



Our Ref.: PD2012027/06
Your Ref.: TPB/Y/YL-TYST/12

20 July 2026

By Email

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

Dear Sir/ Madam,

SECTION 12A PLANNING APPLICATION NO. Y/YL-TYST/12

Further Information Submission

We refer to the departmental comments received on 12 May, 15 May and 6 July 2026 of the captioned Application.

Please find attached our responses to the departmental comments with the full sets of revised Environmental Assessment and Traffic Impact Assessment (with amendments highlighted). This further information contains the technical clarifications and responses to the relevant departmental comments without major changes in the assumptions and methodologies, findings and proposed mitigation measures. Thus, according to TPB PG-No. 32B, this further information does not constitute as a material change the application and should be accepted by the TPB for inclusion into the application.

Should you require further information or have any query, please feel free to contact the undersigned or Haze Tsang at [REDACTED].

Yours faithfully,
For and on behalf of
LCH Planning & Development Consultants Limited

Junior Ho
Director

Encl.

c.c. the Applicant

- Appendix 1 – Responses to Departmental Comments
- Appendix 2 – Full set of Environmental Assessment
- Appendix 3 – Full set of Traffic Impact Assessment

[REDACTED]
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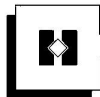
LCH Planning and Development
Consultants Limited

To rezone the application site from "Comprehensive Development Area" and "Green Belt" to "Residential (Group A) 4" and to
Amend the Notes of the zone applicable to the site

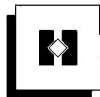
Section 12A Planning Application No. Y/YL-TYST/12

Response to Departmental Comments Table

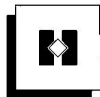
No.	Comments Received	Our Responses
A. Comments from Environmental Protection Department (EPD) (Subject Officer: Mr. Jeremy FONG, EAP(TN)2, Tel: 2835 2164)		
Date: 12 May 2026		
Water Quality		/
1.	S4.3.4 of Environmental Assessment	/
	Suggest to indicate the ADWF and the STW/SPS in the public sewerage system to be connected	Section 4.3.4 of Environmental Assessment (EA) (Appendix 4) has been supplemented accordingly regarding the ADWF and SPS information.
Air Quality		/
2.	Sections 2.3.3 and 2.3.4	/
	a) Although detailed construction programme is currently not available, please consider if appropriate measures will be adopted to control the potential cumulative construction air quality impact such as close liaison with the contractors of concurrent projects to avoid overlapping of heavy or dusty construction works.	Section 2.3.4 of EA has been supplemented accordingly.
	b) Please add "adverse" before "cumulative" in the 2 nd last line of Section 2.3.3 and last line of Section 2.3.4.	Sections 2.3.3-2.3.4 of EA have been revised accordingly.
3.	Section 2.5.1	/
	a) Please revise "with sufficient buffer distance for the dispersion of air pollutants" in lines 7-8 to "buffer distance requirements recommended in Table 3.1 of Chapter 9 in HKPSG can be fulfilled for these two chimneys".	Section 2.5.1 of EA has been revised accordingly.
4.	Section 2.5.8	/



No.	Comments Received	Our Responses
	a) Please revise "sufficient distance" in line 5 to "separation distance", and revise "exceeds the minimum 200m buffer requirement for odour sources as stipulated in" in lines 6-7 to "fulfilling the buffer distance requirements recommended in".	Section 2.5.8 of EA has been revised accordingly.
5.	Please highlight all the changes/amendments in the next submission, and provide a set of full report to facilitate the review.	Noted, all the changes/amendments have been highlighted.
Date: 15 May 2026		
S.3.5.6 of the EA - The applicant stated that further noise impact assessment will be conducted in the later detailed design stage. Grateful if PlanD could continue to liaise with LandsD on whether land exchange application is required from the applicant after the approval of the captioned planning application and if affirmative, whether special conditions related to submission of an updated Noise Impact Assessment Report could be incorporated into relevant land title document, and forward their reply to us for internal reference.		Noted.
S.3 of the EA - Noted from S.3.5.6 of the EA that further noise assessment will be conducted at the detailed design stage to ascertain the noise mitigation measures required. Please include a statement in the conclusion of the noise assessment clearly indicating that: "An updated Noise Impact Assessment Report will be submitted at a later stage under land lease mechanism, based on the latest design/layout of the proposed development to achieve full compliance with the noise criteria set out in the HKPSG."		A new Section 7.1.13 of EA has been supplemented accordingly.
B. Comments from Social Welfare Department (SWD) (Subject Officer: Ms. Doris LEUNG, EA(P)NT, Tel: 3691 8500)		
Date: 15 May 2026		
Service Perspective		/
Subject to the consideration of the Town Planning Board and relevant government departments, we from service perspective generally have		-



No.	Comments Received	Our Responses
	no objection-in-principle to the proposed RCHE under s.12A planning application, on the conditions that-	
	a) The subject RCHE shall incur no financial implication, both capital and recurrent, to the Government, and	Kindly note that 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.
	b) The design and construction of the RCHE shall be in full compliance with relevant prevailing Ordinances, Regulations and Codes of Practice enforcing in Hong Kong and any licensing requirement issued by the Social Welfare Department (SWD).	Noted.
	With a view to meeting the objective of providing a quality RCHE, the applicant should refer to the following updated version of (i) Guidance Note of RCHE, (ii) Best Practice in Design and Operation of RCHE, and (iii) Best Practices Guidance – Basic Provision Schedule Specific Requirements for RCHE when Designing and Planning for the Proposed RCHE. The applicant is reminded to comply with the entire ventilation requirements stipulated in Para. 4.9 “Heating, Lighting and Ventilation” in the latest version of the CoP.	Noted. 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. Further details will be considered and provided in the detailed design stage.
	It is noted that 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” under LAO Practice Note No. 5/2023. In view that LORCHE has no further comment on the applicant’s submission, we, from service perspective, also have no further comment on the submission regarding the proposed land exchange application and will seek policy support from LWB for premium concession in respect of the RCHE development in the application,	Noted.
	<u>Licensing Perspective</u>	/



No.	Comments Received	Our Responses
	No further comment on the submission while our previous comments are still valid and applicable.	Noted.
	Please note that HyD, WSD, West Development Office and Geotechnical Engineering Office of CEDD, AFCD and HAD have no comment on the application.	Noted.
	Please note that DSD has no further comment on the Drainage Impact Assessment and Sewerage Impact Assessment (SIA) from public drainage point of view, and Urban Design Unit of UD&L, PlanD has no further comments on the application from urban design and visual perspectives.	Noted.
C. Comments from Commissioner for Transport, Transport Department (TD) (Subject Officer: Mr. Forrest Ng, E/YLW1, TE(NTW), Tel: 2399 2422)		
Date: 6 July 2026		
	The applicant shall submit a fully compiled, revised report with amended pages. Furthermore, since the applicant's proposal involves a residential development, the corresponding portions of the TIA, such as the parking provision, shall be revised in accordance with relevant guidelines.	The proposed parking and loading / unloading (L/UL) facilities for residential portion is stipulated with HKPSG requirement. To clarity, the proposed parking provisions have been updated in Table 2-2 of Traffic Impact Assessment (TIA) (Appendix 3). In gist, the upper end HKPSG standard does not proposed to be adopted due to the following reasons: - a) The proposed residential development are intended for residents ages 60 or above, while some of the flats aim to serve 1 person only. Thus, the parking demand for the Proposed Development would be smaller than the general private housing development. b) In actual operation, the willingness and the travel needs for the elderly is relatively low, thus fewer trips would be generated. Whilst users are encouraged to use public transport or by rehab bus to enter / leave the site, as such, the parking provision is deemed reasonable.



No.	Comments Received	Our Responses
		c) The subject site is small with irregular geometry, and the carpark layout has already been optimized to achieve the maximum practicable utilisation. d) Furthermore, with reference to the parking provisions for other RCHE / residential development, the proposed parking provisions for the Proposed Development are already on the high side. The reference is summarized in Appendix A of TIA. In view of the above reason, it is considered that the guidelines have been complied and the proposed parking provisions are sufficient to cope with the future demand. Section 2.3 of TIA have been revised accordingly.



**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

17 July 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

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
Deliverable No. D01
Revision No. 2.2

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Rev.	Description	Prepared	Reviewed	Approved	Date
0	Draft Report	AL	PL	AW	28/03/2025
0.1	Draft Report	ALW	DL	AW	29/09/2025
0.2	Draft Report	ALW	DL	AW	17/10/2025
0.3	Draft Report	ALW	DL	AW	20/10/2025
1	Draft Report	ALW	DL	AW	15/01/2026
1.1	Draft Report	ALW	DL	AW	23/03/2026
2	Draft Report	ALW	DL	AW	23/04/2026
2.1	Draft Report	ALW	DL	AW	03/06/2026
2.2	Draft Report	ALW	DL	AW	17/07/2026

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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. 2,138m² 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 2,138m². The layout plans of the Proposed Development is shown in **Appendix A**, or can be referred to Appendix 1 of Planning Statement, including:

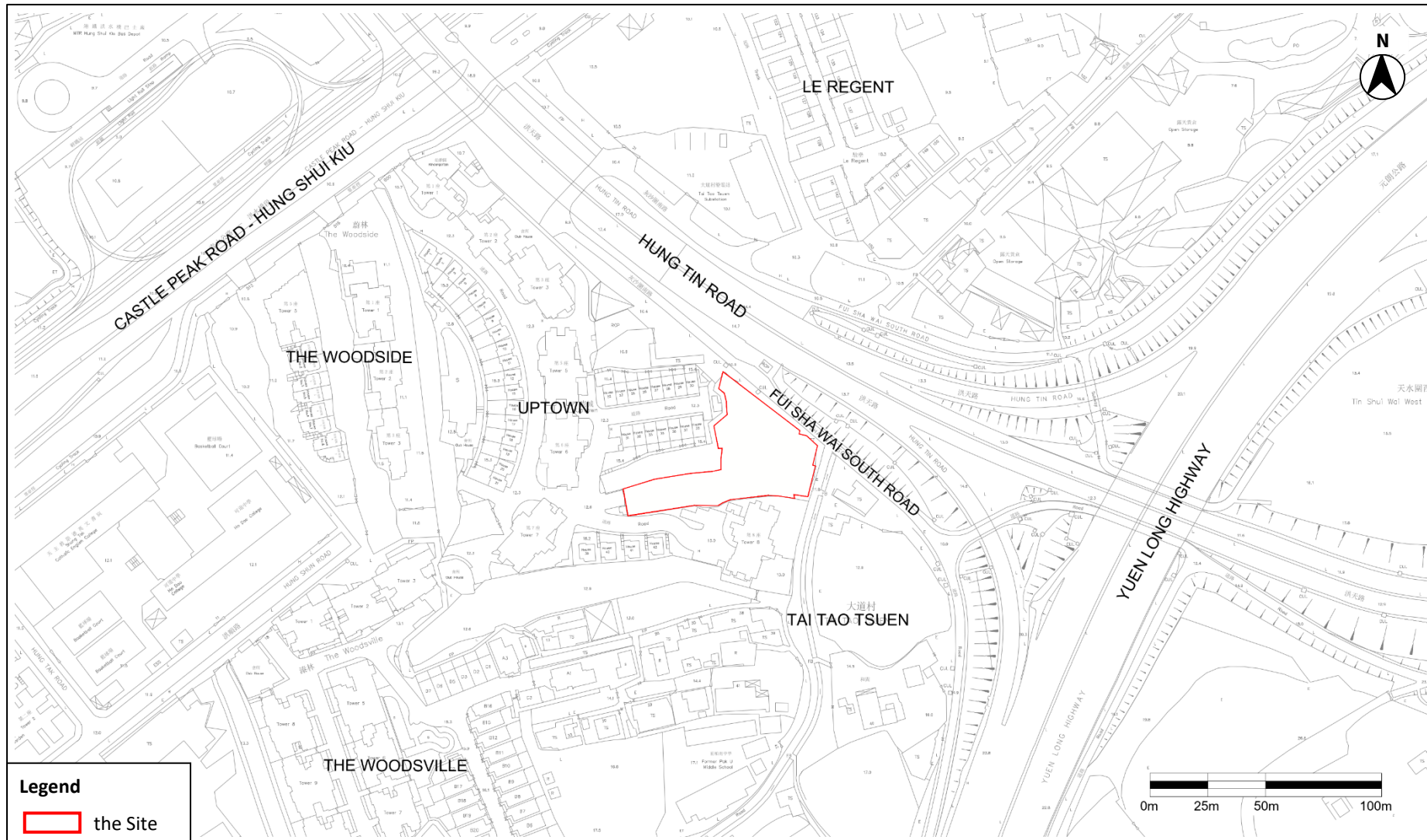
- A 7-storey RCHE
- Two 6-storey residential buildings atop the RCHE
- Provision of private open spaces
- Car parking spaces

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] ($\mu\text{g}/\text{m}^3$)	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:

- All measurements of the concentration of gaseous air pollutants, i.e. SO₂, NO₂, O₃ and CO, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
- Respirable suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.
- Fine suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 2.5 μm 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 appropriate dust control requirements have been properly put in place so that dust emissions for various construction activities will be controlled.

- 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 assessment area closest from the Site have been identified. The assessment 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 Dust generated from various construction activities and exhaust emissions from construction machinery and vehicles are the major sources of air quality impacts during the construction phase. Construction activities such as excavation, stockpiling, earth moving, and the transfer or handling of dusty materials may give rise to fugitive dust emissions. However, as the Proposed Development does not involve basement construction and deep excavation is not required, the extent of excavation works and the will be limited.

- 2.3.2 Based on the best available information at this stage, it is assumed that the site area (approximately 2,138m²) would be the active workfront area and used for estimating the quantities of excavated materials in a conservative approach. Thus, approx. 12,915 tonnes of inert C&D materials (comprising 8,620 tonnes from the Site Formation & Foundation Stage and 4,295 tonnes from the Superstructure Stage) are estimated to be generated over the 4-year construction period as outlined in **Section 2.3.5**. Without a detailed construction program in current stage, it is assumed that the Site Formation Stage & Foundation Stage would last for 12 months (6 working days per week), resulting in an average generation of approximately 30 tonnes of excavated materials per day (i.e. 8,620 / (6 x 4 x 12) days). For the Superstructure Stage, assuming a duration of 36 months (6 workdays per week),

approximately 5 tonnes of excavated materials will be generated per day on average (i.e. 4,295 / (6 x 4 x 36)) days. Assuming an average dump truck capacity of 15 tonnes, it is estimated that about 2 truck trips per day and 1 truck trip per day will be required for material removal during the Site Formation & Foundation Stage and Superstructure Stage respectively. Given the relatively low frequency of daily truck trips, the potential air quality impact arising from the operation of dump trucks is expected to be insignificant.

2.3.3 Based on the best available information, a tentative plant inventory of Powered Mechanical Equipment (PME) for the Proposed Development is summarized in **Table 2-5**. Under the worst-case scenario, it is assumed that one to two units of each PME type may operate concurrently on-site to support different construction activities.

Table 2-5 *Tentative Plant Inventory for Key Construction Activities*

KEY CONSTRUCTION ACTIVITIES	POSSIBLE PME REQUIRED		ASSUMED QUANTITY
Site Clearance / Formation	- Dump Truck - Lorry with crane/grab - Generator - Air Compressor - Submersible Water Pump	- Excavator - Breaker - Road Roller - Soil Compactor	A maximum of 2 units of each PME are assumed operating concurrently at this stage on-site
Foundation / Piling Works	- Dump Truck - Lorry with crane/grab - Generator - Air Compressor - Submersible Water Pump - Welding Machine - Excavator	- Piling Machine - Bored Piling Machine - Rotator/ Oscillator - Reverse Circulation Drill (RCD) - Concrete Lorry Mixer - Concrete Pump - Breaker	A maximum of 2 units of each PME are assumed operating concurrently at this stage on-site
Construction of Superstructure	- Dump Truck - Lorry with crane/grab - Generator - Air Compressor - Submersible Water Pump	- Tower Crane - Mobile Crane - Welding Machine - Bar bender and cutter (electric) - Concrete Lorry Mixer - Concrete Pump - Vibratory Poker - Breaker, hand-held - Drill/grinder, hand-held (electric) - Saw, circular, wood	A maximum of 2 units of each PME are assumed operating concurrently at this stage on-site

2.3.4 Emissions from Powered Mechanical Equipment (PME) and construction vehicles would mainly comprise nitrogen oxides (NO_x), respirable suspended particulates (RSP) and other combustion-related pollutants. The *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation* regulates emissions from non-road mobile machinery (NRMM) used in

construction activities. To minimize exhaust emissions during the construction phase, only approved NRMM should be used as far as practicable. In addition, construction plant and equipment should be connected to the mains electricity supply where practicable, and the use of diesel generators and diesel-powered equipment should be avoided as far as practicable. The engines of construction plant and equipment should also be switched off when not in use to avoid unnecessary idling emissions. Furthermore, all dusty materials will be properly covered or wetted on-site, and other dust suppression measures and good site practices recommended in paragraph 2.4.2 will be implemented as far as practicable.

- 2.3.5 Considering the small number of PME anticipated to operate concurrently on-site, the limited daily quantity of excavated material requiring handling and transportation, the low frequency of dump truck movements, and the implementation of the recommended mitigation measures, adverse air quality impacts during the construction phase are not anticipated.
- 2.3.6 The operation of the Proposed Development is estimated to commence in 2031, with a tentative construction period from 2028 to 2031. Based on the best available information from the Town Planning Board, a concurrent project involving a Proposed Residential Development at Tong Yan San Tsuen (Application No. Y/YL-TYST/9), located approximately 280m from the Project Site, has been identified. As the detailed construction programme is yet to be confirmed, the potential for overlapping construction works will be reviewed at a later stage when more information is available. With the implementation of the dust control measures in accordance with the Air Pollution Control (Construction Dust) Regulation, the adverse cumulative air quality impact during the construction phase is not anticipated. The location of the concurrent project is shown in Figure 2-1.
- 2.3.7 Furthermore, the Widening of Yuen Long Highway (Section between Lam Tei and Tong Yan San Tsuen) is situated in closest approximately 20m to the Project Site. The scheme is currently under study with a target commissioning date in 2033. As the detailed construction programme is yet to be confirmed, the potential for overlapping construction works will be reviewed at a later stage when more information is available. Similarly, for another Proposed Residential Development (Application No. Y/YL-TYST/10) located approximately 325m from the Project Site, will also be evaluated for the overlapping period of the construction phase in later stage when more information is available. In general, potential cumulative air quality impacts from these projects can be managed through the implementation of dust control measures in accordance with the Air Pollution Control (Construction Dust) Regulation. Also, it is recommended to maintain a close liaison with the contractors of concurrent projects to avoid overlapping of heavy or dusty construction works where practicable. Therefore, the adverse cumulative air quality impact during the construction phase is not anticipated.

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 ASR1 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.
- Using exempted NRMMS should be avoided and only NRMMS approved by the EPD shall be used during the construction phase.
- Electrified NRMMS shall be used as far as practicable to minimize local emissions.
- Electricity power supply shall be prioritized for construction equipment to minimize the reliance on diesel-powered machinery 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. As no active/heavy industrial operation during the site visit, adverse I/R interface problem is not anticipated. Although through desktop review, two chimneys were observed at around 360m and 400m away from the Project Site within the 500m assessment area, **buffer distance requirements recommended in Table 3.1 of Chapter 9 in HKPSG can be fulfilled for these two chimneys**, 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. Given that the Feeder Road only serves localized traffic with low volume and minimal heavy vehicle percentage, its emission impact is expected to be limited. Accordingly, a 5m buffer distance is adopted, which is considered to be sufficient for these road types in accordance with HKPSG chapter 9 Table 3.1. The enquiry letter and reply from TD are attached in **Appendix B**.
- 2.5.4 It should be noted that the internal road within the Proposed Development will serve as Emergency Vehicular Access (EVA) only, therefore, buffer distance requirement is not applicable to this road section. 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 air quality impact arising from the emission of the bus terminus is not anticipated.
- 2.5.6 A total of nine existing carparks, comprising both open and multi-storey facilities, were identified within the 500m Assessment 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, adverse air quality impact from these existing carparks on the proposed sensitive uses is not anticipated.
- 2.5.7 Furthermore, a planned carpark area is proposed on the ground floor within the Project Site. The **indicative location of the exhaust air outlets is shown in Figure 2-2. It** 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, the emissions will be properly controlled in accordance with the guidelines and adverse air quality impact is not anticipated.

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 **separation distance between the Project Site and the Pun Chun factory fulfilling the buffer distance requirements recommended in** Section 3.3.9 of Chapter 9 in HKPSG, and the lack of offensive odour recorded during site visit, the adverse odour impact from the Pun Chun factory on the Project Site is not anticipated.
- 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, the odour emissions will be properly controlled in accordance with the guidelines and adverse odour impact is not anticipated.

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 During operation phase, no adverse air quality impact on the Site from chimney, vehicular and odour emissions are 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 Assessment Area and Location of Representative ASRs

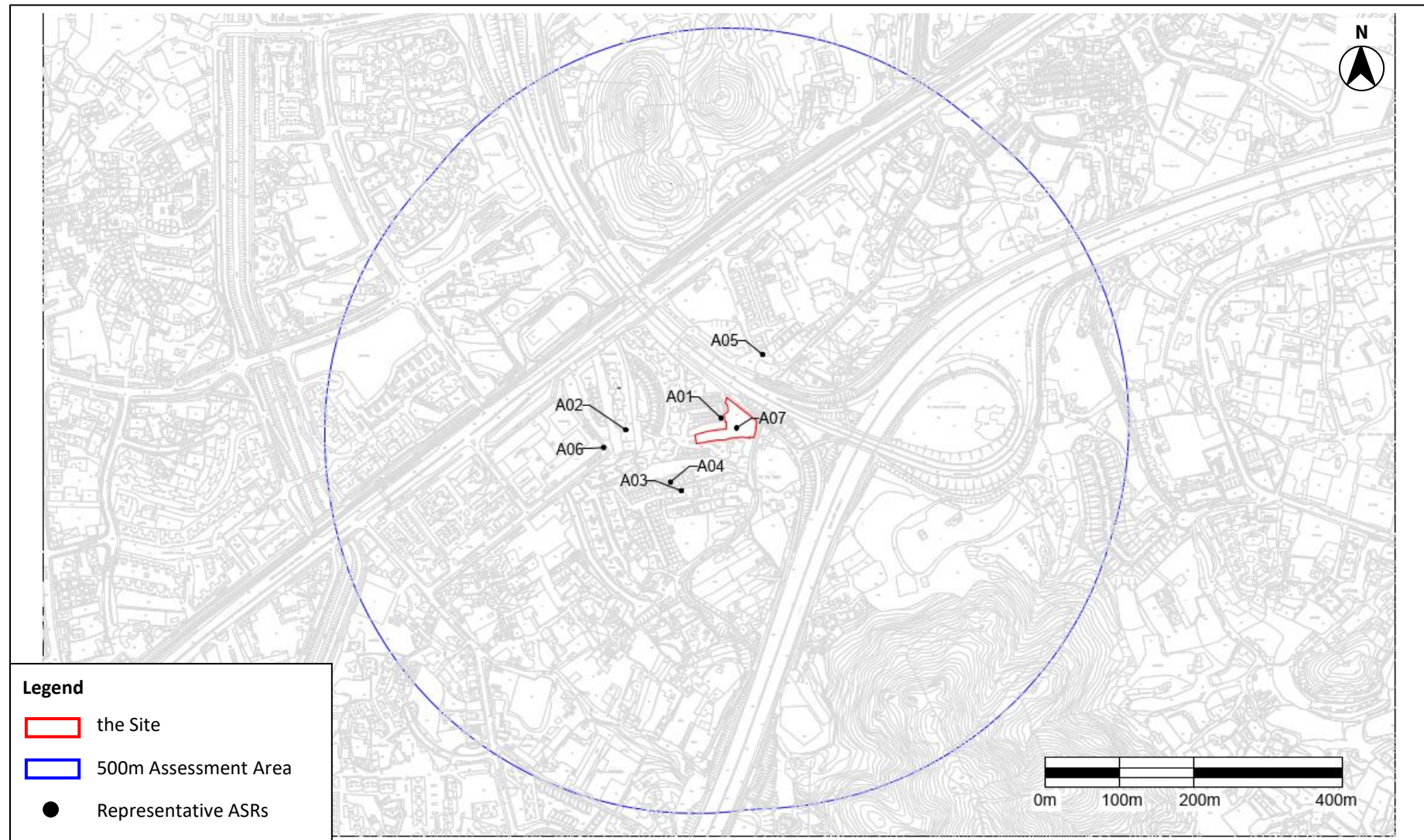


Figure 2-2 Buffer Distance Requirement from the Surrounding Roads and Indicative Location of Carpark Exhaust Outlet

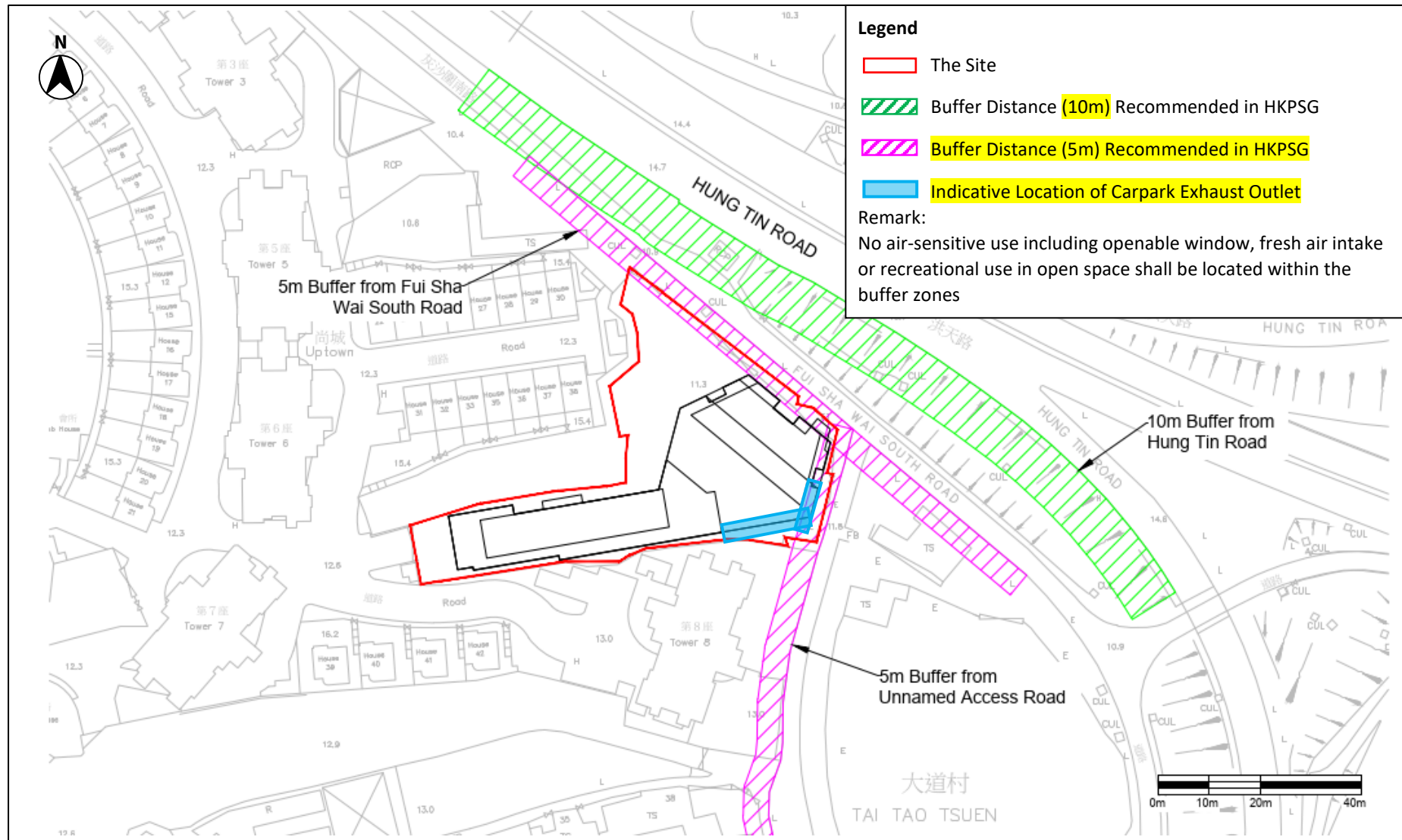
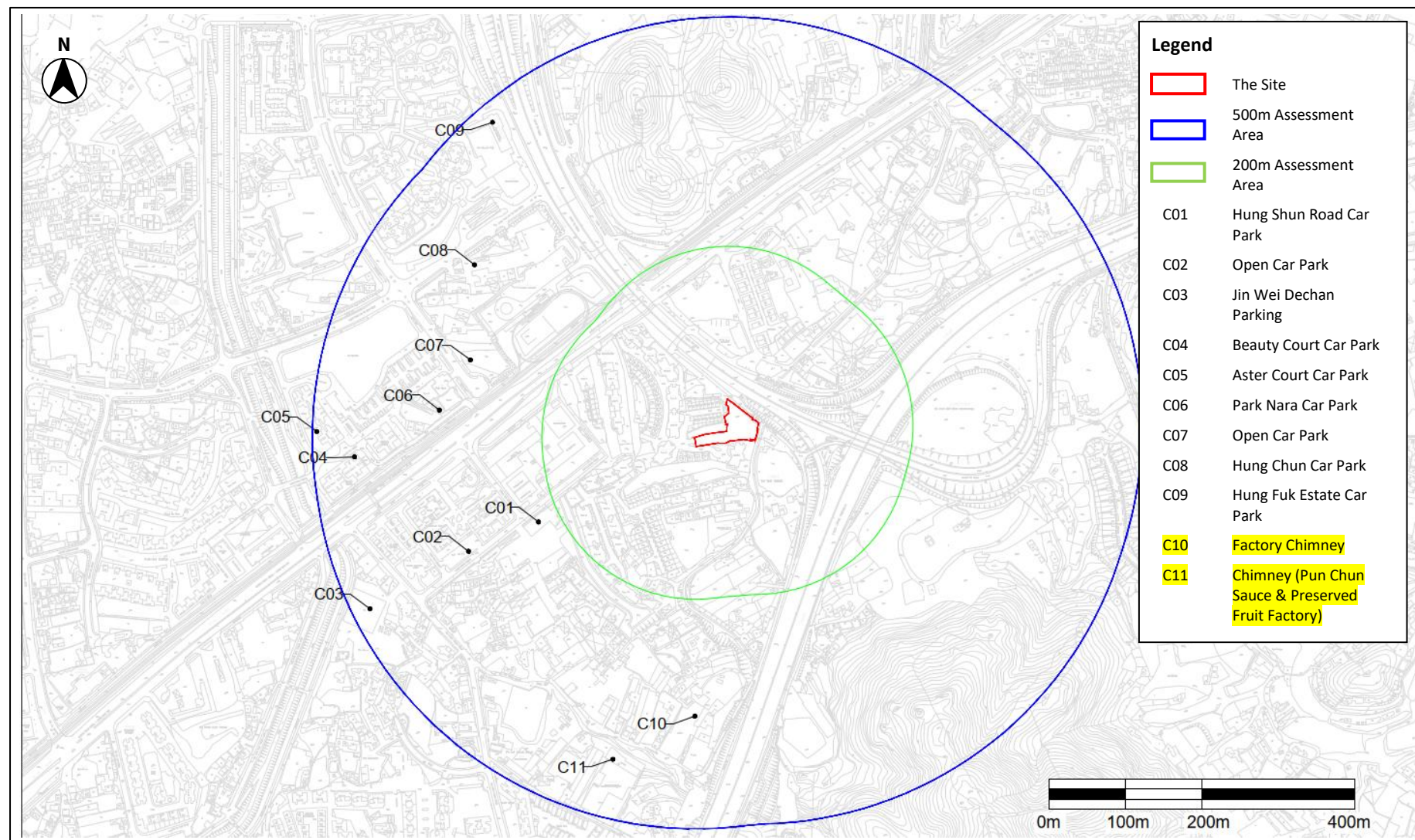


Figure 2-3 **Location of Other Potential Vehicular Emission Sources and Chimneys** within 500m Assessment Area



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:
- 5 dB(A) below the appropriate ANLs shown in Table 2 of IND-TM, and
 - 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 **Table 3-2**.

Table 3-2 Summary of Road Traffic Noise Standards

USES	NOISE CRITERIA $L_{10}(1-HR)$ (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

- 3.1.8 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

- 3.1.9 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) L_{10} (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

- 3.1.10 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 L_{eq} 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 assessment 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 Transit 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 assessment 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 MAXIMUM NOISE LEVEL L ₁₀ (1 HR) dB(A)	COMPLIANCE
RCHE (G/F)	Multi-Purpose Room / Rehabilitation Area	RCHE_GF_01; RCHE_GF_05	70	65	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	76	N
	Sick / Isolation / Quiet Room ²	RCHE_TYP_09	70	58	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_13	70	74	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 L₁₀(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, acoustic window and fixed/lockable/maintenance window have been adopted in this assessment.

Acoustic Window (Baffle Type)

3.4.9 To 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 3-5** below.

3.4.10 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 8 dB(A) to 9.5 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.

3.4.11 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 3-5 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 (4/F to 5/F)	RCHE_TYP_17	PN 5/23, 8 m ²	Without	5.0
	Dormitory5 (4/F to 5/F)	RCHE_TYP_19	PN 5/23, 18 m ²	Without	7.0
	Dormitory 6 (3/F to 5/F)	RCHE_TYP_20	PN 5/23, 18 m ²	Without	4.7
	Dormitory7 (2/F to 5/F)	RCHE_TYP_21	PN 5/23, 18 m ²	Without	3.5
	Dormitory 8 (2/F to 5/F)	RCHE_TYP_22	PN 5/23, 18 m ²	Without	4.0
	Dormitory 9 (2/F to 5/F)	RCHE_TYP_25	PN 5/23, 18 m ²	With	4.1
	Dormitory 9			Without	2.6

BLOCK	ACOUSTIC WINDOW LOCATION	NAP	REF. TYPE OF ACOUSTIC WINDOW	WITH/ WITHOUT SAM	ADJUSTED RELATIVE NOISE REDUCTION dB(A)
	(1/F)				
	Dormitory 10 (2/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
	Dormitory 12 (3/F to 5/F)	RCHE_TYP_06	PN 5/23, 18 m ²	Without	2.4
Tower A	Living Unit A1 (11/F to 12/F)	TYP_A_14	PN 5/23, 18 m ²	With	6.4
	Living Unit A1 (7/F to 10/F)			Without	4.9
	Living Unit A2 – B.R. 1 (12/F)	TYP_A_11	PN 5/23, 8 m ²	Without	4.6
	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 A5 – B.R. 1 (11/F to 12/F)	TYP_A_06	PN 5/23, 8 m ²	Without	4.6
	Living Unit A6 (10/F to 12/F)	TYP_A_03	PN 5/23, 18 m ²	With	6.4
	Living Unit A6 (7/F to 9/F)			Without	4.9
Tower B	Living Unit B6 (8/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

- 3.4.12 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 3-6** below.

