

Form No. S16-I
表格第 S16-I 號

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP.131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

2021年6月29日

此表將在 收到·城市規劃委員會

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

- (i) Construction of "New Territories Exempted Houses"
興建「新界豁免管制屋宇」;
- (ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) Renewal of permission for temporary use or development in rural areas
位於鄉郊地區的臨時用途或發展的許可續期

This document is received on 29 JUN 2021
The Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/SK-TMT/74
	Date Received 收到日期	29 JUN 2021

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories). 請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

GOLDEN KINGDOM INVESTMENT LIMITED

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

DeSPACE (International) Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	The Remaining Portion of Section B of Lot No. 385, Sub-section 1 of Section B of Lot No. 385, Sub-section 2 of Section B of Lot No. 385, the Remaining Portion of Section C of Lot No. 385, Sub-section 1 of Section C of Lot No. 385, Section D of Lot No. 385, Section E of Lot No. 385, Section F of Lot No. 385, the Remaining Portion of Lot No. 385 and Adjoining Government Land in D.D. 257, Tsam Chuk Wan, Sai Kung, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<div> <input checked="" type="checkbox"/> Site area 地盤面積 748.2 sq.m 平方米 <input checked="" type="checkbox"/> About 約 </div> <div> <input checked="" type="checkbox"/> Gross floor area 總樓面面積 3,000 sq.m 平方米 <input checked="" type="checkbox"/> About 約 </div>
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	249.0 sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4
(e) Land use zone(s) involved 涉及的土地用途地帶	"Village Type Development" ("V")
(f) Current use(s) 現時用途	Vacant Land (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

- ☒ is the sole "current land owner"[¶] (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」[¶] (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"[¶] (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」[¶] (請夾附業權證明文件)。
- ☐ is not a "current land owner"[¶].
並不是「現行土地擁有人」[¶]。

- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[¶].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[¶]。

(b) The applicant 申請人 -

- ☐ has obtained consent(s) of "current land owner(s)"[¶].
已取得 名「現行土地擁有人」[¶]的同意。

Details of consent of "current land owner(s)" [¶] obtained 取得「現行土地擁有人」 [¶] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"
已通知 名「現行土地擁有人」*。

Details of the "current land owner(s)" # notified 已獲通知「現行土地擁有人」*的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼/處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)*[&]
於 _____ (日/月/年)向每一名「現行土地擁有人」*郵遞要求同意書[&]

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on _____ (DD/MM/YYYY)*[&]
於 _____ (日/月/年)在指定報章就申請刊登一次通知[&]
- ☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)*[&]
於 _____ (日/月/年)在申請地點/申請處所或附近的顯明位置貼出關於該申請的通知[&]
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)*[&]
於 _____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會[&]

Others 其他

- ☐ others (please specify)
其他 (請指明)
- _____
- _____
- _____
- _____

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註: 可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段(倘適用)及處所(倘有)分別提供資料

6. Type(s) of Application 申請類別

- ☐ Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☐ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註2：如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分		sq.m 平方米 <input type="checkbox"/> About 約
	Non-domestic part 非住用部分		sq.m 平方米 <input type="checkbox"/> About 約
	Total 總計		sq.m 平方米 <input type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

<p>(a) Operation involved 涉及工程</p>	<p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約</p> <p>(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))</p>
<p>(b) Intended use/development 有意進行的用途/發展</p>	

(iii) For Type (iii) application 供第(iii)類申請

<p>(a) Nature and scale 性質及規模</p>	<p><input type="checkbox"/> Public utility installation 公用事業設施裝置</p> <p><input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置</p> <p>Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度</p>		
	<p>Name/type of installation 裝置名稱/種類</p>	<p>Number of provision 數量</p>	<p>Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</p>
<p>(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)</p>			

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction From 由 to 至
地積比率限制
- ☐ Gross floor area restriction From 由sq. m 平方米 to 至sq. m 平方米
總樓面面積限制
- ☐ Site coverage restriction From 由% to 至 %
上蓋面積限制
- ☐ Building height restriction From 由m 米 to 至 m 米
建築物高度限制
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction From 由m to 至 m
非建築用地限制
- ☐ Others (please specify)
其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed
use(s)/development
擬議用途/發展

Proposed Social Welfare Facility (Residential Care Home for The Elderly)

