B** for ease of reference.

5.0.3 The detail design of the Communal Open Space should consider the following relevant guidelines/ legislation:

- Hong Kong Planning Standards and Guidelines;
- Technical Guidelines on Landscape Treatment for Slopes (GEO Publication No. 1/2011);
- LAO Practice Note No. 6/2023 – Processing of Tree Preservation and Removal Proposals for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease; and
- PNAP APP 152 – Sustainable Building Design Guidelines;
- PlanD's PNPP No. 1/2019 – Processing and Compliance Checking of Landscape Submissions related to Planning Applications; and
- Guidance Notes for Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131).

5.1 Landscape Design Concept

5.1.1 The landscape concept mentioned below describe considerations, which had been considered as being general to the whole landscape design.

Integration of the development with the surrounding landscape

5.1.2 The provision of traffic facilities, including vehicular driveways, maneuvering spaces, and parking lots, occupies the majority of the open space at ground floor (G/F). To enhance greenery along the driveway, planting beds with evergreen trees and shrubs are proposed. The site is bounded by high retaining structures associated with the adjoining development, ***Uptown***, on its south and west sides. In areas where space for planting is available, buffer planting strips featuring ornamental trees and shrubs are proposed. These planting strips, consisting of ornamental trees, shrubs, and groundcover,

are intended to create soft-edged boundaries along the site's periphery. Please refer to the landscape sections and Landscape Master Plans in **Appendix B**. This design aims to facilitate a seamless transition between the development and the adjacent natural and built environments. Along the eastern boundary, the building has been strategically setback **5m** from Fui Sha Wai South Road. Planting verges and widened pedestrian pavement is proposed at setback area. The planting verges will be designed with adequate growing mediums to support the proposed vegetation, which will primarily consist of evergreen species.

Landscaped Garden at G/F and 7/F

5.1.3 Landscape open spaces are proposed at ground floor (G/F) and seventh floor (7/F) levels to cater to the recreational needs of both users and visitors. Several landscaped open spaces, including an sitting gardens and a gathering courtyard are planned in vacant locations on the ground floor, creating inviting areas for social interaction and community activities. At the 7/F, outdoor spaces comprising a yoga area, terrace garden, fitness equipment zones and a viewing platform are designed to offer a variety of recreational and relaxation options. These gardens will be equipped with outdoor furniture and recreational facilities and will feature a diverse selection of plants to create attractive green spaces. The refined paving materials and carefully curated plant combinations are intended to enhance the development's visual appeal by adding richness in color, texture, and visual gradation, ensuring a vibrant and aesthetically pleasing environment for all users.

Planting Design

5.1.4 Due to the building configuration, proposed planting is mainly located in planting strips along the site boundary, which will also serve to create a landscape and visual buffer to the new building. This will provide a soft segregation between the Site and the surrounding environment. Species should be selected for their pollution tolerance, drought resistance, and capability to provide a strong visual buffer.

5.1.5 Where practicable and feasible, heavy standard trees, medium shrubs, and foliage plants are proposed. These soft landscape measures will soften the hard lines of the Proposed Development. The use of heavier standard-sized vegetation will provide a more immediate greening effect. Planting Plans are included in **Appendix C**.

5.2 Hard Materials

5.2.1 Hard materials will be selected to create feature paved areas. The creation of simple patterns, e.g. through the use of banding in contrasting colours, can be used adjacent to the site and building entrances.

5.2.2 Paving on podium levels shall be artificial tiles of regular size and texture. Paving used for vehicular traffic shall be of adequate thickness to withstand the required loading. For kerb, planters and walls, artificial tiles with similar colour and texture are proposed and in line with the overall colour tone of the landscape.

5.2.3 The provision of landscape paving has been carefully integrated and responded to the architectural design, ensuring that the paving materials, layout, and detailing complement the overall architectural concept. This cohesive approach enhances the visual harmony between the landscape and built elements, creating a seamless transition that reinforces the design intent while providing functional and aesthetically pleasing outdoor spaces. The design of the paving not only supports accessibility and circulation but also contributes to the overall aesthetic quality and identity of the development.

5.2.4 The design of the hard landscape elements has been developed in accordance with the Elderly-Friendly Design Guidelines of "Design Manual Barrier Free Access 2008 (2025 Edition". This ensures that materials, finishes, and layouts are optimized for accessibility, safety, and ease of use for elderly users. Features such as non-slip surfaces, appropriate bench heights, and clear, unobstructed pathways have been incorporated to create an inclusive environment that promotes comfort and convenience for all users, particularly the elderly.

5.2.5 The range of recommended materials is listed in table 1.0 below.

Table 4.0 Summary of Hard Materials

Location	**Description**
Vehicular Access	
Carpark	Concrete/ Concrete Pavers
Road Kerb	Concrete
Pedestrian Areas	
Copings/ Steps	Artificial Granite Tile/ Homogeneous Tile
Sitting Garden	Artificial Granite Tile/ Homogeneous Tile
Amenity Area	Artificial Granite Tile/ Homogeneous Tile

5.3 Soil Depth and Drainage for Planting

5.3.1 The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layer, water-proofing and protective screeding exclusive is listed below:

Table 5.0 Planting Medium (Soil Depth)

Planting Type	**Soil Depth (Minimum)**
Tree/ Palm tree	1200mm
Shrub/Climber/Creepers	600mm
Groundcover/Turf	300mm

5.3.2 All Planting areas on slab shall be provided with sub-soil drainage system with drainage cells with filter fabrics.

5.4 Irrigation

5.4.1 The proposed irrigation system will be by tap water pipe for manual operation. Lockable water points will be provided at 40m centres covering the entire site. The proposed source of water supply is subject to final approval from the Water Services Department.

5.5 Communal Open Spaces

5.5.1 Recreational facilities are proposed at the G/F and 7/F podium garden to cater to the recreational needs of the occupants of the RCHE and residential units. The communal open spaces are equipped with outdoor furniture, such as seating and fitness equipment, to enhance comfort and promote social interaction among users. In addition, the viewing deck at 7/F will help to foster interaction among future residents while offering a scenic vantage point. In designing these areas, particular attention has been paid to safety requirements for elderly users, including selecting furniture with smooth edges, stable and secure fixtures, and appropriate heights to facilitate ease of use.

5.5.2 It is expected that there will be about **645** occupants at the Proposed Development while the proposed area of the communal open spaces under application shall not be less than **645** m^2. Please refer to the Communal Open Space Calculation in **Appendix D**.

5.6 Site Coverage of Greenery

5.6.1 The current landscape proposal aims to provide more greenery within the site boundary. The calculation of greening ratio in accordance with PNAP APP No. 152 is shown as follows and the common greenery calculation shall refer to **Common Greenery Provision in Appendix D**:

Table 6.0 Common Greenery Calculation

Required Common Greenery	
Site Area:	2,138.0m^2
Minimum Total Common Greenery:	2,138m^2 x 20% = 427.60m^2
Minimum Common Greenery at Primary Zone:	2,138m^2 x 10% = 213.80m^2
Provided Common Greenery	
Common Greenery Area at Primary Zone (G/F):	283.05m^2 (>213.80m^2)
Common Greenery Area at Other Areas (7/F)	194.70m^2
Total Common Greenery Area:	477.75m^2 (>427.60 m^2)
Total Green Coverage in Common Area	477.75/2,138.0 x 100% = **22.35%**

5.6.2 The proposed greenery at common area is approx. **477.75m^2** which exceeds the required 20% greenery requirement, i.e. **427.60m^2**. Besides, all the proposed greenery are easily accessible and visible by the users and visitors and is counted as "common greenery area at Primary Zone", i.e. **283.05m^2** which also exceeds the required **213.80m^2**.

5.7 Planting Framework

Planting adjacent to Car Park

5.7.1 Tree Planting adjacent to the car park to soften its hard appearance and create a more pleasant environment for its use. Species should be selected which are pollution and drought tolerant and which provide a good visual buffer.

Planting adjacent to Building

5.7.2 Tree planting adjacent to the building shall be used to create a landscape and visual buffer to the new building. This will also provide segregation between the building and public environment.

Planting adjacent to Amenity Area

5.7.3 Flowering trees are proposed at the amenity area to create a tranquil and pleasant environment for the visitors. Due to the local topography, shady species will be selected to adapt the hillside environment.

Planting adjacent to Refuse Collection Point (RCP)

5.7.4 The strategic placement of the refuse collection point to the southeast of the site takes advantage of the direction of the prevailing wind, allowing for the natural dispersion of odors and minimizing potential nuisance to the occupants. The use of fragrant plants, e.g. ***Osmanthus fragrans, Murraya paniculata*** around the RCP serves as a natural and aesthetically pleasing way to further mitigate odors and enhance the olfactory experience in the vicinity. Fragrant plants provide a pleasant aroma, masking any lingering odors and creating a more inviting and enjoyable environment.

5.8 Future Maintenance

Hard Landscape Elements

5.8.1 Maintenance for hard landscape elements within the proposed landscaped areas shall be carried out by management office of the development with maintenance intention as follows:

I – Routine Maintenance (Daily – Weekly)
a. Rubbish and litter removal
b. Sweeping and cleaning
c. Damage inspection and repair for site furniture and light bulb replacement

II – Annual/ Long Term Maintenance
a. Repainting
b. Resurfacing of worn pavements
c. Replacing worn parts site furniture, lighting fixture and other facilities
d. Replacement of worn landscape furniture.

Soft Landscape Element

5.8.2 For the whole landscaped areas, the softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the management office. Please refer to the maintenance schedule for soft landscape works in **Appendix E**.

5.8.3 Ultimately the management office will employ maintenance staff to take care of all landscape areas within the site.

6.0 PLANTING PROPOSALS

6.1 In order to provide quality landscape for the proposed development, soft landscape works will be the major landscape element of the landscaping proposal and satisfy the following criteria:

- Low maintenance requirement;
- Evergreen with small amount of leave fall to prevent litter accumulation;
- Tolerance to wind and exposed condition; and
- To screen the proposed buildings and reduce the visual impact to the nearby residents.

6.2 The proposed planting species list is shown as follows and details shall refer to the Planting Plan in **Appendix C.**

Table 7.0 Planting Schedule

Botanical Name	Chinese Name	Height x Spread x DBH (mm)	Spacing (mm)	Native/ Exotic
TREES				
Jacaranda mimosifolia	藍花楹	4500x2000x75	4000	Exotic
Millettia pinnata	水黃皮	3500x1500x75	4000	Native
Terminalia mantaly 'Tricolor'	花葉欖仁	4000x2000x75	4000	Exotic
Thespesia populnea	恒春黃槿	4000x2000x75	4000	Native
Botanical Name	**Chinese Name**	**Height x Spread (mm)**	**Spacing (mm)**	**Native/ Exotic**
SHRUB PLANTING				
Codiaeum variegatum 'Gloriosa'	紅葉洒金榕	450x400	400	Exotic
Duranta repens 'Golden'	黃金金露花	300x250	250	Exotic
Ixora chinensis	龍船花	500x450	450	Native
Murray paniculatus	九里香	500x450	400	Exotic
Osmanthus fragrans	桂花	500x450	400	Exotic
Rhapis humilis	小葉棕竹	450x300	300	Exotic

Rhaphiolepis indica	石斑木	450x300	300	Native
Rhododendron simsii	紅杜鵑	300x250	250	Native
GROUNDCOVER				
Dieffenbachia picta	白斑萬年青	400x350	350	Exotic
Lantana montevidensis	小葉馬櫻丹	400x350	350	Native
Ligustrum sinense	山指甲	350x300	300	Native
Nephrolepis auriculata	腎蕨	350x300	300	Native

6.3 In this study area, a total of **2** trees within the Application Site Boundary were recorded. **None** of the surveyed trees will be retained in-situ while all **2** trees inside the Site will be felled due to in conflict with the Proposed Development and the associated works.

6.4 **17** heavy standard trees with average DBH approx. **75** mm are proposed to be planted to compensate the loss of **2** existing trees. All new trees within the Application Site Boundary will all be maintained by the Applicant.

6.5 In view of the above, the tree compensation proposal can achieve a ratio not less than 1:1 in terms of quantity as follows:

Quantity of loss of trees:	2 nos.
Quantity of compensatory trees:	17 nos.
Quantity compensation ratio	approx. 1:8.5

Appendix A

Tree Survey Plan, Tree Assessment Schedule

and

Photographic Record of Existing Trees

LEGEND:

APPLICATION SITE BOUNDARY

T12 EXISTING TREES TO BE FELLED (WITHIN APPLICATION SITE BOUNDARY)

+11.50 PROPOSED LEVEL

L2
LGV
Proposed Run In/Out
R.O.W.
L3 / L4
LGV / MHGV
EVA
7.3m Width
LB1
(RCHE)
11.30
Residential Entrance
Lobby
(Tower A)
P2
L1
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
M1
M2
P1
Driveway
Refuse
Collection
Point
Tx / Switch Room
Small Group Activity Room
Store Room
Meter
Room
Lobby
Store Room
RCHE Entrance
Lobby
General Store
LB2
(RCHE)
Multi-Purpose Room/ Rehabilitation Area
Store
for
Rehabilitation
Area
M.
Toi.
F.
Toi.
Dis.
Store Room
T01
T02

0 5 10 15 20 25m

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

TREE SURVEY PLAN

PROJECT No. C2225

DRAWING No. TS01

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-TS01

REV	DESCRIPTION	DATE

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DRAWN BY : CAD

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Tree Treatment Schedule at
Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories
Prepared by Ted Lam (R.L.A. No. R-073) on 09/01/2025
To be read in conjunction with Tree Survey Plan, dwg. no. C2225-TS01

Tree	Species					Proposed Treatment	Remark[1]
No.	Scientific Name	Chinese Name	Height (m)	DBH[2] (mm)	Crown Spread (m)	(Retain/Transplant/Fell)	
T01	***Dimocarpus longan***	龍眼	9	343	7	Fell	restricted root, cross branches with electric line
T02	***Ficus benjamina***	垂葉榕	12	442	10	Fell	restricted root, multiple attachments, cross branches, cross branches with electric line

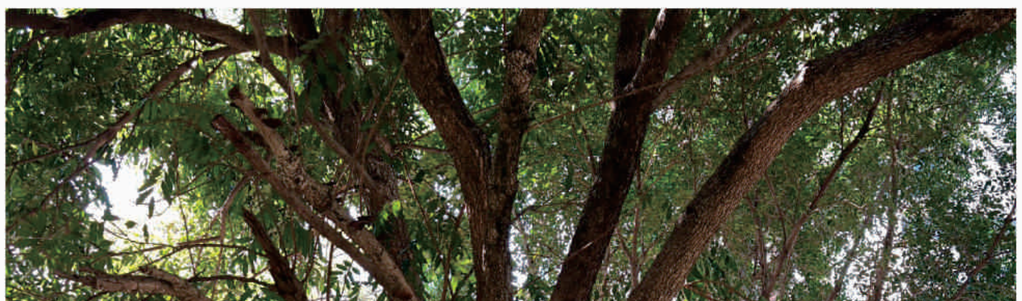
Summary Table

Tree to be Retained	0
Tree to be Transplanted	0
Tree to be Felled	2 nos.
Total Number of Existing Trees	2 nos.

[1] Please state whether the OVT, potentially registrable OVT, trees of rare or protected species, trees with ecological and historical significance, etc. within and/or adjacent to the site is likely to be affected by the proposed development.
[2] DBH of a tree refers to its diameter at breast height (i.e. measuprooted at 1.3m above ground level)

T01 - Label (F)

T01 - Overview (F)



T01 - Trunk (F)

T01 - Crown (F)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

Photographic Record of Existing Trees

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SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN, HUNG SHUI KIU, NEW TERRITORIES

T02 - Label (F)

T02 - Overview (F)

T02 - Trunk (F)

T02 - Cross Branches (F)

LEGEND :

(R) - Retain , (F) - Fell , (T) - Transplant

Appendix B

Landscape Master Plan

And

Landscape Details

LEGEND:

- APPLICATION SITE BOUNDARY
- BUILDING LINE ABOVE
- PROPOSED TREE
- PROPOSED SHRUBS AND GROUNDCOVER
- +11.50 PROPOSED LEVEL
- PROPOSED PAVING

KEY:

1. Vehicular Access
2. Parking Lots
3. Main Entrance to Building
4. Peripherical Planters
5. Right of Way for the adjacent Lot 403 in D.D.121
6. Feature Tree
7. Sitting Garden
8. Gathering Courtyard
9. Yoga Place
10. Fitness Equipment
11. Viewing Platform
12. Terrace Garden

Provision of Edge Planters for Ornamental Trees and Shrubs to provide Smooth Transition Between the Development and the Adjoining Environment

Users and Visitors can enjoy the Open Ambience at Terrace Gardens

Provision of Functional Open Space including Gathering Courtyard and Sitting Gardens at G/F to cater for the Passive Recreational Need of the Users and Visitors

Provision of Edge Planters to soften the Hard Lines of Building Structures

Proposed Run In/Out

R.O.W.