Table 3-6 Locations of the Proposed Fixed/Lockable/Maintenance Windows

BLOCK	FIXED/LOCKABLE/MAIN TENANCE WINDOW LOCATION	NAP	IMPLEMENTED FLOOR
RCHE	Dormitory 8	RCHE_TYP_23	2/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

3.4.13 With the implementation of the 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 3-7** and detailed in **Appendix G**. The location of the mitigation measures implemented are detailed in **Appendix H**.

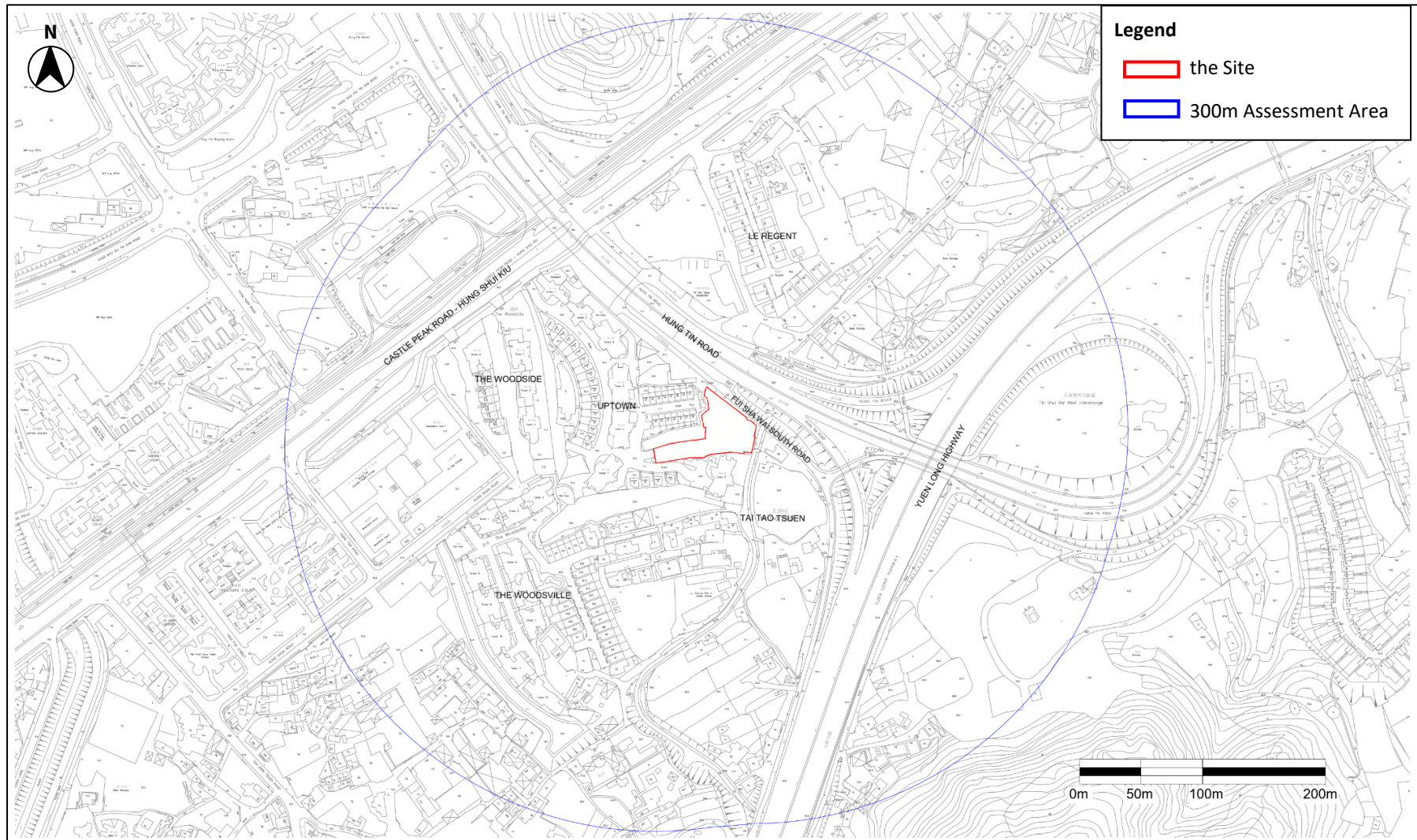
Table 3-7 Summary of Predicted Traffic Noise Levels at NAPs in Mitigated case

BLOCK	ROOM	NAP	NOISE CRITERIA L_{10} (1 HR) dB(A)	PREDICTED MAXIMUM NOISE LEVEL L_{10} (1 HR) dB(A)	EXCEEDANCE
RCHE (1/F – 5/F)	Dormitory	RCHE_TYP_01 to RCH TYP_08; RCHE_TYP_10 to RCH TYP_16; RCHE_TYP_19 to RCH 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_13	70	70	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 railway noise and fixed noise sources in the vicinity of the Site. A potential existing railway noise source (Light Rail) was observed approximately 187m northwest of the Project Site, and a part of the future planned potential railway noise source (SGMTS) was noted approximately 200m from the Project Site. Given that the Light Rail noise was not noticeable in the vicinity of the Site and the separation distance of the existing Light Rail and Planned SGMTS, no adverse railway noise impact is expected. 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 this 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 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 Assessment Area

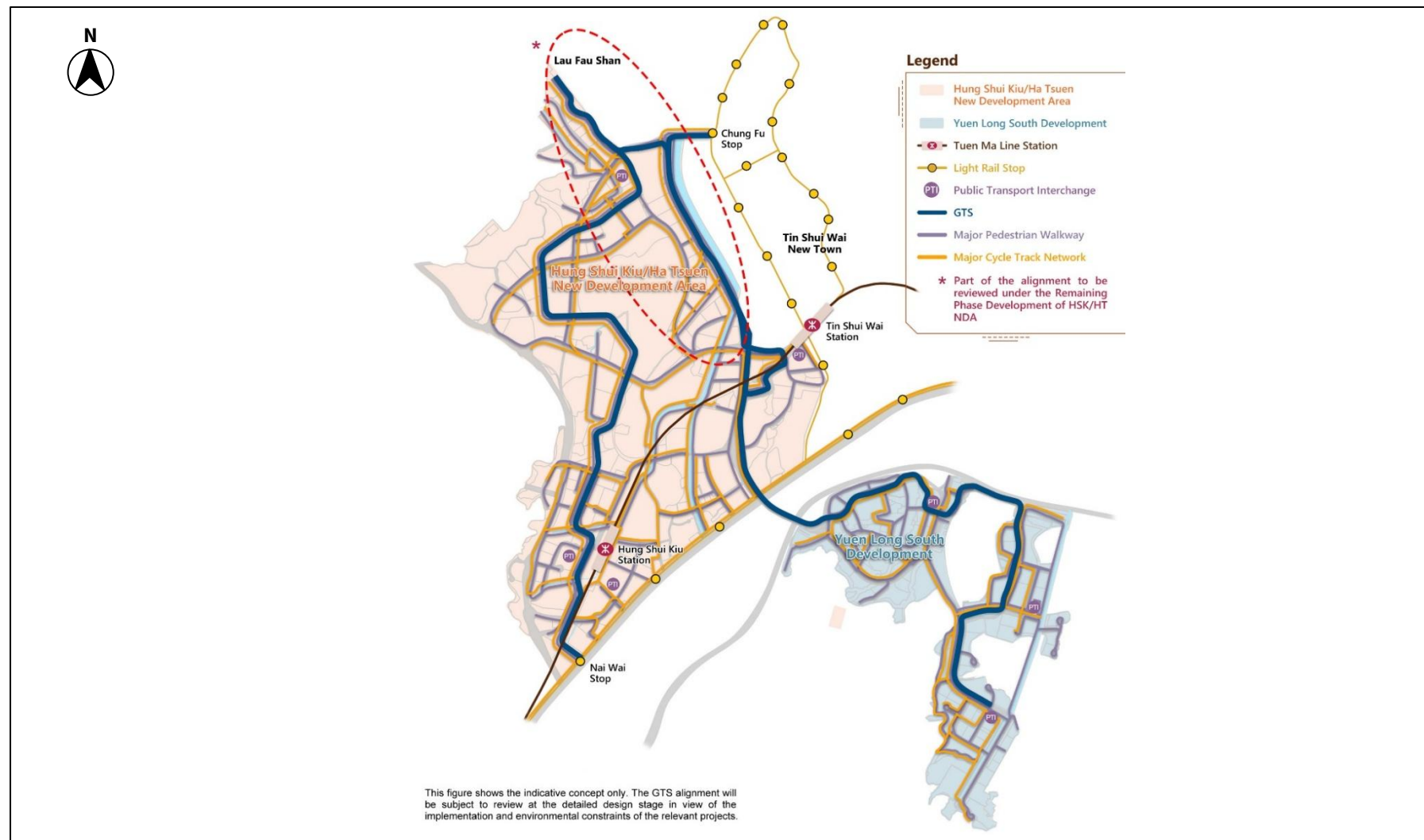


Legend

- the Site
- Light Rail

Shortest distance between Project Site Boundary to the Light Rail: ~187m

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

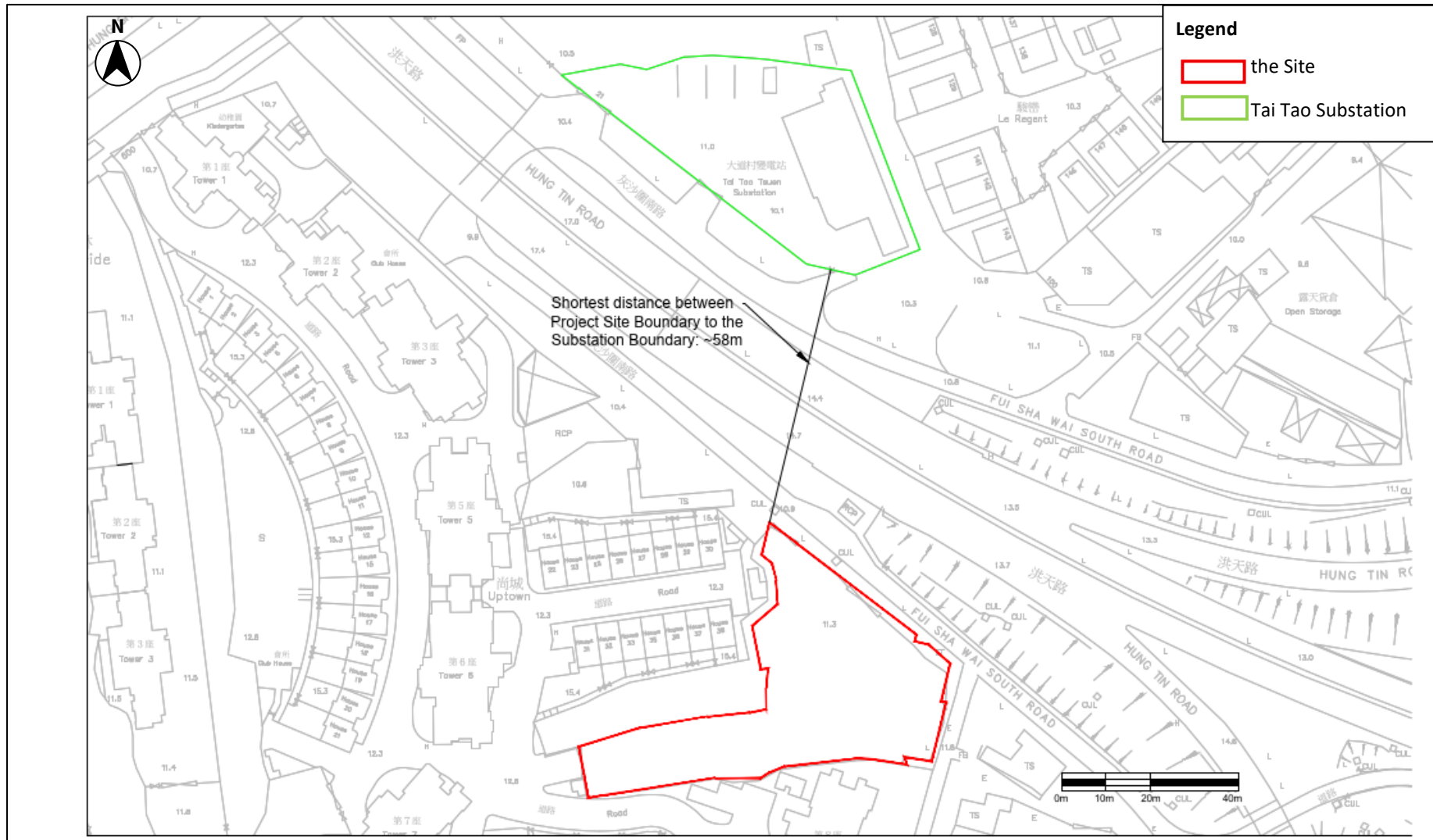


Figure 3-5 Location of Noise Assessment Points for Road Traffic Noise Impact on RCHE G/F

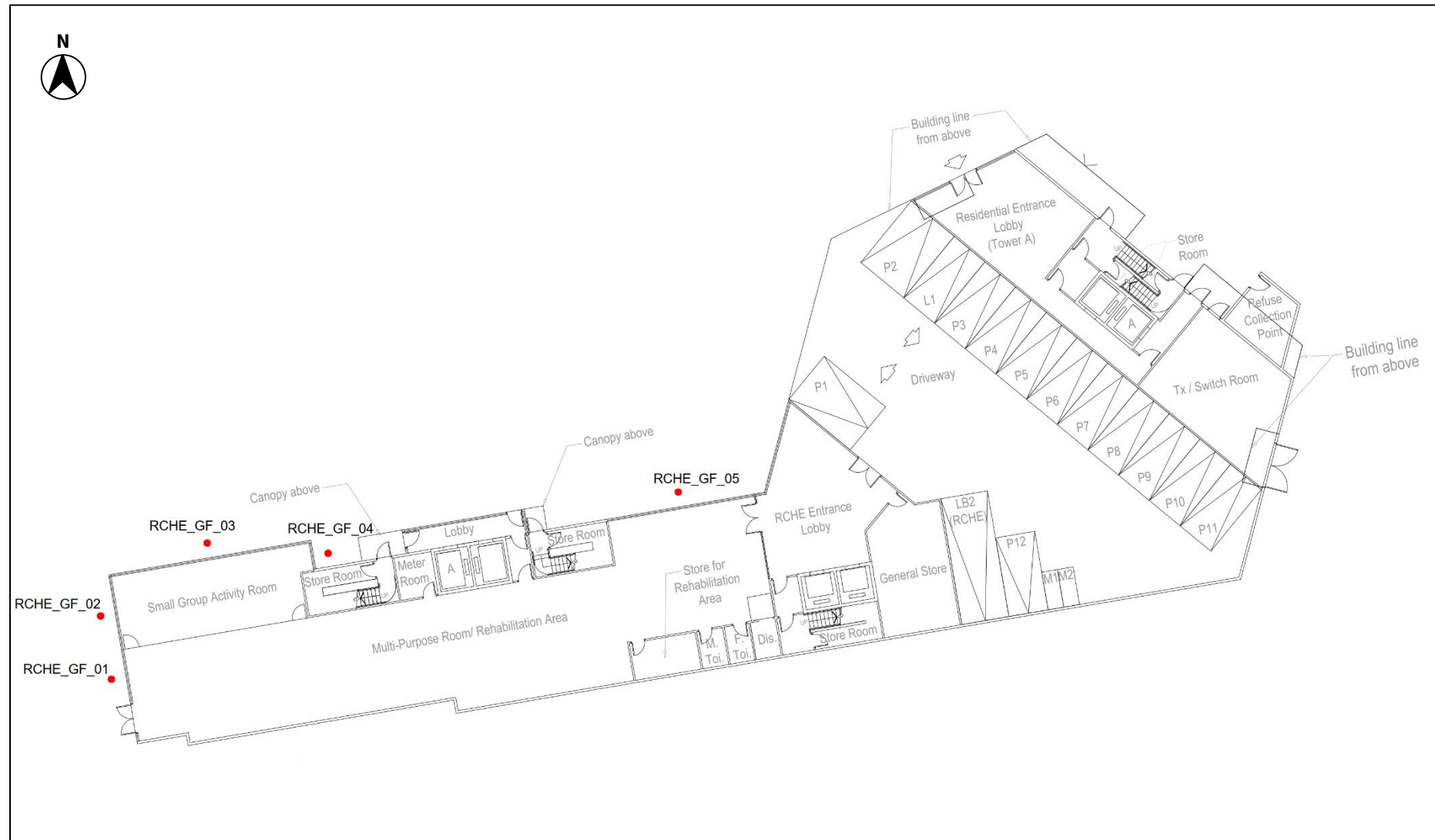


Figure 3-6 Location of Noise Assessment Points for Road Traffic Noise Impact on RCHE 1/F to 5/F

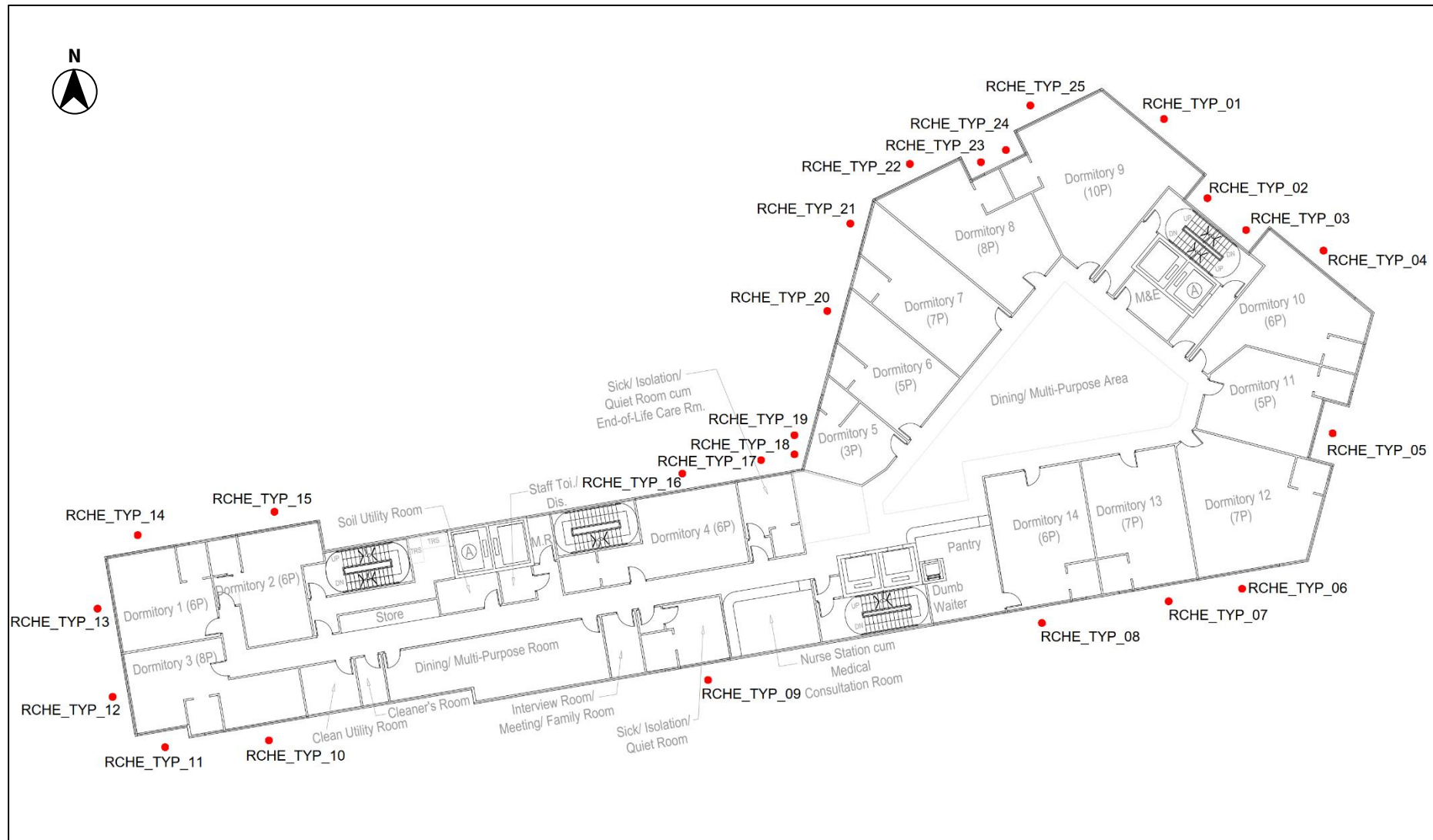
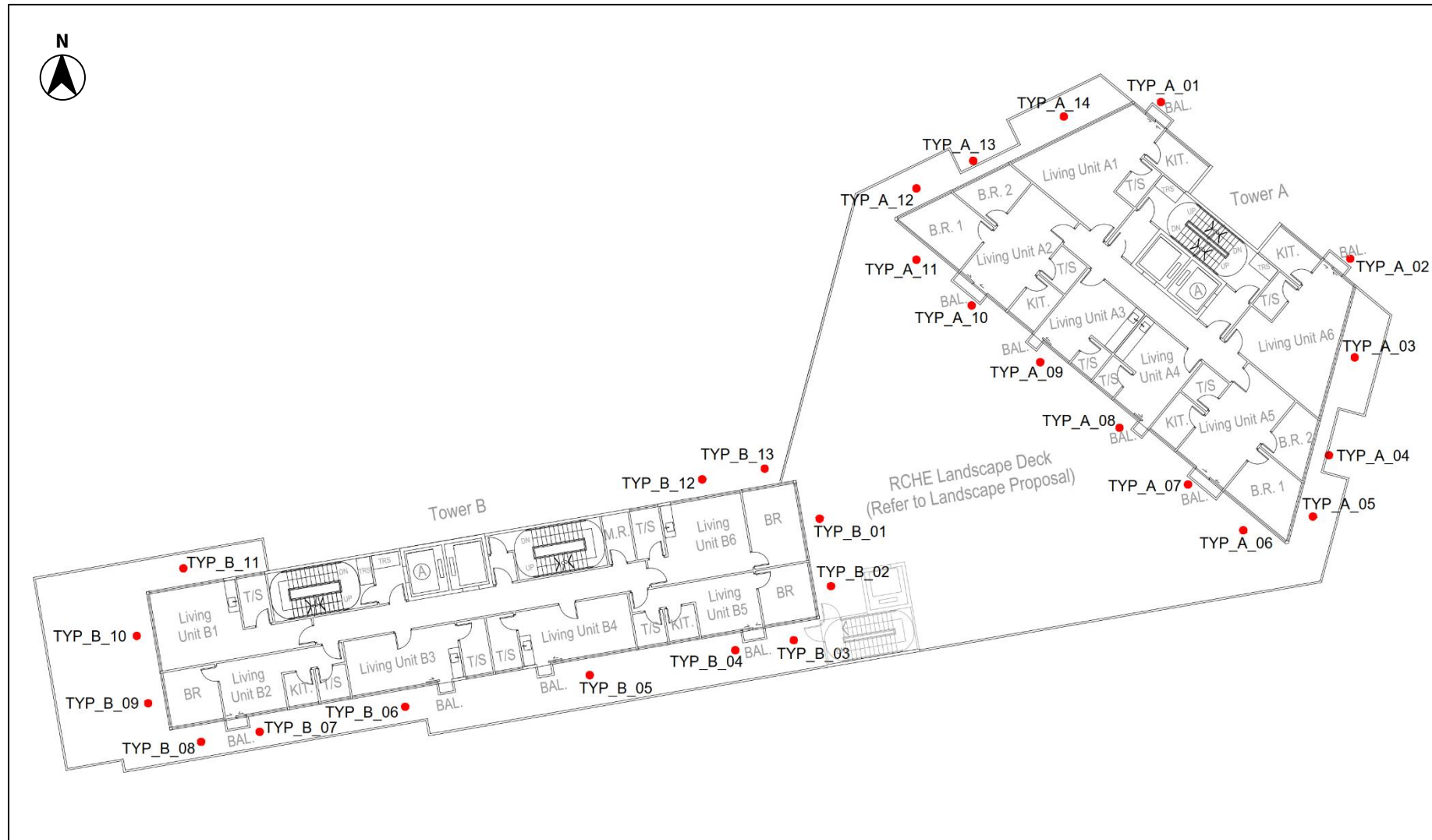


Figure 3-7 Location of Noise Assessment Points for Road Traffic Noise Impact on Residential Towers A & B



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 PN2/24

- 4.1.2 With reference to *Professional Persons Environmental Consultative Committee* (“ProPECC”) *Practice Note Construction Site Drainage* (“ProPECC PN2/24”), 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 assessment 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 assessment 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. The total Average Dry Weather Flow (ADWF) arising from the Proposed Development is estimated to be 202.55 m³/day. Sewage and wastewater generated from the Proposed Development will be discharged into public sewer under Castle Peak Road - Hung Shui Kiu and conveyed to Ha Tsuen Sewage Pumping Station. 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 2/24 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.

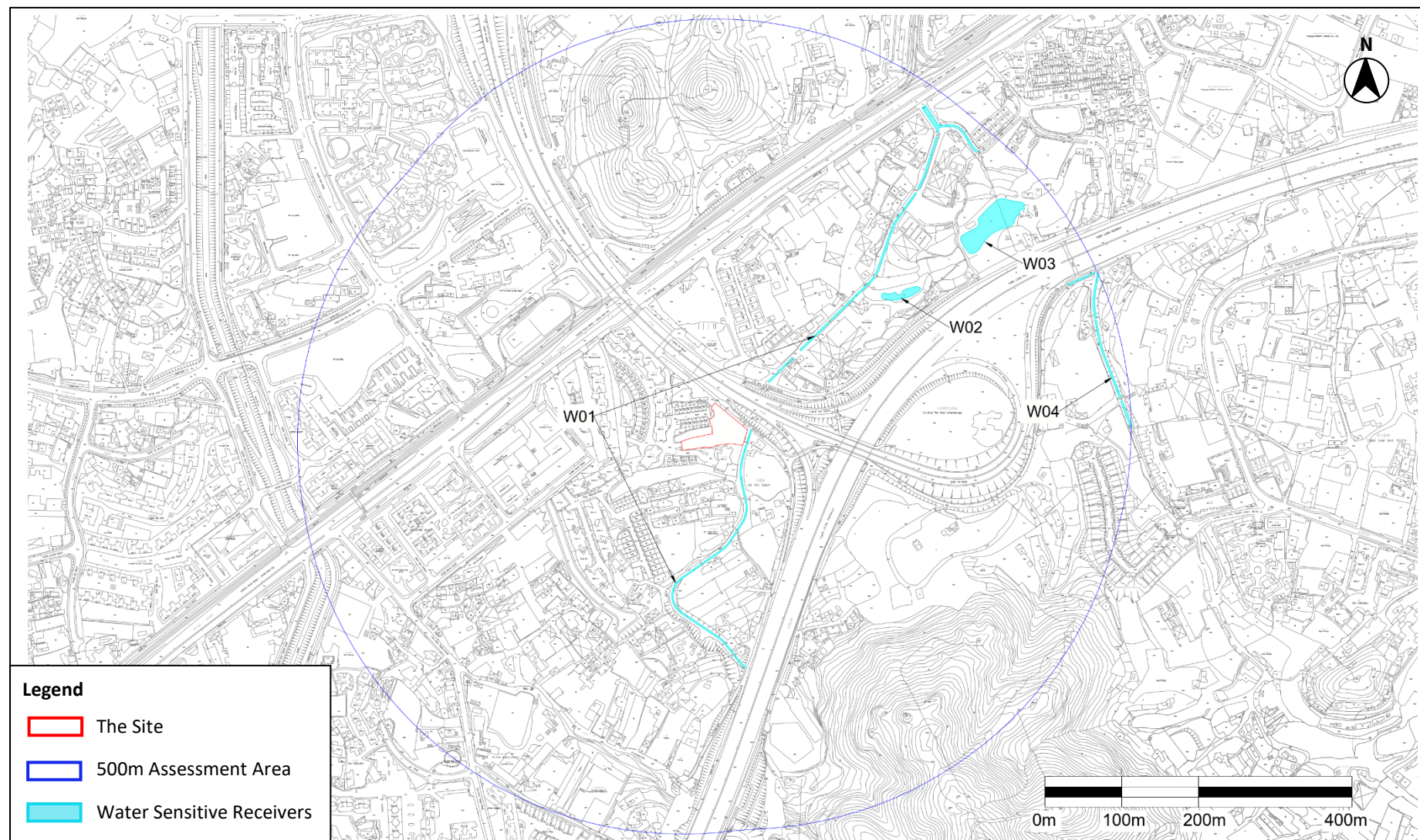
Operation Phase

- 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 2/24 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 2,138m² and about 90% of the site is paved, i.e. 1,923m². Assuming the paving density is 2,400 kg/m³ and the thickness of paving is 0.2m, approx. 923 tonnes (i.e. 1,923m² x 0.2m x 2.4 tonnes/m³) 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. 4,276m³ (i.e. 2,138m² x 2m) of additional excavated materials is expected to be generated foundation construction and piling for new structures. With the density of 1,800kg/m³, 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:

$$\begin{aligned}\text{Waste Index}_{\text{Inert C\&D materials (Private Housing Projects)}} &= 0.91 \times 0.250\text{m}^3/\text{m}^2 \text{ GFA} \\ &= 0.2275\text{m}^3/\text{m}^2 \text{ GFA}\end{aligned}$$

5.2.11 The proportion of inert C&D materials of building waste from the Proposed Development with a GFA of about 10,489m², can therefore be estimated as follows:

$$\begin{aligned}\text{Building Waste} &= \text{Waste Index}_{\text{Inert C\&D materials (Private Housing Projects)}} \times \text{GFA} \\ &= 0.2275 \times 10,489 \\ &= 2,386\text{m}^3\end{aligned}$$

5.2.12 Assuming the density of inert C&D materials is 1.8 tonnes/m³, 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 & FOUNDATION	
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 four years with six working days

a week and four weeks a month, the daily inert C&D material generation rate will be approx. 11.2 tonnes/day (i.e. 12,915 tonnes/ (6 x 4 x 48) 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 11.2 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 2,138m² and about 10% of the site is unpaved, i.e. 214m². Assuming the average depth of the topsoil is 0.25m and the density of topsoil is 1,600kg/m³, approx. 85.6 tonnes (i.e. 214m² x 0.25m x 1.6 tonnes/m³) 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. 9%, to the “waste index” as follows:

$$\begin{aligned}\text{Waste Index}_{\text{Non-Inert C\&D materials (Private Housing Projects)}} &= 0.09 \times 0.250\text{m}^3/\text{m}^2 \text{ GFA} \\ &= 0.0225\text{m}^3/\text{m}^2 \text{ GFA}\end{aligned}$$

- 5.2.22 Given the total GFA of the Proposed Development is approx. 10,489m², Hence, the non-inert C&D materials (or C&D waste) components in building waste can therefore be estimated as follows:

$$\text{Building Waste} = \text{Waste Index}_{\text{Non-Inert C\&D materials (Private Housing Projects)}} \times \text{GFA}$$

$$= 0.0225 \times 10,489$$

$$= 236\text{m}^3$$

- 5.2.23 Assuming the density of non-inert C&D materials is 1.0 tonnes/m³, 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 four years with six working days a week and four weeks a month, the daily non-inert C&D material generation rate will be approx. 0.3 tonnes/day (i.e. 322 tonnes/ (6 x 4 x 48) 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 4 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. 0.3 tonnes/day (i.e. 289 tonnes/ (6 x 4 x 48) 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:

$$\begin{aligned}\text{Per Capita Generation Rate} &= \text{Disposal Rate}/(1 - \text{Recovery Rate}) \\ &= (0.89\text{kg/worker/day})/(1 - 0.21) \\ &= 1.13\text{kg/worker/day}\end{aligned}$$

Since every worker is expected to generate general refuse, the total general refuse generated by construction workers is estimated as follows:

$$\begin{aligned}\text{General Refuse/Day} &= \text{No. of workers/day} \times \text{per capita generation rate} \\ &= 50 \text{ workers} \times 1.13\text{kg/workers/day} \\ &= 56.5\text{kg/day}\end{aligned}$$

$$\begin{aligned}\text{Total General Refuse} &= \text{General Refuse/Day} \times \text{Construction Duration} \\ &= 56.5\text{kg/day} \times 6 \text{ days/week} \times 4 \text{ weeks/month} \times 48 \text{ months} \\ &= 65,088\text{kg or } 65\text{tonnes}\end{aligned}$$

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. 13,668.5kg of general refuse, would be reused and recycled by the recyclers. The surplus general refuse of 51,419.5 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
Excavated material	7,697	Excavation	Off-site reuse/recycle
Building Waste	4,295	Superstructure Construction	Sent to public fill reception facilities
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
Building Waste	236	Superstructure Construction	Disposal of at landfill
OTHERS			
General Refuse	65	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) may be generated during operation when the need arises. The RCHE operator shall register as waste producer under the regulation of Cap. 354C before disposing any chemical waste.
- 5.2.46 All chemical waste should be segregated, labelled and stored in a compliant container within a designated area. 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, no adverse environmental impact is anticipated.

Clinical Waste

- 5.2.48 Small amount of clinical waste (e.g. cartridges, ampoules, surgical dressings, swabs) may be generated during operation when the need arises.
- 5.2.49 Clinical waste should be managed under Cap. 354O and EPD’s Clinical Waste Control Scheme, and to segregate from general and chemical wastes. Used needles and sharps are classified as Group 1 clinical waste 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 clinical waste to designated waste treatment centre (i.e., Chemical Waste Treatment Centre “CWTC”) for proper treatment and disposal.
- 5.2.50 Provided that relevant legislation and code of practice of management of clinical waste are strictly followed during the handling, storage, transportation and disposal of clinical waste, no adverse environmental impact is anticipated.
- 5.2.51 Since the remaining domestic waste will be collected on a daily basis, while both chemical and clinical waste will be collected on monthly basis 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**.
- 5.2.52 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 legislation.
 - 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 (“O Park”) or on-site treatment with food waste composting machines, etc. Furthermore, any chemical and clinical wastes generated shall be segregated from other waste streams and handled by licensed collectors in accordance with the relevant statutory requirements and control schemes.

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 and clinical wastes. Domestic waste will be collected on a daily basis, while both chemical and clinical waste will be collected on monthly basis 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 I**.

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 During operation phase, no adverse air quality impact on the Site from chimney, vehicular and odour emissions are anticipated with the sufficient buffer distance provided between air pollution sources and the Site boundary.

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 acoustic windows (baffle type) and fixed/lockable/maintenance windows, no adverse noise impact is anticipated.

7.1.12 Overall, no adverse noise impact is anticipated during the construction and operation phases of the Indicative Development scheme.

7.1.13 An updated Noise Impact Assessment Report will be submitted at a later stage under land lease mechanism, based on the latest design/layout of the proposed development to achieve full compliance with the noise criteria set out in the HKPSG.

Water Quality

- 7.1.14 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.
- 7.1.15 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.
- 7.1.16 Overall, no adverse water quality impact is anticipated during construction and operation phase of the Proposed Development.