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

- | | | |
|---|---|---|
| Proposed gross floor area (GFA) 擬議總樓面面積 | Not exceeding 3,000 sq.m 平方米 | <input checked="" type="checkbox"/> About 約 |
| Proposed plot ratio 擬議地積比率 | 4.01 | <input checked="" type="checkbox"/> About 約 |
| Proposed site coverage 擬議上蓋面積 | Not more than 80 % | <input checked="" type="checkbox"/> About 約 |
| Proposed no. of blocks 擬議座數 | 1 | |
| Proposed no. of storeys of each block 每座建築物的擬議層數 | Not exceeding 6 storeys 層 | |
| | <input type="checkbox"/> include 包括 storeys of basements 層地庫 | |
| | <input type="checkbox"/> exclude 不包括 storeys of basements 層地庫 | |
| Proposed building height of each block 每座建築物的擬議高度 | Not more than 31 mPD 米(主水平基準上) | <input type="checkbox"/> About 約 |
| | Not exceeding 23.6 m 米 | <input type="checkbox"/> About 約 |

<input type="checkbox"/> Domestic part 住用部分		
GFA 總樓面面積	..... sq. m 平方米	<input type="checkbox"/> About 約
number of Units 單位數目	.....
average unit size 單位平均面積	.....sq. m 平方米	<input type="checkbox"/> About 約
estimated number of residents 估計住客數目	.....
<input checked="" type="checkbox"/> Non-domestic part 非住用部分		
	<u>GFA 總樓面面積</u>	
<input type="checkbox"/> eating place 食肆	..... sq. m 平方米	<input type="checkbox"/> About 約
<input type="checkbox"/> hotel 酒店	..... sq. m 平方米	<input type="checkbox"/> About 約
	(please specify the number of rooms 請註明房間數目)	
<input type="checkbox"/> office 辦公室	..... sq. m 平方米	<input type="checkbox"/> About 約
<input type="checkbox"/> shop and services 商店及服務行業	..... sq. m 平方米	<input type="checkbox"/> About 約
<input type="checkbox"/> Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)	
	
	
<input checked="" type="checkbox"/> other(s) 其他	(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)	
	GFA is not more than 3,000 sqm, including 110 (or a range from 100 to 125) RCHE beds and ancillary uses	
	
<input checked="" type="checkbox"/> Open space 休憩用地	(please specify land area(s) 請註明地面面積)	
<input checked="" type="checkbox"/> private open space 私人休憩用地	..... sq. m 平方米	<input type="checkbox"/> Not less than 不少於 97.3
<input type="checkbox"/> public open space 公眾休憩用地	..... sq. m 平方米	<input type="checkbox"/> Not less than 不少於
(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)		
[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
1	G/F	Laundry Room, Lift Lobby, Parking Spaces, E&M, Conference Room, General Storage, Clean Utility Room
.....	1/F	Rehabilitation Area, End of Life Care Room, Small Group Activity Room, Store, Cleaner's Room, Interview Room, Dining Area & Multi-purpose Room, Kitchen
.....	2/F	Dormitory rooms, Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Pantry, Nurse Station, Cleaner's Room, Staff Dumps & Rest Room, Officers
.....	3/F to 5/F	Dormitory rooms, Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Pantry, Nurse Station, Cleaner's Room, Bathroom/Shower Room
.....	R/F	Ancillary E&M and Water Tank
(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途		
Private Open Space		
.....		
.....		
.....		
.....		

7. Anticipated Completion Time of the Development Proposal**擬議發展計劃的預計完成時間**

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

December 2026

8. Vehicular Access Arrangement of the Development Proposal**擬議發展計劃的行車通道安排**

Any vehicular access to the site/subject building? 是否有車路通往地盤/有關建築物?	Yes 是 No 否	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Tai Mong Tsai Road <input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示, 並註明車路的闊度) <input type="checkbox"/>
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位?	Yes 是 No 否	<input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 2 (including 1 disabled car parking space) Motorcycle Parking Spaces 電單車車位 _____ Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____ Others (Please Specify) 其他 (請列明) _____ _____ _____
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位?	Yes 是 No 否	<input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 _____ Coach Spaces 旅遊巴車位 _____ Light Goods Vehicle Spaces 輕型貨車車位 _____ Medium Goods Vehicle Spaces 中型貨車車位 _____ Heavy Goods Vehicle Spaces 重型貨車車位 _____ Others (Please Specify) 其他 (請列明) _____ Light Bus _____ 1 _____ _____