Fung Shing Street

L2

LGV

L3 / L4
LGV / MHGV

EVA
7.3m Width

LB1
(RCHE)

11.30

Lobby

57.80

36.80

DN

0 5 10 15 20 25m

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

LANDSCAPE MASTER PLAN (OVERALL VIEW)

PROJECT No. C2225

DRAWING No. LMP01

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LMP01

REV	DESCRIPTION	DATE

DESIGN BY : TEL

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LEGEND:

- APPLICATION SITE BOUNDARY
- BUILDING LINE ABOVE
- PROPOSED TREE
- PROPOSED SHRUBS AND GROUNDCOVER
- +11.50 PROPOSED LEVEL
- PROPOSED PAVING

KEY:

1. Vehicular Access
2. Parking Lots
3. Main Entrance to Building
4. Peripherical Planters
5. Right of Way for the adjacent Lot 403 in D.D.121
6. Feature Tree
7. Sitting Garden
8. Gathering Courtyard

Provision of Edge Planters for Ornamental Trees and Shrubs to provide Smooth Transition Between the Development and the Adjoining Environment

Provision of Functional Open Space including Gathering Courtyard and Sitting Gardens... to cater for the Passive Recreational Need of the Users and Visitors

The use of fragrant plants, e.g. *Osmanthus fragrans, Murraya paniculata* around the RCP serves as a natural and aesthetically pleasing way to further mitigate odors and enhance the olfactory experience in the vicinity

Proposed Run In/Out
Fui Sha Wai South Road
R.O.W.
L2
LGV
L3 / L4
LGV / MHGV
EVA
7.3m Width
LB1
(RCHE)
11.30
Building Setback = 5m
Residential Entrance Lobby (Tower A)
P1
P2
P3
P4
P5
P6
P7
P8
P9
P10
P11
P12
Driveway
Refuse Collection Point
Tx / Switch Room
Small Group Activity Room
Store Room
Meter Room
Lobby
Store Room
Multi-Purpose Room/ Rehabilitation Area
RCHE Entrance Lobby
LB2
(RCHE)
General Store
Store for Rehabilitation Area
M. Toi.
F. Toi.
Dis.
Store Room
M1
M2

0 5 10 15 20 25m

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

LANDSCAPE MASTER PLAN (G/F)

PROJECT No. C2225

DRAWING No. LMP02

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DATE OF ISSUE : JUL 2025

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LEGEND:

APPLICATION SITE BOUNDARY

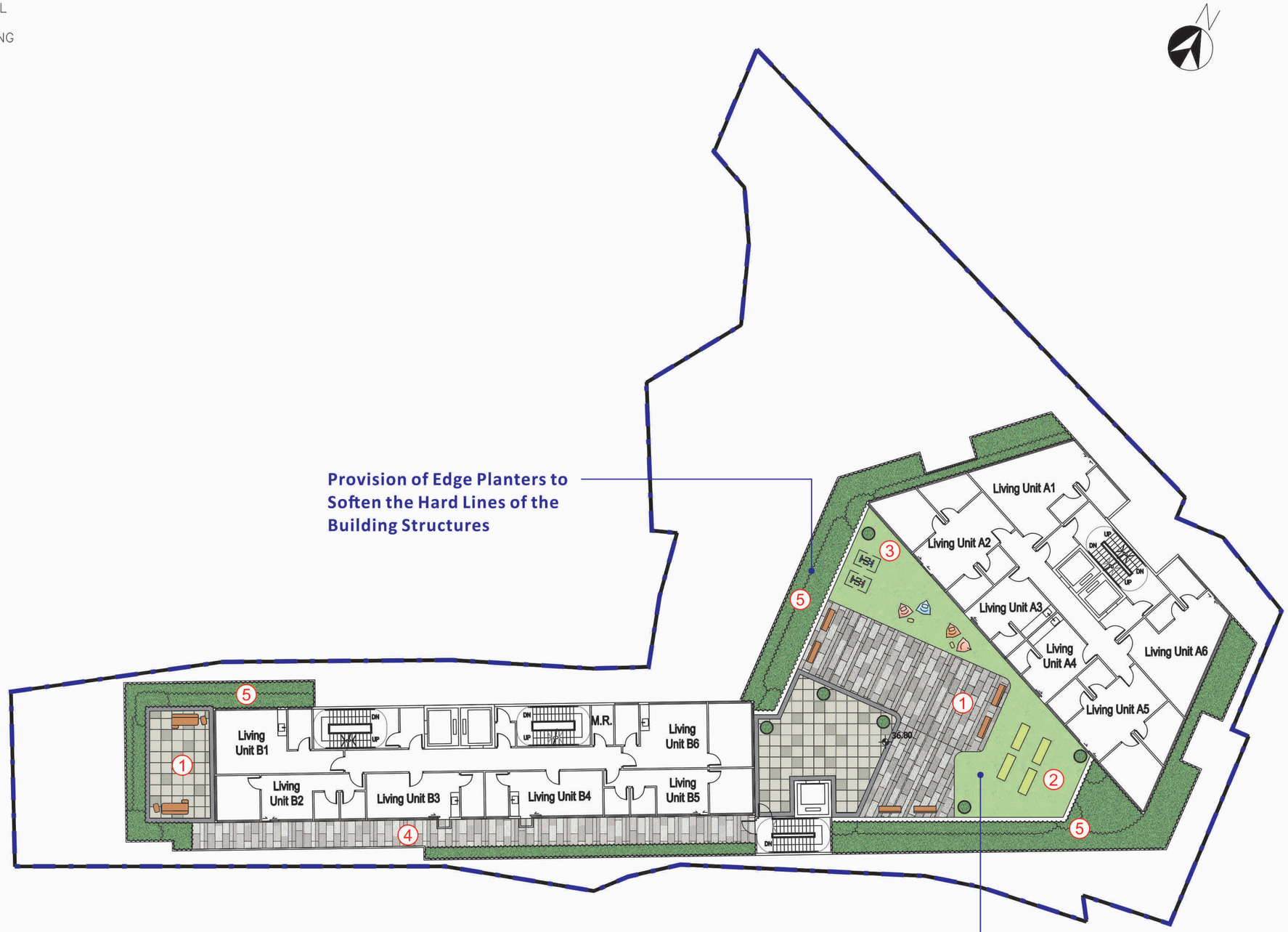
PROPOSED SHRUBS AND GROUNDCOVER

+34.85 PROPOSED LEVEL

PROPOSED PAVING

KEY:

1. **Terrace Garden**
2. **Yoga Place**
3. **Fitness Equipment**
4. **Viewing Platform**
5. **Edge Planters**



0 5 10 15 20 25m

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

LANDSCAPE MASTER PLAN (7/F)

PROJECT No. C2225

DRAWING No. LMP03

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LMP03

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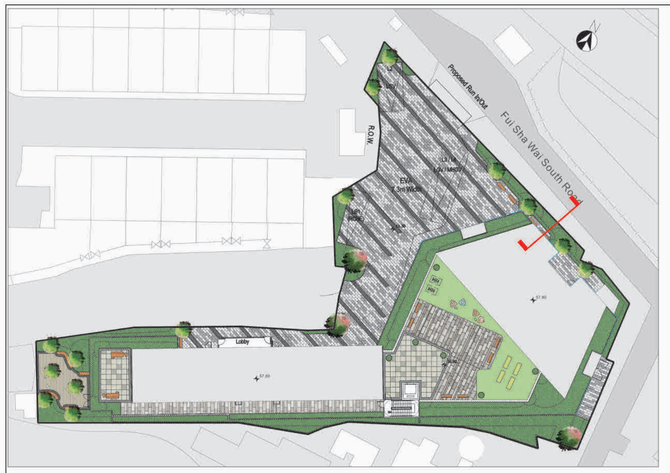

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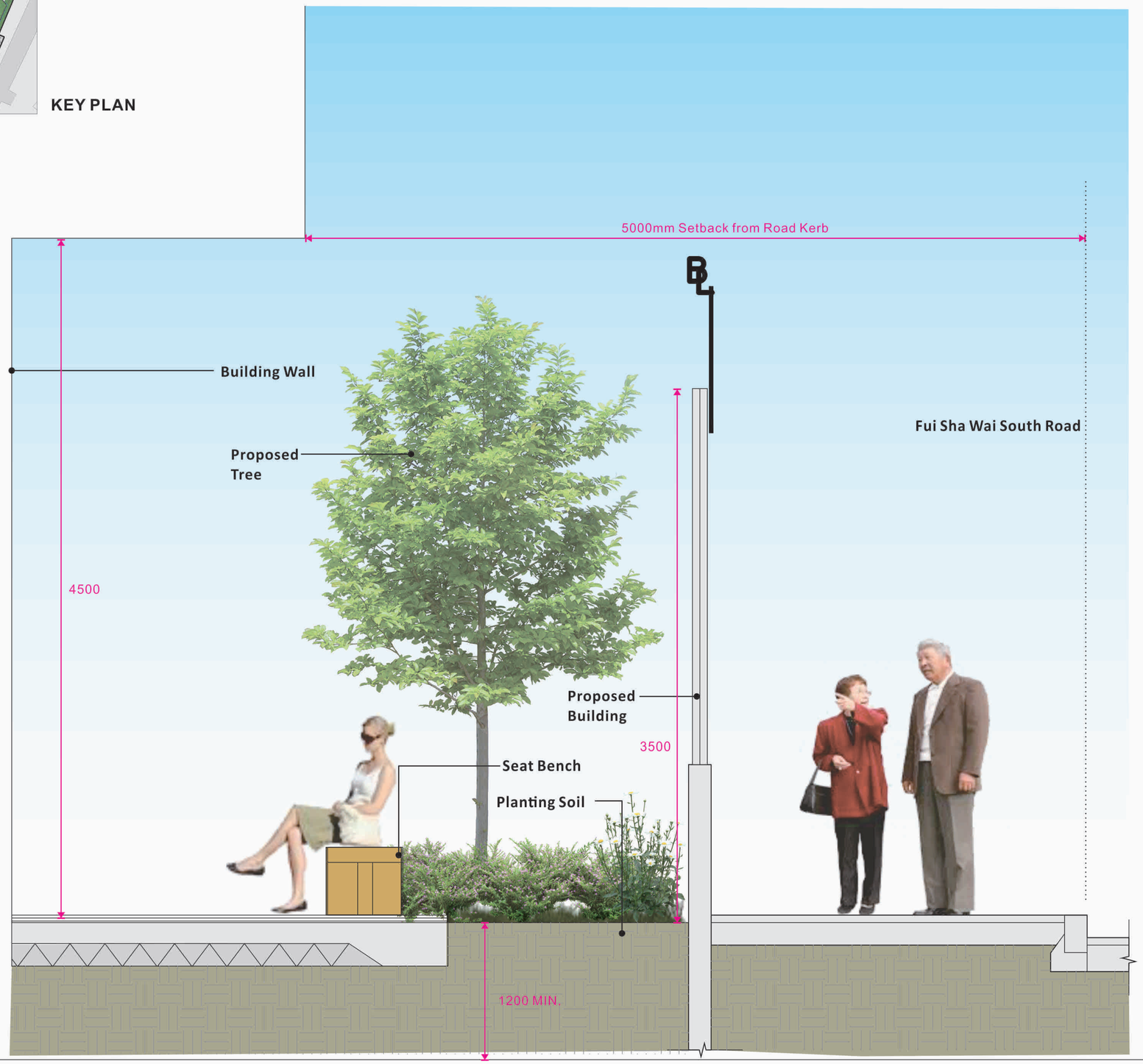

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

LANDSCAPE SECTION

PROJECT No. C2225

DRAWING No. LD102

SCALE : 1:30

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LD102

REV	DESCRIPTION	DATE

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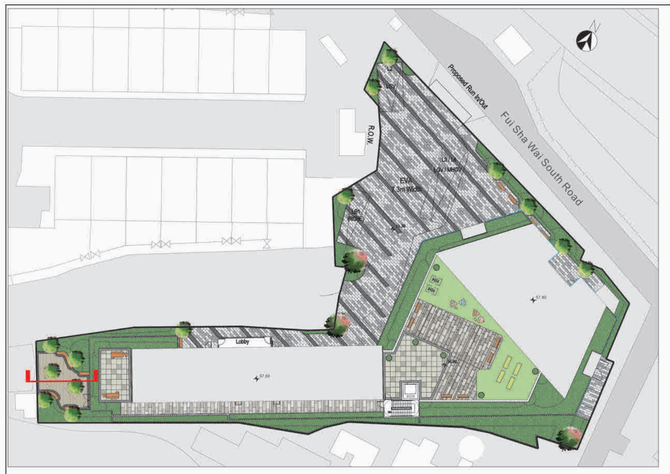

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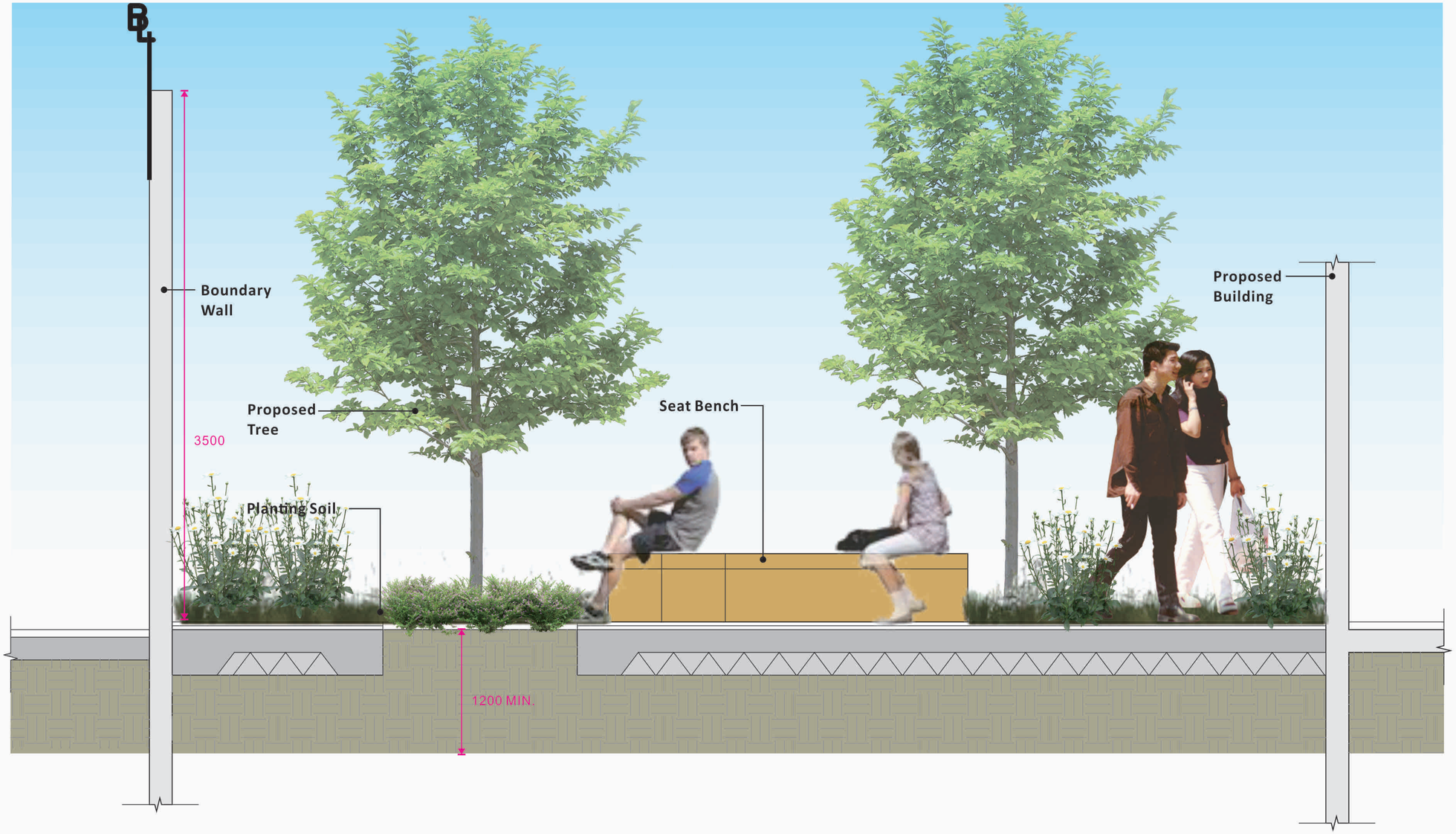