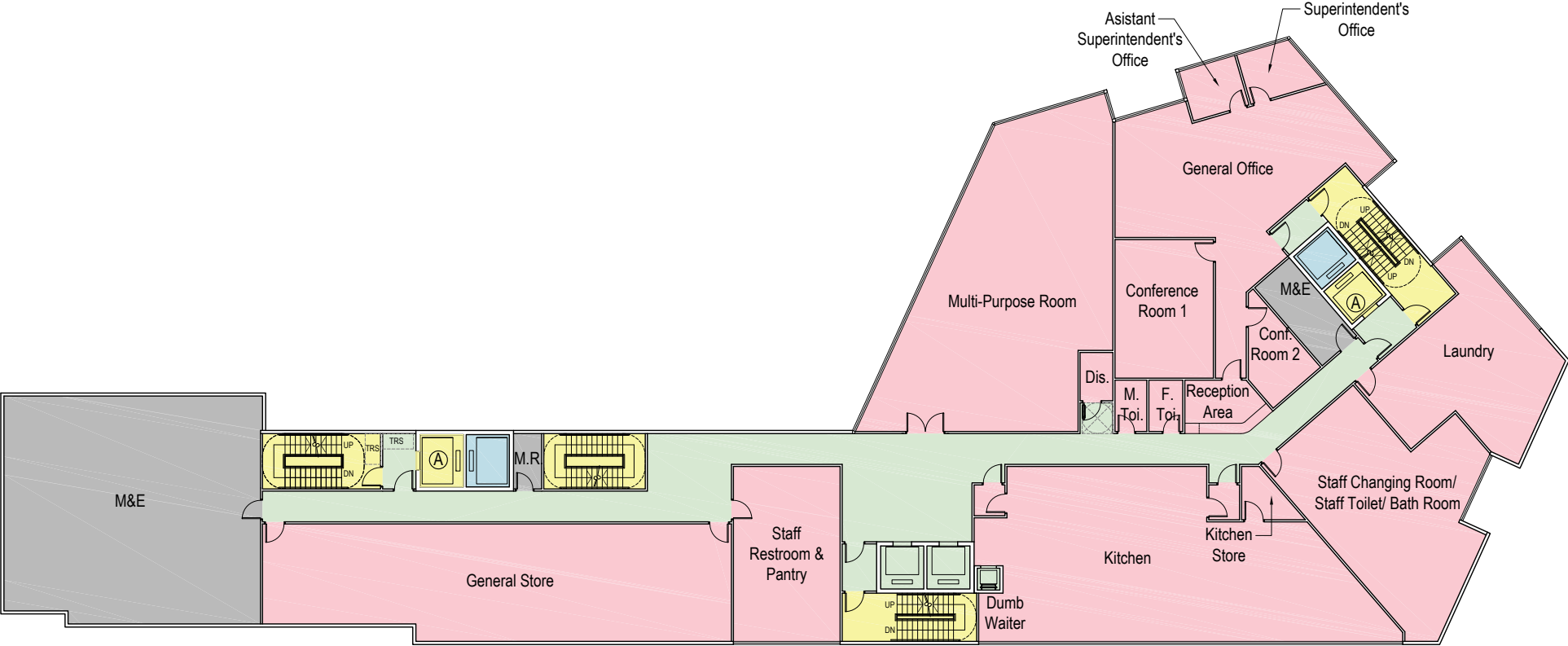
Waste Management

- 7.1.17 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.
- 7.1.18 During operation phase, domestic waste, chemical wastes and clinical wastes produced by the Proposed Development will be the main concern with regard to waste generation. As domestic wastes will be collected on a daily basis, while both chemical wastes and clinical wastes will be collected on monthly basis, 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.
- 7.1.19 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operation phases of the Proposed Development are not anticipated.

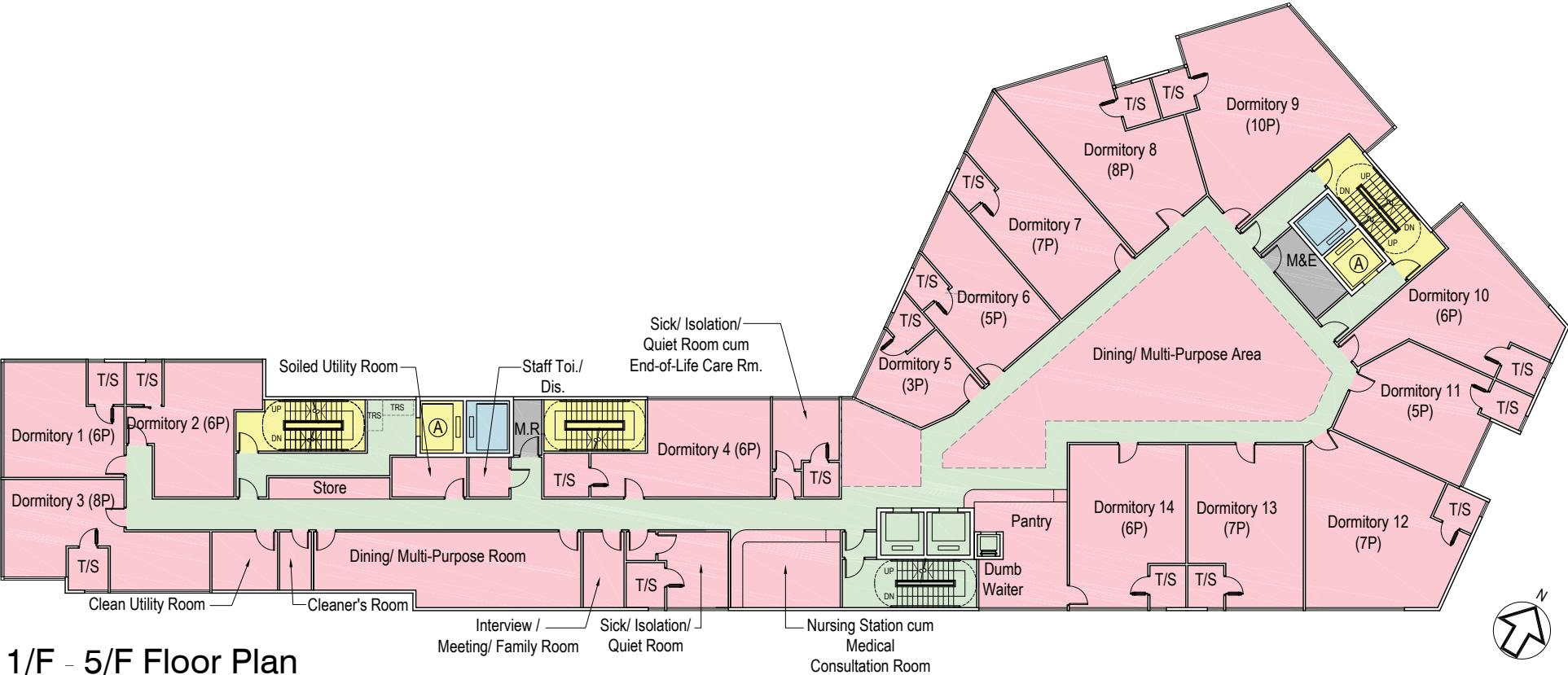
Land Contamination

- 7.1.20 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



6/F Floor Plan



1/F - 5/F Floor Plan

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

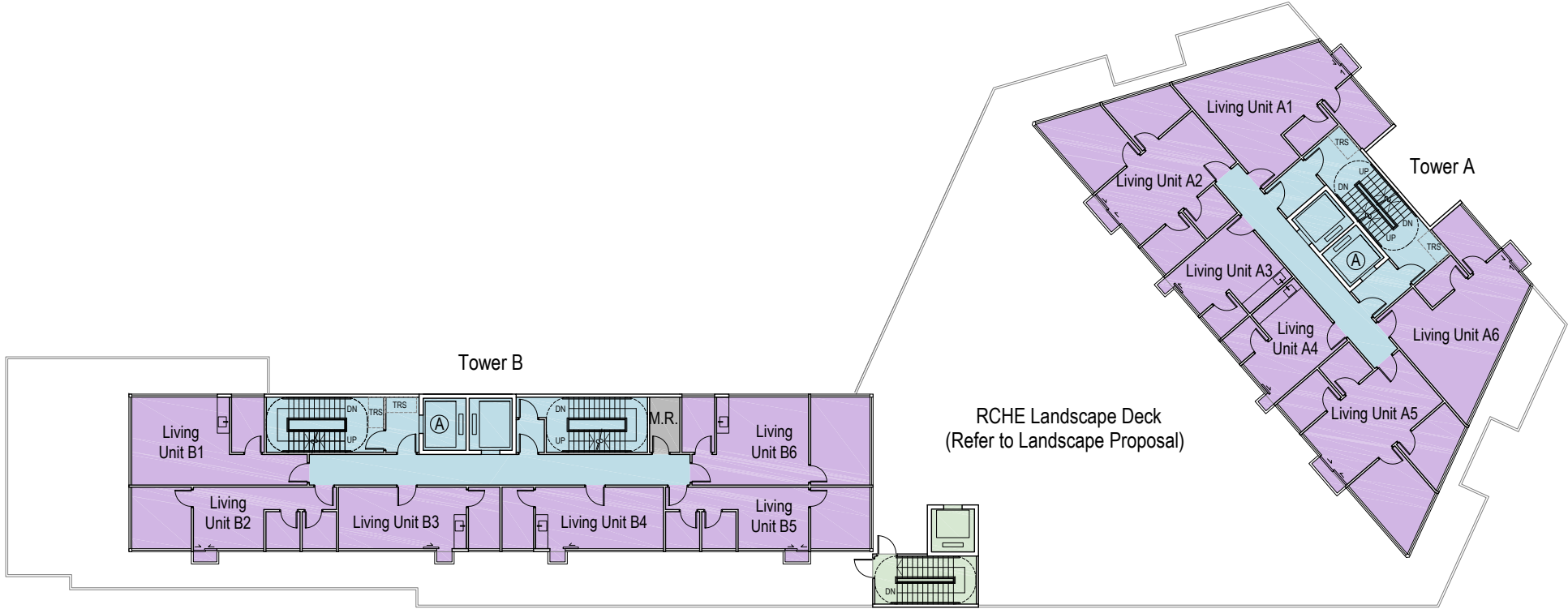
project title
Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and To Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for 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





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

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]
[REDACTED]
Date: 2025/04/29 下午 03:15
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



寄件者:

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:

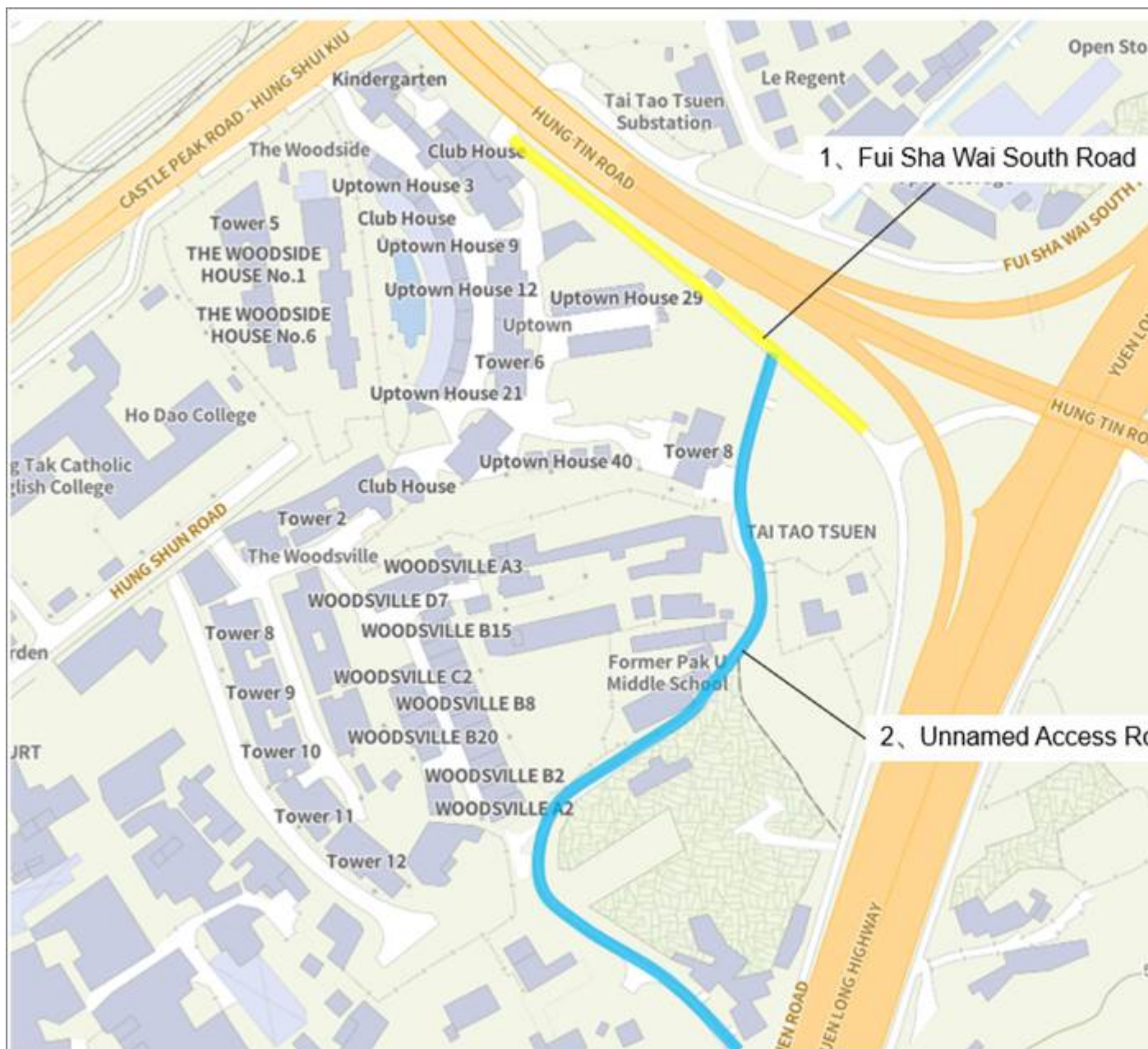
Date: 2025/04/02 下午 02:32

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 Type
1	Fui Sha Wai South Road	Tai Tao Tsuen	Uptown	Local Distributor Road
2	Unnamed Access Road	Fui Sha Wai South Road	Cul-de-sac	Feeder Road



Should there be any enquiries, please feel free to contact us.
Thank you.

Best Regards,
Lily LIN



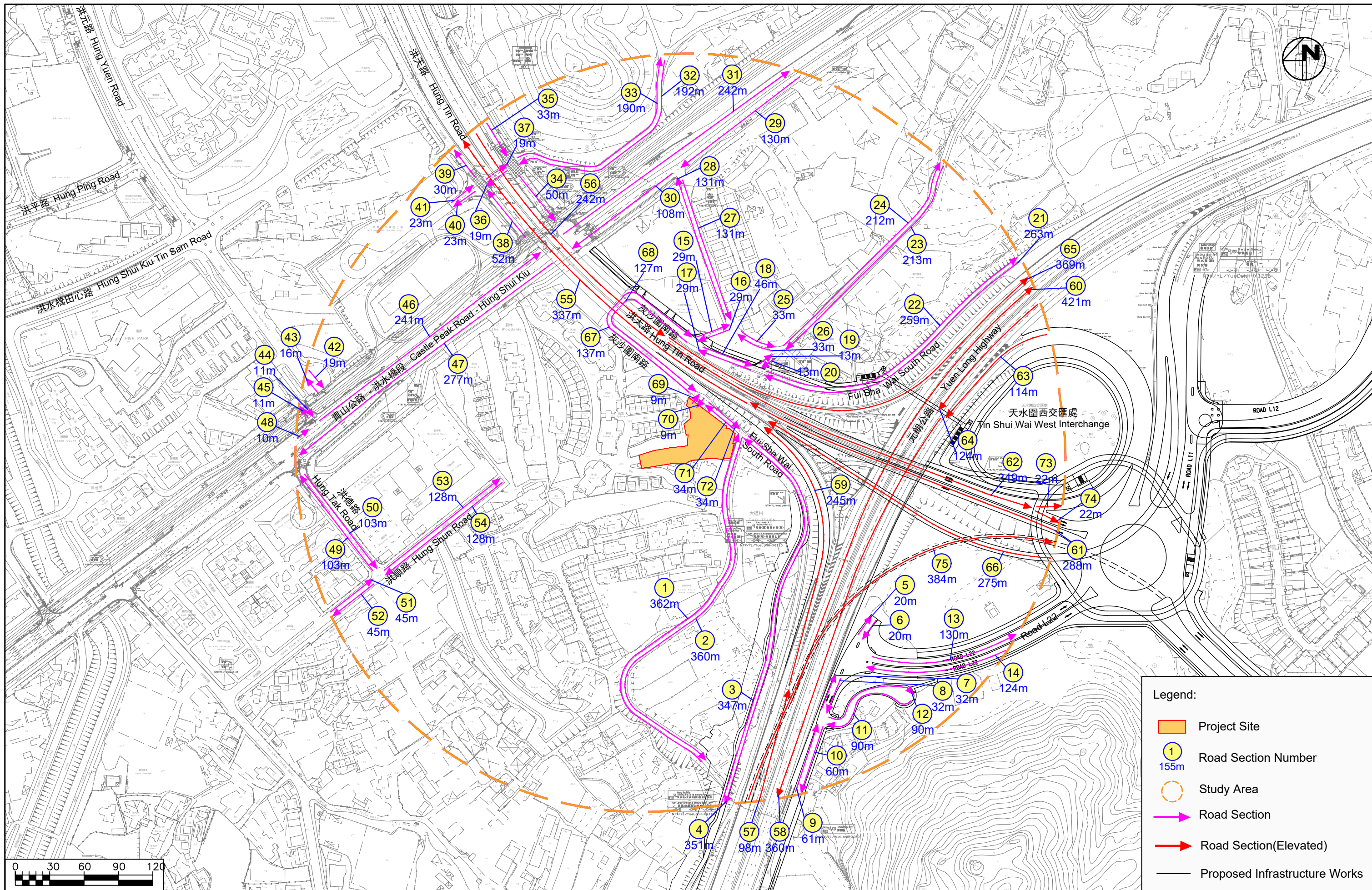
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Appendix C TRAFFIC FORECAST IN 2046

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 1B.dwg 2026/05/11 11:03:12



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

Key Plan for NIA (Noise Impact Assessment) Traffic Forecast

Date 11/05/2026 Scale 1:3000

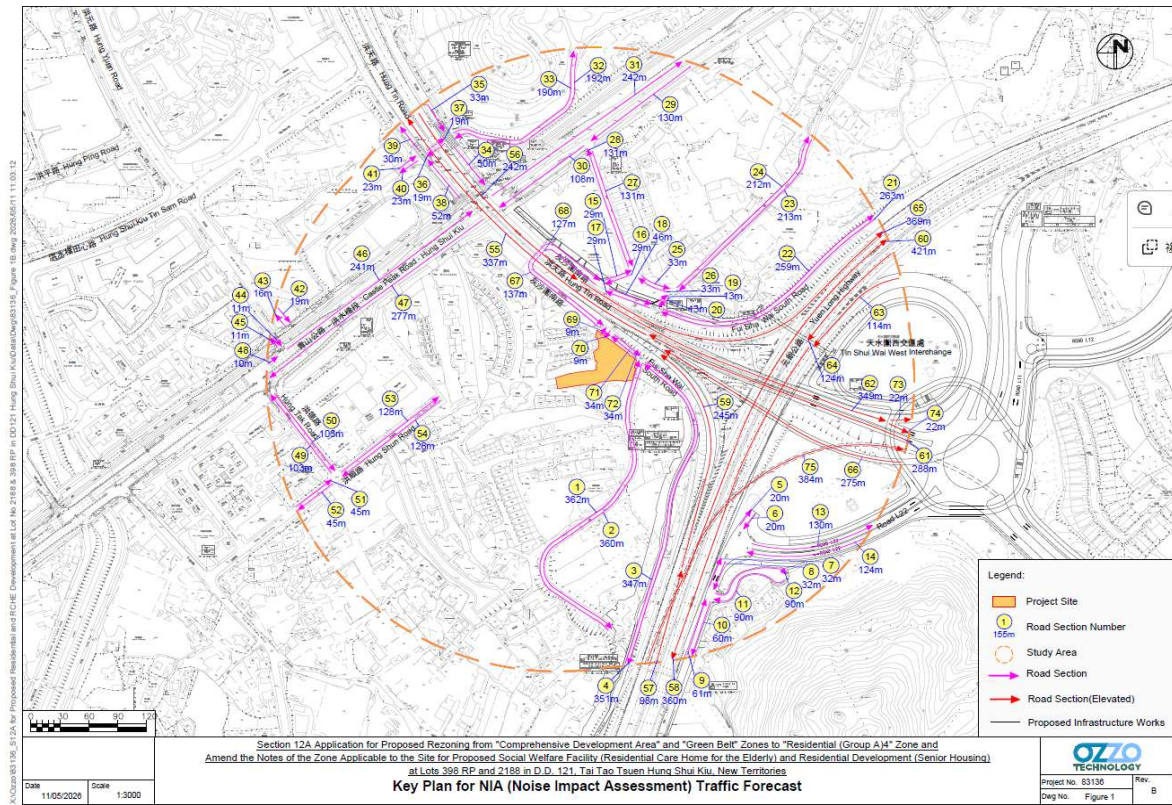


Project No. 83136
Dwg No. Figure 1

Rev.
B

2046 Peak Hour Traffic Forecast for Traffic Noise Impact Assessment

Road ID	Road Name	Section Between		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	362	7	16.7%	5	25.0%
2	Access Road	Fui Sha Wai South Road	Cul-de-sac	360	4	33.3%	7	16.7%
3	Fui Sha Wai South Road	Tai To Tsuen Road	Access Road (near Uptown)	347	15	32.2%	21	10.3%
4	Fui Sha Wai South Road	Access Road (near Uptown)	Tai To Tsuen Road	351	9	34.5%	8	34.8%
5	Access Road	Road L22	Cul-de-sac	20	10	25.0%	10	20.0%
6	Access Road	Cul-de-sac	Road L22	20	10	25.0%	10	20.0%
7	Access Road	Access Road(near Yuen Long Highway)	Road L22	32	375	25.0%	300	20.0%
8	Access Road	Road L22	Access Road (near Yuen Long Highway)	32	375	25.0%	300	20.0%
9	Access Road	Tan Kwai Tsuen North Fresh Water Service Reservoir	Access Road (near Yuen Long Highway)	61	375	25.0%	300	20.0%
10	Access Road	Access Road (near Yuen Long Highway)	Tan Kwai Tsuen North Fresh Water Service Reservoir	60	375	25.0%	300	20.0%
11	Access Road	Open Storage	Access Road (near Yuen Long Highway)	90	10	25.0%	10	20.0%
12	Access Road	Access Road (near Yuen Long Highway)	Open Storage	90	10	25.0%	10	20.0%
13	Road L22	Access Road (near Yuen Long Highway)	Tin Shui Wai West Interchange	130	550	30.0%	350	20.0%
14	Road L22	Tin Shui Wai West Interchange	Access Road (near Yuen Long Highway)	124	450	30.0%	350	20.0%
15	Access Road	Fui Sha Wai South Road	Le Regent	29	30	27.8%	30	16.7%
16	Access Road	Le Regent	Fui Sha Wai South Road	29	11	48.3%	14	51.4%
17	Fui Sha Wai South Road	Open Storage	Tai Tao Tsuen Substation	29	5	100.0%	5	25.0%
18	Fui Sha Wai South Road	Tai Tao Tsuen Substation	Open Storage	46	1	100.0%	6	60.0%
19	Access Road	Fui Sha Wai South Road	Open Storage	13	1	100.0%	0	0.0%
20	Access Road	Open Storage	Fui Sha Wai South Road	13	2	100.0%	2	50.0%
21	Fui Sha Wai South Road	Fui Sha Wai South Road (near Forefront Cyber Centre)	Open Storage	263	2	100.0%	4	0.0%
22	Fui Sha Wai South Road	Open Storage	Fui Sha Wai South Road (near Forefront Cyber Centre)	259	0	0.0%	5	50.0%
23	Access Road	Le Regent	Open Storage	213	5	50.0%	5	25.0%
24	Access Road	Open Storage	Le Regent	212	4	33.3%	5	0.0%
25	Access Road	Tai Tao Tsuen Substation	Open Storage	33	4	0.0%	8	0.0%
26	Access Road	Open Storage	Tai Tao Tsuen Substation	33	6	20.0%	5	0.0%
27	Access Road	Castle Peak Road - Hung Shui Kiu	Le Regent	131	27	20.4%	38	31.8%
28	Access Road	Le Regent	Castle Peak Road - Hung Shui Kiu	131	49	24.3%	40	15.2%
29	Castle Peak Road - Ping Shan	Chinese Mission Seminary	Le Regent	130	1165	27.1%	1030	23.8%
30	Castle Peak Road - Hung Shui Kiu	Le Regent	Hung Tin Road (At grade)	108	1187	27.2%	1032	23.0%
31	ad - Hung Shui Kiu / Castle Peak R	Hung Tin Road (At grade)	Chinese Mission Seminary	242	1010	22.4%	876	23.4%
32	Access Road	Graves	Hung Tin Road (At grade)	192	8	0.0%	7	0.0%
33	Access Road	Hung Tin Road (At grade)	Graves	190	5	0.0%	1	0.0%
34	Hung Tin Road (At grade)	Access Road	Castle Peak Road - Hung Shui Kiu	50	688	18.3%	517	24.4%
35	Hung Tin Road (At grade)	Castle Peak Road - Hung Shui Kiu	Hung Shui Kiu Tin Sam Road	33	727	19.9%	558	28.7%
36	Hung Tin Road (At grade)	Hung Tin Road SB (At grade)	Hung Tin Road NB (At grade)	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)	19	22	2.2%	19	12.4%
38	Hung Tin Road (At grade)	Castle Peak Road (Hung Shui Kiu)	MTR Hung Shui Kiu Bus Depot	52	767	23.1%	641	20.8%
39	Hung Tin Road (At grade)	MTR Hung Shui Kiu Bus Depot	Hung Shui Kiu Tin Sam Road	30	807	24.3%	683	20.3%
40	Access Road	Hung Tin Road NB (At grade)	MTR Hung Shui Kiu Bus Depot	23	5	25.0%	2	50.0%
41	Access Road	MTR Hung Shui Kiu Bus Depot	Hung Tin Road NB (At grade)	23	7	50.0%	5	50.0%
42	Hung Yuen Road	Park Nara	LRT (Hung Shui Kiu Station)	19	17	92.9%	9	50.0%
43	Hung Yuen Road	LRT (Hung Shui Kiu Station)	Park Nara	16	17	92.9%	9	50.0%
44	Access Road	Park Nara	Castle Peak Road - Hung Shui Kiu	11	48	7.3%	42	0.0%
45	Access Road	Castle Peak Road - Hung Shui Kiu	Park Nara	11	41	5.7%	26	13.6%
46	Castle Peak Road - Hung Shui Kiu	Access Road	Hung Tin Road (At grade)	241	1288	23.4%	1052	22.3%
47	Castle Peak Road - Hung Shui Kiu	Hung Tin Road (At grade)	Hung Tak Road	277	1410	24.1%	1098	24.5%
48	Castle Peak Road - Hung Shui Kiu	Shung Tak Catholic English College	Access Road	10	1281	23.5%	1036	23.7%
49	Hung Tak Road	Hung Shun Road	Castle Peak Road - Hung Shui Kiu	103	369	11.5%	207	11.4%
50	Hung Tak Road	Castle Peak Road - Hung Shui Kiu	Hung Shun Road	103	463	12.8%	312	21.6%
51	Hung Shun Road	Symphony Garden	Hung Tak Road	45	312	13.2%	184	11.6%
52	Hung Shun Road	Hung Tak Road	Symphony Garden	45	406	13.5%	294	23.3%
53	Hung Shun Road	Hung Tak Road	Cul-de-sac	128	93	5.1%	34	3.4%
54	Hung Shun Road	Cul-de-sac	Hung Tak Road	128	100	3.5%	35	6.7%
55	Hung Tin Road (Elevated)	Uptown	MTR Hung Shui Kiu Bus Depot	337	2265	30.0%	2992	20.0%
56	Hung Tin Road (Elevated)	MTR Hung Shui Kiu Bus Depot	Uptown	242	2643	30.0%	2956	20.0%
57	Yuen Long Highway	Manor Parc	Slip Road of Hung Tin Road	98	5117	30.0%	5559	25.0%
58	Yuen Long Highway	Tin Shui Wai West Interchange	Manor Parc	360	7425	25.0%	6558	15.0%
59	Hung Tin Road	Yuen Long Highway	Hung Tin Road (Elevated)	245	998	30.0%	1249	25.0%
60	Yuen Long Highway	Slip Road of Hung Tin Road	Tin Shui Wai West Interchange	421	4119	30.0%	4310	25.0%
61	Hung Tin Road (Elevated)	Tin Shui Wai West Interchange	Uptown	288	620	30.0%	385	20.0%
62	Hung Tin Road (Elevated)	Uptown	Tin Shui Wai West Interchange	349	1616	30.0%	1862	20.0%
63	Hung Tin Road	Tin Shui Wai West Interchange	Yuen Long Highway	114	1905	25.0%	1929	15.0%
64	Yuen Long Highway	Tin Shui Wai West Interchange	Slip Road of Hung Tin Road	124	5520	25.0%	4629	15.0%
65	Hung Tin Road	Uptown	Yuen Long Highway	369	1027	30.0%	1094	25.0%
66	Slip Road of Yuen Long Highway	Yuen Long Highway	Slip Road of Hung Tin Road	275	647	20.0%	1358	25.0%
67	Fui Sha Wai South Road	Access Road to Project Site	Tai Tao Tsuen Substation	124	25	18.9%	25	15.1%
68	Fui Sha Wai South Road	Tai Tao Tsuen Substation	Access Road to Project Site	124	11	37.8%	11	24.3%
69	Access Road	Project Site	Fui Sha Wai South Road	9	8	23.8%	18	23.8%
70	Access Road	Fui Sha Wai South Road	Project Site	9	9	23.8%	15	23.8%
71	Fui Sha Wai South Road	Access Road to Project Site	Access Road (near Uptown)	34	20	18.9%	23	15.1%
72	Fui Sha Wai South Road	Access Road (near Uptown)	Access Road to Project Site	34	11	37.8%	12	24.3%
73	Hung Tin Road (Elevated)	Slip Road of Hung Tin Road	Yuen Long Highway	22	1305	30.0%	1479	20.0%
74	Hung Tin Road (Elevated)	Slip Road of Hung Tin Road	Yuen Long Highway	22	311	30.0%	383	20.0%
75	Slip Road of Yuen Long Highway	Yuen Long Highway	Road L20	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 - 5/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	76	72	73	76	73	72	70	68	58	68	69	65
4/F	3.5	26.30	27.50	75	72	72	75	73	72	69	68	56	68	68	63
3/F	3.5	22.80	24.00	75	71	72	75	72	71	68	67	55	67	68	62
2/F	3.5	19.30	20.50	74		71	74	70	69	67	66	53	66	67	61
1/F	3.5	15.80	17.00	72	65	68	72	67	66	65	65	52	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	68	69	72	72	72	72	73	74	74	74	74	74
4/F	3.5	26.30	27.50	64	66	66	70	71	71	71	72	73	74	74	74	74
3/F	3.5	22.80	24.00	62	64	63	68	69	70	69	71	72	73	73	73	74
2/F	3.5	19.30	20.50	61	62	62	67	68	69	68	70	71	72	72	72	73
1/F	3.5	15.80	17.00	61	61	61	66	66	67	67	68	70	70	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	54	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	77	78	76	76	76	71	70	70	69	69	71	74	75	76
11/F	3.5	50.8	52.0	77	78	76	76	76	71	70	69	68	68	70	74	75	75
10/F	3.5	47.3	48.5	77	77	76	75	75	70	69	68	68	67	70	74	75	75
9/F	3.5	43.8	45.0	77	77	75	75	75	69	68	68	67	66	70	74	75	75
8/F	3.5	40.3	41.5	77	77	75	75	74	69	68	67	66	66	70	74	74	75
7/F	3.5	36.8	38.0	77	77	74	74	74	67	65	64	64	63	67	73	74	74
Criterion				70	70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level, dB(A)				77	78	76	76	76	71	70	70	69	69	71	74	75	76
Compliance				N	N	N	N	N	N	Y	Y	Y	Y	N	N	N	N

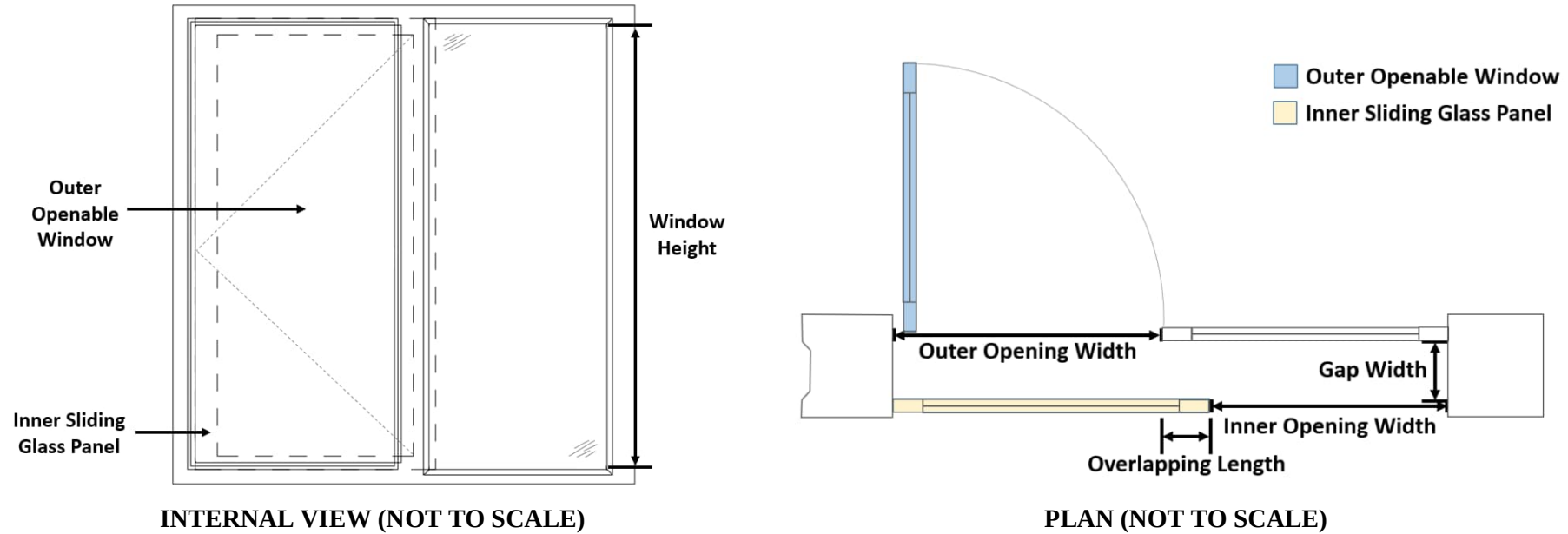
Floor	Floor Height (m)	Floor Level (mPD)	NAP Level (mPD)	Tower B - Residential												
				TYP_B_01	TYP_B_02	TYP_B_03	TYP_B_04	TYP_B_05	TYP_B_06	TYP_B_07	TYP_B_08	TYP_B_09	TYP_B_10	TYP_B_11	TYP_B_12	TYP_B_13
12/F	3.5	54.3	55.5	73	72	68	67	64	66	67	67	68	70	72	73	74
11/F	3.5	50.8	52.0	73	72	68	67	64	65	67	67	68	70	72	73	73
10/F	3.5	47.3	48.5	73	72	67	66	63	65	67	67	68	70	72	73	73
9/F	3.5	43.8	45.0	73	71	66	65	63	65	66	67	67	69	72	73	73
8/F	3.5	40.3	41.5	72	70	66	65	62	64	66	67	67	69	71	73	73
7/F	3.5	36.8	38.0	68	64	62	61	58	64	66	67	64	67	71	73	73
Criterion				70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level, dB(A)				73	72	68	67	64	66	67	67	68	70	72	73	74
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)



Possible Designs of “Acoustic Window (Baffle Type)” for 8m ² and 18m ² 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.