9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是</p>	<p><input type="checkbox"/> Please provide details 請提供詳情</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>																														
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是</p>	<p><input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion; the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約</p>																														
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>	<p>No 否</p>	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p>.....</p> <p>.....</p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>Please refer to the Planning Statement attached.</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
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Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

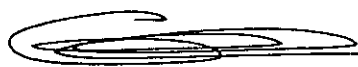
Please refer to the Planning Statement attached.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署



☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Gregory K.C. Lam



Director

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員

專業資格

- ☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會 /
☐ RPP 註冊專業規劃師
 Others 其他

on behalf of
代表

DeSPACE (International) Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

27/05/2021

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

- The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
 (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
 (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。
- The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。
- An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量^(a)

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

^(a) Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該靈灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
	A/SK-TMT/74		
Location/address 位置/地址	The Remaining Portion of Section B of Lot No. 385, Sub-section 1 of Section B of Lot No. 385, Sub-section 2 of Section B of Lot No. 385, the Remaining Portion of Section C of Lot No. 385, Sub-section 1 of Section C of Lot No. 385, Section D of Lot No. 385, Section E of Lot No. 385, Section F of Lot No. 385, the Remaining Portion of Lot No. 385 and Adjoining Government Land in D.D. 257, Tsam Chuk Wan, Sai Kung, New Territories 西貢斬竹灣丈量約份第 257 約地段第385號B 分段餘段、第385號B 分段第1小分段、第385號B 分段第2小分段、第385號C分段餘段、第385號C 分段第1小分段、第385號D分段、第385號E分段、第385號F分段及第385號餘段和毗連政府土地		
Site area 地盤面積	748.2	sq. m. 平方米	<input checked="" type="checkbox"/> About 約
	(includes Government land of 包括政府土地 249	sq. m 平方米	<input checked="" type="checkbox"/> About 約)
Plan 圖則	Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 大網仔及斬竹灣分區計劃大綱核准圖編號S/SK-TMT/4		
Zoning 地帶	"Village Type Development" 「鄉村式發展」		
Applied use/ development 申請用途/發展	Proposed Social Welfare Facility (Residential Care Home for The Elderly) 擬議社會福利設施 (安老院舍)		
(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	3,000 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Not more than 不多於	4.01 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	1	
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	23.6	m 米 <input checked="" type="checkbox"/> (Not more than 不多於)
		31	mPD 米(主水平基準上) <input checked="" type="checkbox"/> (Not more than 不多於)
		6 1	Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於) (<input checked="" type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input checked="" type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	Not more than 80 % <input checked="" type="checkbox"/> About 約		
(v) No. of units 單位數目	110 (or a range from 100 to 125) beds		
(vi) Open space 休憩用地	Private 私人	97.3	sq.m 平方米 <input type="checkbox"/> Not less than 不少於
	Public 公眾		sq.m 平方米 <input type="checkbox"/> Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____	2 2 (including 1 disabled car parking space)
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Light Bus _____	1 1

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		

Note: May insert more than one '✓'. 註：可在多於一個方格內加上「✓」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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DeSPACE (International) Limited

Date: 22nd March 2022

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Page(s): 1 + Attachment

2022 MAR 22 P 4: 49 HAND & EMAIL (tpbpd@pland.gov.hk)

Secretary, Town Planning Board

TOWN PLANNING BOARD

15/F, North Point Government Offices

333 Java Road, North Point, Hong Kong

Dear Sir/Madam,

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

APPLICATION FOR THE PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "VILLAGE TYPE DEVELOPMENT" ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLAN NO. S/SK-TMT/4 AT THE REMAINING PORTION OF SECTION B OF LOT NO. 385, SUB-SECTION 1 OF SECTION B OF LOT NO. 385, SUB-SECTION 2 OF SECTION B OF LOT NO. 385, THE REMAINING PORTION OF SECTION C OF LOT NO. 385, SUB-SECTION 1 OF SECTION C OF LOT NO. 385, SECTION D OF LOT NO. 385, SECTION E OF LOT NO. 385, SECTION F OF LOT NO. 385, THE REMAINING PORTION OF LOT NO. 385 AND ADJOINING GOVERNMENT LAND IN D.D. 257, TSAM CHUK WAN, SAI KUNG, NEW TERRITORIES

Town Planning Application No. A/SK-TMT/74

Submission of Further Information (6) – Consolidated Report

References are made to our supplementary planning statement and our previous submission(s) of Further Information dated 22nd July 2021, 12th August 2021, 10th September 2021, 12th October 2021 and 10th February 2022 in relation to the captioned application.