PROJECT :

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DRAWING TITLE :

LANDSCAPE SECTION

PROJECT No. C2225

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SCALE : 1:30

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LD101

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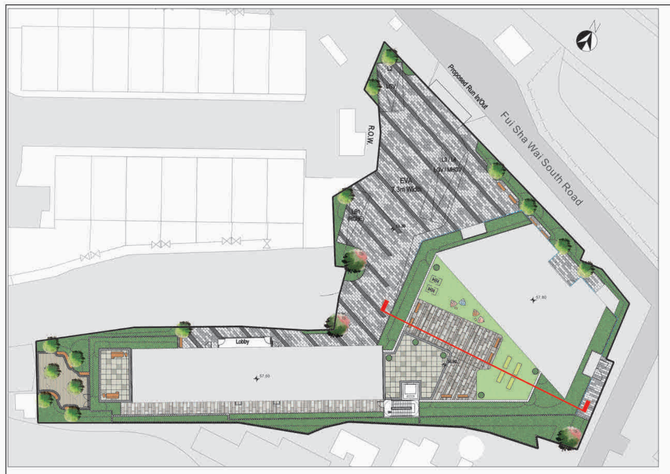
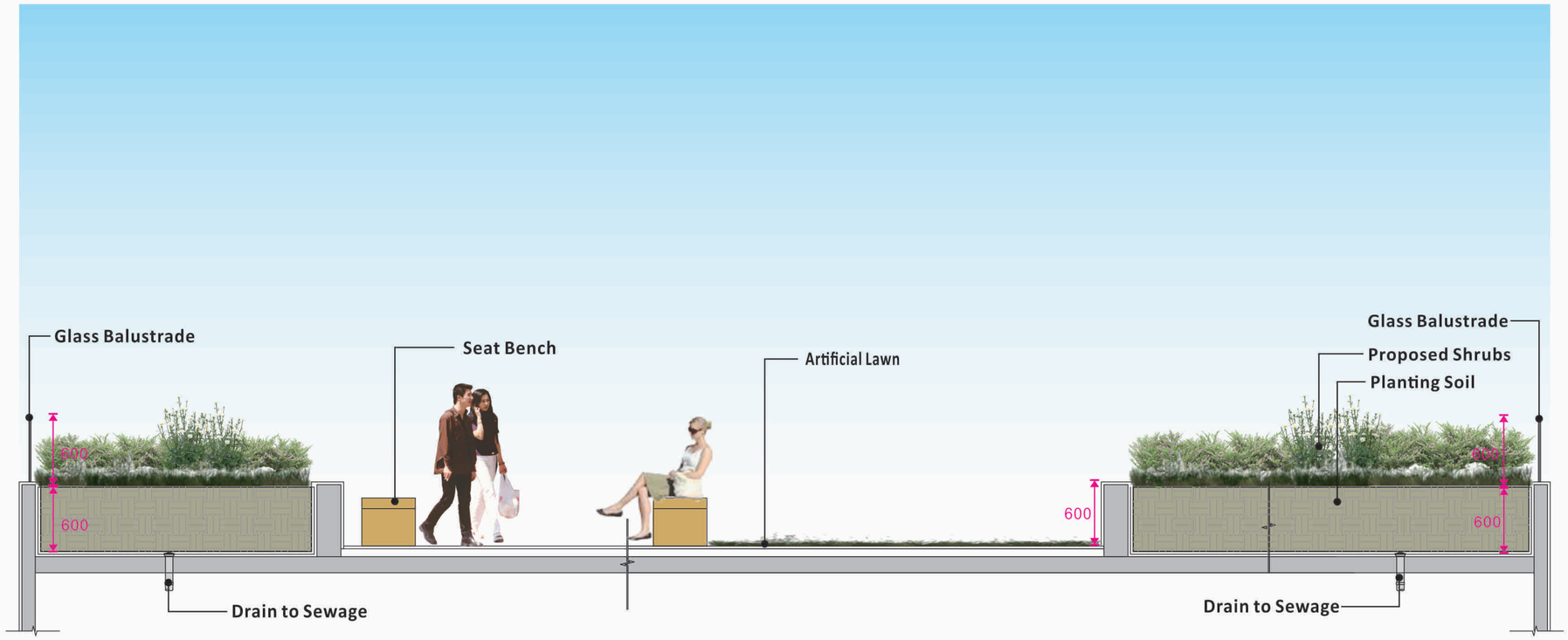


KEY PLAN



PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

LANDSCAPE SECTION

PROJECT No. C2225

DRAWING No. LD103

SCALE : 1:50

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-LD103

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Appendix C

Planting Plans

Quantity	Code	Chinese Name	Botanical Name	Native/Exotic	DBH (mm)	Height (mm)	Spread (mm)	Spacing (mm)	Remark
TREES									
3	JM	藍花楹	*Jacaranda mimosifolia*	Exotic	75	4500	2000	4000	Staight Form, Full Abundence of Foliage
6	MP	水黃皮	*Millettia pinnata*	Native	75	3500	1500	4000	Staight Form, Full Abundence of Foliage
2	TM	花葉欖仁	*Terminalia mantaly 'Tricolor'*	Exotic	75	4000	2000	4000	Staight Form, Full Abundence of Foliage
6	TP	恒春黃槿	*Thespesia populnea*	Native	75	4000	2000	4000	Staight Form, Full Abundence of Foliage
SHRUBS									
-	Cov	紅葉洒金榕	*Codiaeum variegatum 'Gloriosa'*	Exotic	-	450	400	400	Balanced Form, Full Abundence of Foliage
-	Drg	黃金金露花	*Duranta repens 'Golden'*	Exotic	-	300	250	250	Balanced Form, Full Abundence of Foliage
-	Ich	龍船花	*Ixora chinensis*	Native	-	500	450	450	Balanced Form, Full Abundence of Foliage
-	Mup	九里香	*Murray paniculatus*	Exotic	-	500	450	400	Balanced Form, Full Abundence of Foliage
-	Osf	桂花	*Osmanthus fragrans*	Exotic	-	500	450	400	Balanced Form, Full Abundence of Foliage
-	Rh	小葉棕竹	*Rhapis humilis*	Exotic	-	450	300	300	Balanced Form, Full Abundence of Foliage
-	Rhi	石斑木	*Rhaphiolepis indica*	Native	-	450	300	300	Balanced Form, Full Abundence of Foliage
-	Rhs	紅杜鵑	*Rhododendron simsii*	Native	-	300	250	250	Balanced Form, Full Abundence of Foliage
GROUNDCOVERS									
-	Dip	白斑萬年青	*Dieffenbachia picta*	Exotic	-	400	350	350	Balanced Form, Full Abundence of Foliage
-	Lam	小葉馬櫻丹	*Lantana montevidensis*	Native	-	400	350	350	Balanced Form, Full Abundence of Foliage
-	Lis	山指甲	*Ligustrum sinense*	Native	-	350	300	300	Balanced Form, Full Abundence of Foliage
-	Nau	腎蕨	*Nephrolepis auriculata*	Native	-	350	300	300	at least 3 shoots per plant

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

PLANTING SCHEDULE

PROJECT No. C2225

DRAWING No. PS01

SCALE : N.T.S.

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-PS01

REV	DESCRIPTION	DATE

DESIGN BY : TEL

DRAWN BY : CAD

CHECKED BY : TEL

APPROVED BY : TEL

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景藝設計有限公司

LEGEND:

APPLICATION SITE BOUNDARY

PROPOSED HEAVY STANDARD TREE

PROPOSED SHRUBS AND GROUNDCOVER

+11.50 PROPOSED LEVEL

Uptown

R.O.W.

Proposed Run In/Out

EVA
7.3m Width

L2
LGV

L3 / L4
LGV / MHGV

LB1
(RCHE)

11.30

36.80

Lobby

Living Unit A1

Living Unit A2

Living Unit A3

Living Unit A4

Living Unit A5

Living Unit A6

Refuse Collection Point

Living Unit B1

Living Unit B2

Living Unit B3

Living Unit B4

Living Unit B5

Living Unit B6

M.R.

UP

DN

1 MP

2 TP

4 MP

2 JM

2 TM

1 JM

0 5 10 15 20 25m

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

PLANTING PLAN

PROJECT No. C2225

DRAWING No. PT01

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-PT01

REV	DESCRIPTION	DATE

DESIGN BY : TEL

DRAWN BY : CAD

CHECKED BY : TEL

APPROVED BY : TEL

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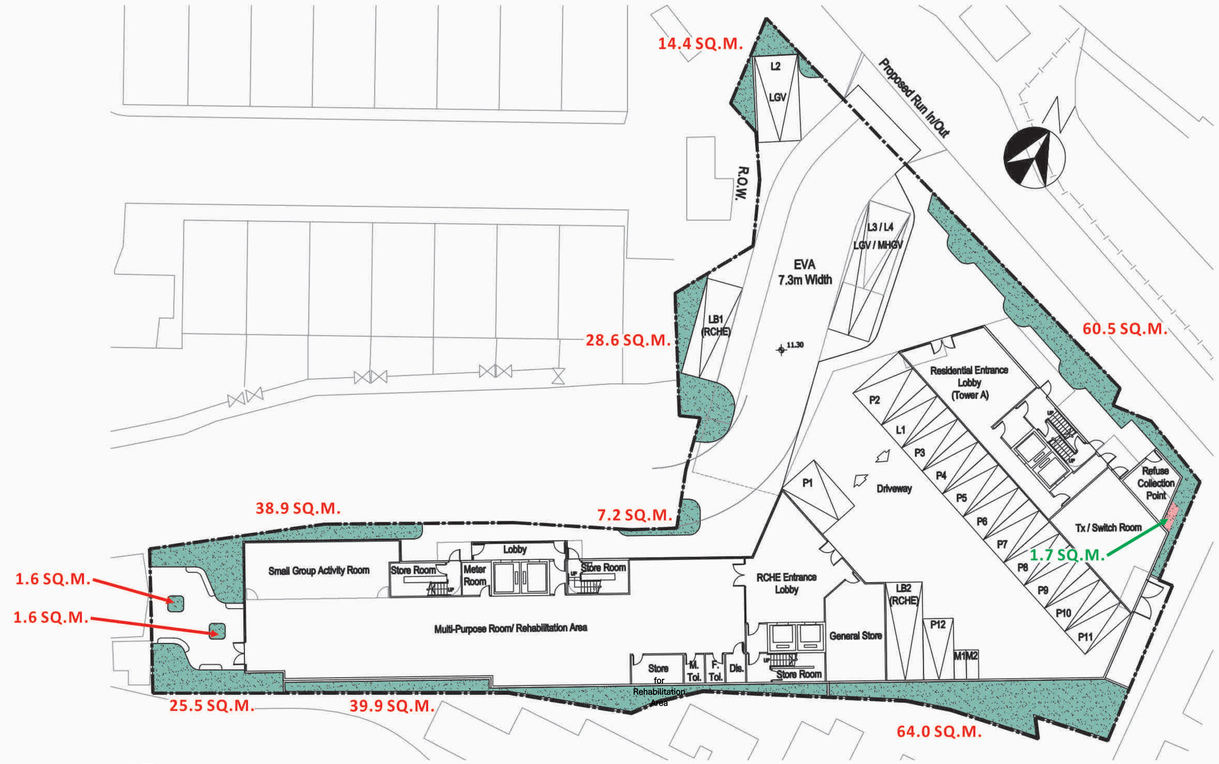
Appendix D

Common Greenery and Open Space Provision

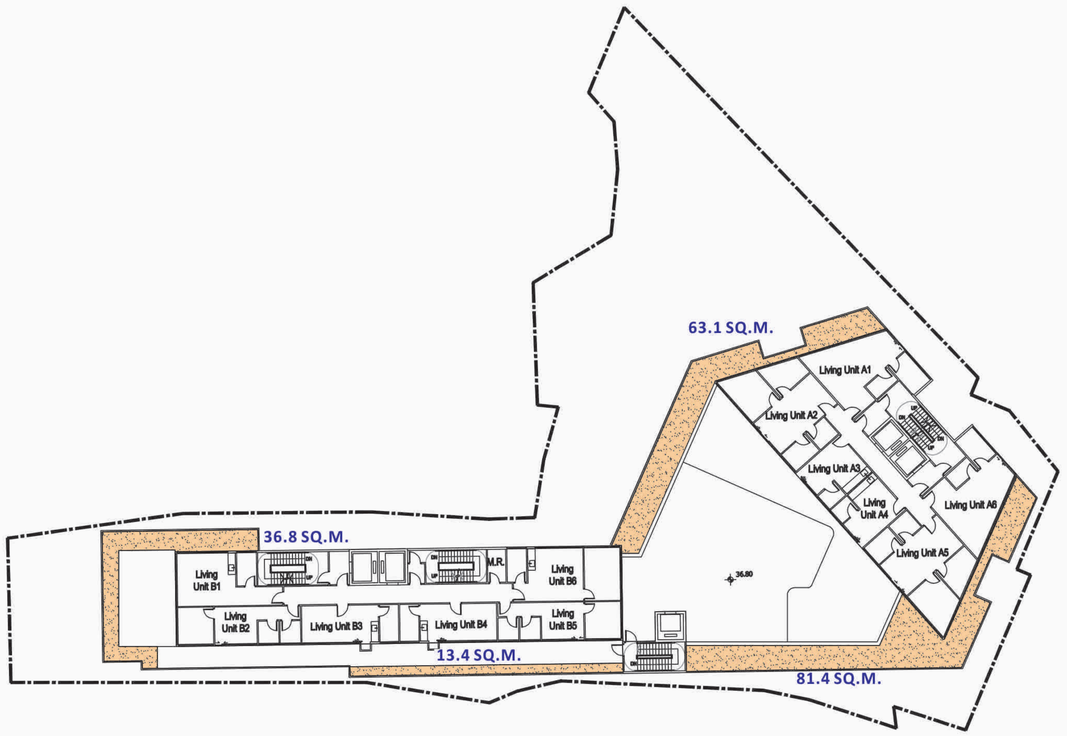
LEGEND:

- APPLICATION SITE BOUNDARY
- UNCOVERED GREENERY IN PRIMARY ZONE
- COVERED GREENERY IN PRIMARY ZONE
- UNCOVERED GREENERY IN OTHER AREAS
- +11.50 PROPOSED LEVEL

Required Greenery	Area	Unit
Site Area:	2,138.00	m^2
Required Area at Primary Zone:	213.80	m^2
Required Total Greenery:	427.60	m^2
Allowable Greenery Features:	128.28	m^2
Provided Greenery at Primary Zone	**Area**	**Unit**
Uncovered Planitng Area at G/F	282.20	m^2
Covered Planitng Area at G/F (With 0.5 reduction factor)	1.70	m^2
Greenery at Primary Zone	**283.05**	m^2
	(>213.80)	m^2
Greenery Ratio at Primary Zone	**13.24%**	
Provided Greenery at Other Areas	**Area**	**Unit**
Uncovered Planitng Area at 7/F	194.70	m^2
Greenery at Other Areas	194.70	m^2
Greenery Ratio at Other Areas	**9.11%**	
Total Greenery	**477.75**	m^2
	(>427.60)	m^2
Greenery Ratio	**22.35%**	



A GREENERY AT G/F
SCALE 1:500



B GREENERY AT 7/F
SCALE 1:500

0 5 10 15 20 25m

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

COMMON GREENERY PROVISION

PROJECT No. C2225

DRAWING No. GC01

SCALE : 1:500

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-GC01

REV	DESCRIPTION	DATE

DESIGN BY : TEL

DRAWN BY : CAD

CHECKED BY : TEL

APPROVED BY : TEL

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LEGEND:

APPLICATION SITE BOUNDARY

COMMUNAL OPEN SPACE

+11.50 PROPOSED LEVEL

Target Population: **645 Persons**

Provided Communal Open Space: **647.70 SQ.M. (> 645.0 SQ. M.)**

Uptown

R.O.W.