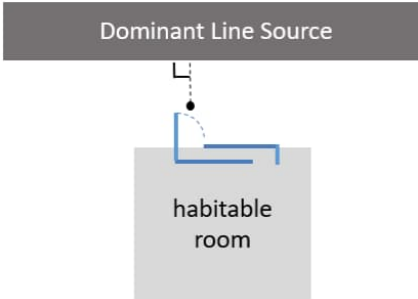
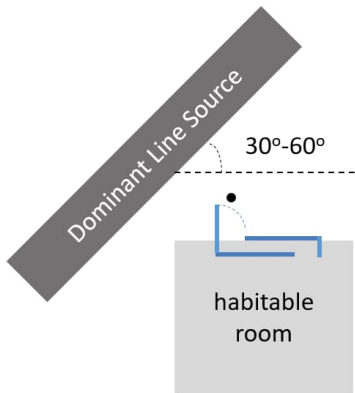
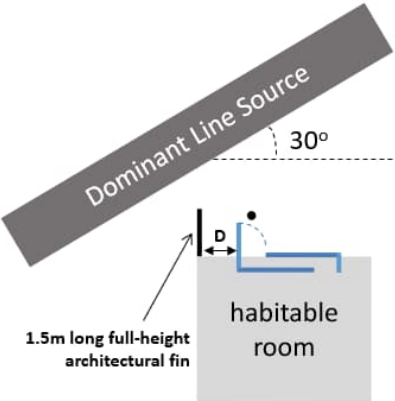
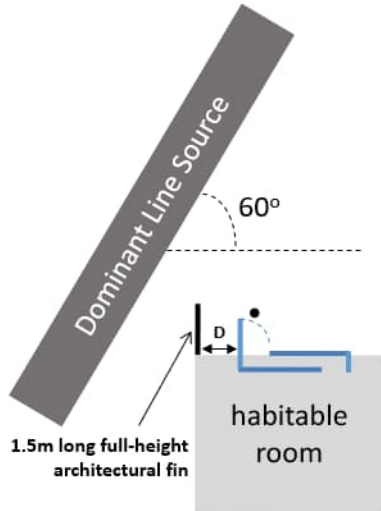
Table 1: Summary on RNR of Acoustic Window (Baffle Type) (for use in NIA) *Plan not to scale		Correction dB(A) L10(1hr)	
		8m ²	18m ²
	(a) Provision of AW(BT) parallel to dominant line source (whichever side the outer side-hung window is)	- 6.0	- 7.0
		- 7.5 (added SAM ¹)	- 8.5 (added SAM ¹)
	(b) Tilting 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	- 8.0
		- 8.5 (added SAM ¹)	- 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 fin² * 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	- 9.0
		- 9.5 (added SAM ¹)	- 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
 (b2) If tilted AW(BT) is at 60° horizontal incident angle to dominant line source + 1.5m long full-height architectural fin² * 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. D = Distance from architectural fin to nearest window frame should be at most 900mm.	- 9.0	- 10.0	
	- 10.5 (added SAM ¹)	- 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	9.5	-5.44	0.00	4.1	Yes	Only for 1/F
												No	8	-5.44	0.00	2.6	Partly	
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 12 (RCHE_TYP_06)	52.476	1281 (W) x 2561 (H)	3.280	100	100mm - 175mm	PN 5/23, 18 m2	18.000	750 (W) x 1500 (H)	1.125	100	175	Yes	8.5	-4.65	0.00	3.9	Yes	
												No	7	-4.65	0.00	2.4	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	9.5	-4.00	0.00	5.5	Yes	
												No	8	-4.00	0.00	4.0	Yes	

Note:

[1] The correction of outer opening is calculated by $10 \cdot \log(A_{or}/A_o)$, 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	Only for 7F to 10F
												No	7	-2.09	0.00	4.9	Partly	
Living unit A2 - B.R.1 (TYP_A_11)	11.130	681 (W) x 1021 (H)	0.696	100	100mm - 175mm	PN 5/23, 8 m2	8.000	580 (W) x 870 (H)	0.505	100	175	Yes	7.5	-1.39	0.00	6.1	Yes	
												No	6	-1.39	0.00	4.6	Yes	
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 A5 - B.R.1 (TYP_A_06)	11.130	681 (W) x 1021 (H)	0.696	100	100mm - 175mm	PN 5/23, 8 m2	8.000	580 (W) x 870 (H)	0.505	100	175	Yes	7.5	-1.39	0.00	6.1	Yes	
												No	6	-1.39	0.00	4.6	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	Only for 7F to 9F
												No	7	-2.07	0.00	4.9	Partly	
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 $10 \cdot \log(A_{or}/A_o)$, 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	68	58	68	69	65
4/F	3.5	26.30	27.50	[F/L/M]	[F/L/M]	69	[F/L/M]	69	69	69	68	56	68	68	63
3/F	3.5	22.80	24.00	[F/L/M]	[F/L/M]	69	[F/L/M]	68	68	68	67	55	67	68	62
2/F	3.5	19.30	20.50	[F/L/M]	[F/L/M]	67	[F/L/M]	70	69	67	66	53	66	67	61
1/F	3.5	15.80	17.00	[F/L/M]	[F/L/M]	68	[F/L/M]	67	66	65	65	52	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	68	69	68	67	/	65	68	70	70	[F/L/M]	[F/L/M]	70
4/F	3.5	26.30	27.50	64	66	66	70	66	/	64	67	70	70	[F/L/M]	[F/L/M]	70
3/F	3.5	22.80	24.00	62	64	63	68	69	/	69	66	69	69	[F/L/M]	[F/L/M]	70
2/F	3.5	19.30	20.50	61	62	62	67	68	/	68	70	68	68	[F/L/M]	[F/L/M]	69
1/F	3.5	15.80	17.00	61	61	61	66	66	/	67	68	70	70	70	[F/L/M]	69
Criterion				70				70		70						

Note:

- Acoustic Window (Baffle Type) - With 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

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]	67	70	70	69	69	66	[F/L/M]	69	69
11/F	3.5	50.8	52.0	[F/L/M]	[F/L/M]	69	70	[F/L/M]	66	70	69	68	68	70	[F/L/M]	69	69
10/F	3.5	47.3	48.5	[F/L/M]	[F/L/M]	69	69	[F/L/M]	70	69	68	68	67	70	[F/L/M]	69	70
9/F	3.5	43.8	45.0	[F/L/M]	[F/L/M]	70	69	[F/L/M]	69	68	68	67	66	70	[F/L/M]	69	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	70	[F/L/M]	68	70
7/F	3.5	36.8	38.0	[F/L/M]	[F/L/M]	69	68	[F/L/M]	67	65	64	64	63	67	[F/L/M]	68	69
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	69	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	69	[F/L/M]	68	67	64	66	67	67	68	70	[F/L/M]	67	[F/L/M]
11/F	3.5	50.8	52.0	69	[F/L/M]	68	67	64	65	67	67	68	70	[F/L/M]	67	[F/L/M]
10/F	3.5	47.3	48.5	69	[F/L/M]	67	66	63	65	67	67	68	70	[F/L/M]	67	[F/L/M]
9/F	3.5	43.8	45.0	69	[F/L/M]	66	65	63	65	66	67	67	69	[F/L/M]	67	[F/L/M]
8/F	3.5	40.3	41.5	68	70	66	65	62	64	66	67	67	69	[F/L/M]	67	[F/L/M]
7/F	3.5	36.8	38.0	68	64	62	61	58	64	66	67	64	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)				69	70	68	67	64	66	67	67	68	70	0	67	0
Compliance				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Note:

Acoustic Window (Baffle Type) - With Sound Absorptive Material (SAM)

Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)

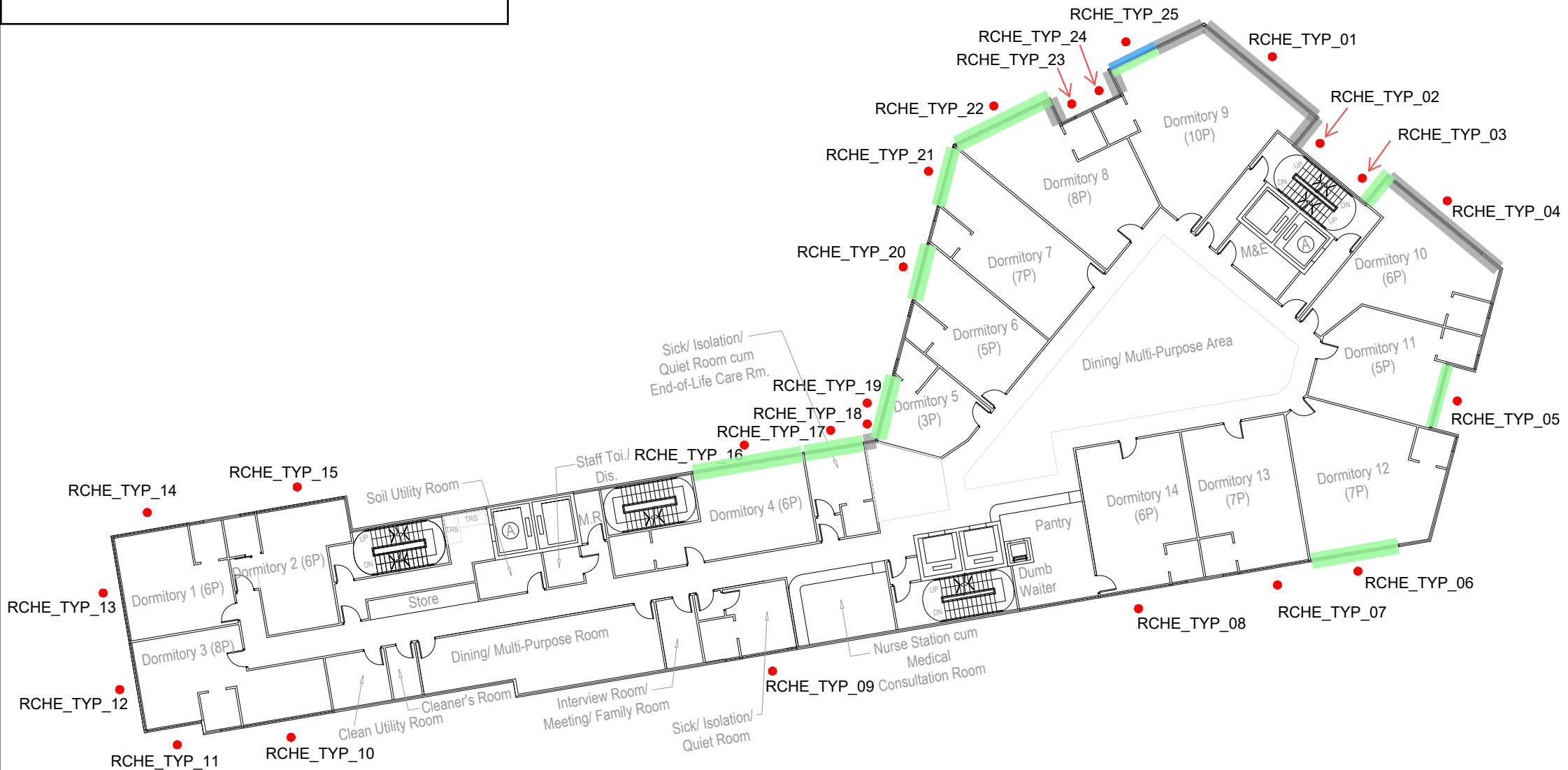
[F/L/M] Fixed/Lockable/Maintenance window

* Noise Assessment Point Level= Floor Slab Level +1.2m

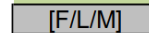
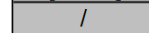
Appendix H

LOCATION OF MITIGATION MEASURES IMPLEMENTED

Remark:
For the detail implementation floor of the mitigation measurres, please refer to **Appendix G**

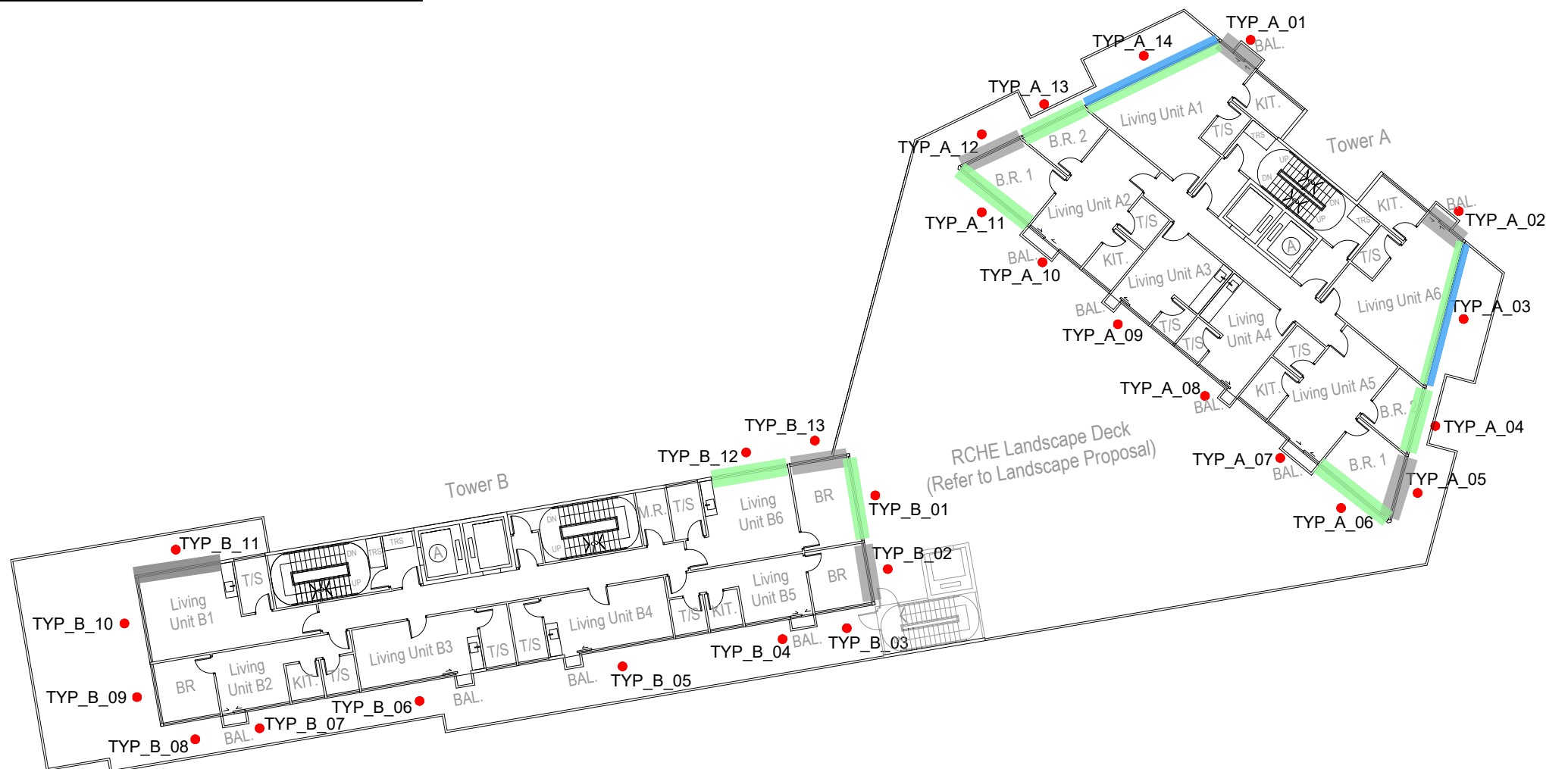


Note:

	Acoustic Window (Baffle Type) - With Sound Absorptive Material (SAM)
	Acoustic Window (Baffle Type) - Without Sound Absorptive Material (SAM)
	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

Remark:
For the detail implementation floor of the mitigation
measures, please refer to **Appendix G**



Note:

- Acoustic Window (Baffle Type) - With 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

Appendix I HISTORICAL AERIAL PHOTOGRAPHS

Figure I-1 Aerial Photograph in Year 1963 (Photo No.: 1963-8414)

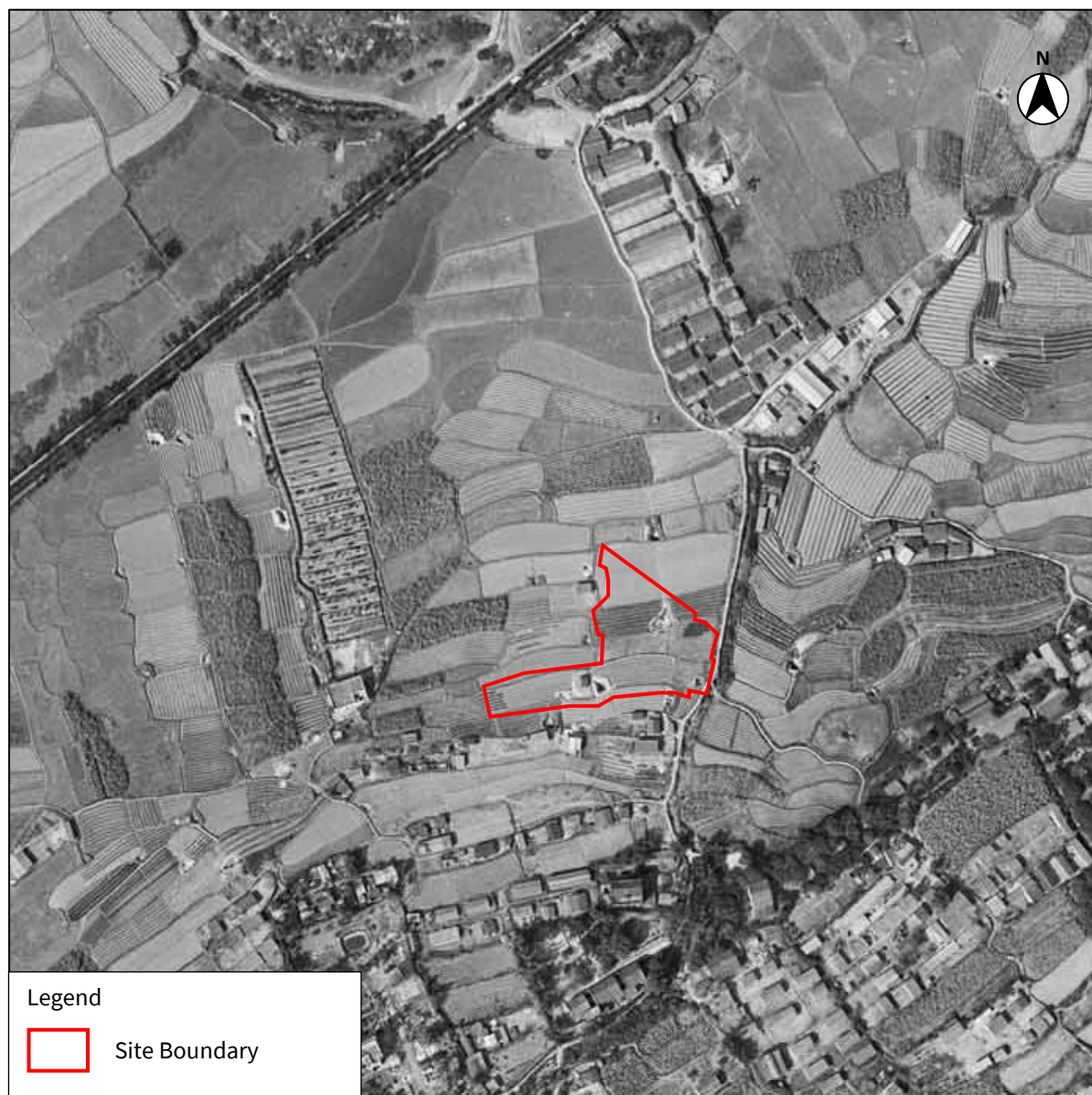


Figure I-2 Aerial Photograph in Year 1973 (Photo No.: 06054)

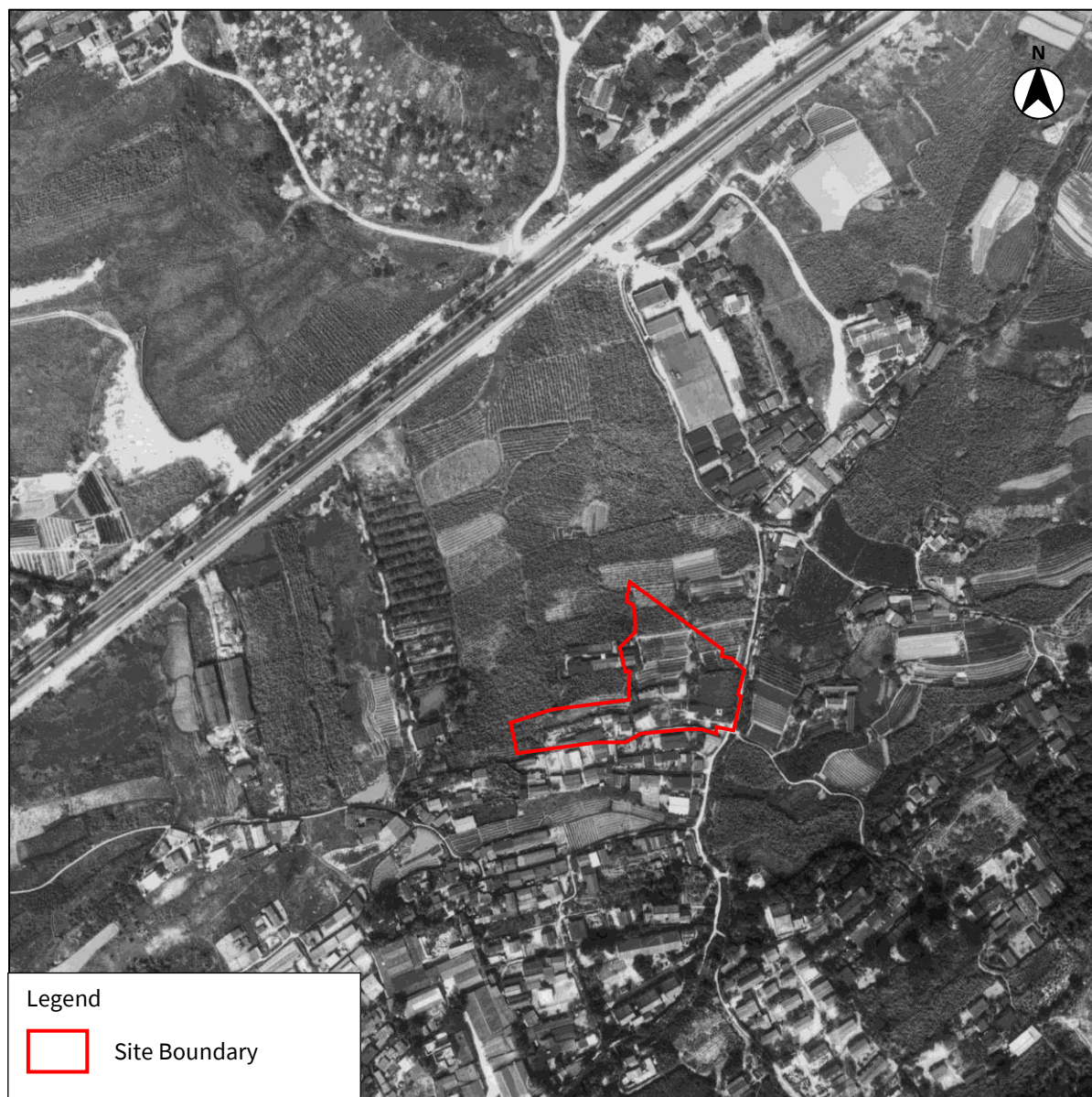


Figure I-3 Aerial Photograph in Year 1982 (Photo No.: 42801)

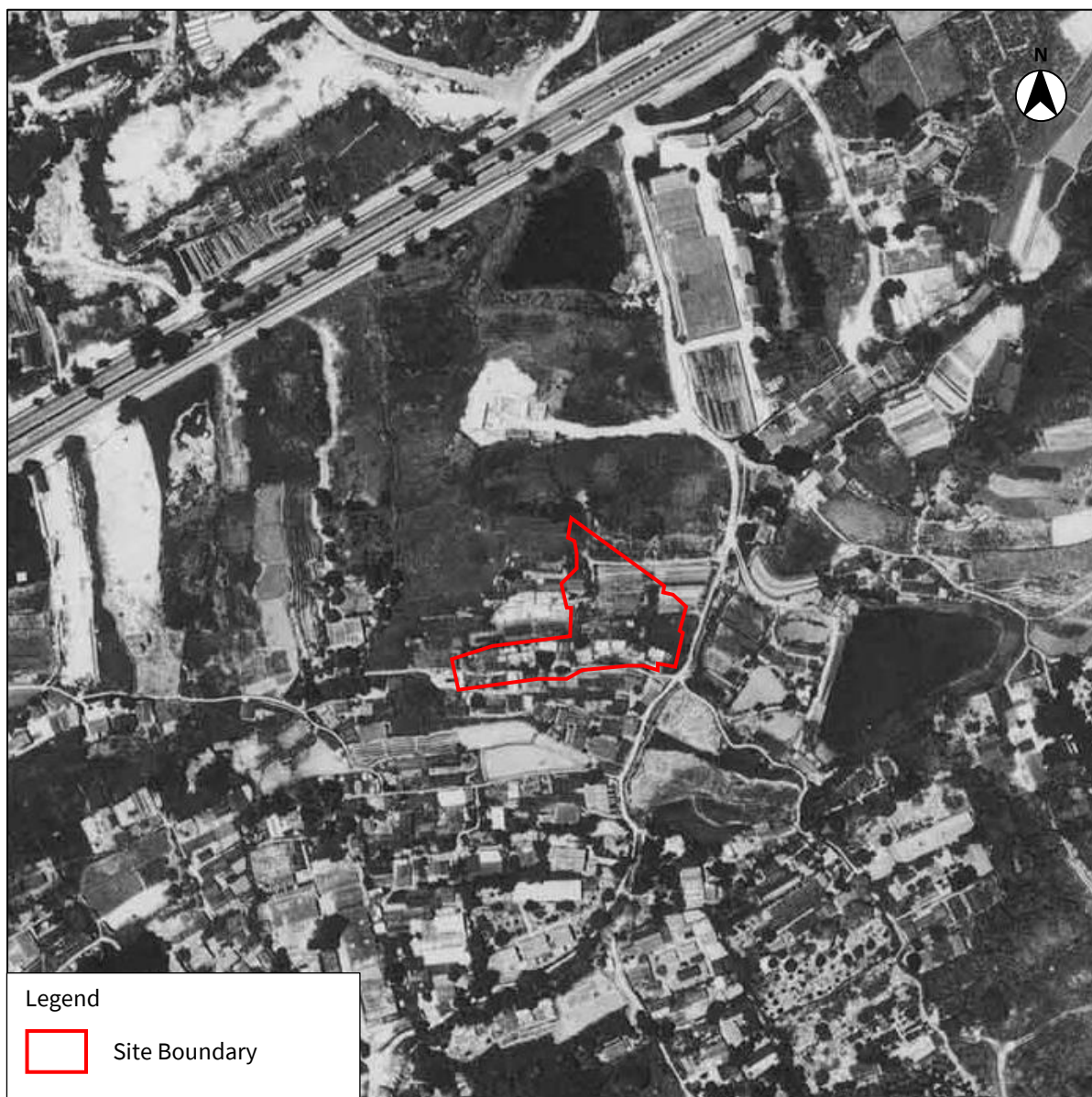


Figure I-4 Aerial Photograph in Year 1993 (Photo No.: CN05966)



Figure I-5 Aerial Photograph in Year 2003 (Photo No.: CW54027)



Figure I-6 Aerial Photograph in Year 2014 (Photo No.: CW107934)



Figure I-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: _____

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 m²

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

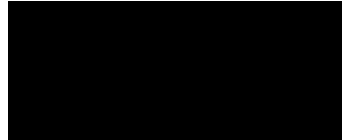
	Yes/No	Notes
1. Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	N/A	No chemicals were stored on site.
2. What are the conditions of the bund walls and floors?	N/A	The paved area was in good condition without cracks.
3. Are any surface water drains located 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



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 Email 

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  or the undersigned on 

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: Pinky Lam
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 : 2835 1027 for details;

Should you have any enquiry, you may contact me at 2158 5825.

Best Regards,
LAI Ho-leung, LEO
EPD, Tel [REDACTED]

Best Regards,
LAI Ho-leung, LEO
EPD, Tel : [REDACTED]

[REDACTED]
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.

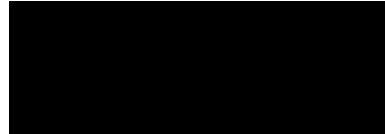
Regards,

Pinky LAM

Information Request to FSD



EnviroSolutions & Consulting Ltd
Solutions for Environment | Safety | Sustainability



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 Email 

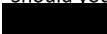
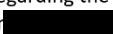
Attention: Mr. LAI Kin Man

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  or the undersigned or 

Yours faithfully
for and on behalf of ESC



Antony WONG
Country Manager, Hong Kong



FSD's Reply

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
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:

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



EnviroSolutions & Consulting Ltd

Solutions for Environment | Safety | Sustainability



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

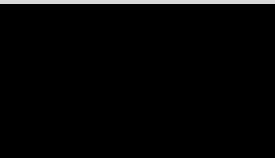
We work in an environment that encourages and values insight as a critical quality which informs our decisions and our clients and supports practical solutions and project delivery.



Integrity

We behave with respect and honesty toward each other, our clients and our stakeholders.

EnviroSolutions & Consulting Ltd



Email: enquiries@envirosc.com

Website: www.envirosc.com | www.simplyehs.com

**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
July 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
July 2026

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared / Date	Checked / Date	Approved / Date
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
2	Final Report	11/05/2025 AH,SYC,NL	13/05/2026 DP	13/05/2026 OC
3	Final Report	06/07/2026 AH,SYC,NL	10/07/2026 DP	13/05/2026 OC

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- Appendix B Swept Path Analysis
- Appendix C 2025 Junction Calculation Sheets
- Appendix D 2034 Junction Calculation Sheets
- 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 DESCRIPTIONS OF THE PROPOSED 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		Requirements		Proposed Provision	Size	Headroom
		Criteria	Required			
Residential Development (72 units) based on HKPSG requirements:						
Parking	Private Car	60 units with average unit size $\leq 40m^2$ Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1=0.5 ⁽¹⁾ ; R2 = 0.75 ⁽²⁾ ; R3 =1.1 ⁽³⁾	4-7	7 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
		12 units with $40m^2 \leq$ average unit size $< 70m^2$ Requirement = GPS x R1 x R2 x R3 GPS = 1 space per 4-7 flats R1=1.2 ⁽¹⁾ ; R2 = 0.75 ⁽²⁾ ; R3 =1.1 ⁽³⁾	2-3			
	Visitor Car Parking	5 spaces per block should be provided for private residential developments with more than 75 units per block.	0	0	5m x 2.5m	>2.4m
	Motorcycle	1 motorcycle parking space per 100-150 flats	1	1	2.4m x 1m	>2.4m
L/UL Bay	M/HGV	Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats	1	1	11m x 3.5m	>4.7m
RCHE (450 Beds) based on users' requirements:						
Parking	Private Car	Users' requirement	5	5 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
	Light Bus		2	2	8m x 3.0m	>3.3m
	Motorcycle		1	1	2.4m x 1m	>2.4m
L/UL Bay	Private Car		1	1	5m x 2.5m	>2.4m
	LGV		2	2 (1 shared use with M/HGV)	7m x 3.5m	>3.6m
Total						
Parking	Private Car	Residential Development: according to HKPSG	6-10	7 (including 1 Accessible)	5m x 2.5m (5m x 3.5m)	>2.4m
		RCHE: according to Users' requirement	5	5 (including 1 Accessible)		
	Light Bus	RCHE: according to Users' requirement	2	2	8m x 3.0m	>3.3m
	Motorcycle	Residential Development: according to HKPSG	1	1	2.4m x 1m	>2.4m
		RCHE: according to Users' requirement	1	1		
L/UL Bay	Private Car	RCHE: according to Users' requirement	1	1	5m x 2.5m	>2.4m
	LGV	RCHE: according to Users' requirement	2	2 (1 shared use with M/HGV)	7m x 3.5m	>3.6m
	M/HGV	Residential Development: according to HKPSG	1	1	11m x 3.5m	>4.7m

Note: (1) Demand Adjustment Ratio (R1) = 0.5 for $40m^2 \leq$ Flat size, 1.2 for $40m^2 <$ Flat size $\leq 70m^2$
(2) Accessibility Adjustment Ratio (R2) = 0.75 within a 500m-radius rail station
(3) Development Intensity Adjustment Ratio (R3) = 1.1 for $1.00 <$ Domestic Plot Ratio ≤ 2.00

- 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. In actual operation, the willingness and the travel needs for the elderly is relatively low, thus fewer trips would be generated. Whilst users are encouraged to use public transport or by rehab bus to enter / leave the site, as such, the parking provision is deemed reasonable.
- 2.3.3** The site is small with irregular geometry, and the carpark layout has already been optimized to achieve the maximum practicable utilization.
- 2.3.4** To evaluate the parking demand for **Proposed 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.
- 2.3.5** 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
KMB 269D	Tin Fu	-	Lek Yuen	Daily services every 6-25 mins

Route	Routing			Frequency (minutes)
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 = $K (1900) \times GTP \times W$

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
	2	1	4	5
Hong Shui Garden of Aged Company Limited, Tuen Mun RCHE (117 beds)	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 m ² 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 Works 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 enhance the traffic condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is currently a single-lane access road serving 2-way traffic) is proposed to allow better road circulation of the public road section connecting to the site. The proposed widening section is anticipated to be a standard single-2 carriageway for Fui Sha Wai South Road section between our proposed development access and the existing EVA connecting to Castle Peak Road – Hung Shui Kiu. Details of the proposed local widening works is presented in **Figure 5-5**.

5.7.5 With the planned improvements and the proposed local widening at Fui Sha Wai Wai South Road 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%	18.7%	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.