Please find 8 hard copies of the consolidated report containing the finalized technical assessments and R-to-C tables for your further action.

Should there be any queries, please do not hesitate to contact our Mr. Aigo Ng at 2493-3626 or the undersigned at 3590 6333.

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



Greg Lam

c.c. DPO/ SK&I (Attn: Ms. MA Lai Kei, Vicky, Email: vlkma@pland.gov.hk)

March 2022

SUPPLEMENTARY PLANNING STATEMENT

CONSOLIDATED REPORT

SECTION 16 TOWN PLANNING APPLICATION

FOR THE PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN “VILLAGE TYPE DEVELOPMENT” ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLAN NO. S/SK-TMT/4

AT THE REMAINING PORTION OF SECTION B OF LOT NO. 385, SUB-SECTION 1 OF SECTION B OF LOT NO. 385, SUB-SECTION 2 OF SECTION B OF LOT NO. 385, THE REMAINING PORTION OF SECTION C OF LOT NO. 385, SUB-SECTION 1 OF SECTION C OF LOT NO. 385, SECTION D OF LOT NO. 385, SECTION E OF LOT NO. 385, SECTION F OF LOT NO. 385, THE REMAINING PORTION OF LOT NO. 385 AND ADJOINING GOVERNMENT LAND IN D.D. 257, TSAM CHUK WAN, SAI KUNG, NEW TERRITORIES



Planning Consultant
DeSPACE (International) Limited

Architect
Minor Creative

Prepared for
Golden Kingdom Investment Limited

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EXECUTIVE SUMMARY

The Applicant, the registered land owner of Lot Nos. 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F and 385 RP in D.D 257, Tsam Chuk Wan, Sai Kung, now seeks a town planning permission from the Town Planning Board (“the Board”) for a proposed Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) at the aforementioned site and the adjoining Government land.

According to the Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 (the OZP), the Site is zoned as “Village Type Development” (“V”). The proposed Social Welfare Facility (RCHE) is a Column 2 use which requires planning permission from the Board. There is no development restriction on height, plot ratio and site coverage ratio on the proposed RCHE.

In view of the growing demand for RCHE and the prevailing policy, the Applicant intends to respond to the pressing community need by providing 110 nos. of beds for the elderly in the Sai Kung district.

With reference to the Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments [Practice Notes No. 4/2003] issued by Lands Department (“Incentive Scheme”), the Applicant will apply to the Social Welfare Department for the Policy Support for the “Incentive Scheme”, which encourages private developers to self-finance to build quality RCHE premises on their own land, and design to comply with the requirements of the participation of the “Incentive Scheme”.

In addition to planning merits to timely meet the soaring demand for RCHE by providing a quality RCHE premises, the Proposed Development incurs another design merit for building setback from Tai Mong Tsai Road by 5m that could allow a better air ventilation in the future pedestrian environment.

The Proposed Development is fully justified in terms of prevailing elderly policy objectives, environmental, landscape, sewerage, visual and traffic aspects with the support of technical assessments. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject Application.

行政摘要

申請人為西貢斬竹灣丈量約份第 257 約地段第 385 號 B 分段餘段、第 385 號 B 分段第 1 小分段、第 385 號 B 分段第 2 小分段、第 385 號 C 分段餘段、第 385 號 C 分段第 1 小分段、第 385 號 D 分段、第 385 號 E 分段、第 385 號 F 分段及第 385 號餘段的註冊土地的擁有人，現尋求城市規劃委員會（下稱城規會）的批准，擬議於上述地點及毗連政府土地以作社會福利設施（安老院舍）。

根據大網仔及斬竹灣分區計劃大綱核准圖編號 S/SK-TMT/4（下稱大綱核准圖），申請地點劃作「鄉村式發展」地帶。擬議的社會福利設施（安老院舍）為第二欄用途，需要獲得城市規劃委員會的規劃許可。擬議安老院舍的高度，地積比率及上蓋面積均無發展限制。

鑑於對安老院舍的需求日益增加及現行的政策支持，申請人擬議的安老院舍能增加 110 個長者床位來滿足市場的迫切需求。

有關「鼓勵在新的私人發展項目中提供安老院舍的獎勵計劃」（地政總署發出的第 4/2003 號作業備考編號）（下稱獎勵計劃），申請人將向社會福利署申請獎勵計劃（鼓勵以私人土地建設以自負盈虧方式發展高質素的安老院舍）的政策支持，所有設計將符合獎勵計劃的要求。