Proposed Run In/Out

L2

LGV

L3 / L4

LGV / MHGV

EVA
7.3m Width

LB1
(RCHE)

11.30

Living Unit A1

Living Unit A2

Living Unit A3

Living Unit A4

Living Unit A5

Living Unit A6

Refuse Collection Point

109.0 SQ.M.

36.80

117.2 SQ.M.

Lobby

Living Unit B1

Living Unit B2

105.8 SQ.M.

Living Unit B3

Living Unit B4

M.R.

Living Unit B6

315.7 SQ.M.

Living Unit B5

UP

DN

0 5 10 15 20 25m

PROJECT :

SECTION 12A APPLICATION FOR PROPOSED REZONING FROM "COMPREHENSIVE DEVELOPMENT AREA" AND "GREEN BELT" ZONES TO "RESIDENTIAL (GROUP A)4" ZONE AND TO AMEND THE NOTES OF THE ZONE APPLICABLE TO THE SITE FOR PROPOSED RESIDENTIAL DEVELOPMENT AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)) AT LOT NOS. 398 RP AND 2188 IN D.D. 121, TAI TAO TSUEN HUNG SHUI KIU, NEW TERRITORIES

DRAWING TITLE :

OPEN SPACE PROVISION

PROJECT No. C2225

DRAWING No. OS01

SCALE : 1:300

DATE OF ISSUE : JUL 2025

CAD FILENAME : C2225-OS01

REV	DESCRIPTION	DATE

DESIGN BY : TEL

DRAWN BY : CAD

CHECKED BY : TEL

APPROVED BY : TEL

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Appendix E

Maintenance Schedule

Of

Soft Landscape Works

OPERATIONS	SPRING			SUMMER			AUTUMN			WINTER			REMARKS
	March	Apr	May	June	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	
DISEASE CONTROL INSPECTION	O	O	O	O	O	O	O	O	O	O	O	O	Treatment immediately after detection
FERTILIZATION Applications	O						O						
GENERAL PLANT INSPECTION	O	O	O	O	O	O	O	O	O	O	O	O	Treatment immediately after detection
IRRIGATION Watering operation	D	D	D	D	D	D	D	D	D	D	D	D	Early morning / late afternoon, as appropriate
PROTECTION Inspection of fence, tree grates, guards, stakes & ties	O			O			O			O			Inspection also after heavy storms and adverse weather. Treatments immediately after detection
FIRMING UP of plants & supports	O			O			O			O			Inspection also after heavy storms and adverse weather. Firm-up operations immediately after detection
WEEDING Weeding operation & litter collection	O	O	O	O	O	O	O	O	O	O	O	O	Additional litter inspection & collection after heavy use
THINNING INSPECTION	O						O						Thinning operations in appropriate pruning season
MULCH Topping up	O						O						And following run off caused by rain / wind storm
PRUNING	O						O						As appropriate
FORKING OVER	O						O						As appropriate
TREE RISK ASSESSMENT	O												As appropriate

KEY:
D = once daily W = once weekly 2W = twice weekly
Bi-W = Bi-weekly O = once R = repeat if necessary

LCH Planning and Development
Consultants Limited

Visual Appraisal

For Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A) 4" Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

Prepared by

Visual Consultant : LCH Planning & Development Consultants Limited

March 2026

Report : Version 1.0

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1 INTRODUCTION

1.1 Visual Appraisal

1.1.1 We are commissioned by the Applicant to prepare this visual appraisal report on its behalf for proposing amendment ("Proposed Amendment") to the Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14 ("Approved Tong Yan San Tsuen OZP") under Section 12A of the Town Planning Ordinance ("the Ordinance") at Lot Nos. 398 RP and 2188 in Demarcation District No. (D.D.) 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories (hereinafter referred to as the "Application Site") in order to implement the development project.

1.1.2 The Application Site covers a total of about 2,138 square metres ("sq. m."). The Site is currently zoned as "Comprehensive Development Area" ("CDA") zone (about 1,798 square meter ("sq.m."), equivalent to about 84%) and partly zoned as "Green Belt" ("GB") (about 340 sq.m., equivalent to about 16%) on the Approved Tong Yan San Tsuen OZP (refers to **Diagram 1**). The Proposed Amendment involves rezoning the Application Site to a new "Residential (Group A) 4" ("R(A)4") zone and to amend the Notes of the Outline Zoning Plan (OZP) applicable to the Application Site for residential development and a social welfare facility (RCHE) ("Proposed Development").

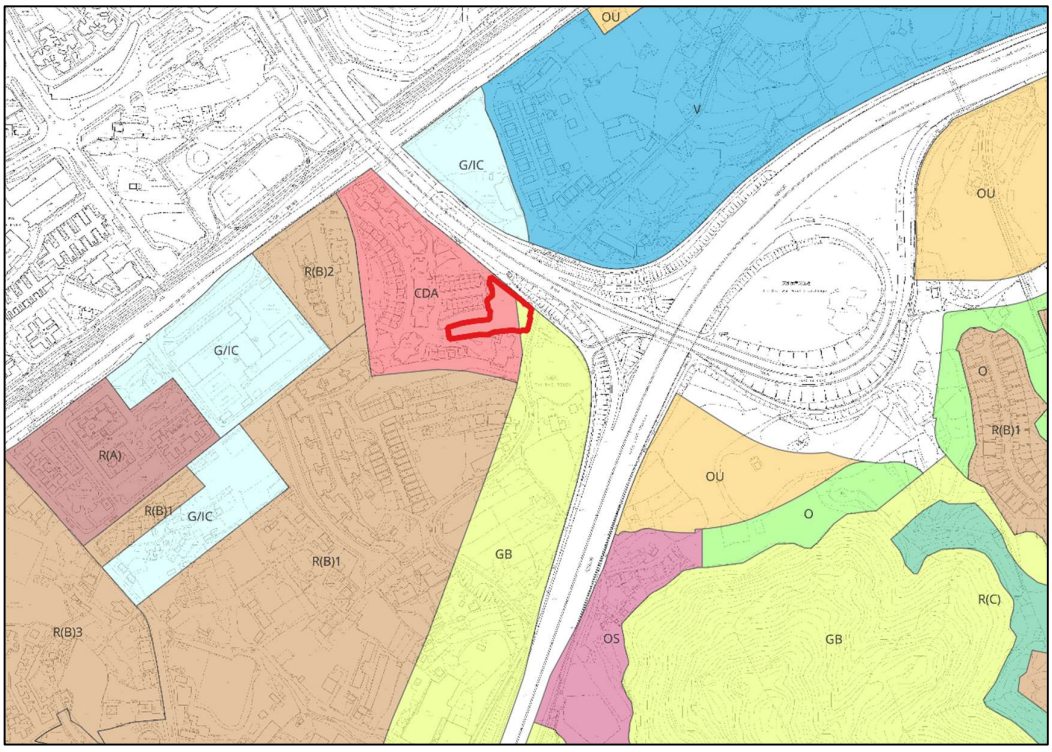


Diagram 1 Application Site on the Approved Tong Yan San Tsuen OZP
(Source: HKMS2.0, HKSAR Government)

1.1.3 According to the Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41A), a Visual Appraisal (VA) is required when "the proposal will not involve any major adverse visual impact from key public viewing points ".

1.1.4 To ascertain visual impact of the Proposed Development, this VA is prepared based on the existing context, instead of a full VIA shall be suffice. Given the Application Site is surrounded by medium-to-high-density residential developments (i.e. "*Uptown*") with a maximum building height restriction (BHR) to 17 storeys to its immediate west.

1.1.5 This VA is prepared in accordance with the TPB PG-No. 41A to evaluate the visual compatibility and degree of anticipated visual impacts of the Proposed Development on public viewers relevant to the Application Site to seek for the Town Planning Board's approval.

1.1.6 It shall be noted that this VA is conducted by comparing the Proposed Development against a scenario both with and without the Proposed Development, along with the corresponding mitigation measures.

2 THE INDICATIVE SCHEME

2.1 Indicative Development Scheme

2.1.1 The Application Site covers an area of about 2,138 sq.m. and involves two 6-storey building blocks atop a 7-storey RCHE in the lowest G/F to 6/F.

2.1.2 Details of the development proposal are provided in **Table 1** and indicative architectural drawings of the Proposed Development is shown in **Appendix 1.**

Development Parameters	Proposed Scheme
Site Area (about)	2,138 sq.m.
Gross Floor Area (about) - Domestic - Non-domestic	10,489 sq.m. - 3,528 sq.m. - 6,961 sq.m.
Plot Ratio (about) - Domestic - Non-domestic	4.91 - 1.65 - 3.26
Site Coverage (about) - Domestic - Non-domestic	 - 26.6% - 55.2%
Maximum Building Height (BH)	Not exceeding 60mPD
No. of Block	2
No. of Storeys	13

Table 1 Key Development Parameters of the Indicative Scheme

2.1.3 Details of the schedule of use by floors is provided in **Table 2**.

No. of Floor(s)	Indicative Uses
8 -12/F	Flats
7/F	Flats and Landscape Deck
1/F-6/F	Dormitory Floors of RCHE with Supporting Facilities
G/F	Entrance Lobby, Supporting Facilities, Electrical and Mechanical (E&M) and Parking Spaces

Table 2 Schedule of Use by Floors

3 SITE CONTEXT AND ITS SURROUNDING

3.1 Site Context and Existing Condition

3.1.1 The Application Site abuts Fui Sha Wai South Road. Current vehicular access to the Application Site is Castle Peak Road – Ping Shan and Hung Shui Kiu sections via Fui Sha Wai South Road and a local access road.

Diagram 2 Existing Condition of Application Site

3.1.2 The Application Site falls within an area zoned as "CDA" (equivalent to about 84%) and partly zoned as "GB" (equivalent to about 16%) on the Approved Tong Yan San Tsuen OZP No. S/YL-TYST/14 (refers to **Diagram 1**)

3.1.3 The planning intention of the "CDA" zone is "*intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints*".

3.1.4 For the "CDA" site in the west of Hung Tin Road, the Note of the Approved Tong Yan San Tsuen OZP states that no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 69,000 sq.m. and a maximum building height of 17 storeys. The Explanatory Statement (ES) of the Approved Tong Yan San Tsuen OZP stated that "*as the areas*

along Castle Peak Road – Hung Shui Kiu Section, Hung Tin Road and Yuen Long Highway would be subject to traffic noise, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented".

3.1.5 Noted that the approved gross floor area (GFA) for "*Uptown*" (50,290 sq.m.) within the "CDA" zone, the remaining GFA restriction is about 18,710 sq.m.. Of which, the GFA for the Proposed Development within "CDA" zone of the Approved Tong Yan San Tsuen OZP is 8,821 sq.m..

3.1.6 The Notes of the Approved Tong Yan San Tsuen OZP also stipulated that the planning intention of "GB" zone is "*primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone*". Within the area zoned as "GB", any filling of pond or excavation of land is required for permission from the Board under section 16 of the Town Planning Ordinance. Specifically, the ES of the Approved Tong Yan San Tsuen OZP stated that "*the "GB" zone along the north-western side of Yuen Long Highway serves as a buffer to the residential areas to its north-west*".

3.1.7 It is noted that both 'Flat' and 'Social Welfare Facility' uses fall within Column 2 use of the "CDA" and "GB" zones on the Approved Tong Yan San Tsuen OZP. In view that all development on land designated as "CDA" zone requires planning application for the approval of the Board, to facilitate the Proposed Development and to release the development potential for minor amendments in the future, as well as to provide flexibility in subsequent modification of uses within the development without the need for submission of a revised Master Layout Plan (MLP), a rezoning application seeking the Board's agreement on the Proposed Amendment is required (refers to **Diagrams 3 and 4**).

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Utility Installation for Private Project

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks

(a) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:

(i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;

(ii) the proposed total site area and gross floor areas for various uses, total number of flats and flat size, where applicable;

(iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;

(iv) the alignment, widths and levels of any roads proposed to be constructed within the area;

(v) the landscaping and urban design proposals within the area;

(vi) programmes of development in detail;

(vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

(viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(ix) a traffic and transport impact assessment report to examine any possible traffic problems and impact on public transport service and facilities provisions that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(x) such other information as may be required by the Town Planning Board.

(b) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

COMPREHENSIVE DEVELOPMENT AREA (cont'd)

Remarks (cont'd)

(c) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area and a maximum building height specified below:

Location of CDAs	Maximum Gross Floor Area	Maximum Building Height
"CDA" west of Hung Tin Road	69,000m^2	17 storeys
"CDA" in Tan Kwai Tsuen	9,925m^2	4 storeys over single-storey car park

(d) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraph (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(e) In determining the maximum gross floor area for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Animal Boarding Establishment
Barbecue Spot	Broadcasting, Television and/or Film Studio
Government Use (Police Reporting Centre only)	Burial Ground
Nature Reserve	Columbarium (within a Religious Institution or extension of existing Columbarium only)
Nature Trail	Crematorium (within a Religious Institution or extension of existing Crematorium only)
On-Farm Domestic Structure	Field Study/Education/Visitor Centre
Picnic Area	Firing Range
Public Convenience	Flat
Tent Camping Ground	Government Refuse Collection Point
Wild Animals Protection Area	Government Use (not elsewhere specified)
	Helicopter Landing Pad
	Holiday Camp
	House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
	Petrol Filling Station
	Place of Recreation, Sports or Culture
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
	Religious Institution
	Residential Institution
	School
	Service Reservoir
	Social Welfare Facility
	Utility Installation for Private Project

GREEN BELT (cont'd)

Planning Intention

The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.

Remarks

(a) Any filling of pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(b) Any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/8 without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

Diagram 3 Extract of the Notes of the
Approved Tong Yan San Tsuen OZP No. S/YL-TYST/14
(Source: Town Planning Board, HKSAR Government)

10.1 Comprehensive Development Area ("CDA") : Total Area : 3.32 ha

10.1.1 This zone is intended for comprehensive development/redevelopment of the area for residential use with the provision of open space, commercial and other supporting facilities, if any. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Although existing uses are tolerated, any development/redevelopment proposal on sites under this zoning should be submitted to the Board in the form of a Master Layout Plan (MLP) for consideration, except as otherwise expressly provided that it is not required by the Board. Pursuant to section 4A(3) of the Ordinance, a copy of the approved MLP shall be made available for public inspection in the Land Registry. The two "CDA" sites designated on the OZP are as follows:

10.1.2 "CDA" zone to the west of Hung Tin Road

A site of about 2.30 ha at the intersection of Castle Peak Road and Hung Tin Road is zoned "CDA". Development in the site is restricted to a total gross floor area (GFA) not exceeding 69,000m^2 (equivalent to a plot ratio of 3) and a maximum building height of 17 storeys. Major part of the site has been developed for residential use, known as Uptown.

10.1.3 "CDA" zone in Tan Kwai Tsuen

A site of about 1 ha to the south of Tan Kwai Tsuen was the subject of a residential development approved by the Board. Development in the site is restricted to a total GFA not exceeding 9,925m^2 (equivalent to a plot ratio of 1) and a maximum building height of 4 storeys over single-storey car park.

10.1.4 To provide flexibility for innovative design adopted to the characteristics of particular sites, minor relaxation of the above restrictions for the two "CDA" zones may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

10.1.5 As the areas along Castle Peak Road - Hung Shui Kiu Section, Hung Tin Road and Yuen Long Highway would be subject to traffic noise impact, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

10.13 Green Belt ("GB") : Total Area : 120.81 ha

10.13.1 The planning intention of this zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. Area zoned "GB" may include foothills, lower hill slopes, spurs, isolated knolls, woodland, traditional burial ground or vegetated land which are found at the urban fringe. There is a general presumption against development within this zone. However, limited developments may be permitted with or without conditions on application to the Board, and each application will be considered on its individual merits taking into account the relevant Town Planning Board Guidelines.