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	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

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⁾
		WB	2600	1139	0.44	1003	0.39	1142	0.44	1009	0.39
L4	Fui Sha Wai South Road	EB	400	19	0.05	14	0.04	24	0.06	25	0.06
L4	Fui Sha Wai South Road	WB	400	8	0.02	5	0.01	11	0.03	11	0.03
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)

5.7.6 With the planned traffic improvement works and the local widening of Fui Sha Wai South Road 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 = $K (1900) \times GTP \times W$

- 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 condition at Fui Sha Wai South Road, local widening works on the existing Fui Sha Wai South Road (which is a single-lane access road serving 2-way traffic) is proposed to allow better road circulation of the public road section connecting to the site. The proposed widening section is anticipated to be a standard single-2 carriageway for Fui Sha Wai South Road section between our proposed development access and the existing EVA connecting to Castle Peak Road – Hung Shui Kiu.
- 7.1.5 Assessment results indicate that 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.
- 7.1.6 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.
- 7.1.7 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.

7.2 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.

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 Traffic Impact Assessment Report



Figures

Site Location

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

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



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 11/10/2025 Scale 1:300



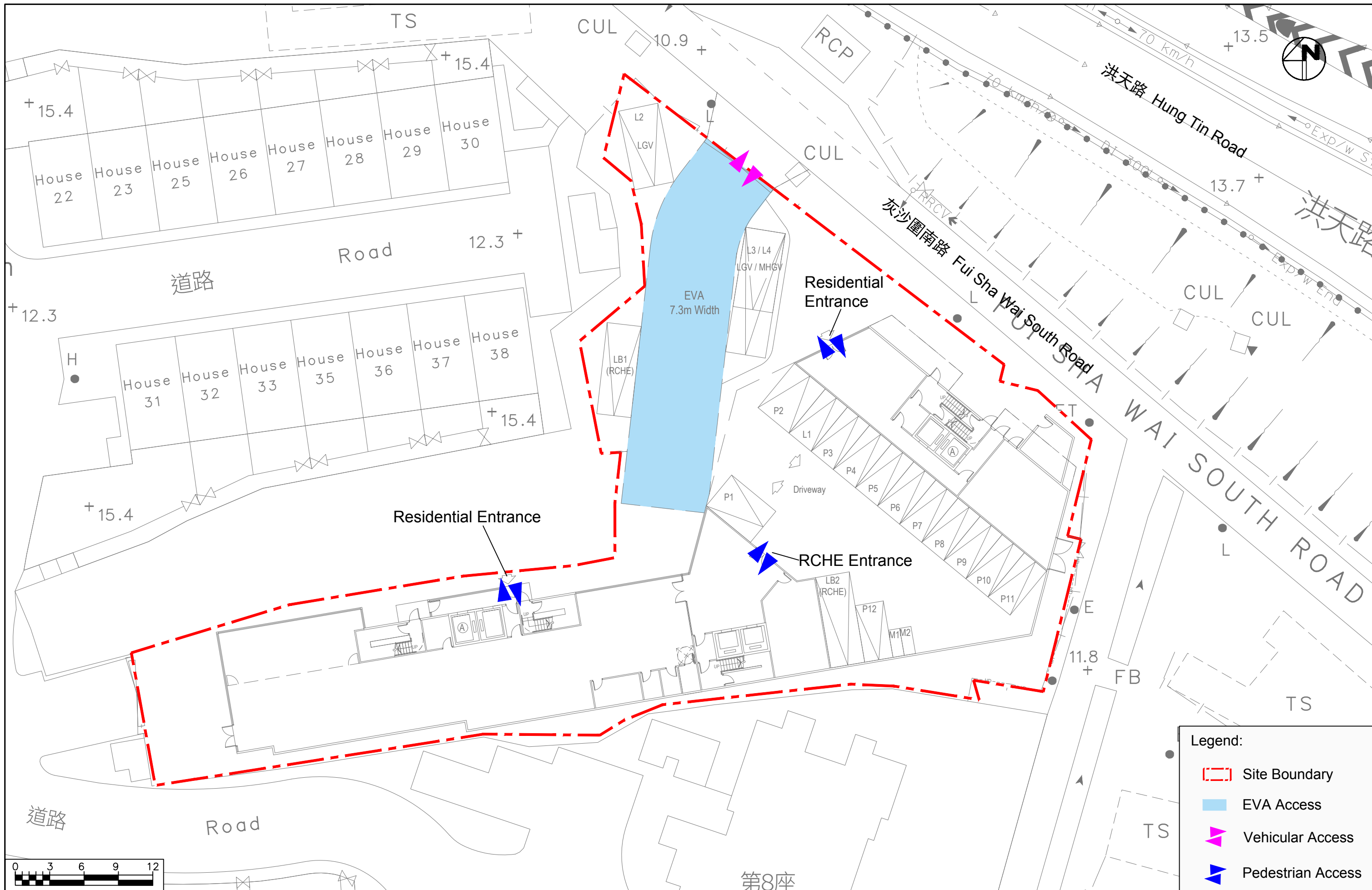
Project No. 83136

Dwg No. Figure 2-2

Rev.

C

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Legend:

- Site Boundary
- EVA Access
- Vehicular Access
- Pedestrian Access

Existing Public Transport Services

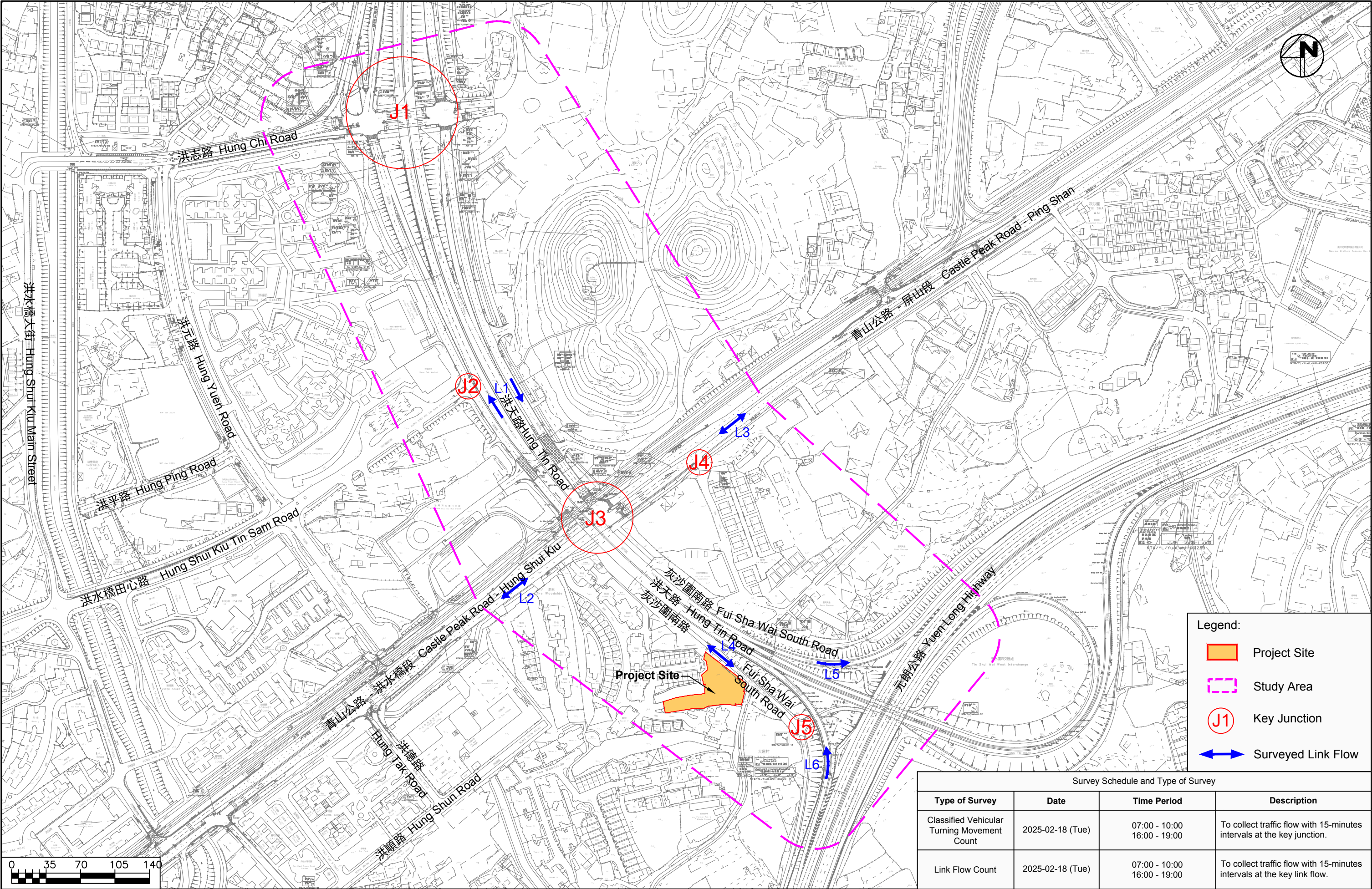
Legend:

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



ev.
B

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Legend:

- Project Site
- Study Area
- Key Junction
- Surveyed Link Flow

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.

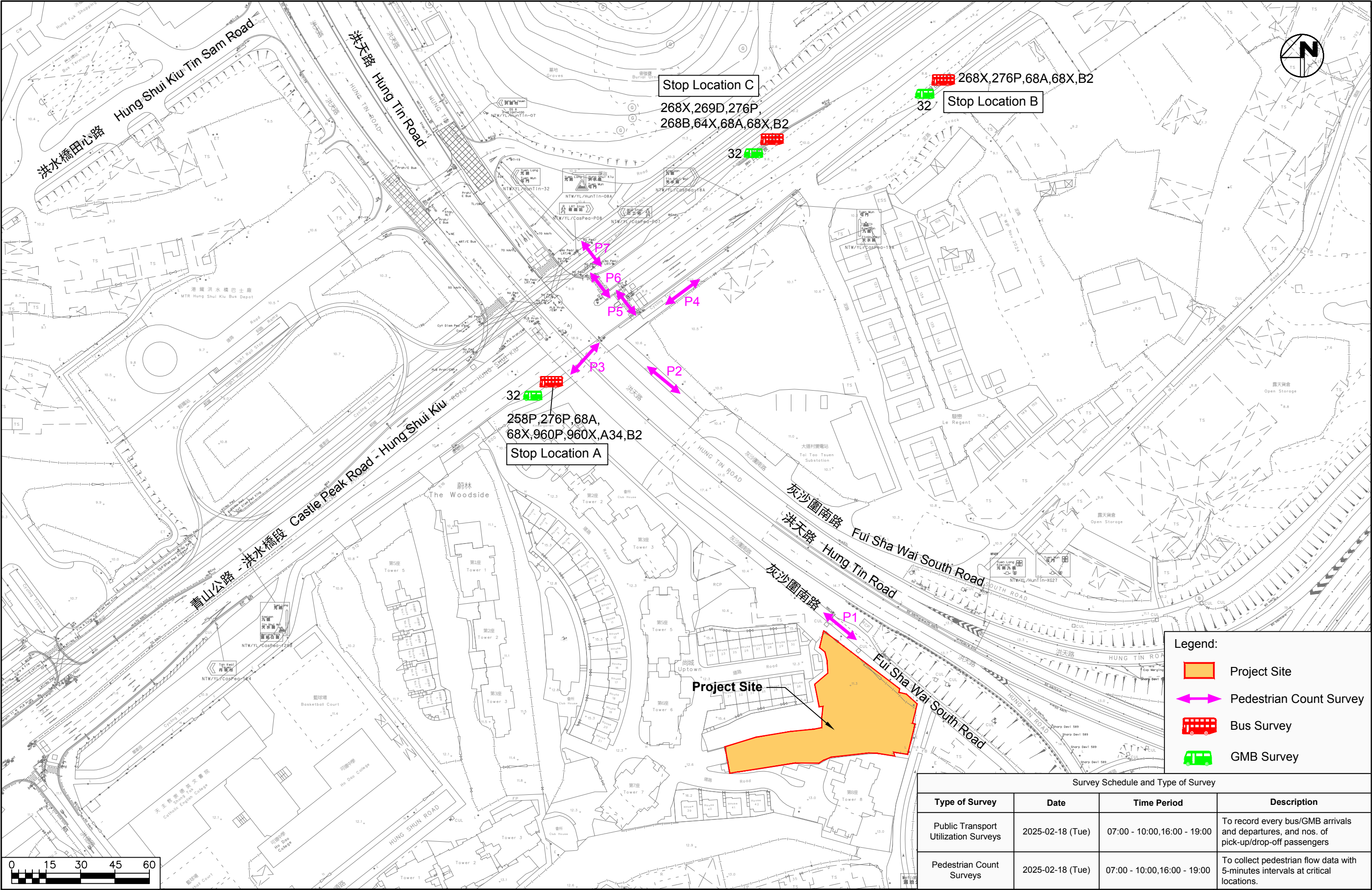
Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) 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

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

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- Legend:
- Project Site
 - Pedestrian Count Survey
 - Bus Survey
 - GMB Survey

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.

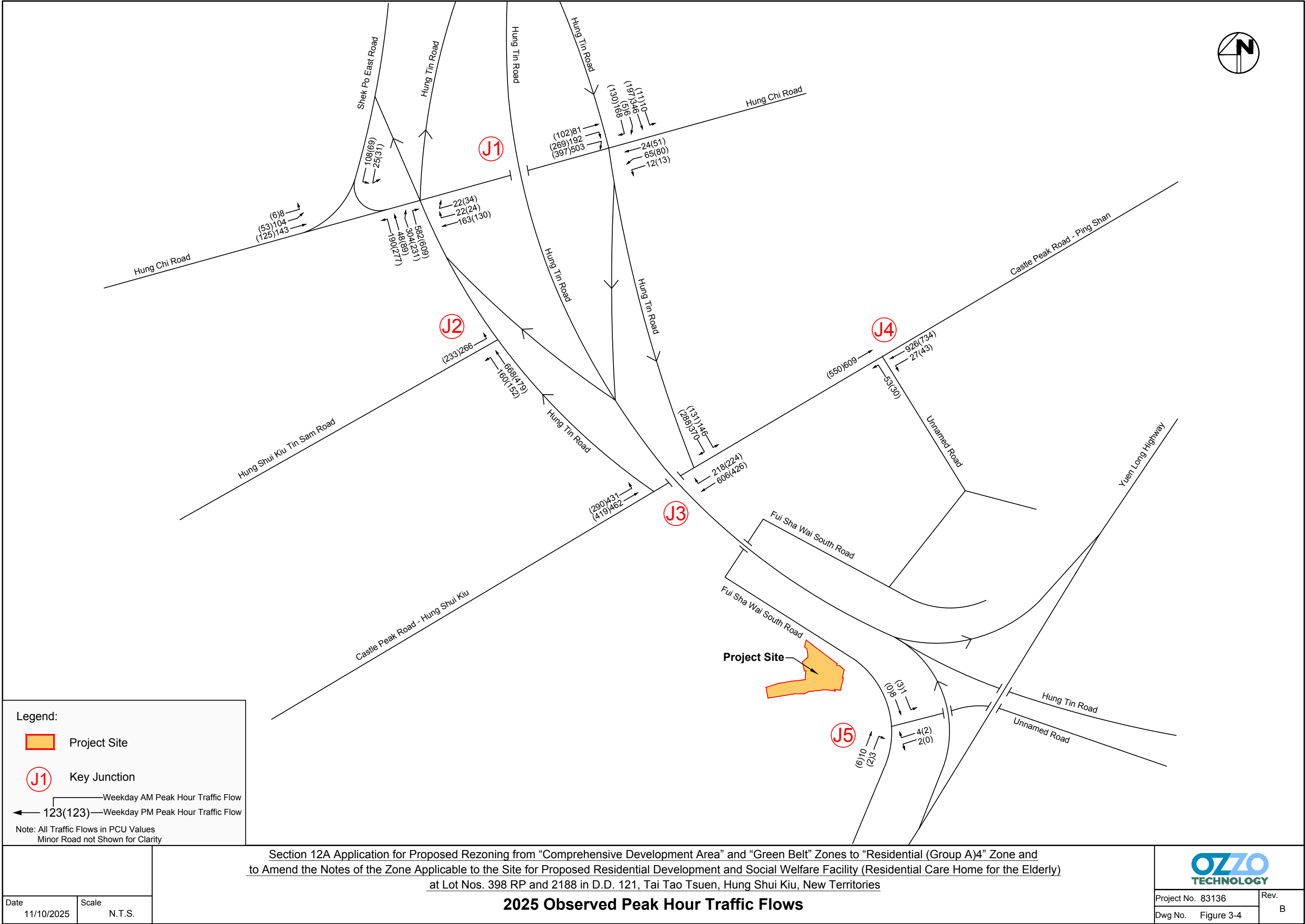
Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly) 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)

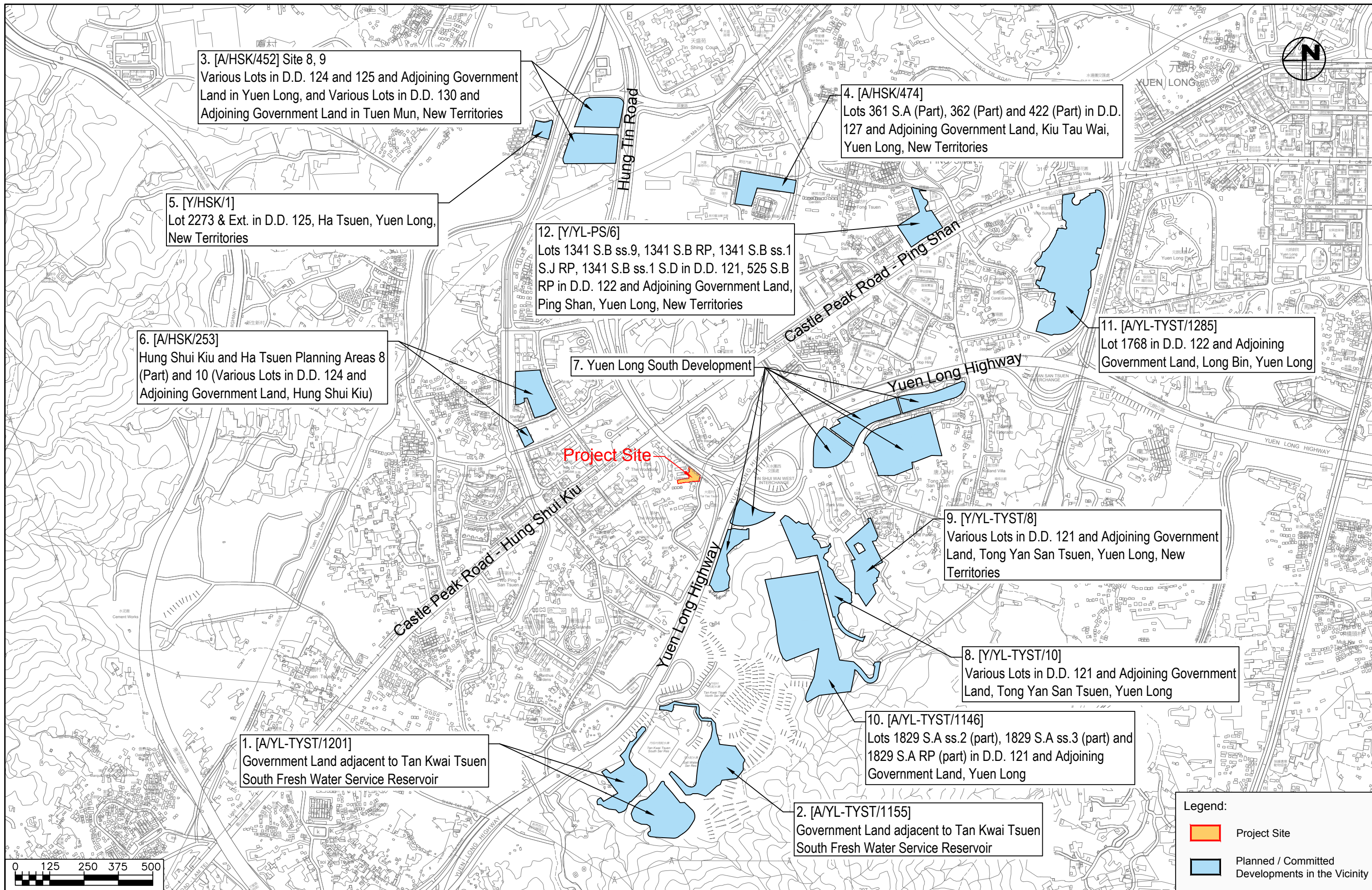
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OZZO TECHNOLOGY	
Project No. 83136	Rev. B
Dwg No. Figure 3-3	

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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

Locations of List of Planned / Committed Developments

Date
11/10/2025

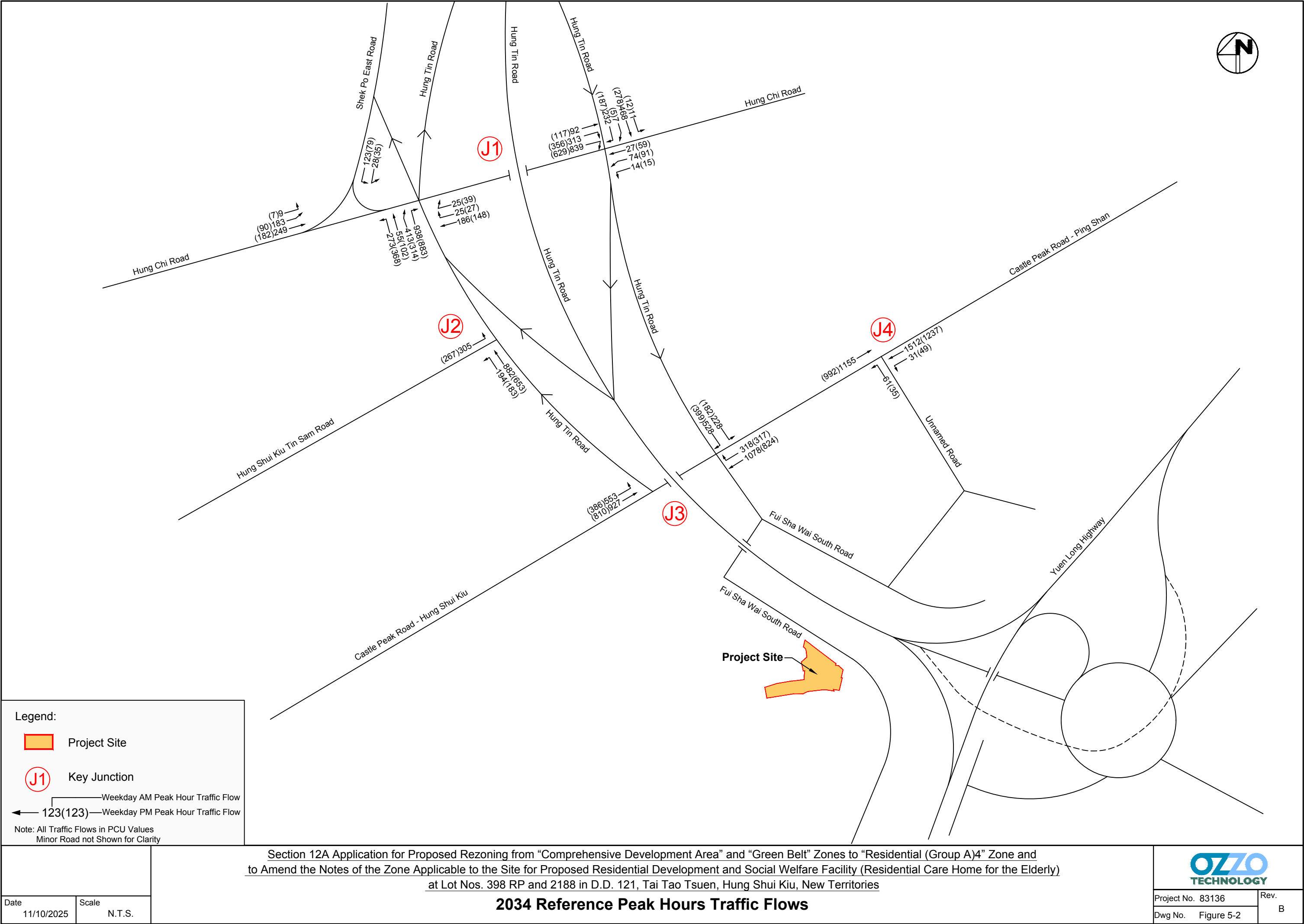
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Project No. 83136
Dwg No. Figure 5-1

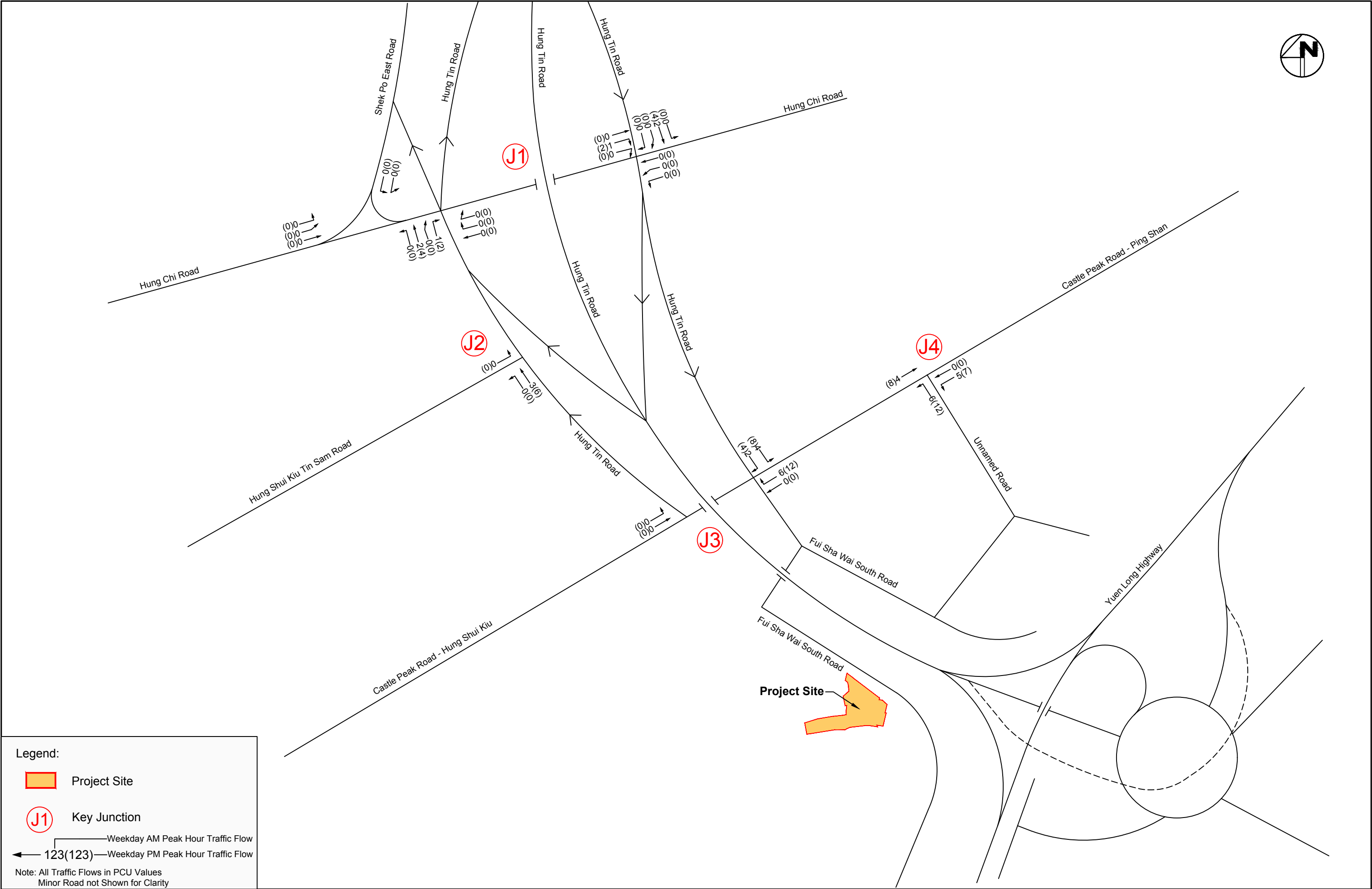
Rev.
B

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Project No. 83136	Rev. B
Dwg No. Figure 5-2	

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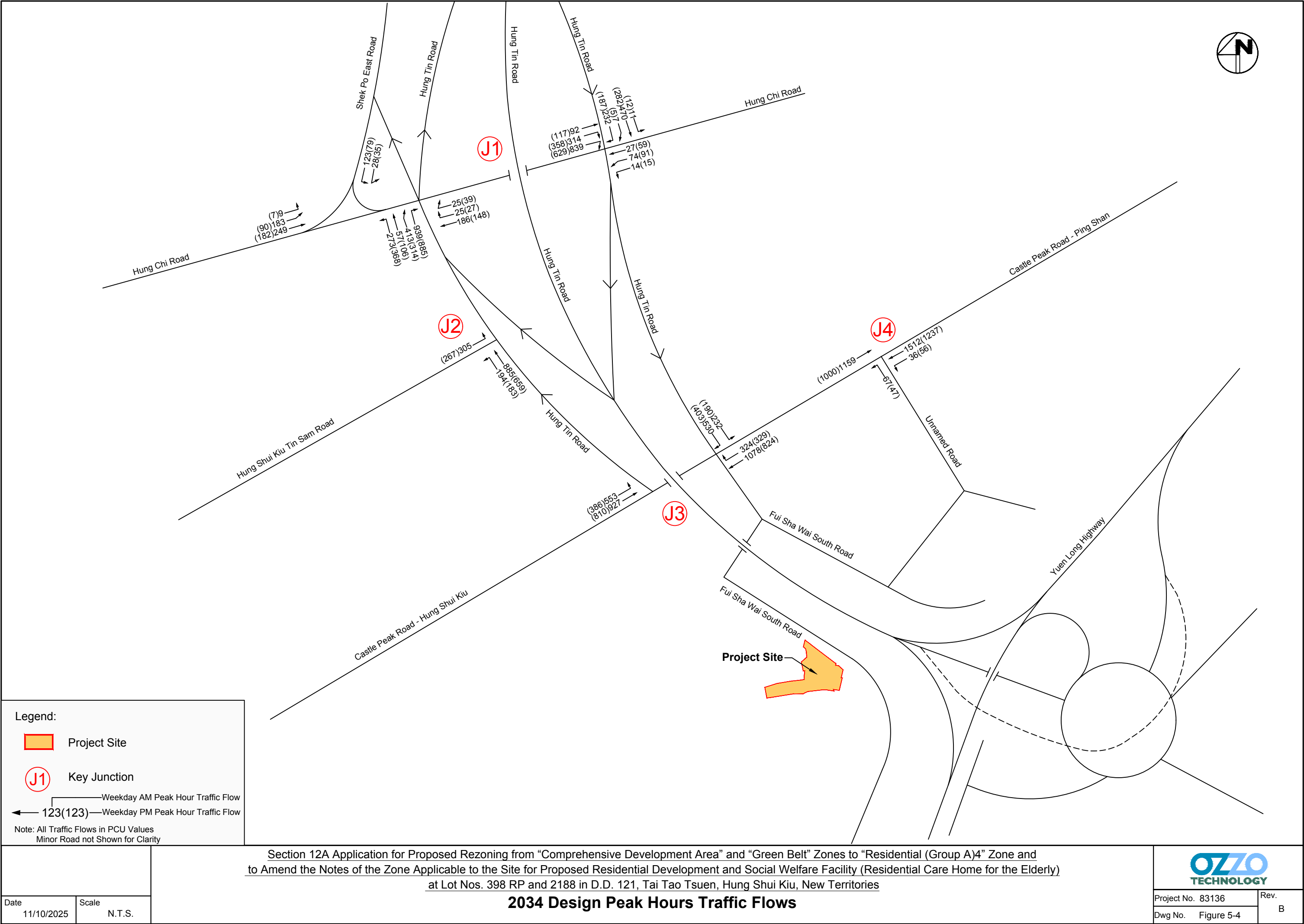
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Date	Scale
11/10/2025	N.T.S.