除了發展優質安老院舍以滿足市場日益增加的需求以及逐步淘汰現有不合規定的用途的規劃優點外，把建築物向大網仔路後移 5 米的設計概念亦成為另一設計優點，以舒緩將來的行人環境。

就現行安老政策目標、環境、景觀、污水、視覺及交通等方面的技術評估而言，擬議的發展計劃有充份理據獲得支持。鑑於上述理由，申請人懇請城規會批准本規劃申請。

SECTION ONE | INTRODUCTION

1.1 Project Background

This Planning Statement is prepared by DeSPACE (International) Limited, in conjunction with Minor Creative as the Project Architect, to act on behalf of the Applicant, namely, Golden Kingdom Investment Limited (hereafter “the Applicant”), to submit a Section 16 Planning Application to the Town Planning Board (“TPB”). This application is for a proposed Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) on a site currently zoned as “Village Type Development” (“V”) within the Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 (“the OZP”).

The Applicant is the registered land owner of Lot Nos. 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F and 385 RP in D.D 257, whereas these nine lots as well as the adjoining government land are currently vacated. Due to the congested site and the narrow side track to the east of the Site unfeasible to serve as an emergency vehicular access (EVA), it is proposed to include the Application Site towards and closer of Tai Mong Tsai Road for compliance with the fire safety regulations, by way of Land Exchange Application for the adjoining government land, such that Tai Mong Tsai Road can make accessible for vehicular circulation, firefighting and rescue. As such, the Application Site comprises the subject 9 lots and the adjoining Government Land in D.D. 257, Tsam Chuk Wan, Sai Kung. (hereinafter referred to as “the Site/Application Site”) (**Figure 1**)

Since “Social Welfare Facility” is in Column 2 use under the Notes of the OZP which may be permitted with or without conditions on application to the Town Planning Board (TPB), an application under section 16 of the Town Planning Ordinance (“TPO”) is required to seek permission from the TPB. There is no development restriction on the proposed RCHE.

1.2 Structure of Report

Following this section, Section 2 gives a brief overview of the site context and history. Section 3 presents the planning context to the Application Site. Section 4 contains a full description of the Proposed Development scheme. Planning and technical justifications for the Proposal are elaborated in Section 5. Section 6 presents the concluding remarks and summarizes the grounds for approval of the application.

SECTION TWO | SITE CONTEXT AND HISTORY

2.1 Site Context and Surrounding Land uses

The Application Site is located to the northeast of the Sai Kung Town Centre and the north of the Tsam Chuk Wan and is assumed to be a Class A site along Tai Mong Tsai Road. On the basis of the land surveys conducted in 17th March 2010 and 3rd June 2010, the subject nine private lots have a total site area of about 499.2 square metres and falls along Tai Mong Tsai Road (**Appendix 1A and 1B refer**). Please note that the site area of Lot 385 S.D of 8.5 square metres is shown separately in **Appendix 1B**. In addition to the adjoining government land included and subject to detailed survey to be conducted, the total area of the Application Site is about 748.2 square metres.

The Application Site is currently vacated and surrounded mainly by low-rise developments such as Surf Villa and Chop Shing Yuen. These residential developments lie within the same “V” zone under the OZP subject to a maximum of 3-storey BH restriction. This area is primarily zoned “V” intended for development of Small Houses. Please see **Figure 1** for the Location Plan and also **Figure 2** for the Lot Index Plan.

Low-rise residential development (i.e., Clover Lodge) lies within another “V” zone to the further east, which is also subject to a maximum of 3-storey BH restriction under the OZP.

2.2 Land Status

With reference to preliminary land status check, the subject nine nos. of lots are Old Schedule agricultural lots held under Government Lease of DD 257. The Applicant is well-noted that in the event of the grant of planning permission and implementation of the project, it is required to apply to the Lands Department for a land exchange and the grant of additional government land to facilitate the proposed development.