10.13.2 The "GB" zone covers the foothills and slope of the mountain range at the south-western portion of the Area including the ex-quarry sites and areas with natural vegetation, woodlands, hill slopes and graves. It also covers the foothills and fallow agricultural land in the central part of the Area and two knolls near Ma Fung Ling Road to the south of Castle Peak Road - Ping Shan Section. The "GB" zone along the north-western side of Yuen Long Highway serves as a buffer to the residential areas to its north-west.

10.13.3 As filling of land/pond and excavation of land may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities.

Diagram 4 Extract of the Explanatory Statement of the Approved Tong Yan San Tsuen OZP No. S/YL-TYST/14
(Source: Town Planning Board, HKSAR Government)

3.2 Surrounding Context

3.2.1 To its west, south and northwest across Hung Tin Road are some low-rise residential developments/village houses including the Woodside, the Woodsville, Tai Tao Tsuen and Le Regent with the maximum BHR ranging between 8.23m to 21m. To the further northwest across the Castle Peak Road – Hung Shui Kiu would be a planned high-rise commercial and residential development with the BHR of 140mPD within "Residential (Group A) 4" ("R(A)4") zone under the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2. To the further southeast and east, there are two planned "Other Specific Uses" annotated "Storage and Workshop" ("OU(SW)") sites near Tin Shui Wai West Interchange subject to a BHR of 110mPD, intended for purpose-built multi-storey buildings (MSBs) for brownfield operations.

4 VIUSAL IMPACT ANALYSIS

4.1 Selection of Viewing Points

4.1.1 The Application Site is situated at the north-east part of Hung Shui Kiu with an area of about 2,138 sq.m.. It abuts Fui Sha Wai South Road. Current vehicular access to the Application Site is Castle Peak Road – Ping Shan and Hung Shui Kiu sections via Fui Sha Wai South Road and a local access road.

4.1.2 Key visual elements surrounding the Application Site are summarised as below: -

- To the immediate west of the Application Site is Hung Tak Road Sitting-out Area, and the further west is Light Rail Transit (LRT) Hung Shui Kiu Station;
- To its immediate north is Fui Sha Wai South Road, and the further north is Tai Tao Tsuen Bus Stop along Castle Peak Road – Ping Shan Section and near an existing cycling track of New Territories (NT) cycle track network (Tuen Mun to Yuen Long Section);
- To its south is a village cluster named Tai Tao Tsuen which adjacent to a low-rise residential development (i.e. the Woodsville) and the Former Pak U Middle School; and
- To its immediate east is Hung Tin Road and Yuen Long Highway, and beyond these roads, further to the east is an open space area known as Madam Chan Wai Chow Memorial Garden near a low-rise residential development known as Park Villa.

4.1.3 A total of six viewpoints (VPs) is selected to further assessment on the visual impact of the Proposed Development for demonstrating the potential cumulative impact as follows (**Diagram 5** refers).

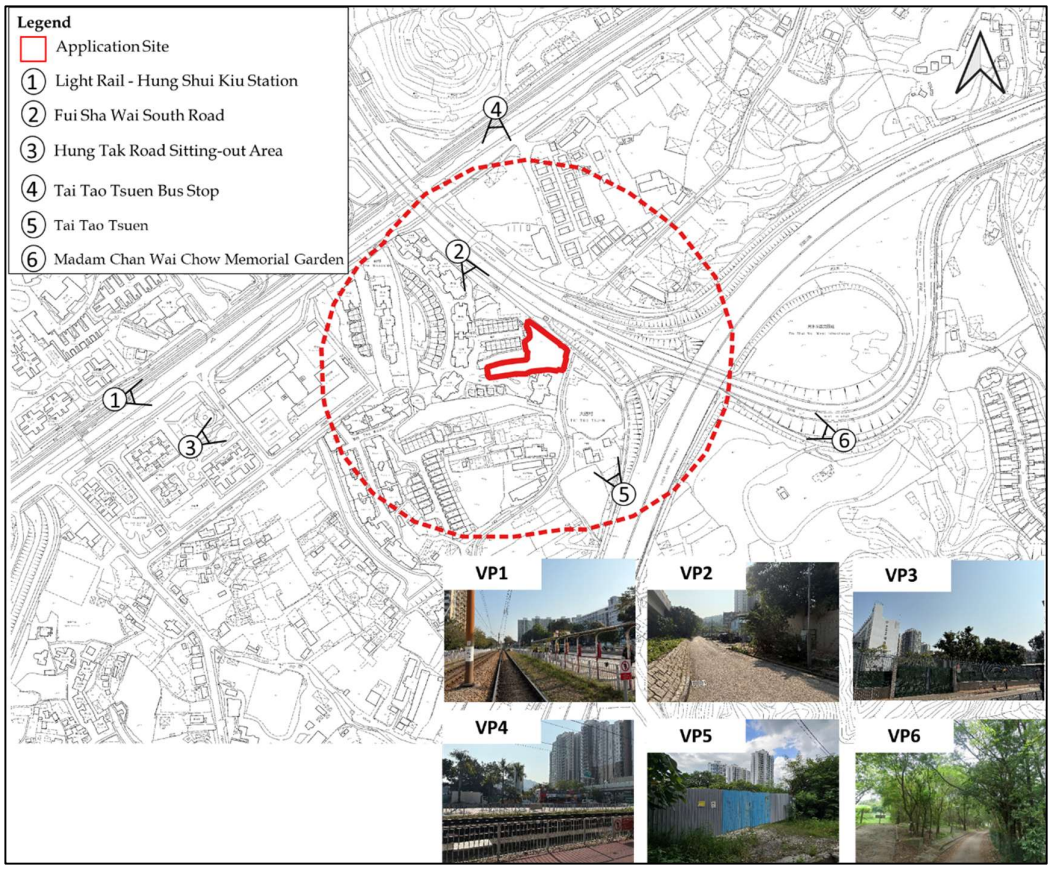


Diagram 5 Location of Viewpoints
(Source: HKMS2.0, HKSAR Government)

4.2 Assessment of Visual Impacts

VP1 – Light Rail - Hung Shui Kiu Station

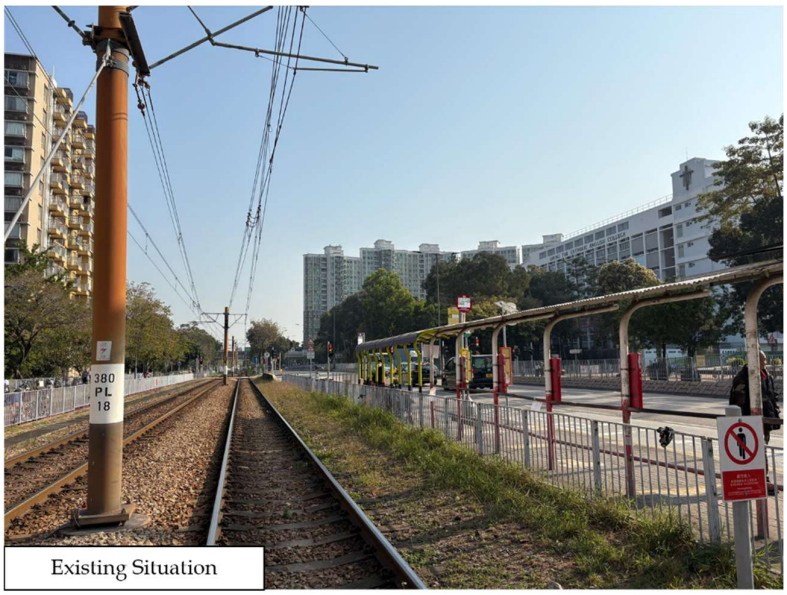
4.2.1 This VP is about 385m to the west of the Application site. It represents viewers including residents, visitors and pedestrian passersby.

4.2.2 As shown in **Diagram 6**, the visual composition of this VP is dominated by the existing light railway and road connecting to residential areas in Ping Shan and extending to the Yuen Long district centre. From this VP, the Application Site is obscured by the existing residential development (i.e. "*Uptown*") and vegetation along the road and surrounding residential buildings. The visually sensitive receivers (VSRs) at this VP include residents of Park Nara, Symphony Garden, Treasure Court, Lai Hung Garden, etc., as well as students from nearby educational facilities like Shung Tak Catholic English College and Ho Dao College. There are also park users in Tan Kwai Tsuen Road Garden and Hung Tak Road Sitting-out Area. Due to the transient nature of pedestrians and the significant distance to the Proposed Development, the visual sensitivity of this VP is considered **low**.

Discussion on Visual Impacts from VPs and corresponding mitigation/measures: -

4.2.3 The photomontage demonstrates that with and without the proposed development, the VSRs at this VP will experience a typical urban landscape view enriched with lush roadside greenery. The Proposed Development is mainly obstructed by the existing residential development and roadside greenery, and no significant views or key visual openness are impacted by the Proposed Development. The Proposed Development will not cause significant visual changes since the existing view is characterised by dominance of existing residential development and vegetation planting in the foreground.

4.2.4 The existing view, dominated by surrounding high-rise residential buildings, the light railway, road, bus stop and roadside greenery, remains largely unchanged. No part of the Proposed Development is visible to VSRs at this VP, as it is completely screened by the high-rise residential clusters. Hence, the visual change brought about by the Proposed Development will be **negligible**.



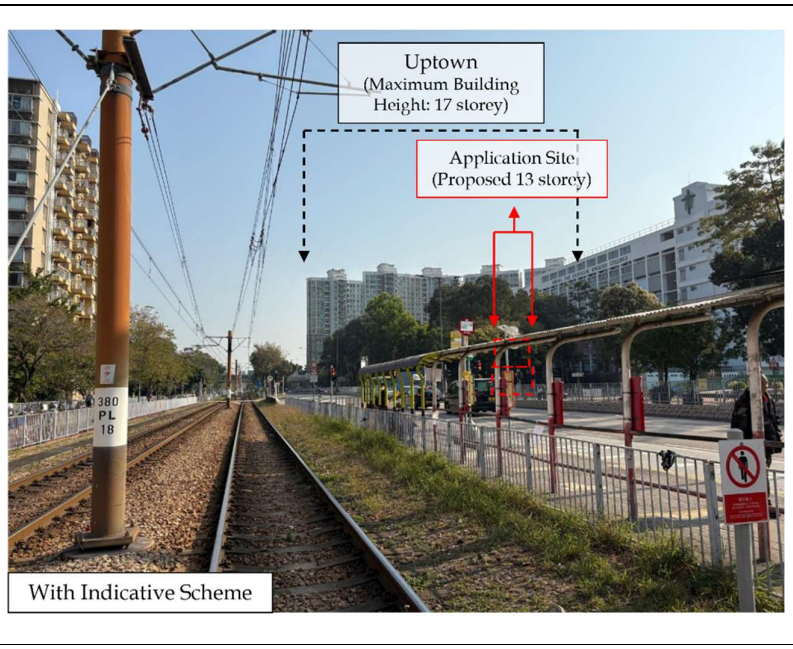


Diagram 6 Light Rail - Hung Shui Kiu Station (VP1)

VP2 – Fui Sha Wai South Road

4.2.5 This VP is about 115m to the immediate north of the Application site. It is adjacent to the Hung Tin Road flyover. It serves as a main access route to the Application Site and Tai Tao Tsuen. It represents viewers including residents, pedestrians and vehicle users.

4.2.6 As illustrated in **Diagram 7**, the visual composition of this VP is primarily shaped by the roadway and the surrounding vegetation along Fui Sha Wai South Road, set against a backdrop of high-rise residential developments known as the *"Uptown"*. From this location, the Application Site is mostly screened by existing residential buildings and roadside greenery. The VSRs of this VP will be mainly the residents, pedestrian and vehicle users. Given its role as a primary access route to the Application Site for residents and visitors, and its close proximity to the Proposed Development, the visual sensitivity of this VP is considered **moderate**.

Discussion on Visual Impacts from VPs and corresponding mitigation/measures: -

4.2.7 The photomontage demonstrates that with and without the proposed development, the VSRs at this VP will experience minimal visual change. Due to the transient nature of road and lane users, and the fact that the Application Site is largely obscured by existing infrastructure and surrounding residential developments, the visual impact of the Proposed Development is considered **moderate**.

4.2.8 The inclusion of peripheral planting in the Proposed Development will ensure a degree of visual permeability, maintaining compatibility with the surrounding built environment.

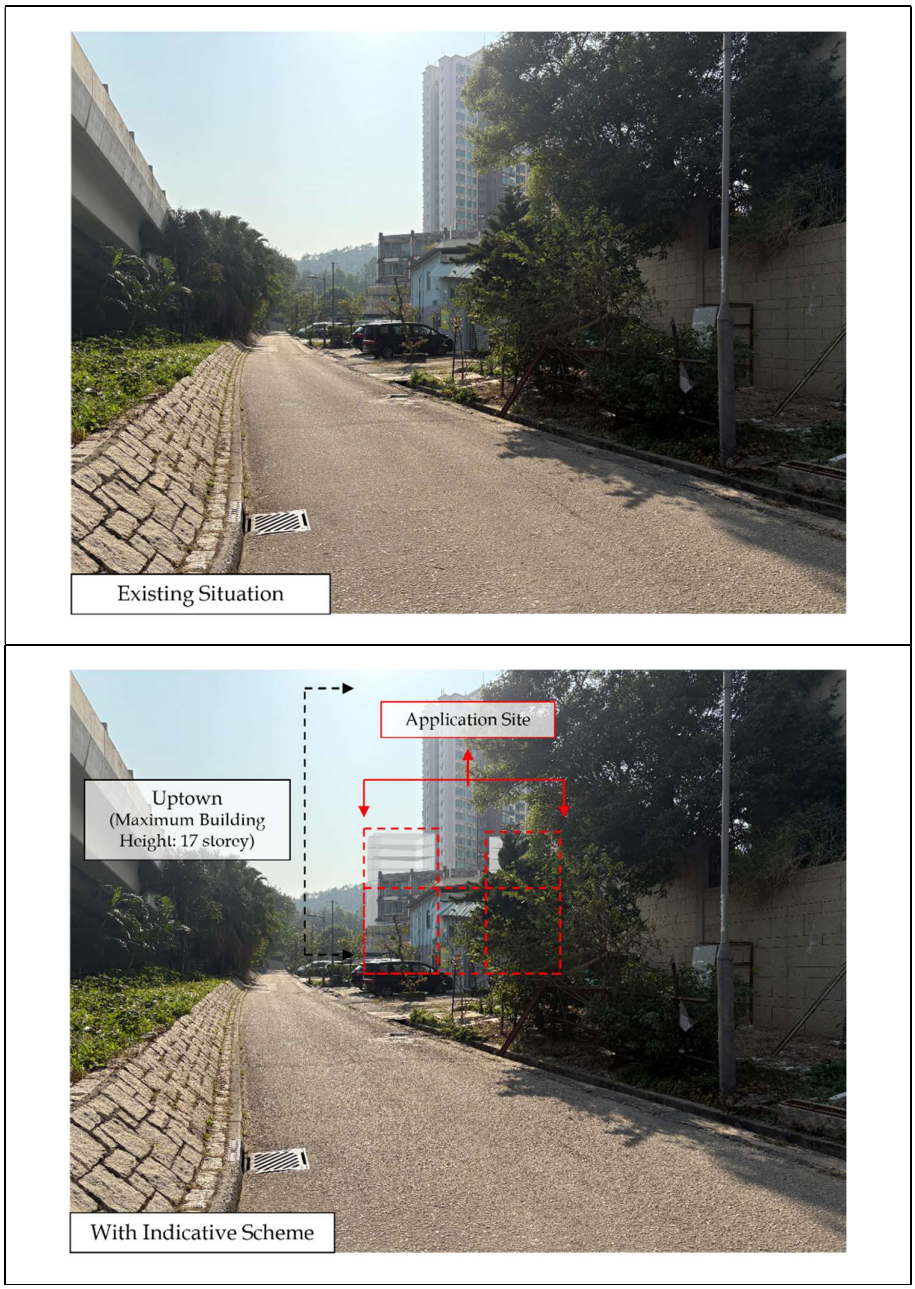


Diagram 7 Fui Sha Wai South Road (VP2)

VP3 – Hung Tak Road Sitting-out Area

4.2.9 This VP is about 320m to the south of the Application site. It is situated within a cluster of educational facilities (i.e. Shung Tak Catholic English College and Ho Dao College) and residential buildings (i.e. Symphony Garden, Treasure Court and Lai Hung Garden), serving the residents as well as pupils in the surrounding. Thus, it represents viewers mainly the residents and pupils.