Development Peak Hours Traffic Flows

Project No. 83136	Rev. B
Dwg No. Figure 5-3	

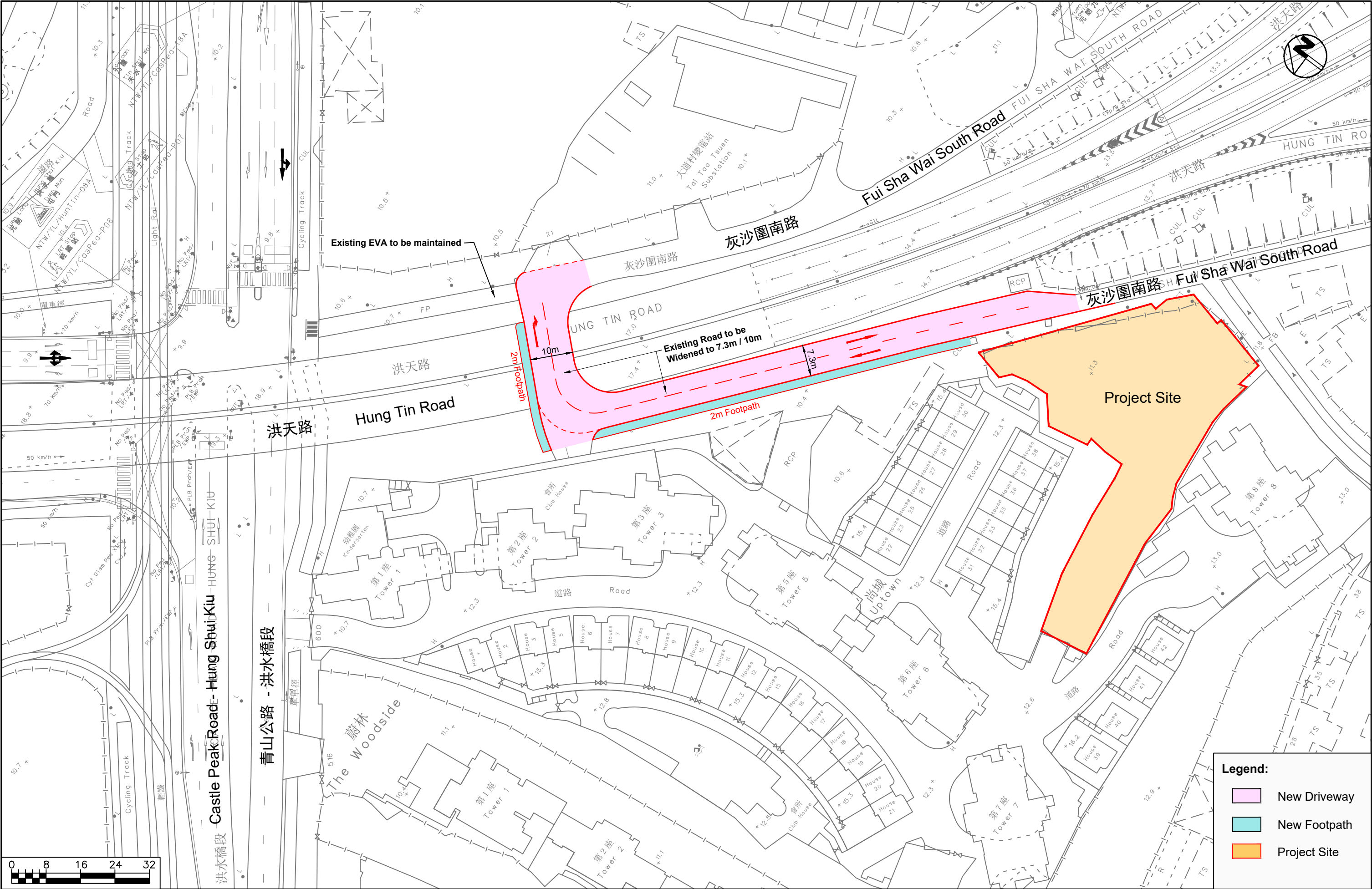
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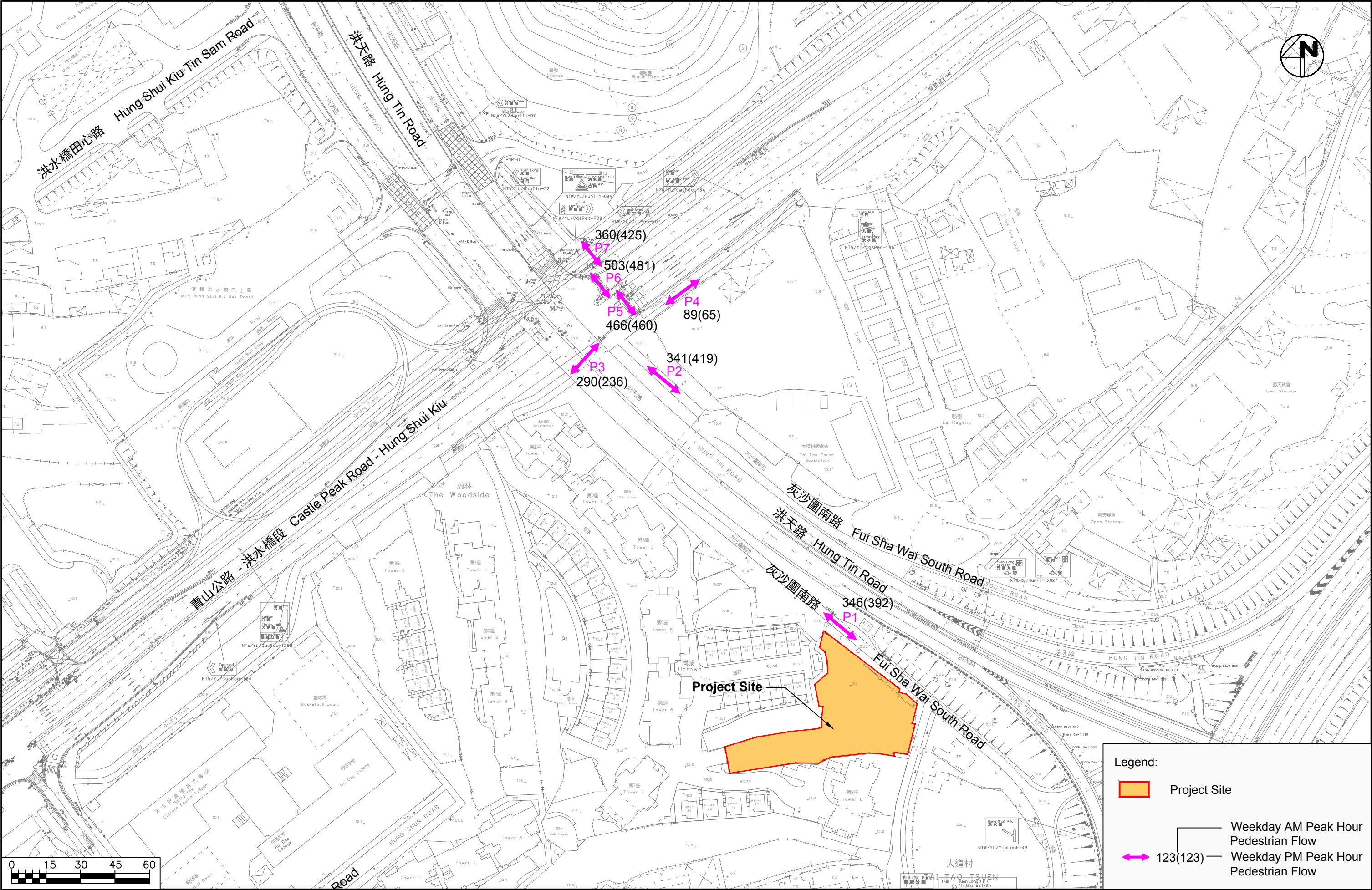
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11/10/2025	N.T.S.

Project No. 83136	Rev. B
Dwg No. Figure 5-4	

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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

Date	Scale
11/10/2025	1:1500

2034 Peak Hour Pedestrian Flows (with Project Flows)

Project No. 83136		Rev.
Dwg No. Figure 6-1		C

Appendix A

Parking Provision of Other RCHE / Residential Development

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

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 曦雲居 ⁽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		

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

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

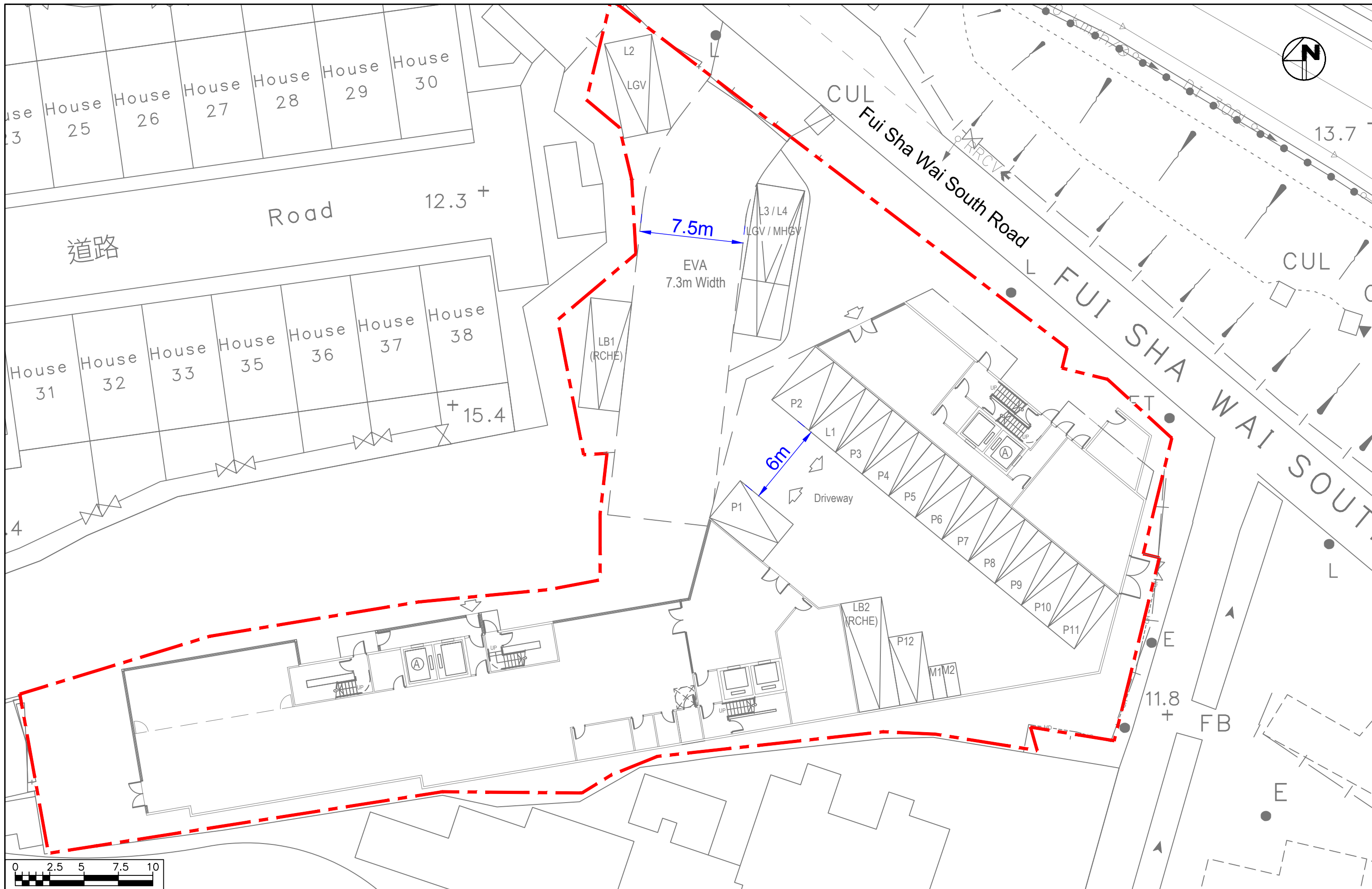
Section 12A Application for Proposed Rezoning from “Comprehensive Development Area” and “Green Belt” Zones to “Residential (Group A)4” Zone and to Amend the Notes of the Zone Applicable to the Site for Proposed Residential Development and Social Welfare Facility (Residential Care Home for the Elderly)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



Appendix B

Swept Path Analysis

X:\Ozzo\83136_S12A for Proposed Residential and RCHE Development at Lot No 2188 & 398 RP in DD121 Hung Shui Kiu\Drawg\83136_0902-SP-A.dwg 2025/10/11 10:02:09



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

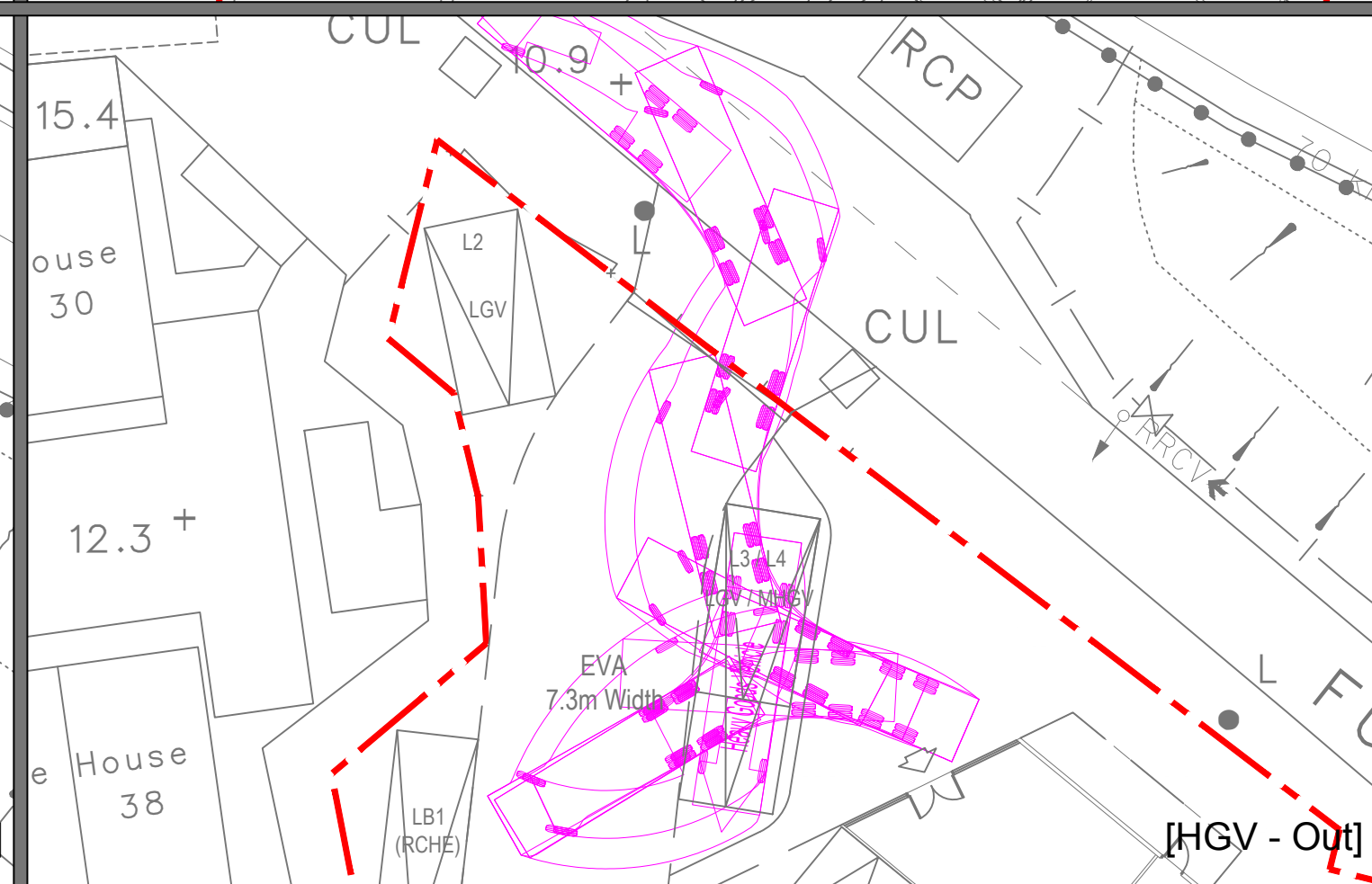
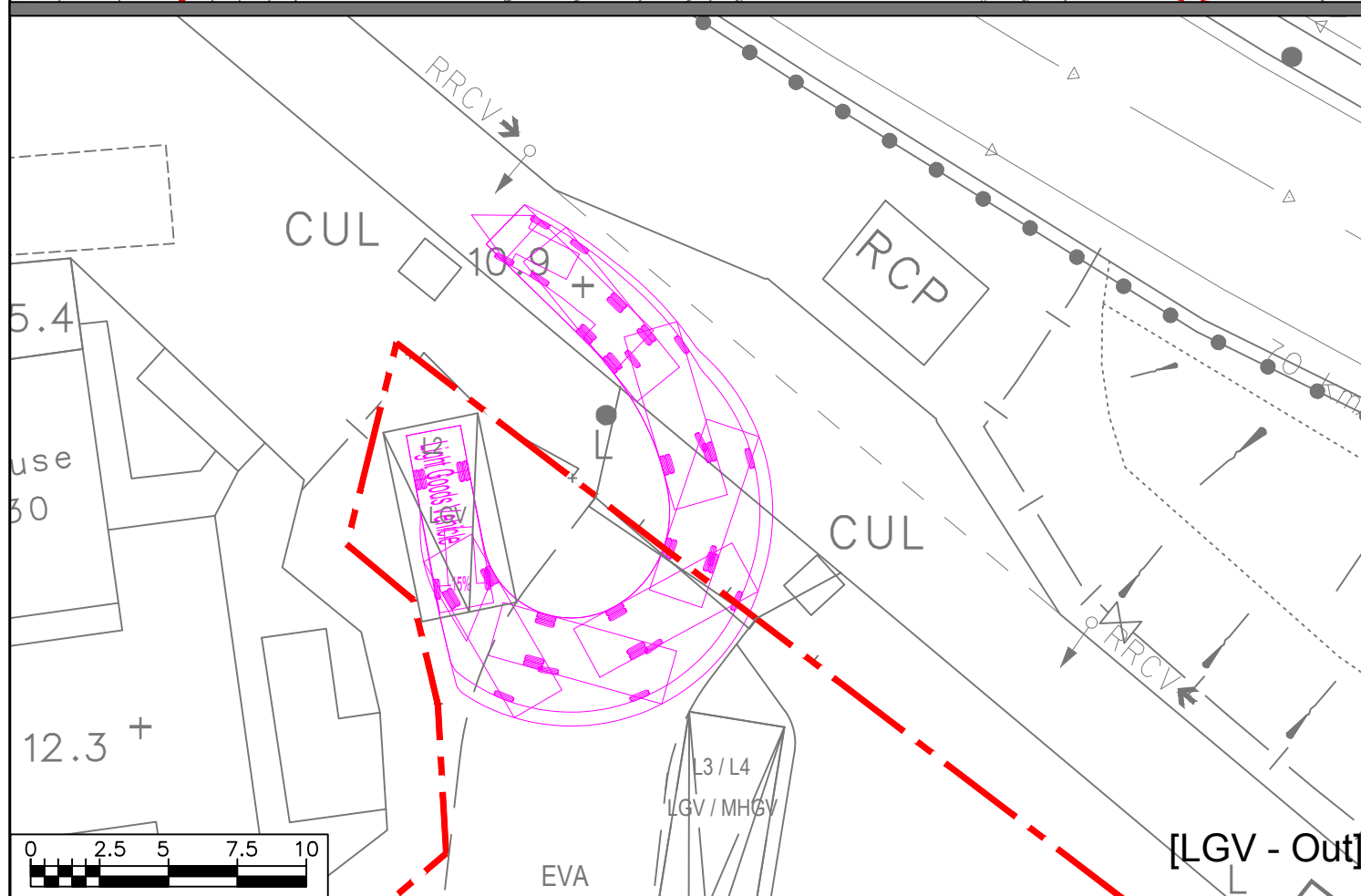
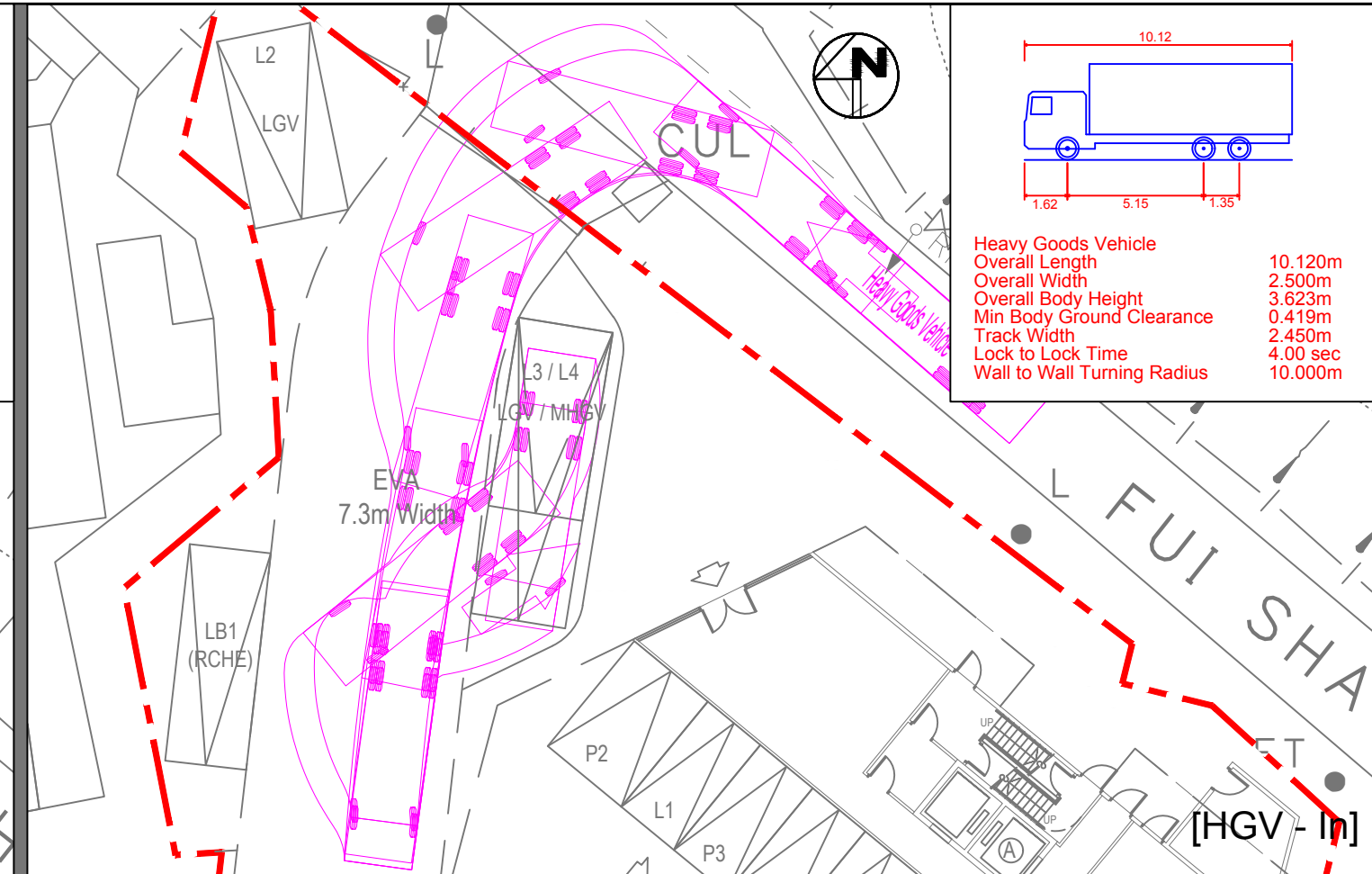
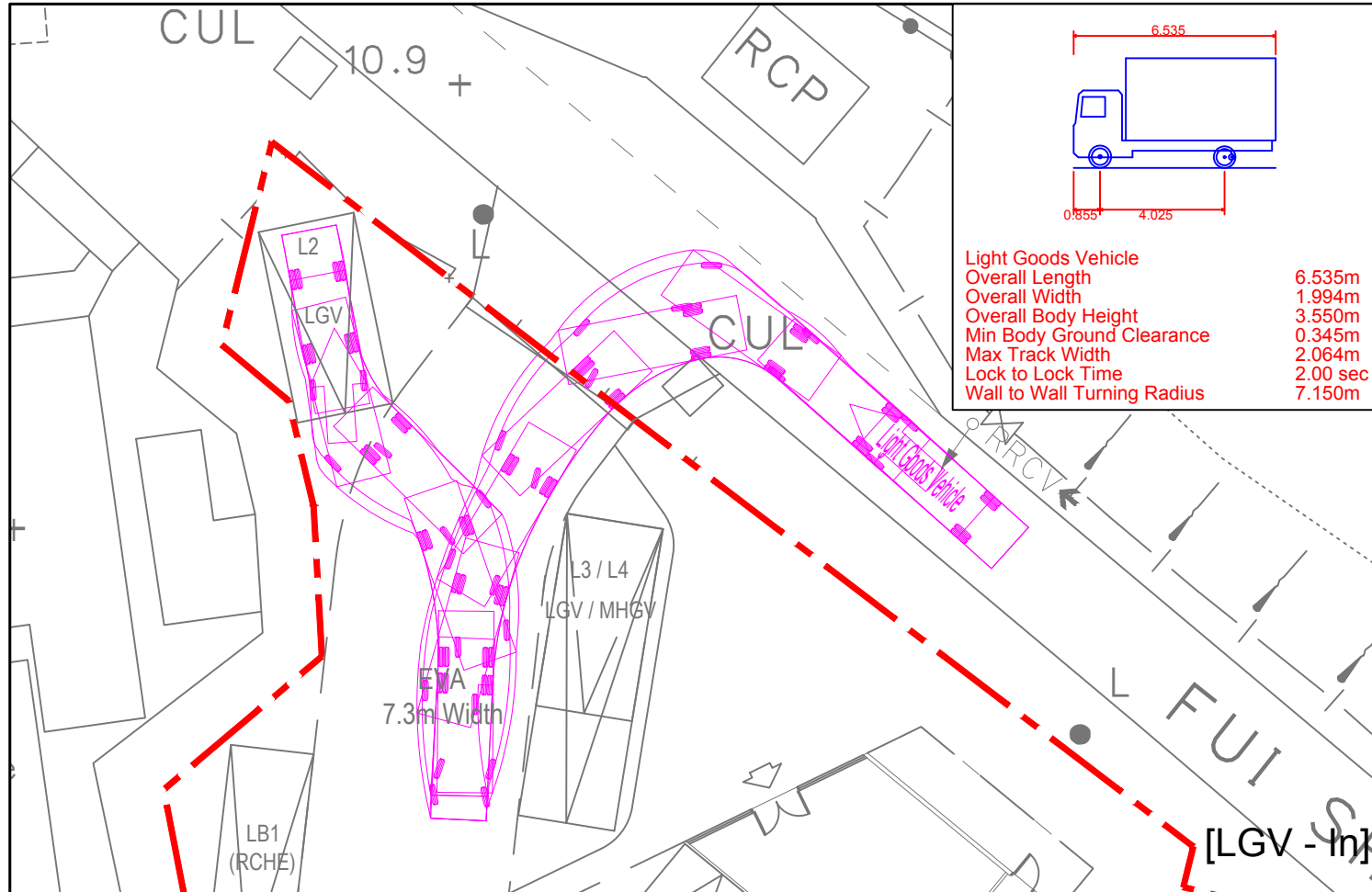
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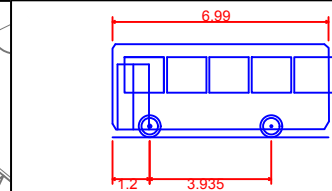
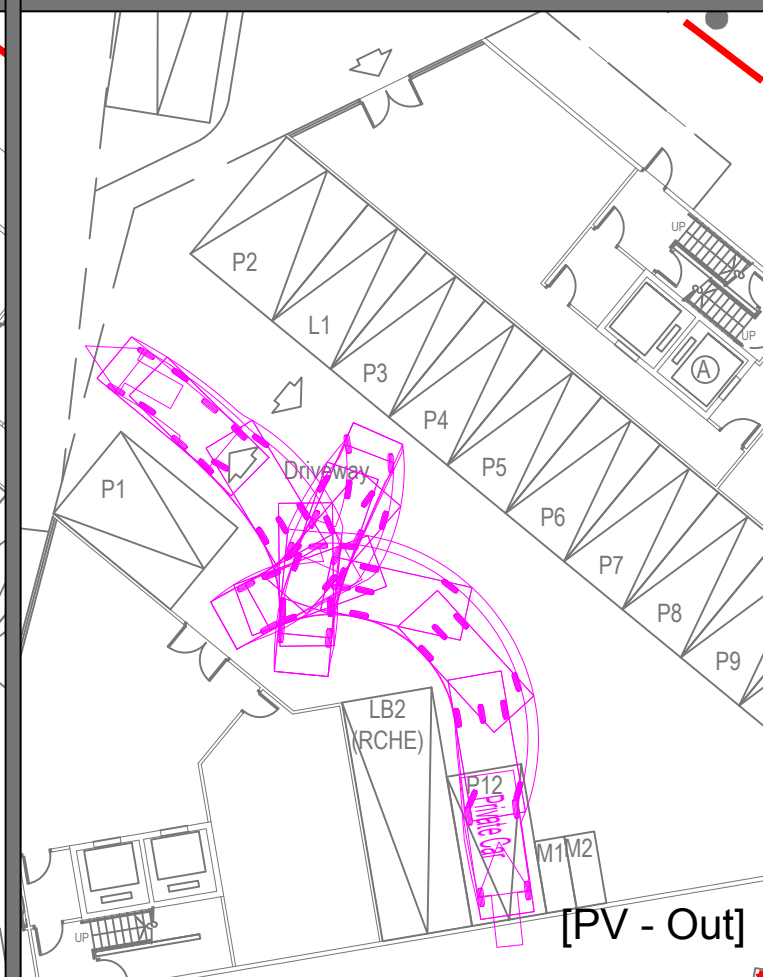
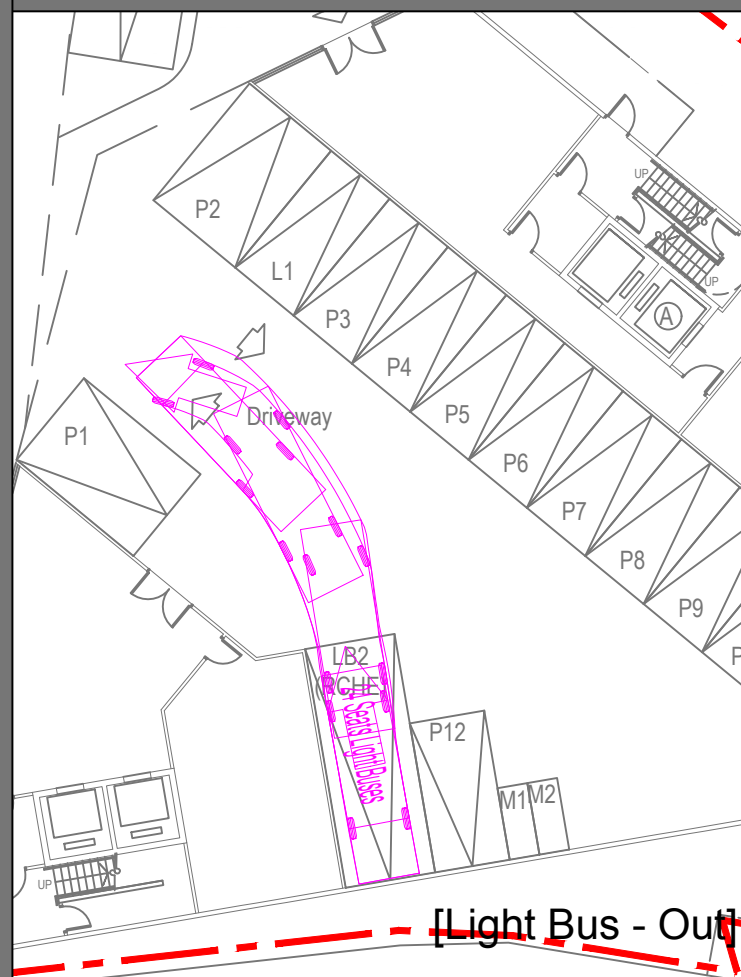
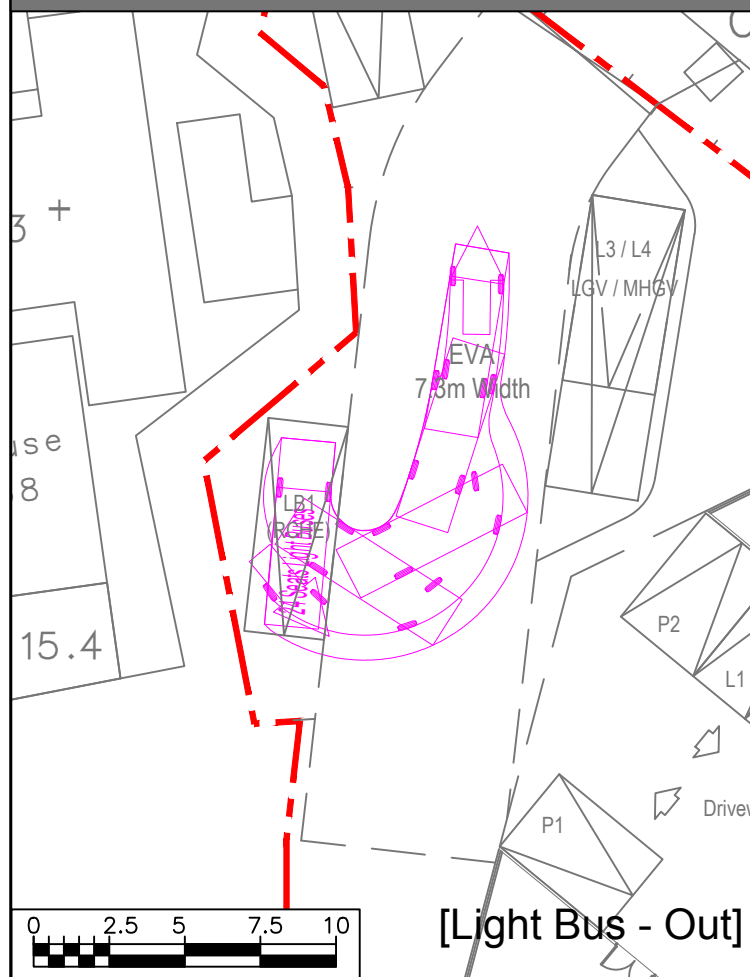
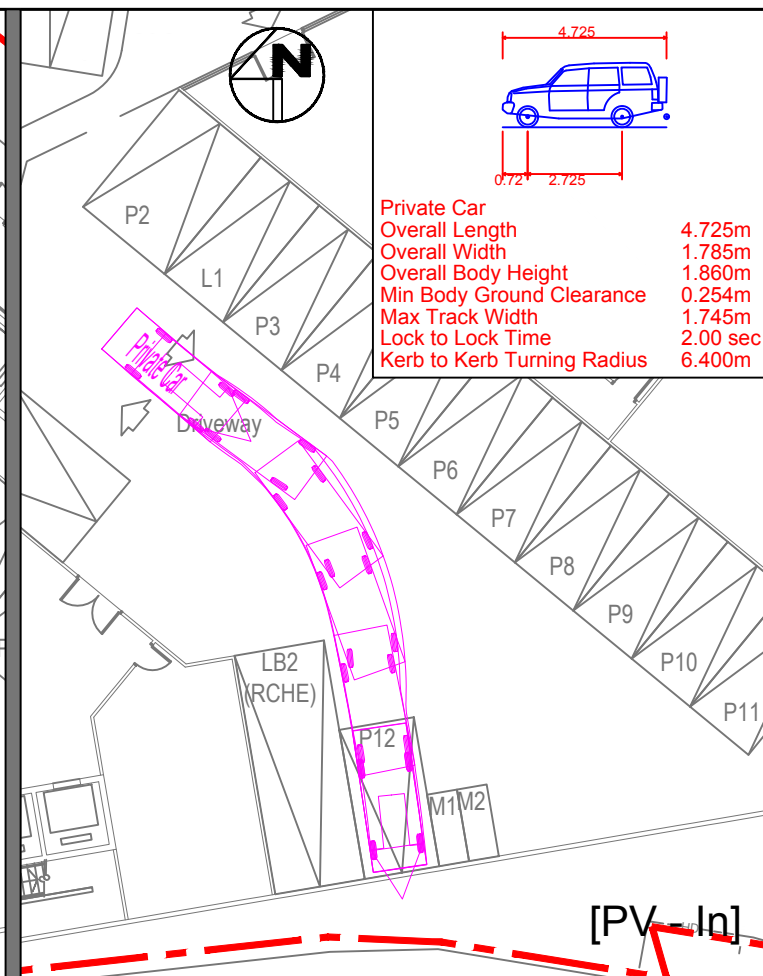
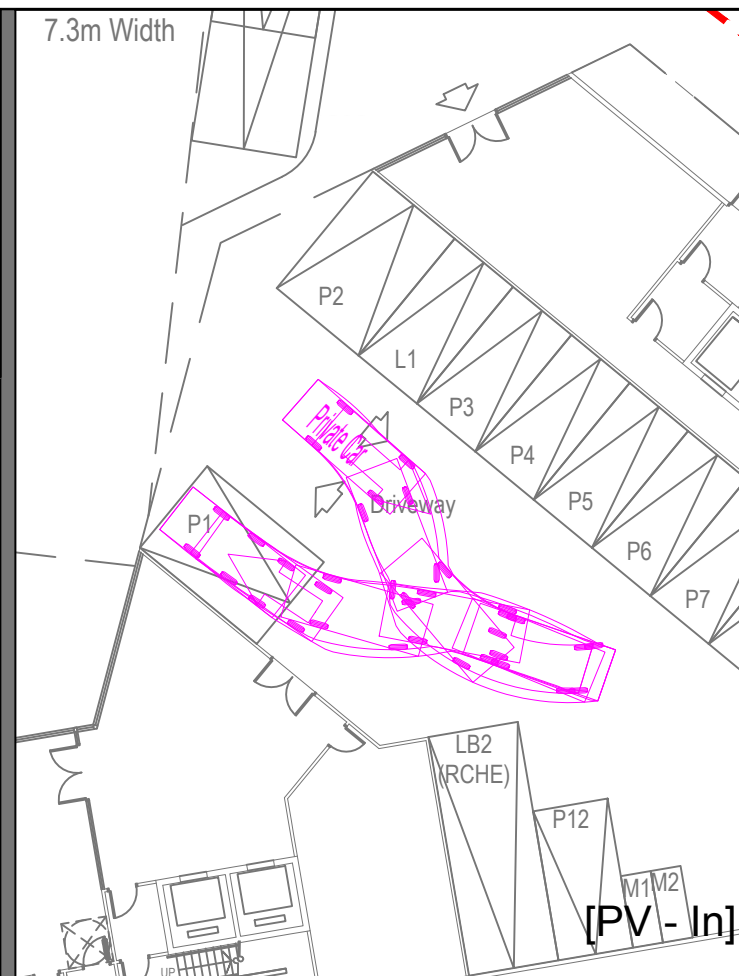
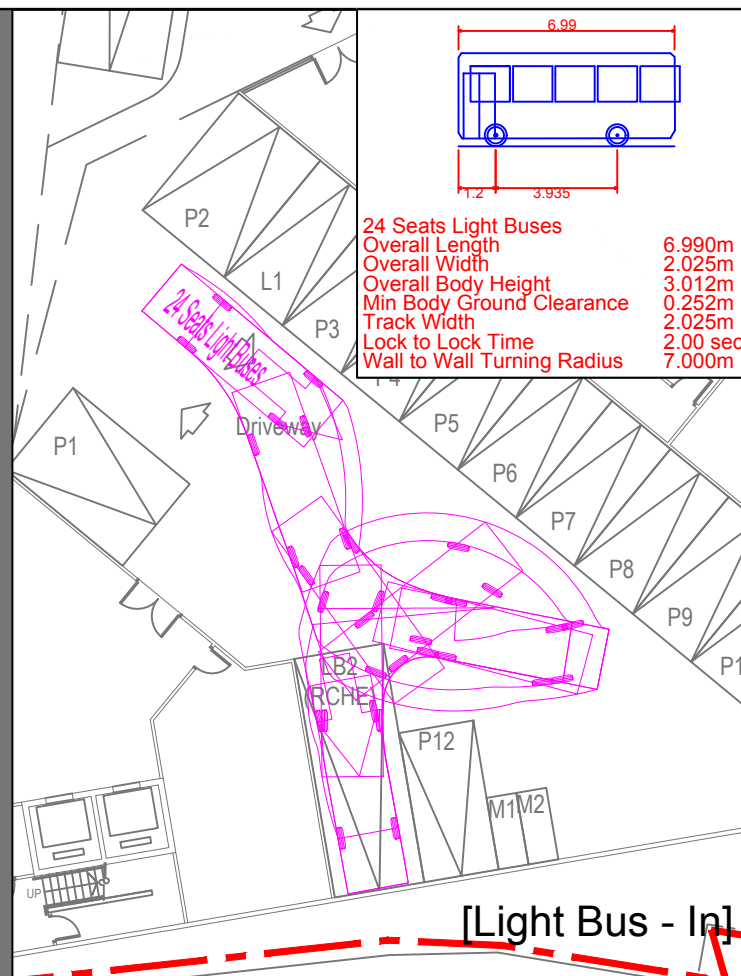
Project No. 83136
Dwg No. GF-0902-Layout