SECTION THREE | PLANNING CONTEXT

3.1 Statutory Planning Context

a) Brief Planning Context of Tai Mong Tsai and Tsam Chuk Wan:

The area of Tai Mong Tsai and Tsam Chuk Wan is located approximately 2 km to the northeast of Sai Kung Town. According to the OZP, it comprises essentially the coastal foothills and lowland abutting the main areas of the Ma On Shan, Sai Kung East and Sai Kung West Country Parks. It is bounded by Inner Port Shelter and Tsam Chuk Wan in the south, the Sha Kok Mei area in the west, the main areas of Ma On Shan Country Park and Sai Kung West Country Park in the north, and the Sai Kung East Country Park in the east. According to the OZP, the areas along the Tai Mong Tsai Road in Tsam Chuk Wan mainly comprises “V” zone, Conservation Area (“CA”) zone, Coastal Protection Area (“CPA”) zone and Country Park (“CP”) zone.

b) Statutory Planning Context of the Application Site:

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

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

Under “V” zone, there is no development restriction on height, plot ratio and site coverage ratio on “Social Welfare Facility” use. Yet, it is a Column 2 use which requires planning permission from the Board.

3.2 Non-Statutory Planning Context

The Chief Executive's Policy Addresses

The published Policy Addresses in the subsequent several years by the two Chief Executives have put emphasis on strengthening the existing provision of home care and community care with the support of residential care for the ageing population. In the Policy Address 2018, Ms. Carrie Lam stated that the Government ceaselessly showed its support to new provision of quality residential care places for the elderly, with the target of an additional 2000 service quota within 2019. In its budget policy address, the Government recognizes the need to continuously allocate resources to strengthen and enhance elderly services.

The SWD is well aware of the pressing community demand for RCHE places. Inasmuch, the SWD introduced a special measure from February to September last year to purchase about 250 additional residential places from private RCHEs under the Enhanced Bought Place Scheme (EBPS) to provide residential respite for elderly persons. It is believed that the following planning intentions and policy objectives of the said Scheme can be achieved:

- To further boost the supply of RCHE places to meet the pressing accumulative demand and increasing demand;
- To encourage private developers to self-finance to build more quality RCHE premises on their own land;
- To monitor the provision of quality RCHE premises as per the latest guideline on the "Best Practices in the Design of RCHE" and "Best Practices Guideline: Basic Provision Schedule for Basic Building Works, Building Services Installation and Kitchen and Laundry Equipment Lists for RCHEs"; and
- To encourage permanent provision of RCHE services at suitable locations, etc.

According to the Information Paper on Supply of premises for residential care home for the elderly in Panel on Welfare Services Meeting on 14 September 1998, the Administration recognizes the need to promote private sector participation in providing quality residential care services for the elderly. To encourage an increased supply of premises of good quality for setting up private care homes and to encourage more positive competition within the industry, we shall step up efforts in collaboration with the concerned policy bureaux and government departments to take forward the premise-led programme.

(source: <https://www.legco.gov.hk/yr98-99/english/panels/ws/papers/ws14093c.htm>)

3.3 Planning History

The Site does not involve any previous planning applications for development nor records of illegal and/or unauthorized development.

3.4 Similar Planning Application(s)

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

Table 3.1: - Selected Successful Planning Applications for the Non-NTEHs use in “V” Zone

Case No.	Applied Use	Planning Justifications
<i>Residential Care Home for the Elderly (RCHE)</i>		
A/SK-PK/195 (30/03/2012)	Residential Care Home for the Elderly in “Village Type Development” zone, G/F and 2/F, No. 5F to 5G Pak Kong Au, Po Lo Che, Sai Kung (Lots No. 1387 and 1388 in D.D. 222)	The 3-storey RCHE under application would not affect the supply of land for Small House development within the “V” zone.
A/YL-PH/715 (05/06/2015)	Social Welfare Facility (RCHE) in Various Lots, D.D. 111 and adjoining Government Land, Wang Toi Shan Shan Tsuen, Pat Heung, Yuen Long	The applied 3-storey RCHE development could provide residential care home services to the elderly in the local community and was not incompatible with the surrounding developments which included mainly village houses
A/FSS/270 (06/09/2019)	Proposed House and Social Welfare Facility (RCHE) and Minor Relaxation of Building Height Restriction in Various Lots in D.D. 51, Fanling	<ul style="list-style-type: none"> • The proposed 4-storey RCHE were in low-rise and low-density character which were not incompatible with the adjacent residential use. • There was a deficit of about 530 RCHE subsidized beds in the Fanling/Sheung Shui area.
A/YL/263 (05/02/2021)	Proposed Social Welfare Facility (RCHE) in “Village Type Development” Zone and an area shown as ‘Road’ in Various Lots in D.D. 120, Yuen Long	The proposed RCHE development of not more than 6 storeys could help address the shortfall in elderly facilities and meet the demand of ageing population in the community. The Director of Social Welfare also supported the application from social welfare perspective.
<i>Day Care Centre for Elderly, Early Education and Training Centre</i>		
A/YL-PS/465 (19/06/2015)	Proposed Religious Institution (Church) and Social Welfare Facility (Day Care Centre for Elderly, Early Education and Training Centre, and Parents Resource Centre) in D.D. 124, Ping Shan	SWD supports the application for the provision of the proposed 5-storey day care centre for the elderly, early education and training centre and parents resource centre on the site in principle from the welfare point of view.