4.2.10 As shown in **Diagram 8**, the visual composition of this VP is dominated by residential buildings, schools and their periphery trees. From this VP, the Application Site is completely screened by the schools, residential buildings and vegetation. The VSRs of this VP will be the residents, pupils who are traveling to or from school and pedestrians. Given the presence of sitting-out areas where people may stay for longer period over the Proposed Development, the visual sensitivity of this VP is considered **moderate**.

Discussion on Visual Impacts from VPs and corresponding mitigation/measures: -

4.2.11 As illustrated in **Diagram 8**, the VSRs at this VP will experience minimal visual change disregarding the presence of Proposed Development. Due to the transient nature of street users including residents and students, and the fact that the Application Site is completely blocked by existing residential developments, the visual impact of the Proposed Development is considered **negligible.**

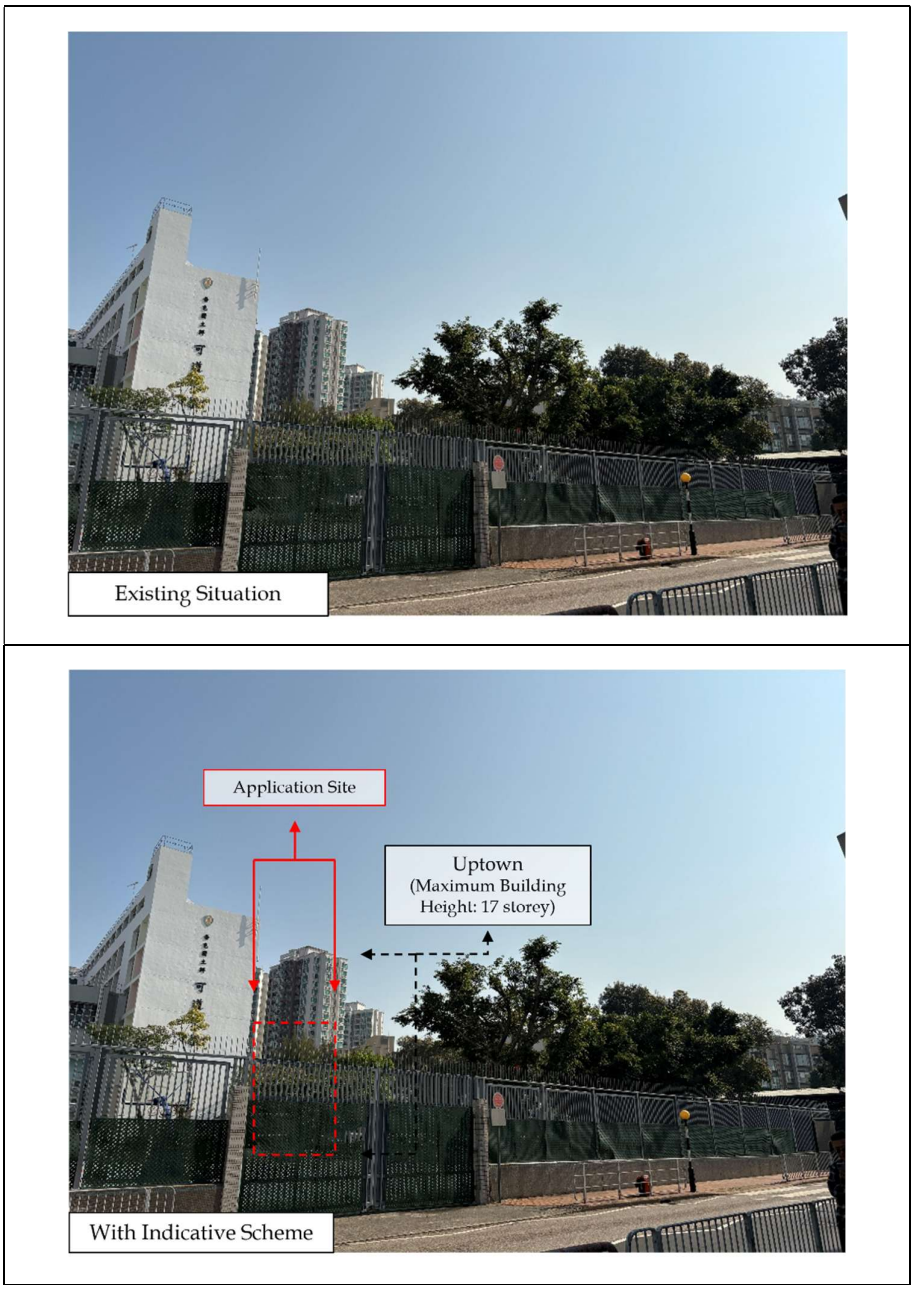


Diagram 8 Hung Tak Road Sitting-out Area (VP3)

VP4 – Tai Tao Tsuen Bus Stop

4.2.12 This VP is about 270m to the north of the Application site. It represents residents and other users of the bus stop such as commuters and tourists. In view of the mid-range VP from the bus stop and the Proposed Development, its visual sensitivity is considered **low**.

Discussion on Visual Impacts from VPs and corresponding mitigation/measures: -

4.2.13 As illustrated in **Diagram 9**, the visual composition of this VP is characterised by prominent high-rise residential buildings (i.e. "*Uptown*"), a flyover and roadside trees. The Proposed Development is largely screened by these existing structures and vegetation, with only a small portion of its upper section visible to VSRs. This limited visibility minimises the visual impact of the Proposed Development, resulting in a **slightly adverse** change to the existing scenic view. The screening effect of the high-rise buildings and surrounding greenery ensures that the Proposed Development integrates subtly into the urban landscape without significantly altering the overall visual character of this VP.

Diagram 9 Tai Tao Tsuen Bus Stop (VP4)

VP5 – Tai Tao Tsuen

4.2.14 This VP is about 180m to the immediate south-east of the Application site. It is situated along the main access road passing through Tai Tao Tsuen, leading directly to the Application Site. This VP represents villagers and pedestrians. Due to its close proximity to the Application Site, the Proposed Development is partially visible to VSRs at this VP. its visual sensitivity is therefore considered **moderate**.

Discussion on Visual Impacts from VPs and corresponding mitigation/measures: -

4.2.15 As shown in **Diagram 10**, the visual composition of this VP is primarily characterised by the lush greenery and roadside trees, with the high-rise residential building as backdrop. Only a small portion of the upper section of the Proposed Development is visible to VSRs, as the surrounding high-rise residential structures significantly screen it from view. The VSRs in this area including local villagers, pedestrians and transient road users such as residents passing through Tai Tao Tsuen.

4.2.16 The high-rise residential buildings substantially limit the visibility of the Proposed Development, ensuring it blends into the existing urban landscape. The transient nature of the VSRs including villagers, pedestrians and other road users, reduces the overall significance of the visual change. The presence of abundant greenery further softens the visual intrusion, maintaining the aesthetic harmony of the area and minimising any visual effects from the Proposed Development. Hence, the visual impact of the Proposed Development is considered **negligible.**

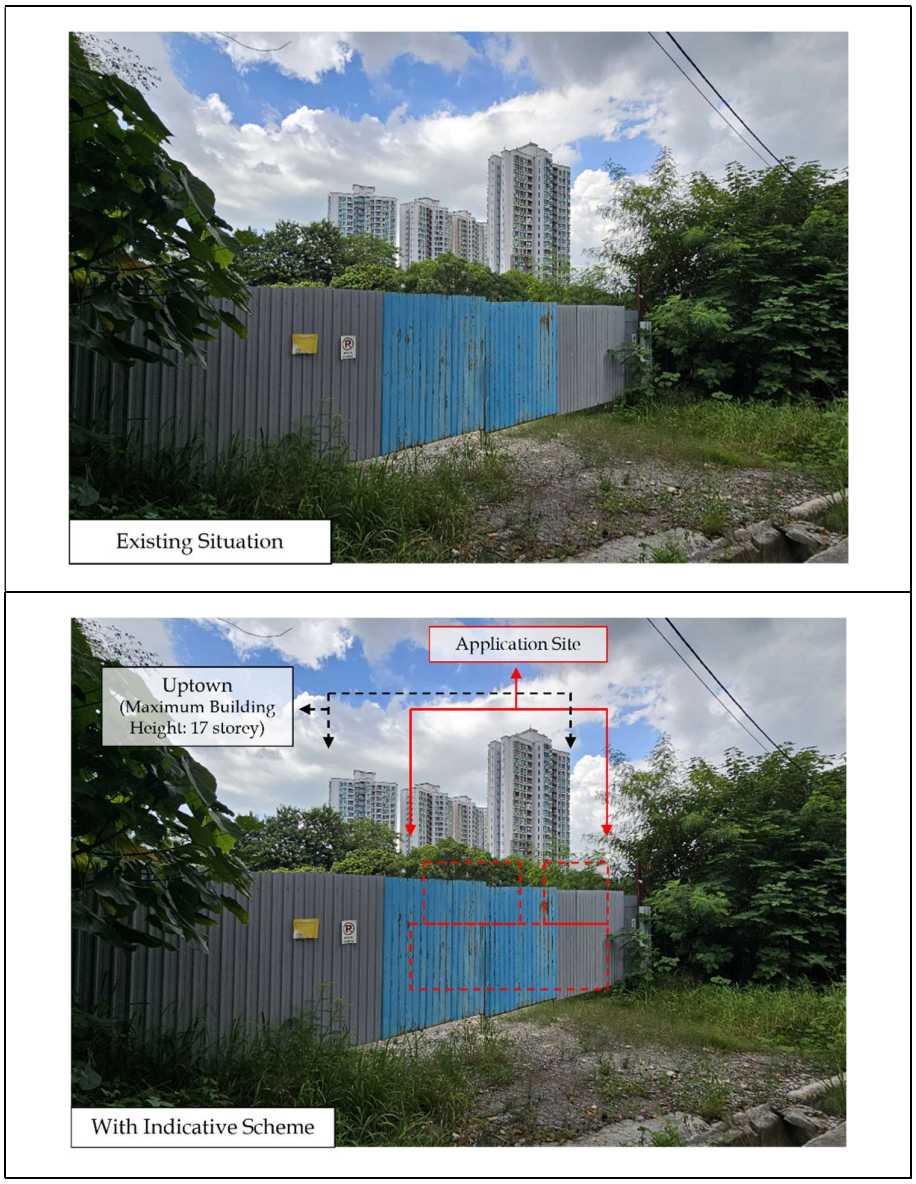


Diagram 10 Tai Tao Tsuen (VP5)

VP6 – Madam Chan Wai Chow Memorial Garden

4.2.17 This VP is about 230m to the east of the Application site. It is situated along the main access road leading to and from the Madam Chan Wai Chow Memorial Garden, a notable open space near a residential development known as Park Villa. This VP represents residents, pedestrians and park users who frequent the garden and surrounding areas. Due to the substantial screening provided by dense tree cover and lush greenery along the access road, combined with the prominent circular structure of the Hung Tin Road flyover, the visual sensitivity at this VP is therefore considered **low**.

Discussion on Visual Impacts from VPs and corresponding mitigation/measures: -

4.2.18 As illustrated in **Diagram 11**, the visual composition of this VP is characterised by prominent tall trees and lush greenery. These elements, alongside the imposing presence of the Hung Tin Road flyover, significantly limit the visibility of the Proposed Development, rendering it almost entirely screened from VSRs at this location. The limited visibility of the Proposed Development ensures that its visual impact is minimal, sustaining the aesthetic character of the area. Hence, the visual impact of the Proposed Development at this VP is considered **negligible**, as it does not significantly alter the existing scenic quality or visual experience for residents, pedestrians or park users.

Diagram 11 Madam Chan Wai Chow Memorial Garden (VP6)

4.2.19 The overall visual input analysis brought by the Proposed Development is summarised in **Table 3** below**.**

VP	Visual Sensitivity	Appraisal Components				Conclusion
		Visual Composition	Visual Obstruction and Visual Change	Effect on Public Viewers	Effect on Visual Element/ Resources	
1	Low	Negligible	Negligible	Negligible	Negligible	Negligible
2	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
3	Moderate	Negligible	Negligible	Negligible	Negligible	Negligible
4	Low	Slightly adverse	Slightly adverse	Slightly adverse	Slightly adverse	Slightly adverse
5	Moderate	Negligible	Negligible	Negligible	Negligible	Negligible
6	Low	Negligible	Negligible	Negligible	Negligible	Negligible

Table 3 Summary of Visual Impact Analysis

4.3 Sensitive Design Measures (Figure 1)

Provision of 5m-Building Setbacks

4.3.1 To enhance air quality in the neighbourhood, a building setback of 5m from the Site boundary is provided from the site boundary to the nearby residential developments (i.e. "*Uptown*") abutting Fui Sha Wai Road South, which helps to provide more natural light and ventilation to the existing buildings, as well to minimize air and traffic noise impacts from the surroundings. Design of building setback would be considered in compliance with the requirements under the Building (Planning) Regulations (B(P)R) (Cap. 123F) and the Sustainable Building Design Guidelines (SBD Guidelines) (PNAP APP-152) to ensure the adequate air and visual permeability.

Street-level Landscaping Design

4.3.2 With the intention of enhancing the connectivity as well as improving the streetscape environment at pedestrian level, the street-level landscaping is proposed to create a landscape and visual buffer along the site boundary. It helps to facilitate a seamless transition between the Proposed Development and the adjacent natural and built environment. To maintain a visual relief and bring improvement to the pedestrian environment, proper landscaping with solid fence wall will be provided with planting beds with evergreen trees and shrubs, details of landscaping features are summarised in the Landscape Proposal. Provision of street-level landscaping will be managed and maintained by the future owners of the Proposed Development.

Optimised Building Disposition with Separation

4.3.3 About 25m building separation between two towers is proposed to reduce the building bulkiness of its podium for a better natural ventilation and visual permeability of the Proposed Development. The provision of building void not only can effectively improve visual openness of podium, but also to enhance air circulation at the pedestrian level and allow fresh air flow into the central courtyard. In addition, the provision of building separation prioritizes urban design feature of visual openness, to ensure that the Proposed Development could be integrated harmoniously with the surrounding townscape while minimizing any sense of enclosure. Design of building separation would be considered in complying with the requirements under the B(P)R (Cap. 123F) and SBD Guidelines (PNAP APP-152).

Ensuring Compatibility to the Surrounding

4.3.4 Noting that the Application Site is surrounded by various land uses, intermixed with residential developments, village houses, temporary structures, schools, carparks and open storage uses as described in **Section 2.3** in the supporting planning statement. The scale and design of the Proposed Developments, including but not limited to the PR and BH, are compatible to the surrounding existing and planned developments. Street-level landscaping will be provided along the Application Site to ensure compatibility to the surrounding environment, as well as to create a tranquil and pleasant environment for the future users and visitors. Appropriate landscape design and ample planting will be incorporated with the local open space provision of not less than 645 sq.m. on the landscaping area at ground floor and 7/F of the Proposed Developments to enhance the visual amenity of the area, as well as to serve both future occupants of the RCHE and residential units.

4.3.5 Noted that the local open space provision of about 300 sq.m. was proposed under previous approved application (No. A/YL-TYST/870). Compare to the indicative architectural drawings of the Proposed Development (**Appendix 1**) and the captioned approved application, a significant improvement scheme is identified with more open space provision shall be provided within the Site.

Creation of Age-friendly Environment

4.3.6 To create age-friendly environment within the Proposed Development, design elements and amenities such as elderly-friendly equipment/ facilities (i.e., sitting garden, fitness equipment for the elderly) on the ground floor and landscape deck at 7/F. Thus, a more pleasing environment could be created to encourage the users and visitors of the RCHE and residential units to promote cohesion and interaction amongst, as well as live healthily and comfortably within the community.