Rev.
A

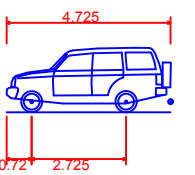
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24 Seats Light Buses
Overall Length 6.990m
Overall Width 2.025m
Overall Body Height 3.012m
Min Body Ground Clearance 0.252m
Track Width 2.025m
Lock to Lock Time 2.00 sec
Wall to Wall Turning Radius 7.000m



Private Car
Overall Length 4.725m
Overall Width 1.785m
Overall Body Height 1.860m
Min Body Ground Clearance 0.254m
Max Track Width 1.745m
Lock to Lock Time 2.00 sec
Kerb to Kerb Turning Radius 6.400m

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



Project No. 83136

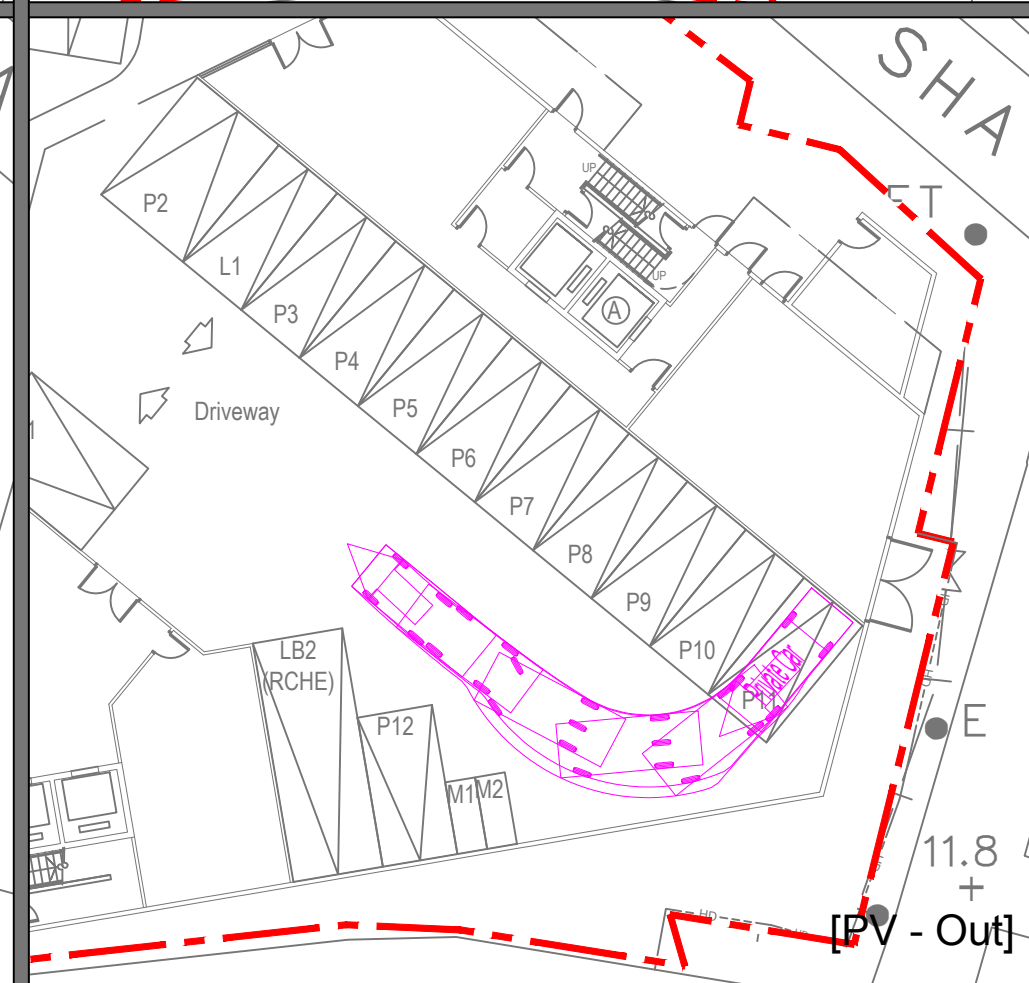
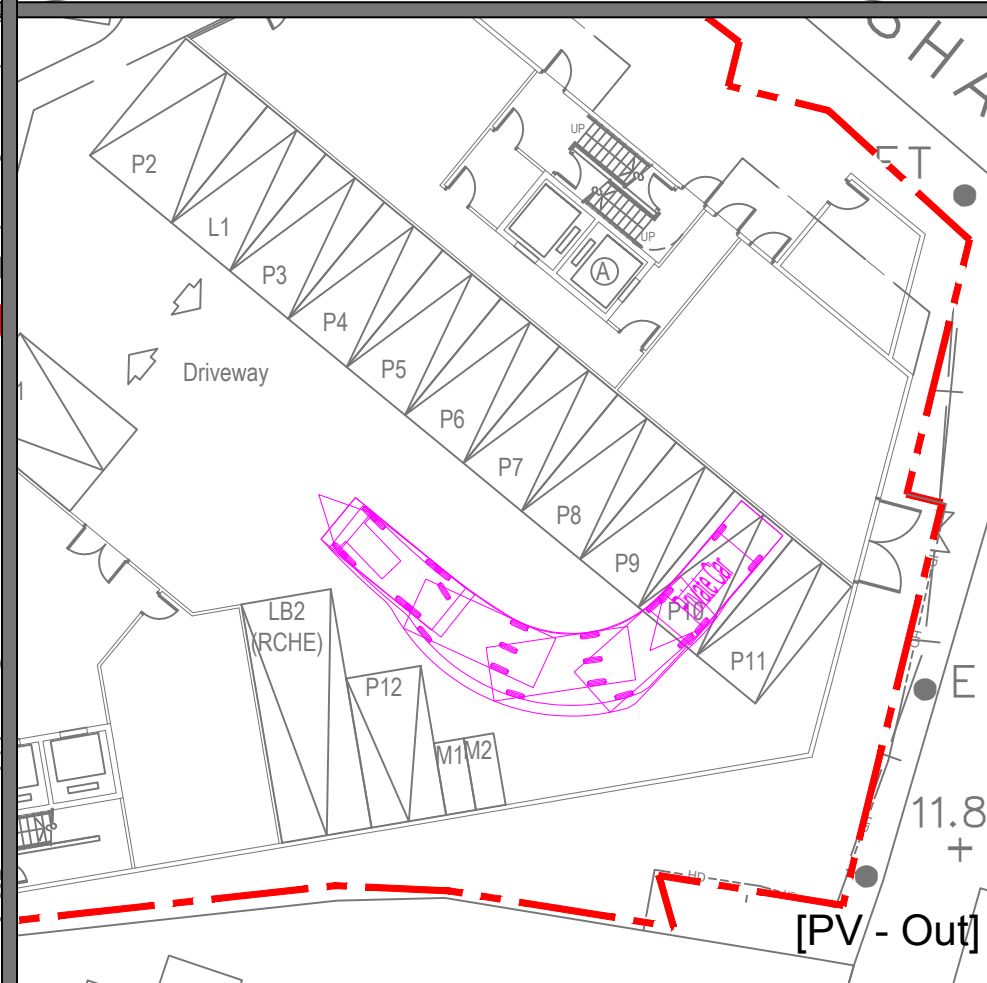
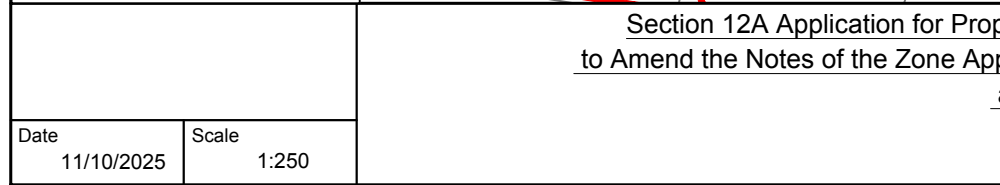
Dwg No. GF-0902-SP2

Rev.

A

Date
11/10/2025

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Swept Path Assessment on Ground Floor

Project No. 83136	Rev. A
Dwg No. GF-0902-SP3	

Appendix C

2025 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED

TRAFFIC SIGNAL CALCULATION

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

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

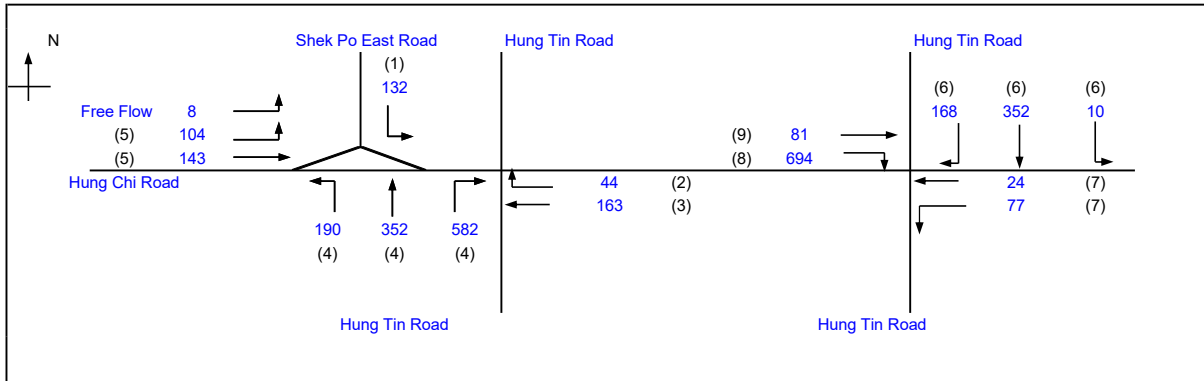
九月-25

2025 Observed AM Peak Hour Traffic Flows

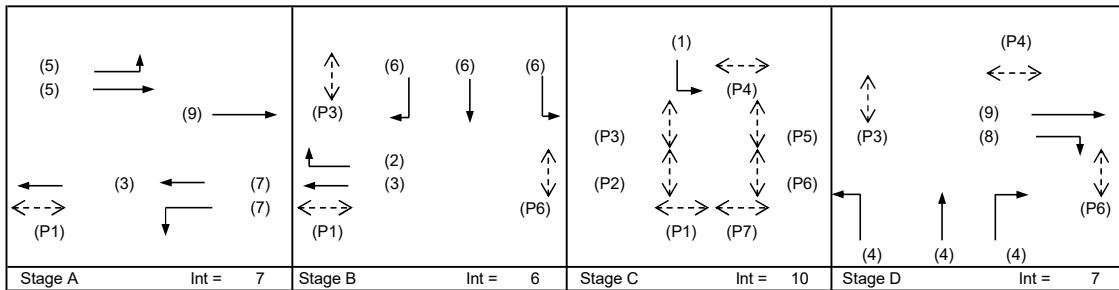
Reviewed By:

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)			Green Time Provided (s)	
			SG	FG	Delay	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			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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	104	0		104	1.00	1777			1777	0.058	0.058	26	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

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

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

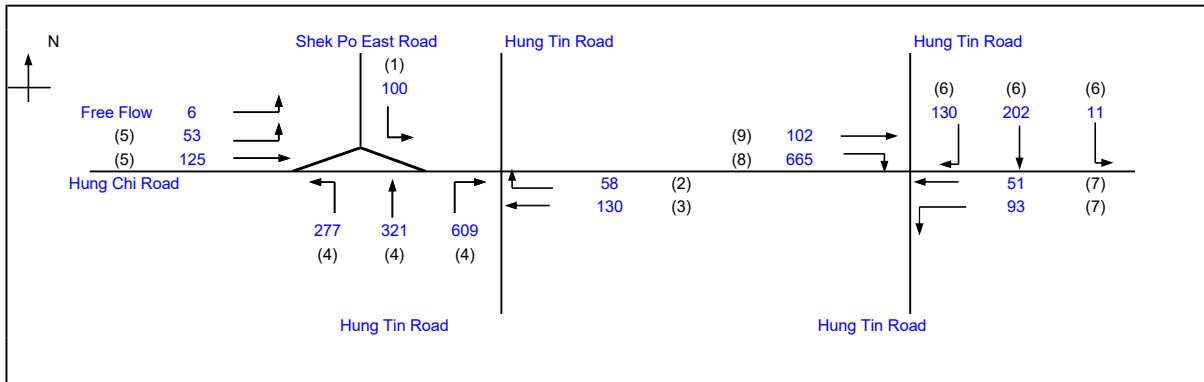
九月-25

2025 Observed PM Peak Hour Traffic Flows

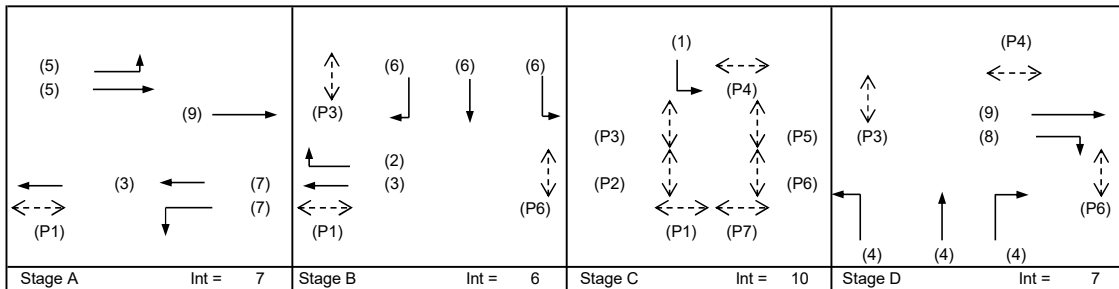
Reviewed By:

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 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	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			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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	53	0		53	0.99	1778			1778	0.030		26	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

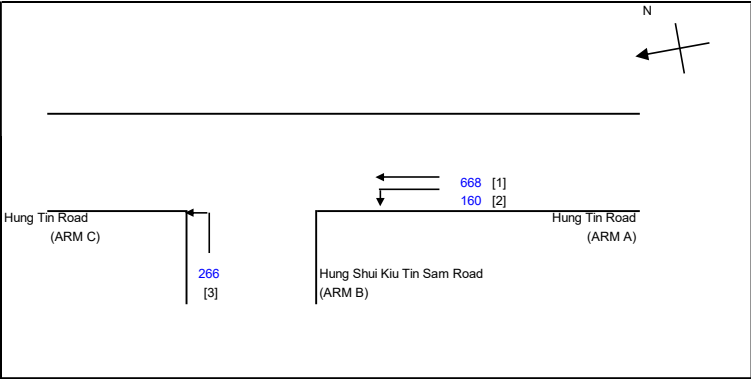
N - NEAR SIDE LANE

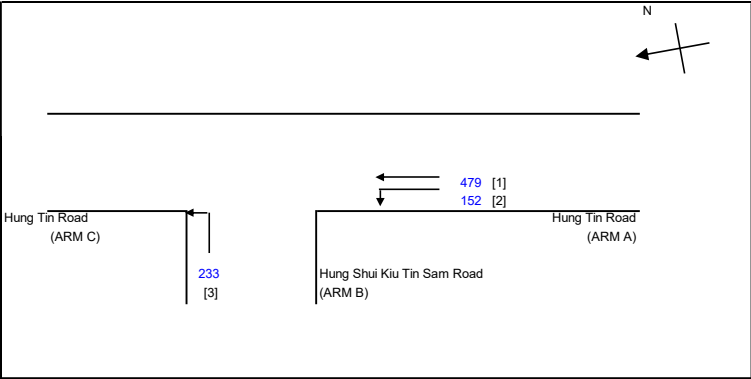
SG - STEADY GREEN

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_.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 c-b = 304 TOTAL FLOW = 1095 (PCU/HR) COMPARISON 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 c-b = 336 TOTAL FLOW = 863 (PCU/HR) COMPARISON 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

PROJECT NO. 83136

Prepared By:

LL

九月-25

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2025 AM

FILENAME :

Checked By:

DP

九月-25

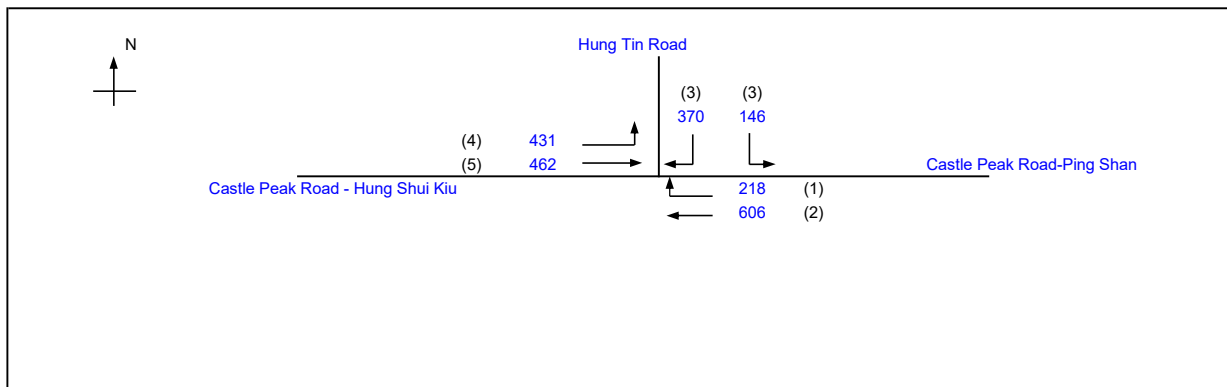
2025 Observed AM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

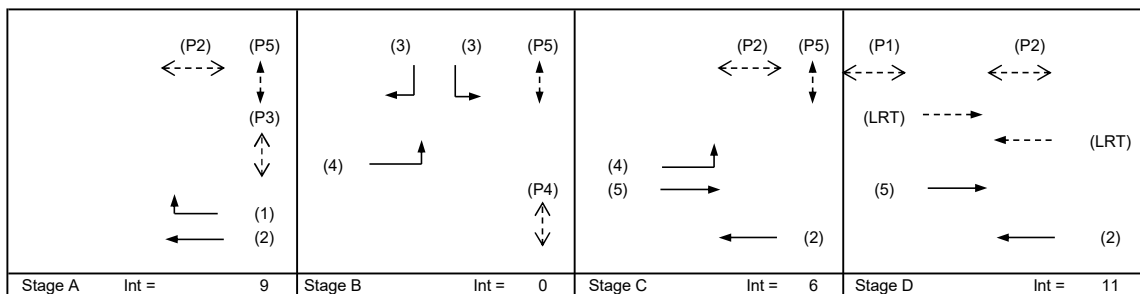
Reviewed By:

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)			Green Time Provided (s)	
			SG	FG	Delay	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			Total FLo 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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
SA RT	A,C,D A	3.65	2	2	75		N	4100		606	218	606	0.00	4100			4100	0.148	0.106	24	36	88	0.082	21	7
		3.40	1	1				2095				218	1.00	2054			2054	0.106			26	22	0.237	36	53
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	146 0		185	146	1.00	1787			1787	0.082			20	29	0.138	24	41
		3.50	3	1	2105			185				1.00	1965	1965			0.094	23			29	0.159	30	42	
		3.50	3	1	2105			185				1.00	1965	1965			0.094	23			29	0.159	30	42	
LT SA	B,C C,D	3.85	4	1	22		N	2000	431	462		431	1.00	1872			1872	0.230	0.230		55	59	0.191	48	25
		3.70	5	2	4250			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

QUEUEING 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

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2025 PM

FILENAME :

Checked By:

DP

九月-25

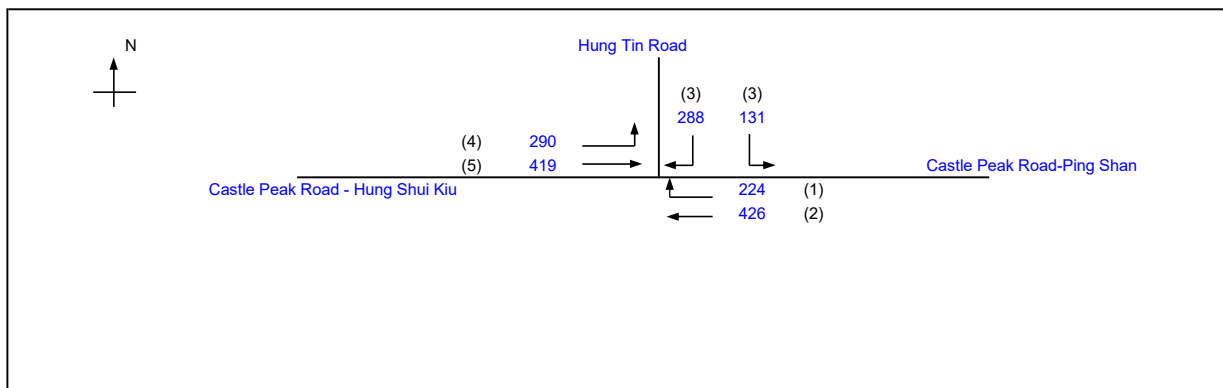
2025 Observed PM Peak Hour Traffic Flows

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	= $(1.5 \cdot L + 5) / (1 - Y)$	106.6 sec	
Cm	= $L / (1 - Y)$	66.5 sec	
Yult	=	0.533	
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	101.9 %	
Cp	= $0.9 \cdot L / (0.9 - Y)$	69.3 sec	
Ymax	= $1 - L / C$	0.623	
R.C.(P)	= $(0.9 / Xmax - 1) \cdot 100\%$	52.7 %	
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$	112.7 %	

(P2) (P5) (P3) (1) (2)	(3) (3) (P5) (4) (P4)	(P2) (P5) (4) (5) (2)	(P1) (P2) (LRT) (LRT) (5) (2)
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)			Green Time Provided (s)	
			SG	FG	Delay	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			Total FLo 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)		
									Left pcu/h	Straight pcu/h	Right pcu/h																
SA RT	A,C,D A	3.65	2	2	75		N	4100		426	224	426	0.00	4100			4100	0.104	0.109	24	32	90	0.057	12	6		
		3.40	1	1				2095				224	224	1.00			2054	2054			0.109	33	24	0.222	36	50	
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	131 0		144 144	131	1.00	1787			1787	0.073				23	27	0.133	18	42	
		3.50	3	1	21			2105				144	144	1.00			1965	1965				0.073	23	27	0.133	24	42
		3.50	3	1	21			2105				144	144	1.00			1965	1965				0.073	23	27	0.133	24	42
LT SA	B,C C,D	3.85	4	1	22		N	2000	290			290	1.00	1872			1872	0.155	0.155				48	57	0.133	30	23
		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

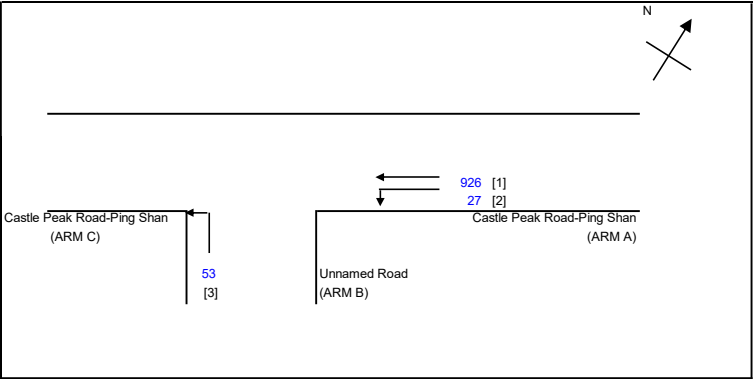
N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUEING 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 c-b = 293 TOTAL FLOW = 1006 (PCU/HR) COMPARISON 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 : F for (Qb-ac) = 1 THE CAPACITY OF MOVEMENT : Q b-a = 247 Q b-c = 668 Q c-b = 320 TOTAL FLOW = 807 (PCU/HR) COMPARISON 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 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 c-b = 565 TOTAL FLOW = 13 (PCU/HR) COMPARISON 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

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:

INITIALS

DATE

J1: Hung Tin Road / Hung Chi Road

2034 Ref AM

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

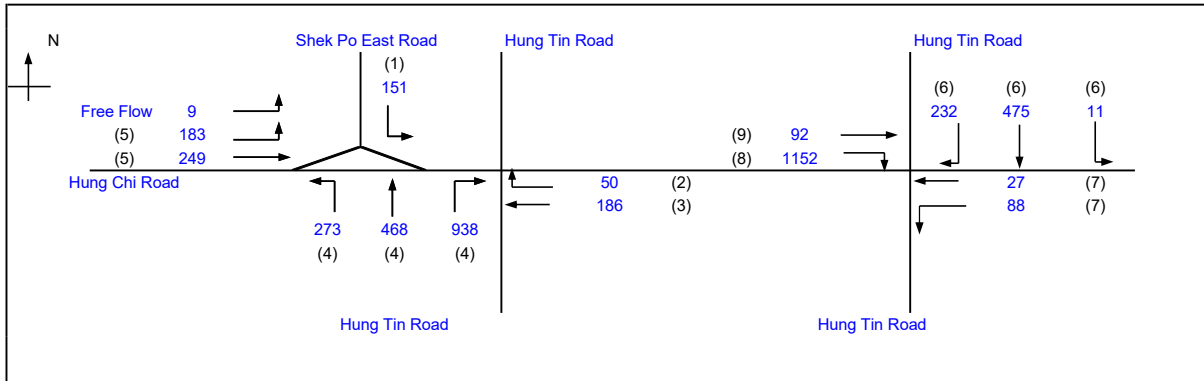
九月-25

2034 Reference AM Peak Hour Traffic Flows

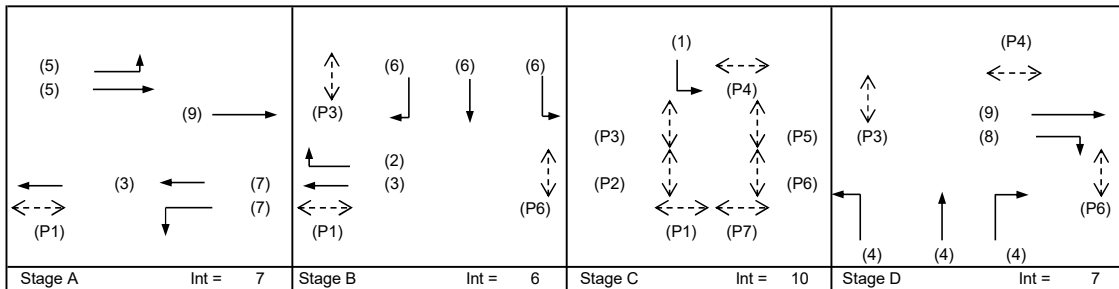
Reviewed By:

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	= $(1.5 \cdot L + 5) / (1 - Y)$	=	108.1 sec
Cm	= $L / (1 - Y)$	=	63.9 sec
Yult	=	0.705	
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	=	18.9 %
Cp	= $0.9 \cdot L / (0.9 - Y)$	=	76.2 sec
Ymax	= $1 - L / C$	=	0.783
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$	=	18.9 %



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	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			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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	183	0		183	1.00	1777			1777	0.103	0.103	26	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

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

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

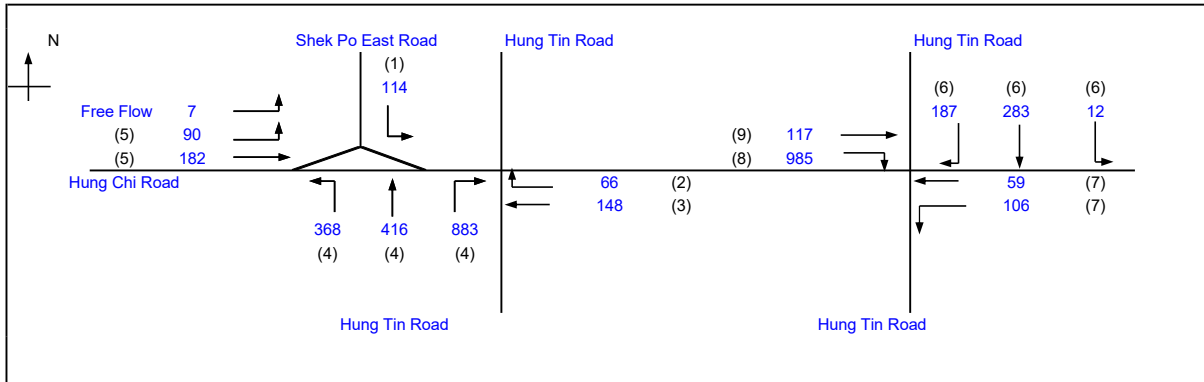
九月-25

2034 Reference PM Peak Hour Traffic Flows

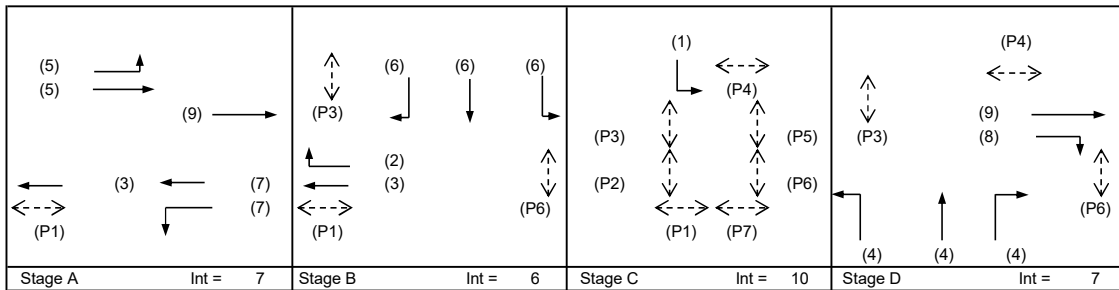
Reviewed By:

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)			Green Time Provided (s)	
			SG	FG	Delay	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			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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	90	0		90	1.00	1777			1777	0.051		26	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

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:

INITIALS

DATE

LL

九月-25

J1: Hung Tin Road / Hung Chi Road

2034 Des AM

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

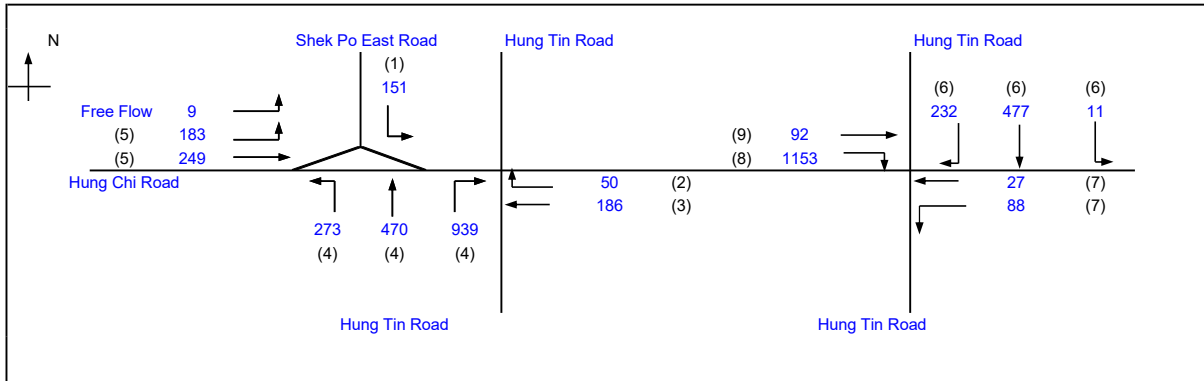
九月-25

2034 Design AM Peak Hour Traffic Flows

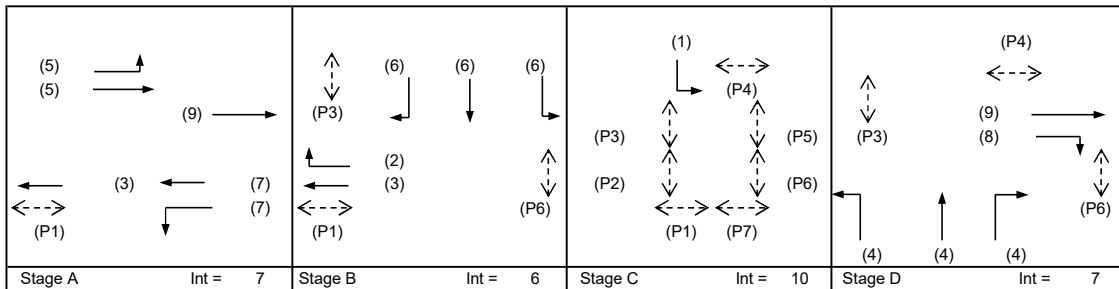
Reviewed By:

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)			Green Time Provided (s)	
			SG	FG	Delay	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			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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	183	0		183	1.00	1777			1777	0.103	0.103	26	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

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:

INITIALS

DATE

LL

九月-25

J1: Hung Tin Road / Hung Chi Road

2034 Des PM

FILENAME :

J1_Hung Tin Road_Hung Chi Road_S.xls

Checked By:

DP

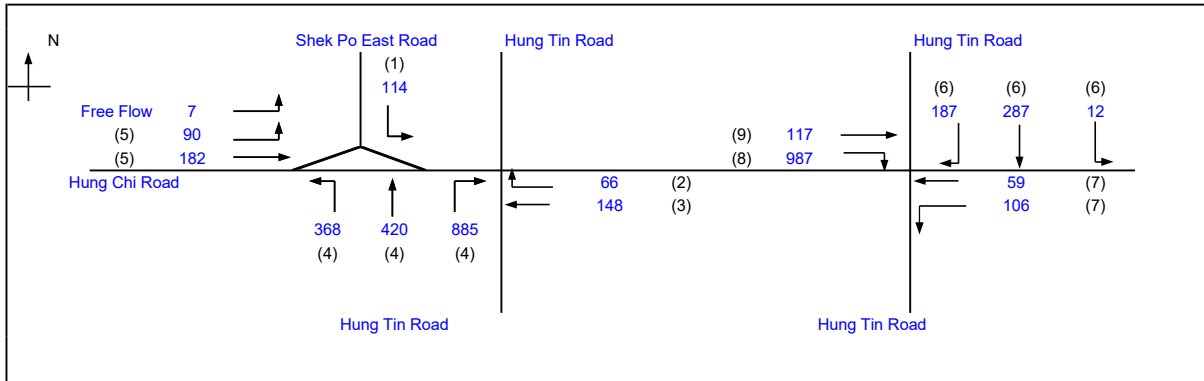
九月-25

2034 Design PM Peak Hour Traffic Flows

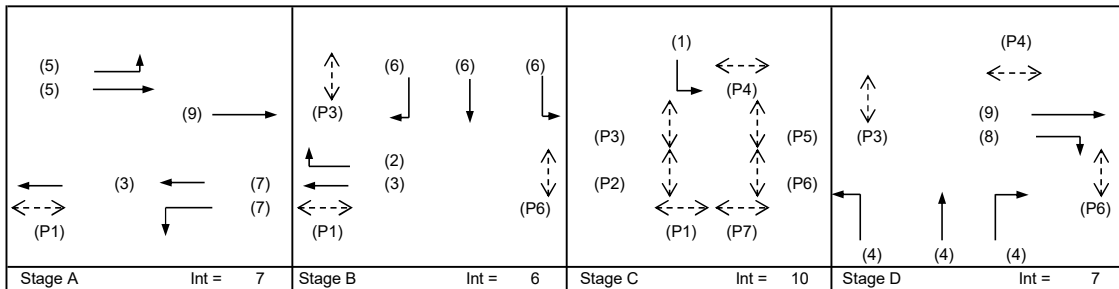
Reviewed By:

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)			Green Time Provided (s)	
			SG	FG	Delay	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			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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
LT,SA	A	3.4	5	1	15		N	1955	90	0		90	1.00	1777			1777	0.051		26	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

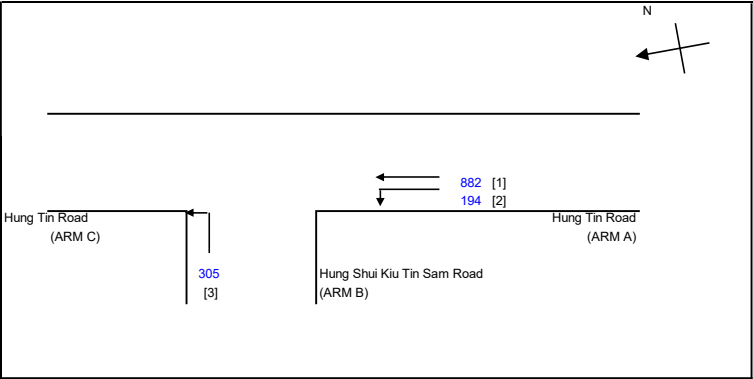
N - NEAR SIDE LANE

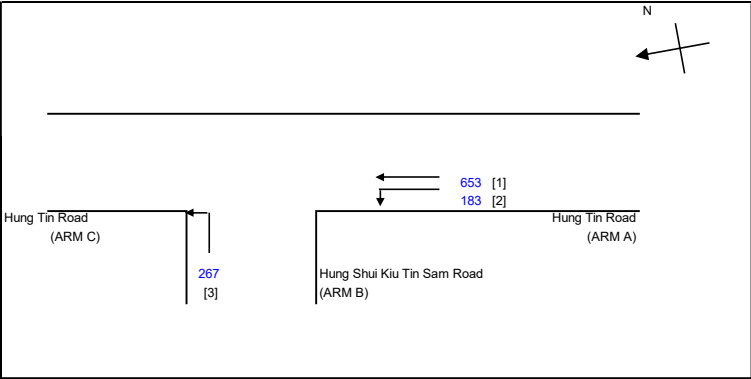
SG - STEADY GREEN

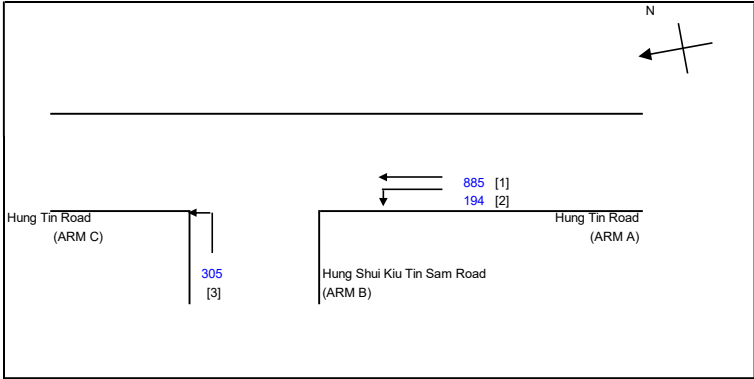
FG - FLASHING GREEN

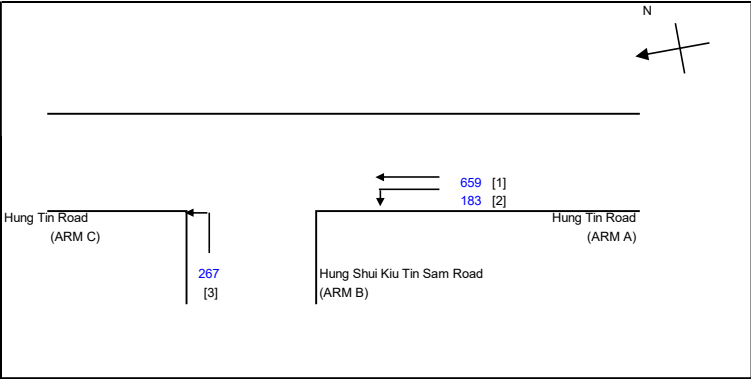
PEDESTRIAN WALKING SPEED = 1.2m/s

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 c-b = 265 TOTAL FLOW = 1381 (PCU/HR) COMPARISON 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 c-b = 303 TOTAL FLOW = 1103 (PCU/HR) COMPARISON 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 c-b = 264 TOTAL FLOW = 1384 (PCU/HR) COMPARISON 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 c-b = 302 TOTAL FLOW = 1109 (PCU/HR) COMPARISON 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

PROJECT NO. 83136

Prepared By:

LL

九月-25

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2034 Ref AM

FILENAME :

Checked By:

DP

九月-25

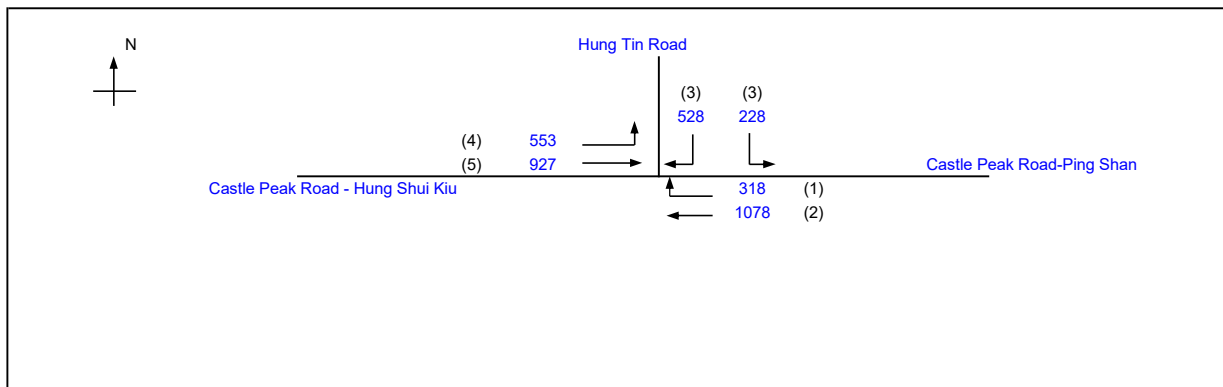
2034 Reference AM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

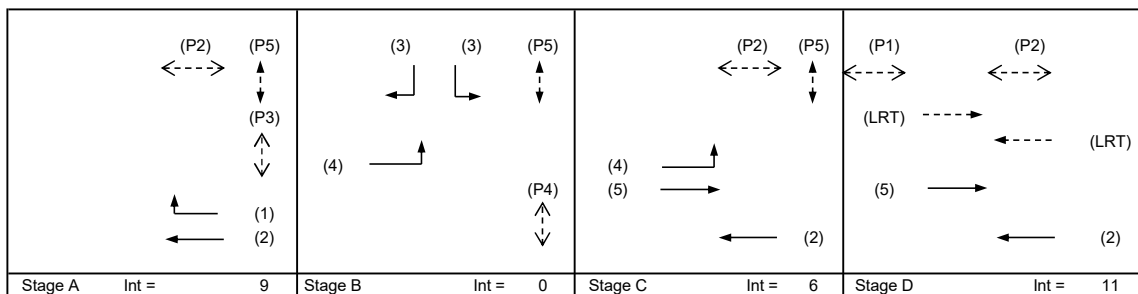
Reviewed By:

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 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	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			Total FLo 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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
SA RT	A,C,D A	3.65	2	2	75		N	4100		1078	318	1078	0.00	4100			4100	0.263	0.155	24	47	93	0.139	33	7
		3.40	1	1				2095				318	1.00	2054			2054	0.155			28	28	0.272	54	52
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	228 0		264	228	1.00	1787			1787	0.128			23	24	0.259	36	55
		3.50	3	1	2105			264				1.00	1965	1965			0.134	24			24	0.272	48	56	
		3.50	3	1	2105			264				1.00	1965	1965			0.134	24			24	0.272	48	56	
LT SA	B,C C,D	3.85	4	1	22		N	2000	553	927		553	1.00	1872			1872	0.295	0.295		53	53	0.272	66	35
		3.70	5	2	4250			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

QUEUEING 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

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2034 Ref PM

FILENAME :

Checked By:

DP

九月-25

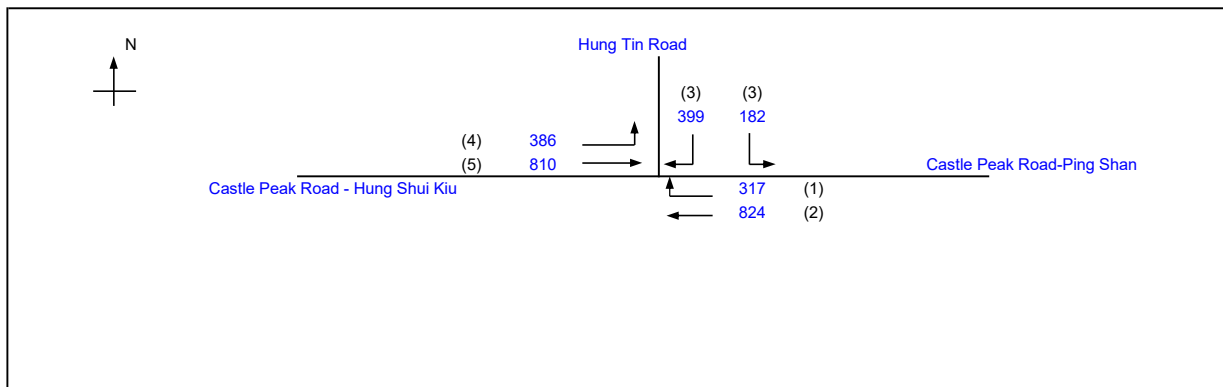
2034 Reference PM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

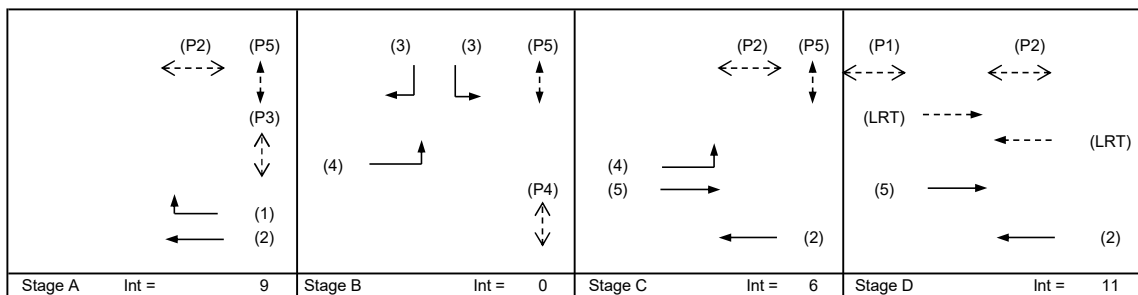
Reviewed By:

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	= $(1.5 \cdot L + 5) / (1 - Y)$	122.8 sec	
Cm	= $L / (1 - Y)$	76.6 sec	
Yult	=	0.533	
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	47.7 %	
Cp	= $0.9 \cdot L / (0.9 - Y)$	81.7 sec	
Ymax	= $1 - L / C$	0.623	
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$	55.6 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	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			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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
SA RT	A,C,D A	3.65	2	2	75		N	4100		824	317	824	0.00	4100			4100	0.201	0.154	24	45	94	0.105	24	6
		3.40	1	1				2095					317	1.00			2054					2054	0.154	35	35
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	182		199	182	1.00	1787			1787	0.102			23	23	0.218	30	51
		3.50	3	1	21			2105	0			200	1.00	1965			1965	0.102			23	23	0.218	30	51
		3.50	3	1	21			2105				200	1.00	1965			1965	0.102			23	23	0.218	30	51
LT SA	B,C C,D	3.85	4	1	22		N	2000	386	810		386	1.00	1872			1872	0.206	0.206		46	46	0.218	48	34
		3.70	5	2	4250						810	0.00	4250					4250			0.191	43	49	0.189	54
LRT	D																		25						

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

FG - FLASHING GREEN

PEDESTRIAN WALKING SPEED = 1.2m/s

QUEUEING 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

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2034 Des AM

FILENAME :

Checked By:

DP

九月-25

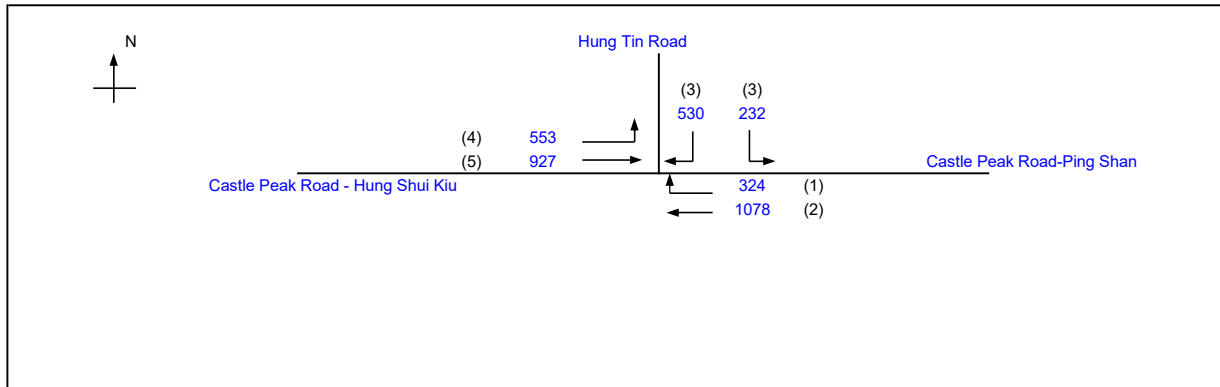
2034 Design AM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

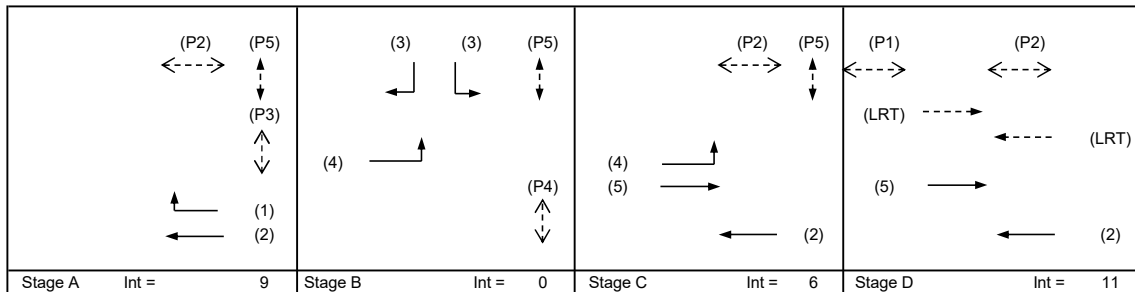
Reviewed By:

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)			Green Time Provided (s)	
			SG	FG	Delay	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			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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
SA RT	A,C,D A	3.65	2	2	75		N	4100		1078	324	1078	0.00	4100			4100	0.263	0.158	24	47	92	0.140	33	7
		3.40	1	1				2095				324	1.00	2054			0.158	28			28	0.274	54	52	
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	232 0		265 265 265	232	1.00	1787			1787	0.130			23	25	0.253	36	53
		3.50	3	1	21			2105				1.00	1965	1965			0.135	24			25	0.263	42	54	
		3.50	3	1	21			2105				1.00	1965	1965			0.135	24			25	0.263	42	54	
LT SA	B,C C,D	3.85	4	1	22		N	2000	553			553	1.00	1872			1872	0.295	0.295		53	53	0.274	66	35
		3.70	5	2	4250			927				0.00	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

QUEUEING 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

J3:Castle Peak Road - Hung Shui Kiu / Castle Peak Road-Ping Shan / Hung Tin Road

2034 Des PM

FILENAME :

Checked By:

DP

九月-25

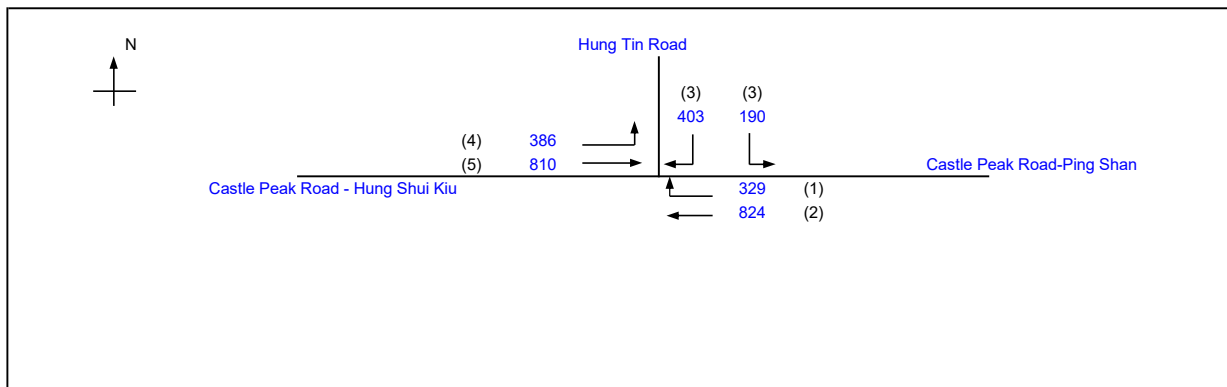
2034 Design PM Peak Hour Traffic Flows

Kiu_Castle Peak Road-Ping Shan_Hung Tin Road_S.xls

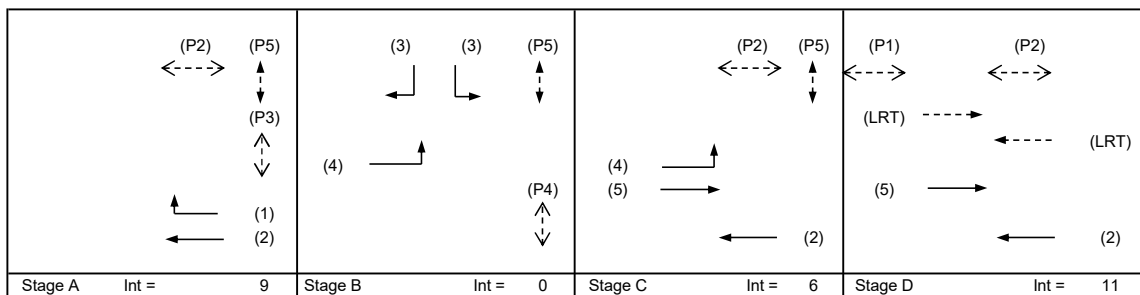
Reviewed By:

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	= $(1.5 \cdot L + 5) / (1 - Y)$	123.9 sec	
Cm	= $L / (1 - Y)$	77.3 sec	
Yult	=	0.533	
R.C.ult	= $(Yult - Y) / Y \cdot 100\%$	45.4 %	
Cp	= $0.9 \cdot L / (0.9 - Y)$	82.6 sec	
Ymax	= $1 - L / C$	0.623	
R.C.(C)	= $(0.9 \cdot Ymax - Y) / Y \cdot 100\%$	53.1 %	



Pedestrian Phase	Stage	Length (m)	Green Time Required (s)			Green Time Provided (s)	
			SG	FG	Delay	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			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)
									Left pcu/h	Straight pcu/h	Right pcu/h														
SA RT	A,C,D A	3.65	2	2	75		N	4100		824	329	824	0.00	4100			4100	0.201	0.160	24	44	94	0.105	24	6
		3.40	1	1				2095					329	329			1.00	2054			2054	0.160	35	35	0.222
LT LT,RT RT	B B B	3.30	3	1	17		N	1945	185 5		199	185	1.00	1787			1787	0.104			23	23	0.222	30	52
		3.50	3	1	21			2105				204	1.00	1965			1965	0.104			23	23	0.222	36	51
		3.50	3	1	21			2105				204	1.00	1965			1965	0.104			23	23	0.222	36	51
LT SA	B,C C,D	3.85	4	1	22		N	2000	386	810		386	1.00	1872			1872	0.206	0.206		46	46	0.222	54	35
		3.70	5	2	4250								810	810			0.00	4250			4250	0.191	42	49	0.192
LRT	D																		25						

NOTE : O - OPPOSING TRAFFIC

N - NEAR SIDE LANE

SG - STEADY GREEN

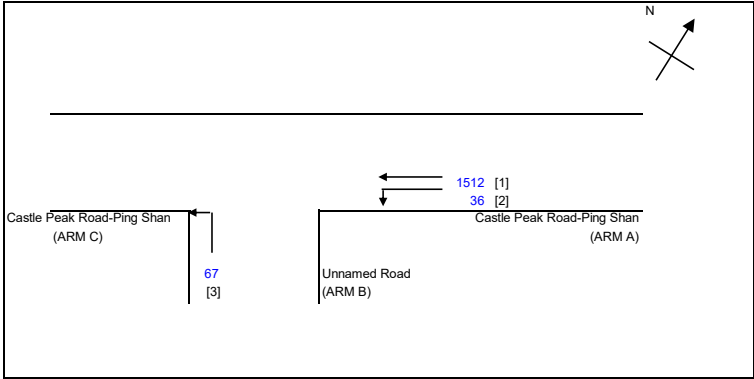
FG - FLASHING GREEN

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 Vi 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) Vi 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 c-b = 204 Q b-c (O) = 427 TOTAL FLOW = 1604 (PCU/HR) COMPARISON 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 Vi 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) Vi 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 c-b = 243 Q b-c (O) = 510 TOTAL FLOW = 1321 (PCU/HR) COMPARISON 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																																																																																																																																																								
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<table><tr><td colspan="2">GEOMETRIC DETAILS:</td><td colspan="2">GEOMETRIC FACTORS :</td><td colspan="2">THE CAPACITY OF MOVEMENT :</td><td colspan="2">COMPARISON OF DESIGN FLOW TO CAPACITY:</td></tr><tr><td colspan="2">MAJOR ROAD (ARM A)</td><td colspan="2"></td><td colspan="2">Q b-a = 134</td><td colspan="2">DFC b-a = 0.0000</td></tr><tr><td>W</td><td>= 8.52 (metres)</td><td colspan="2">D = 0.5698</td><td colspan="2">Q b-c = 427</td><td colspan="2">DFC b-c = 0.1569</td></tr><tr><td>W cr</td><td>= 0 (metres)</td><td colspan="2">E = 1.2091</td><td colspan="2">Q b-c (O) = 427</td><td colspan="2">DFC c-b = 0.0000</td></tr><tr><td>q a-b</td><td>= 36 (pcu/hr)</td><td colspan="2">F = 0.58595</td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>q a-c</td><td>= 1512 (pcu/hr)</td><td colspan="2">Y = 0.70606</td><td colspan="2"></td><td colspan="2"></td></tr><tr><td colspan="2">MAJOR ROAD (ARM C)</td><td colspan="2">F for (Qb-ac) = 1</td><td colspan="2">TOTAL FLOW = 1615 (PCU/HR)</td><td colspan="2"></td></tr><tr><td>W c-b</td><td>= 0 (metres)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>Vr c-b</td><td>= 0 (metres)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>q c-a</td><td>= 0 (pcu/hr)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>q c-b</td><td>= 0 (pcu/hr)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td colspan="2">MINOR ROAD (ARM B)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>W b-a</td><td>= 0 (metres)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>W b-c</td><td>= 6.5 (metres)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>Vl b-a</td><td>= 0 (metres)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>Vr b-a</td><td>= 68 (metres)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>Vr b-c</td><td>= 68 (metres)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>q b-a</td><td>= 0 (pcu/hr)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr><tr><td>q b-c</td><td>= 67 (pcu/hr)</td><td colspan="2"></td><td colspan="2"></td><td colspan="2"></td></tr></table>							GEOMETRIC DETAILS:		GEOMETRIC FACTORS :		THE CAPACITY OF MOVEMENT :		COMPARISON OF DESIGN FLOW TO CAPACITY:		MAJOR ROAD (ARM A)				Q b-a = 134		DFC b-a = 0.0000		W	= 8.52 (metres)	D = 0.5698		Q b-c = 427		DFC b-c = 0.1569		W cr	= 0 (metres)	E = 1.2091		Q b-c (O) = 427		DFC c-b = 0.0000		q a-b	= 36 (pcu/hr)	F = 0.58595						q a-c	= 1512 (pcu/hr)	Y = 0.70606						MAJOR ROAD (ARM C)		F for (Qb-ac) = 1		TOTAL FLOW = 1615 (PCU/HR)				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)						
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OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
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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 c-b = 242 TOTAL FLOW = 1340 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0922 DFC c-b = 0.0000 CRITICAL DFC = 0.09							

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 Traffic Impact Assessment Report



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)
	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”)建造的地面/高架行車道將 永久封閉並改建為行人路 FUTURE AT-GRADE/ELEVATED CARRIAGEWAY UNDER PWP ITEM NOS. 7817CL AND 7827CL (PART) ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1 (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地面/高架行車道將 永久封閉並改建為單車徑 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY 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 FUTURE AT-GRADE / ELEVATED CARRIAGEWAY 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地面/高架行車道將 永久封閉並改建為行人路 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地面/高架行車道將 永久封閉並改建為單車徑 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暫時封閉並重建 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 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行人路將永久封閉並 改建為單車徑 FUTURE FOOTPATH 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路將永久封閉並 改建為中央分隔帶 / 安全島 / 交通島 FUTURE FOOTPATH 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路將永久封閉並 改建為美化市容地帶 / 路旁帶 FUTURE FOOTPATH 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 PEDSTRIAN 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人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行人路將永久封閉並 改建為單車徑 FUTURE FOOTPATH 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路將永久封閉並 改建為中央分隔帶 / 安全島 / 交通島 FUTURE FOOTPATH 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路將永久封閉並 改建為美化市容地帶 / 路旁帶 FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA / VERGE

	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:

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

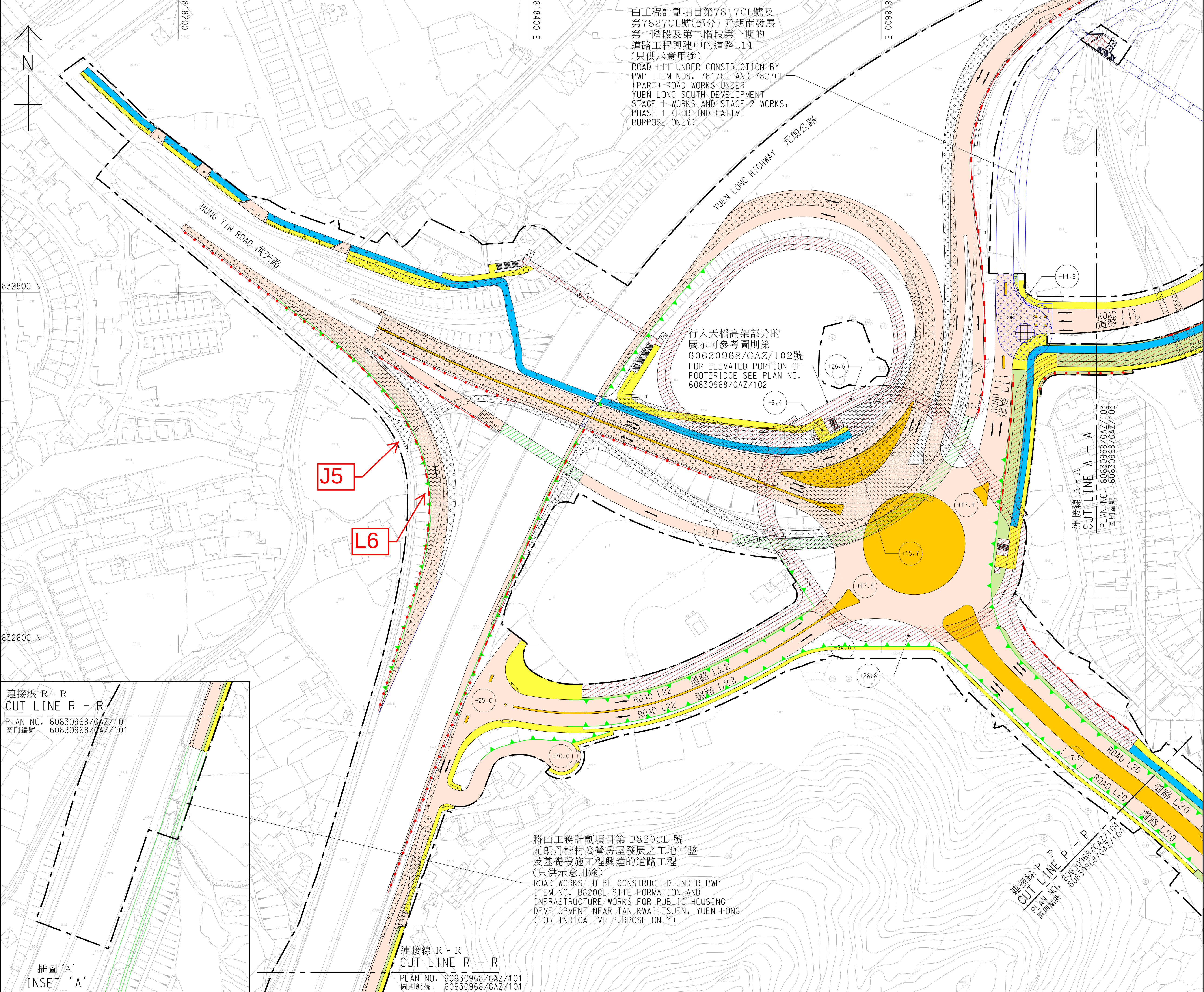
圖則編號 PLAN NO.
60630968/GAZ/LEGEND

圖例
LEGEND

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

 土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

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



註釋:
NOTES:

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

圖則編號 PLAN NO.
60630968/GAZ/101

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

比例 SCALE
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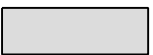
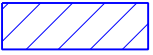
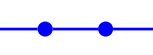
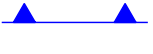
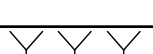
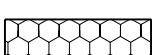
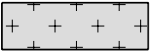
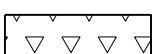
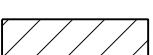
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SHEET 1 OF 15

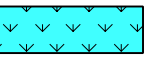
土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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



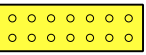
將由元朗南第一期發展項目建造的行人路將永久封閉並改建為美化市容地帶
FUTURE FOOTPATH UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA



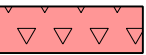
將由元朗南第一期發展項目建造的美化市容地帶將永久封閉並改建為行人路
FUTURE AMENITY AREA UNDER YLS FIRST PHASE DEVELOPMENT TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH



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:

- 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
- 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.
- 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.
- 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.
- 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)	
圖則編號 PLAN NO. 60695325/GAZ/LEGEND	圖例 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	

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)

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)

天水圍西交匯處
TIN SHUI WAI WEST INTERCHANGE

元朗公路
YUEN LONG HIGHWAY

洪天路 HUNG TIN ROAD

大道村
TAI TAO TSUEN

插圖 'A'
INSET 'A'
比例 SCALE 1:1000

連接線 E-E
CUT LINE E-E
SEE PLAN NO. 60695325/GAZ/104

連接線 D-D
CUT LINE D-D
SEE PLAN NO. 60695325/GAZ/105

連接線 C-C
CUT LINE C-C
SEE PLAN NO. 60695325/GAZ/103

L5



路政署
HIGHWAYS
DEPARTMENT