School (Kindergarten)		
A/YL-MP/245 (22/01/2016)	Proposed School (Kindergarten) in Various Lots in D.D. 104, Yuen Long	The proposed 1-storey kindergarten would help to serve the need of the local community and was considered not incompatible with the surrounding land uses which comprised village houses, vehicle parks and repair workshop.
Residential Care Homes for Persons with Disabilities (RCHD)		
A/YL-HT/975 (22/04/2016)	Proposed Social Welfare Facility (Rehabilitation Home for Persons with Mental Disabilities) in D.D. 124, Shek Po Tsuen, Ha Tsuen, Yuen Long	While the proposed 3-storey development is not entirely in line with the planning intention of the “V” zone, it could provide RCHE services to persons with disabilities and may warrant sympathetic consideration.
A/KTN/73 (05/02/2021)	Social Welfare Facility (Residential Care Home for Disabled and Ex-mental Illness Persons) in “Village Type Development” Zone in Various Lots in D.D. 95, Sheung Shui	The applied 3-storey RCHD (and ex-mental illness persons) use could provide residential care home services to person with disabilities.
Seminary		
A/HSK/15 (17/08/2018)	Proposed Religious Institution (Redevelopment of Seminary) in Various lot in D.D. 121, 130 Hung Uk, Yuen Long	The land available in the “V” zone can accommodate the outstanding Small House application of 76 houses and the 10-Year Small House demand of Kiu Tai Wai and Hung Uk Tsuen, and the proposed 3-storey seminary is considered not incompatible with the adjacent development in the “V” Zone.
Proposed Religious Institution		
A/I-LI/24 (27/02/2015)	Proposed Religious Institution (Relocation of Church) in Lot No. 39 Section P in D.D.3, Yung Shue Wan, Lamma Island	The site was owned solely by the applicant and was not the subject of any Small House application. The proposed 3-storey development confining to the private land would not jeopardise future Small House development on Lamma Island.

SECTION FOUR | THE PROPOSED DEVELOPMENT

4.1 Development Objectives

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

In July 2003, the Government also announced a scheme, namely the Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments (“Incentive Scheme”), to encourage provision of RCHE premises in new private developments with the exempted payment of premium under different types of land transactions. To further strengthen the support for elderly persons as advocated in the published Policy Addresses, the Applicant is then encouraged to participate in the said scheme under the Labour and Welfare Bureau (LWB) for the provision of RCHE spaces in their own proposed private RCHE development.

4.2 Development Proposal

With an immediate need of RCHEs in Hong Kong, the Applicant seeks to develop the Application Site into a standalone RCHE building with the provision of about 110 beds in Tsam Chuk Wan for serving the ageing population in Sai Kung district and the nearby areas.

The existing vacated land is proposed to be developed into one block of 6-storey RCHE with a site area of 748.2 square metres. As illustrated in the Proposed Development Scheme (**Appendix 2 refers**), the design features can be summarized as follows:

For the purpose of taking good care of all the elderlies to be resided in the proposed RCHE, provision of medical and supporting facilities such as a rehabilitation room and nurse stations are provided in the proposed scheme.

In particular, a multi-function room, an ancillary dining area and an ancillary kitchen are located on the First floor of the scheme. A total of about 110 beds are provided in the dormitory rooms

from the second floor to the fifth floor.

With the operational needs of a sufficient carpark provision, a total of two (2) private car parking spaces will be provided within the Site for the use of the occupiers of the buildings and their bona fide guests, visitors and invitees. Each of the spaces has a width of 2.5m and 5.0m in length with a minimum headroom of 2.4m. One (1) of the two (2) parking spaces will be designated for accessible parking spaces. The position and level are considered of good convenience to the disabled user(s). The space is 3.5m in width and 5.0m in length with a minimum headroom of 2.4m.