4.3.7 The design of the hard landscape elements has been developed in accordance with the Elderly-Friendly Design Guidelines of "*Design*

Manual Barrier Free Access 2008 (2025 Edition)" published by the Building Department (BD). This ensures that materials, finishes, and layouts are optimized for accessibility, safety, and ease of use for elderly users.

Maximise Greenery Provision throughout the entire Proposed Development

4.3.8 A total of 17 nos. of new trees is proposed throughout the Application Site to enhance the local biodiversity of existing environment. Compared to the existing condition, new ornamental tree and shrub plantings are also proposed along the Application Site to soften the built form and maximize the greenery.

4.3.9 The Proposed Development seeks to provide abundance of greenery with a total of about 477.75 sq.m. and a greenery ratio of about 22.35%, in which will be over 20% greenery requirement (equivalent to about 427.6 sq.m.) set out in the SBD Guideline (PNAP APP-152). All proposed greenery would be easily accessible and visible by the users and visitors. In addition, the proposed plantings at the amenity would create a tranquil and pleasant environment for enjoyment of future residents.

Incorporation of Elderly-friendly Building Design

4.3.10 The design prioritises will be based upon the use of passive techniques such as natural ventilation, daylighting, and thermal mass to minimise the building's environmental impact while creating a comfortable and inviting interior. To ensure safe mobility and accessibility of the built environment, a wider canopy from barrier-free building entrance incorporating with landscaping plantations will be provided to create an age-friendly environment.

4.3.11 Age-friendly features such as non-slip surfaces, appropriate bench heights, and clear, unobstructed pathways have been incorporated to create an inclusive environment that promotes comfort and convenience for all users, particularly the elderly of the RCHE and residential units.

4.3.12 Other elderly-friendly building design will be prepared in accordance with the "*Best Practices in Design and Operation of Residential Care Homes for the Elderly*" as established by the Social Welfare Department (SWD) in 2023 and the "*Task Force on Promoting Elderly-friendly Building Design"* by the Government in 2024 accordingly.

Provision of Active and Passive Activities

4.3.13 According to the Indicative Development Scheme and Landscape Proposal shown in **Appendices 1 and 7**, not less than 645 sq.m. communal open space would be provided in serving about 645 future occupants at the Proposed Development. Landscape Areas are proposed on the ground floor and landscape deck at 7/F to provide enjoyment of the users and visitors for both future RCHE and residential units. In addition, the communal open spaces are equipped with outdoor furniture, such as seating and fitness equipment, to enhance comfort and encourage social interactions among occupants. As suggested in the

"*Study on Active Design for Healthier Lifestyle – Feasibility Study*" and the "*Study on Reimagining Public Spaces in Hong Kong – Feasibility Study*" commissioned by the Planning Department (PlanD) that were completed in 2023, the creation of active shared spaces for elderly could ensure both needs and foster a sense of community among different users.

4.3.14 Other elderly-friendly building design will be prepared in accordance with the "*Best Practices in Design and Operation of Residential Care Homes for the Elderly*" as established by the SWD in 2023 and the "*Task Force on Promoting Elderly-friendly Building Design*" by the Government in 2024 and the 'Elderly-Friendly Building Certificate' under the BEAM Plus framework announced in 2025 accordingly.

Promotion of Integrated and Interactive Neighbourhood

4.3.15 The Proposed Development features a design element that facilitates integrations and interactions among the future users and visitors of the RCHE and residential units through the landscape areas on the ground floor and landscape deck at 7/F. The inclusion of shared open spaces incorporated with landscaping are provided, including a sitting garden and a gathering courtyard on the ground floor, as well as a yoga area, terrace garden, fitness equipment zones and a viewing platform at 7/F. It offers a variety of recreational and relaxation options, so as to encourage social interaction and alleviate feelings of isolation among occupants. Such improvement would not affect to the character of the nearby residential development (i.e., "*Uptown*") within the "CDA" zone, indeed, would enhance the overall neighbourhood to be integrated and interactive among with the Proposed Development.

4.3.16 The landscape deck at 7/F provides a viewing platform space for the future residents to enjoy the view of Kung Um Shan (of about 297m) to the southeast in order to promote the elderly's well-being. The open-sided void areas also allow cross view corridor to mountain backdrop to enhance visual permeability and the visual linkage of the building and surrounding environment. To maximize the greening opportunities within the Application Site, a diverse selection of plants would be incorporated with the outdoor furniture and recreational facilities to create attractive green spaces.

Maximise Provision of Open Space

4.3.17 To promote a high-quality living environment, the Proposed Development shall maximise of open space provision to enhance well-being and social interaction among the future users and visitors. A variety of landscape open spaces are proposed at the ground floor and landscape deck at 7/F, such as a sitting garden, a gathering courtyard, fitness equipment zones and a viewing platform, to cater to the mobility and recreational needs of elderly. Green features are incorporated to enhance the overall aesthetic and ecological quality of the surrounding urban fabric. The open spaces are universally accessible, with barrier-free pathways and rest areas tailored to support seniors' safety and comfort.

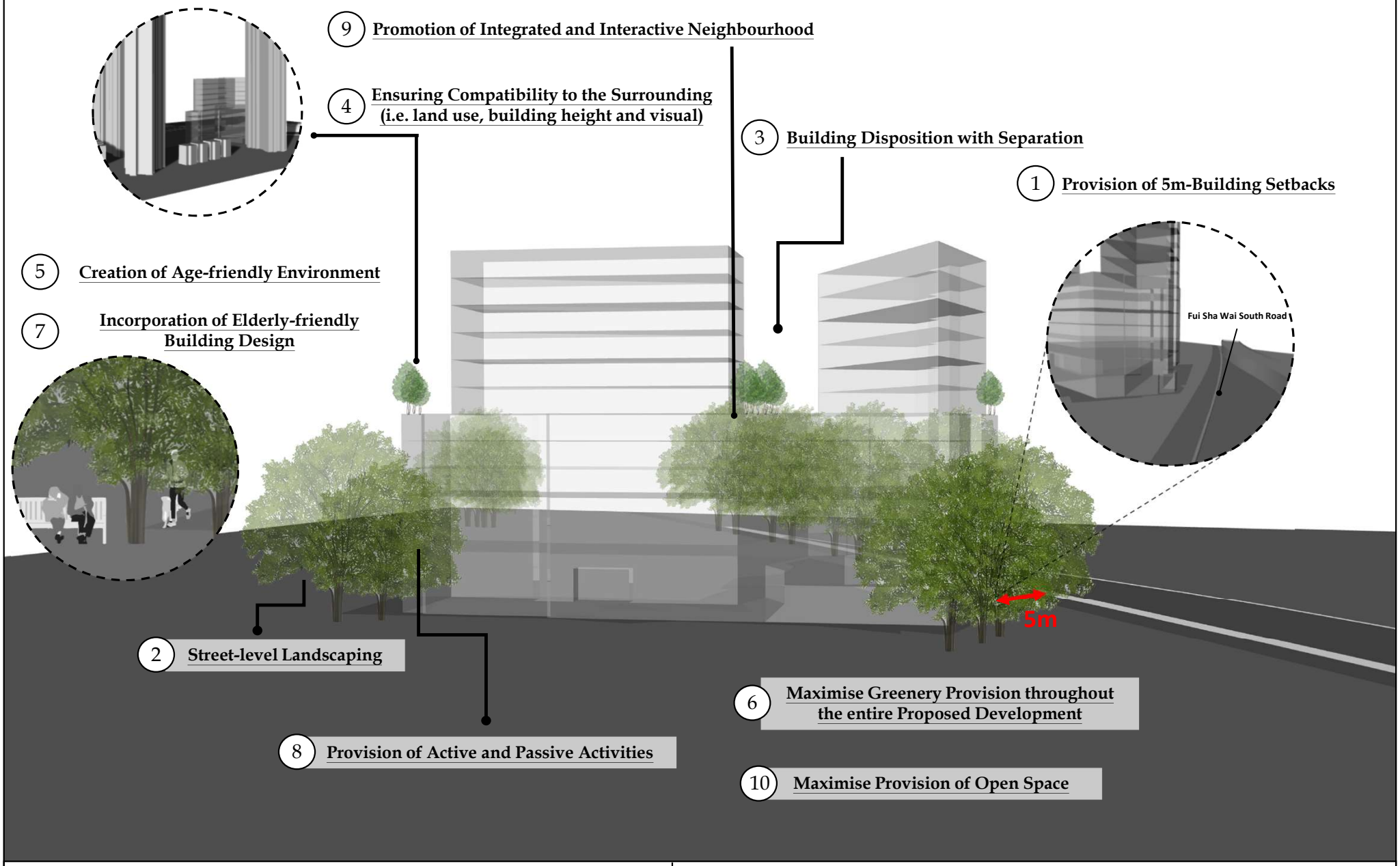
4.3.18 Design requirements, including the barrier-free design requirements under the B(P)R (Cap. 123F), Elderly-friendly Design Guidelines published by the Architectural Services Department (ArchSD).

5 CONCLUSION

5.1.1 The Visual Appraisal is prepared in support of the the Proposed Amendment involves rezoning the Application Site from "CDA" and "GB" and to amend the Notes of the OZP applicable to the Application Site for Proposed Development.

5.1.2 As demonstrated above, the Proposed Development is designed to be compatible with the surrounding low-to-high-rise residential developments in the neighbourhood. To ensure compatibility and enhance the visual quality of the area, the Indicative Scheme incorporates thoughtful sensitive design features, including strategically planned building layouts to maximize visual permeability, optimised building disposition and massing, as well as the integrated landscape design that enriches the aesthetic appeal of the surroundings. These elements aim to create a cohesive and visually pleasing environment that complements the existing urban fabric in Hung Shui Kiu.

5.1.3 Hence, a Visual Appraisal has confirmed that the Proposed Development will create slight impact to the surroundings and is considered not incompatible with the surrounding residential neighbourhood. With the implementation of sensitive design measurement, it is anticipated that the Proposed Development will create minimal to negligible visual impact to the surroundings and is considered not incompatible with the surrounding environment.



LCH Planning and Development Consultants Limited

Figure 1 : Design Merits

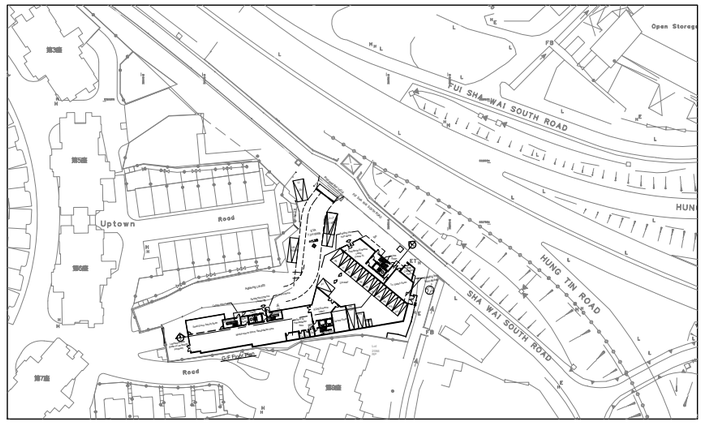
(For reference only. Not to scale.)

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

(Source: HK GEODATA STORE, HKSAR Government)

APPENDIX 1

INDICATIVE ARCHITECTURAL DRAWINGS



	RCHE(P)	Residential Towers				Carparking Space		
		Tower A (Units)		Tower B (Units)				
G/F	-	-		-		Parking	Private Cars (5x2.5m)	12
1/F-5/F	90 x 5	-		-			Light Bus (8x3m)	2
6/F	-	-		-			Motocycles (2.4x1m)	2
7-12/F	-	Living Unit B1-B6 =6	x 6	Living Unit A1-A6 =6	x 6	Loading/ Unloading Bay	Private Car (5x2.5m)	1
Total Capacity	450	36		36			LGV (7x3.5m)	2
		72					MHGV (11x3.5m)	1
							Total	20

Total Nos. of Rooms for RCHE	14 x 5 = 70
Total Blocks for Residence	2

PLOT RATIO & SITE COVERAGE CALCULATIONS (AREA UNDER BD)

Site Area	= 2138 S.M.
Class of Site	= A
Mean Street Level	=11.30mPD
Height of Building Above Mean Street Level	= 46.5m
Building Height in mPD	=(11.30 + 46.5) =57.80mPD
Permitted Domestic Site Coverage (Over 43m)	= 37%
Permitted Non-Domestic Site Coverage (Over 24m)	= 89%
Permitted Domestic Plot Ratio (Over 43m)	= 5.9
Permitted Non-Domestic Plot Ratio (Over 24m)	= 8
Proposed Domestic Site Coverage Calculation	= 569 S.M. / 2138 x 100% = 26.6% < 37%
Proposed Non-Domestic Site Coverage Calculation	= 1181 S.M. / 2138 x 100% = 55.2% < 89%
Proposed Total Non-Domestic GFA	= 6961 / 2138 = 3.256
Non-Domestic Plot Ratio	= 3.256 < 8
Permitted Domestic Plot Ratio (Residue Method)	= (8 - 3.256) / 8 x 5.9 = 3.499
Proposed Total Domestic GFA	= 3528 / 2138 = 1.650
Domestic Plot Ratio	= 1.650 < 3.499

GFA CALCULATION

Ground Floor (Tower A)	= 114 S.M. (Exclude Carpark & Tx / Switch Room)
Ground Floor (Tower B)	= 576 S.M.
First to Sixth Floor	= 1070 x 5 + 1035 = 6385 S.M.
Seventh to Twelfth Floor (Tower A & B)	= (282 + 287) x 6 = 3414 S.M. (Exclude Balconies)
Proposed Total Non-Domestic GFA	= 576 + 6385 = 6961 S.M.
Proposed Total Domestc GFA	= 114 + 3414 = 3528 S.M.

Site Plan

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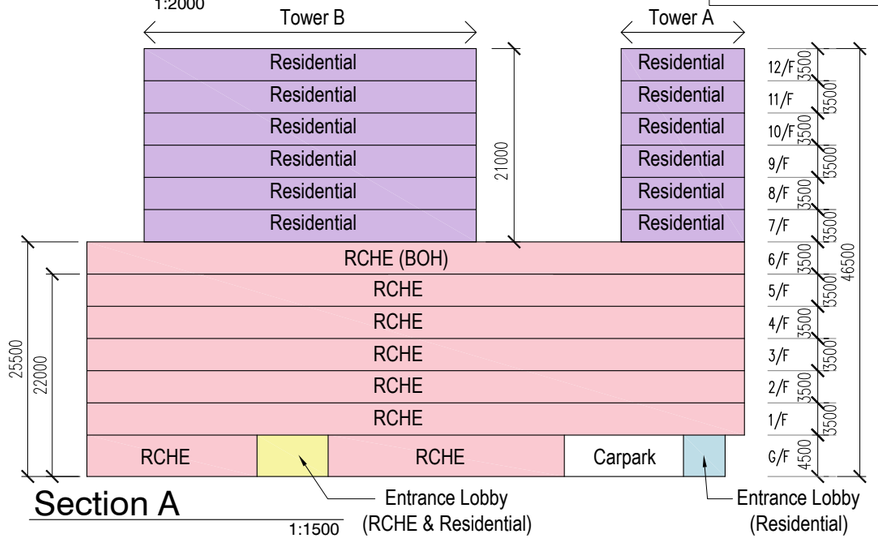

Section A

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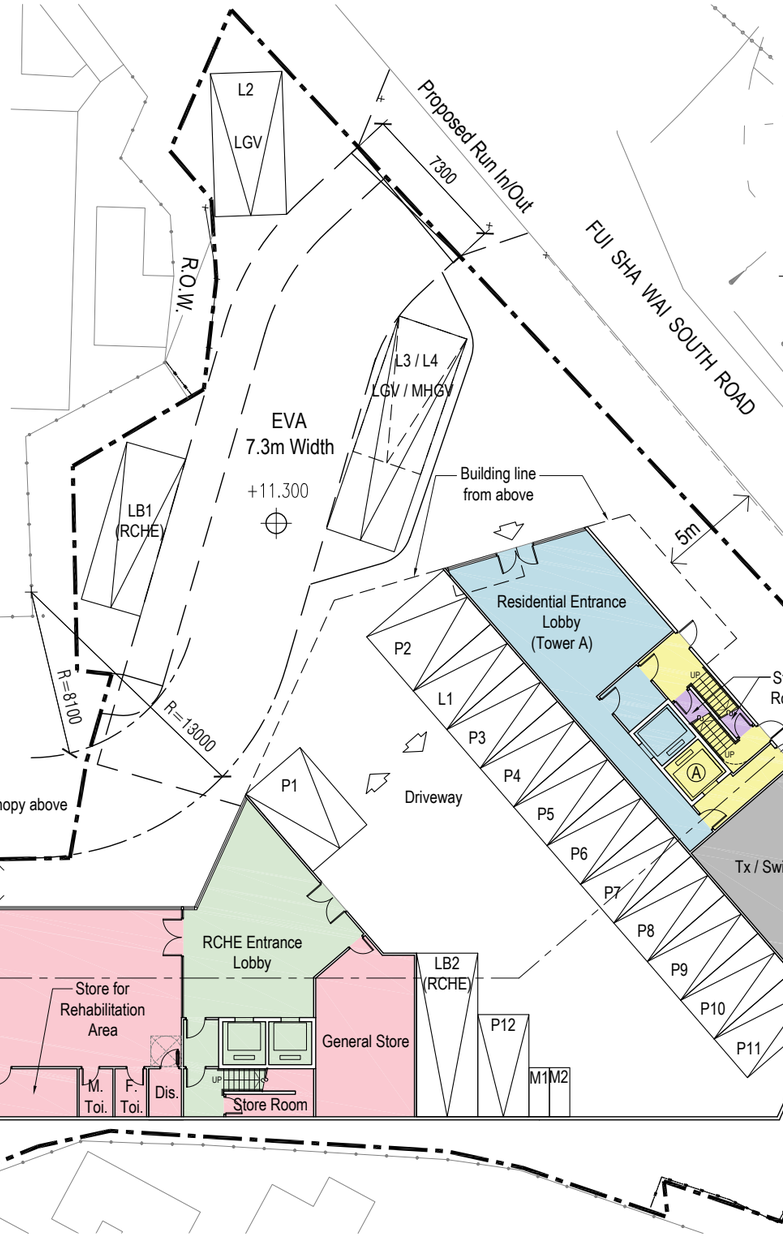

G/F Floor Plan

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LEGEND

- RCHE
- Residential Units
- Circulation Area for RCHE
- Circulation Area for Residential
- Circulation Area for RCHE & Residential
- E&M Services/ Supporting Facilities
- T/S Toilet & Shower
- Dis. Accessible Toilet

rev.	date	description
0	09 07 2025	First Issue
1	14 07 2025	Revision 1
2	16 07 2025	Revision 2
3	21 07 2025	Revision 3
4	01 09 2025	Revision 4
5	05 09 2025	Revision 5
6	03 03 2025	Revision 6

project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

Ground Floor Plan

drawing no.

SK-04_rev.6

scale

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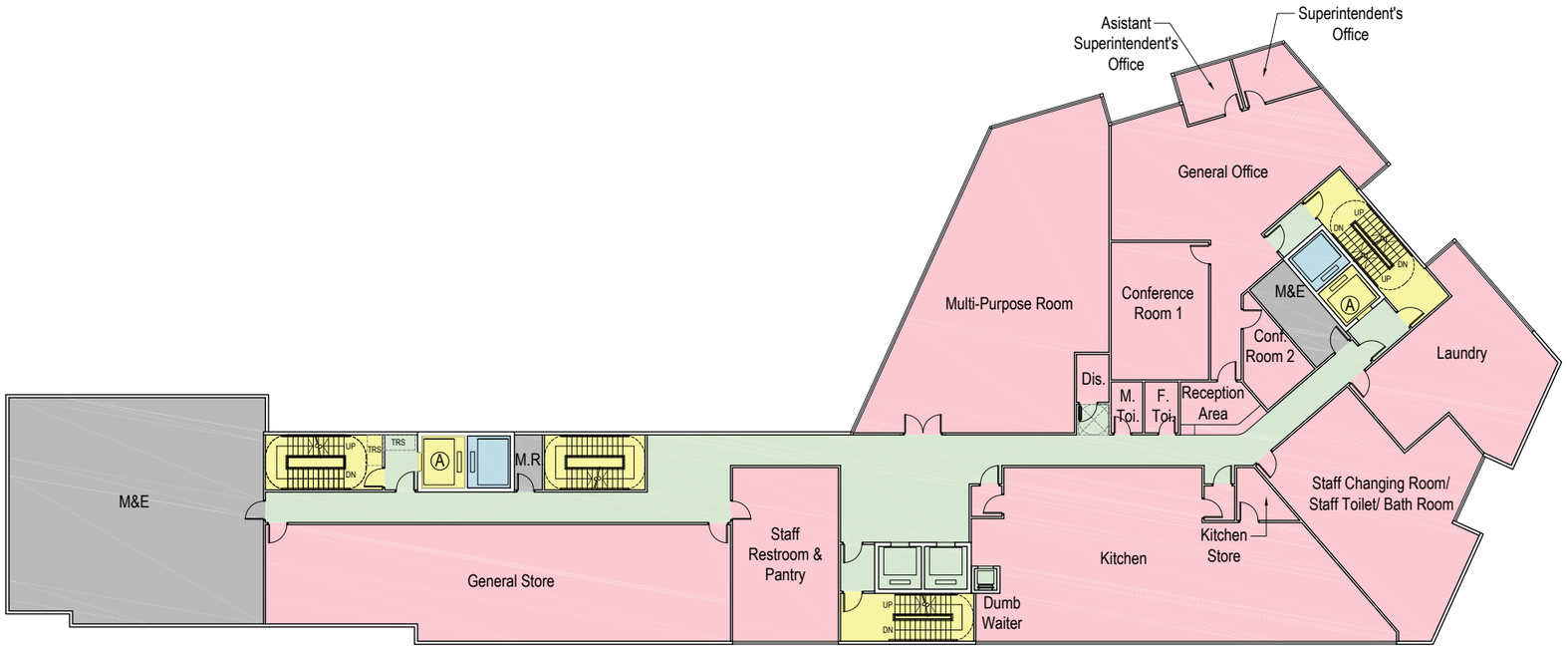
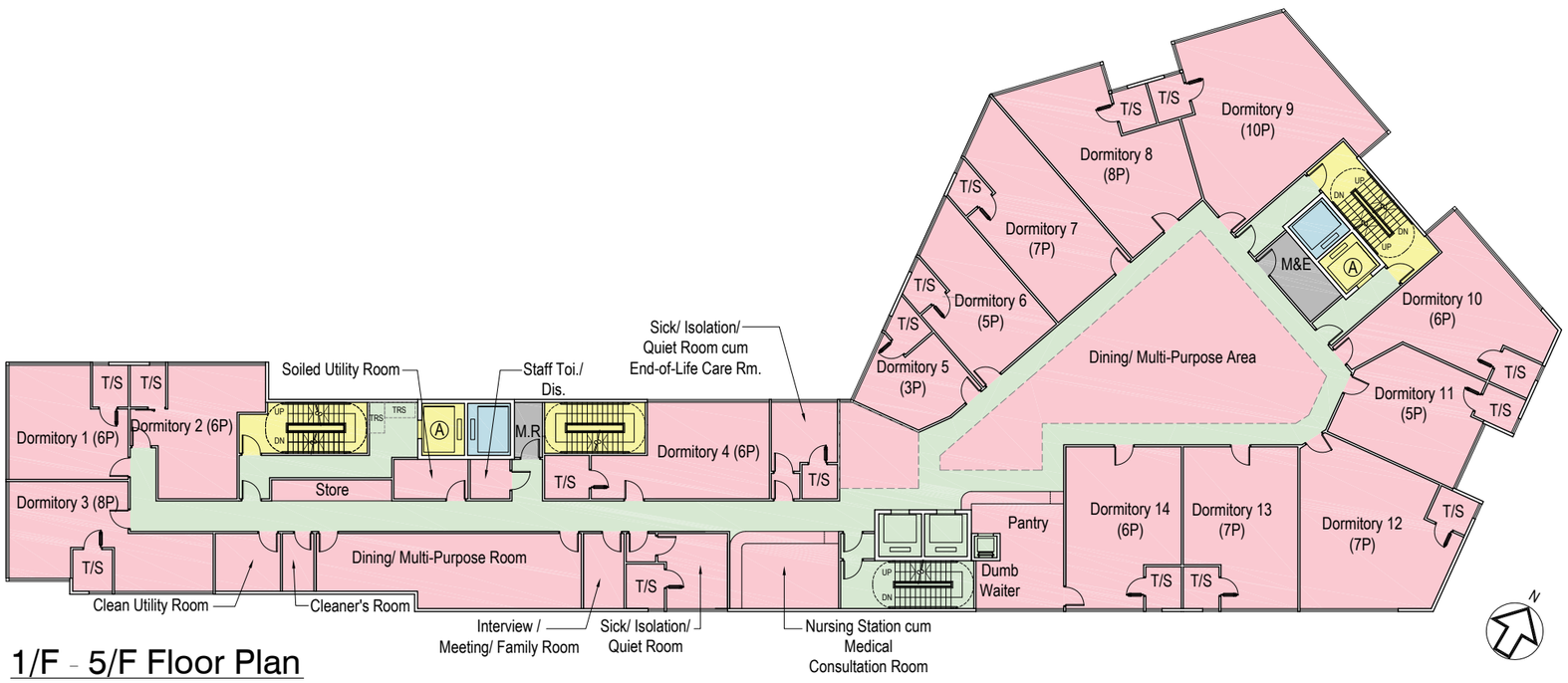


6/F Floor Plan



1/F - 5/F Floor Plan

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SCHEDULE OF ACCOMMODATION FOR RESIDENTIAL CARE HOME FOR THE ELDERLY (FOR 450 RESIDENTIAL CARE PLACES)

ITEM NO.	DESCRIPTION	NOFA (M²)	USABLE FLOOR AREA (M²)
		(PROPOSED 450 PERSONS)	
1	DORMITORY	2691.5	2691.5
2	ATTACHED BATHROOM/ SHOWER ROOM TO DORMITORY ROOM	AS APPROPRIATE	252.5
3	DINING/ MULTI-PURPOSE ROOM	989.2	989.2
4	PANTRY	AS APPROPRIATE	120
5	SMALL GROUP ACTIVITY ROOM	55.8	55.8
6	NURSING STATION CUM MEDICAL CONSULTATION ROOM	101.5	101.5
7	SICK/ ISOLATION/ QUIET ROOM	98.9	98.9
8	ACCESSIBLE TOILET CUM SHOWER ROOM ATTACHED TO EACH SICK/ ISOLATION/ QUIET ROOM	AS APPROPRIATE	35.5
9	REHABILITATION AREA	200	200
10	STORE FOR REHABILITATION AREA	10	10
11	END-OF-LIFE CARE ROOM	10.1	10.1
12	SOILED UTILITY ROOM	36	36
13	CLEANER'S ROOM	AS APPROPRIATE	22
14	LAUNDRY	55.4	55.4
15	KITCHEN & KITCHEN STORE	144.3	144.3
16	DUMB WAITER	AS APPROPRIATE	7.2
17	GENREAL STORE	162.8	162.8
18	CLEAN UTILITY ROOM	45	45
19	INTERVIEW/ MEETING/ FAMILY ROOM	37	37
20	REFUSE ROOM	AS APPROPRIATE	14
21	SUPERINTENDENT'S OFFICE	8	8
22	ASSISTANT SUPERINTENDENT'S OFFICE	7	7
23	GENERAL OFFICE	82.4	82.4
24	RECEPTION AREA	9.5	9.5
25	CONFERENCE ROOM	43.3	43.3
26	FEMALE/ MALE STAFF CHANGING ROOM AND REST ROOM CUM PANTRY	119.4	119.4
27	STAFF TOILET/ BATH ROOM	AS APPROPRIATE	19.5
28	TOILET FOR COMMUNAL USE A) FEMALE TOILET B) MALE TOILET C) ACCESSIBLE TOILET	AS APPROPRIATE	12
TOTAL		4907.1	5389.8

MAXIMUM OCCUPANTS PER FLOOR AREA (M²)
= 4907.1 / 9.5
= 516 > 450 (PROPOSED TOTAL OCCUPANTS)

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5	05 09 2025	Revision 5
6	03 03 2025	Revision 6

project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

1/F - 6/F Floor Plans

drawing no.

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scale

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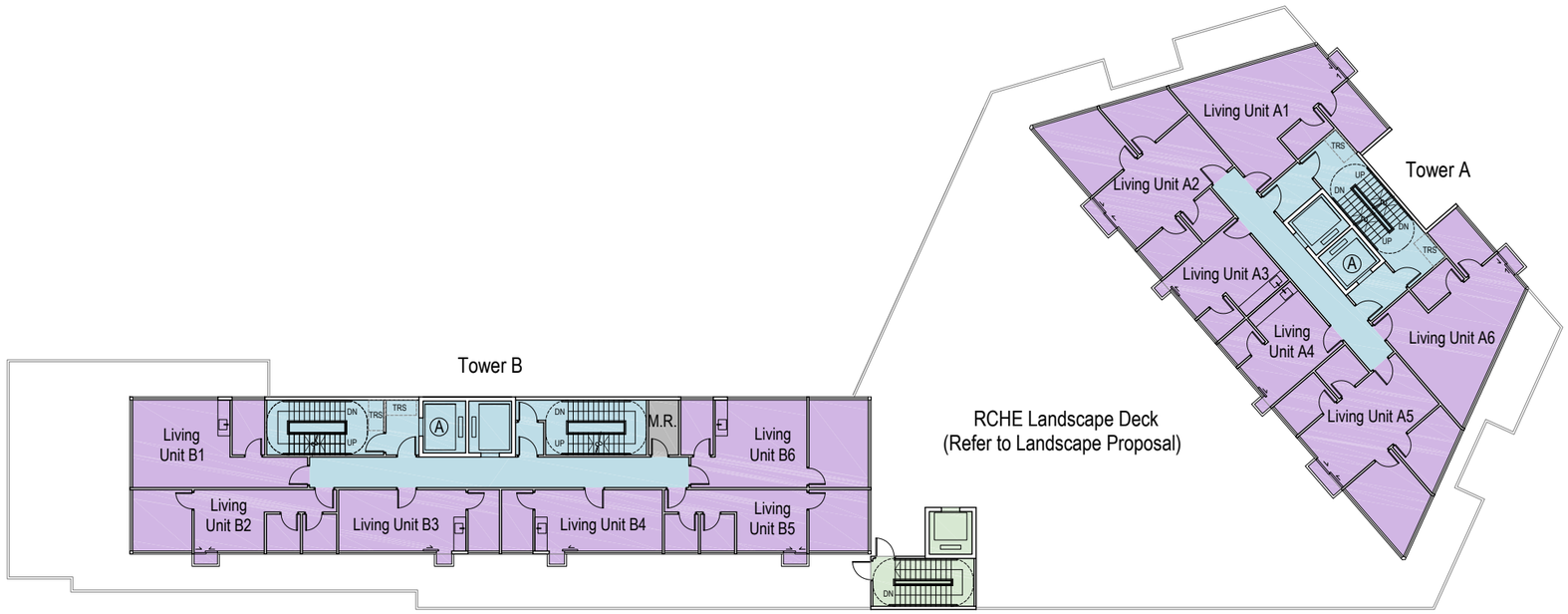

7/F - 12/F Floor Plan

rev.	date	description
0	09 07 2025	First Issue
1	14 07 2025	Revision 1
2	16 07 2025	Revision 2
3	21 07 2025	Revision 3
4	01 09 2025	Revision 4
5	05 09 2025	Revision 5
6	03 03 2025	Revision 6

project title

Section 12A Application for Proposed Rezoning from "Comprehensive Development Area" and "Green Belt" Zones to "Residential (Group A)4" Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) and at Lot Nos. 398 RP and 2188 in D.D. 121, Tai Tao Tsuen, Hung Shui Kiu, New Territories

drawing title

7/F - 12/F Floor Plans

drawing no.

SK-06_rev.6

scale

1:300 @ A3

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