On top of that, one space of loading and unloading for light bus/ambulance will be provided within the Site to satisfy the operational needs and minimize the possible blocking of traffic along Tai Mong Tsai Road. The L/UL space is 3m in width and 9m in length with a minimum headroom of 3.3m. Please be invited to note that there is some spatial flexibility in the proposed development scheme and the dimension of car parking space layout can be further finetuned at the licensing/general buildings plan submission stages.

Particular attention and cautions should be given to the safety of a number of elderly people in the proposed RCHE. Considering that the Application Site is congested and located close to Tai Mong Tsai Road, whereas the narrow side track to the east of the Site is unfeasible to serve as an EVA, it is proposed to expand the Application Site towards Tai Mong Tsai Road, by way of Land Exchange Application, such that it could serve as the EVA for the proposed development. In compliance with the relevant fire safety regulations, one quarter of the whole development in the proposed scheme is within 10m from the Tai Mong Tsai Road.

Greenery area will be provided on the ground floor, the first floor and the second floor. Out of the total site area of 748.2 square metres, the greening ratio is approximately 11.30%.

The key development parameters and proposed schedule of accommodation of the scheme are summarized in Table 4.1 and Table 4.2 below:

TABLE 4.1 – MAJOR DEVELOPMENT PARAMETERS OF THE PROPOSAL	
Major Development Parameters	Proposed Scheme
Site Area (about) (Based on detailed land survey records in Appendix 1A & 1B , and subject to detailed survey to be conducted on the adjoining government land)	499.2 sqm. (private land) + 249.0 sqm. (Government land) = 748.2 sqm
Plot Ratio (PR) (about)	4.01
Site Coverage (about)	Not more than 80%
Total Gross Floor Area (GFA) (about)	Not exceeding 3,000 sqm.
Building Height	Not more than 31 mPD (or not exceeding 23.6m for the absolute building height) ^[1] (NB: The Mean Street Level on which the RCHE sits is +9.5mPD)
No. of Storeys	Not exceeding 6
Total No. of beds	About 110 beds
Provision of parking facilities:	
Private car parking spaces	2 (including 1 disabled car parking space)
Light Bus/Ambulance L/UL	1
Proposed Floor use	G/F: Laundry Room, Lift Lobby, Parking Spaces, E&M, Conference Room, General Storage, Clean Utility Room 1/F: Rehabilitation Area, End of Life Care Room, Small Group Activity Room, Store, Cleaner's Room, Interview Room, Dining Area & Multi-purpose Room, Kitchen 2/F: dormitory rooms, Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Pantry, Nurse Station, Cleaner's Room, Staff Dorms & Rest Room, Officers 3/F to 5/F: dormitory rooms, Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Pantry, Nurse Station, Cleaner's Room, Bathroom/Shower Room R/F: Ancillary E&M and Water Tank

Note:

[1] Please be invited to note that the building height restriction of no more than 24m above the ground level as stipulated in Cap. 459A is fully complied with in the Proposed Development. The absolute building height of not exceeding 23.6m is measured from Tai Mong Tsai Road as the abutting road at +7.4mPD in compliance with the prevailing building control practice. The actual building height as measured from the mean ground level where the proposed building sits on at +9.5mPD is only 21.5m.

TABLE 4.2 – THE PROPOSED SCHEDULE OF ACCOMMODATION OF THE RCHEs

	Functional Use	GFA (sq.m.)
	RCHE Uses	Accountable GFA (sq.m.)
G/F	Laundry, FS & Sprinkler Tank & Pump Room, Main Switch Room, TX Room, Refuse Room, Lift Lobby, Lifts, Reception, Clean Utility Room, Conference Room, General Store, TBE Room, Flush Water & Portable Water Tank & Pump Room, Carpark, Loading/unloading and Sewerage Treatment Plant	532.4
1/F	Rehabilitation Area, End of Life Care Room, Small Group Activity Room, Store for Rehabilitation Area, Lifts, Cleaner's Room, Interview/Meeting/Family Room, Dining Area & Multi-purpose Room, Kitchen Cum Store, M. Lav., F. Lav. and U. Lav.	541.96
2/F	Dormitory, Attached Bathroom/Shower Room to Dormitory Room, Sick/ Isolation/ Quiet Room, Accessible Toilet Cum Shower Room attached to Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Cleaner's Room, Lifts, Pantry for Residents, Nurse Station Cum Medical Consultation Room, Staff Dorm., Pantry Cum Rest Room, Superintendent's Office/ Assistant Superintendent's Office, General Office, M. Staff Changing Room, F. Staff Changing Room, M. Lav., F. Lav. and U. Lav.	505.3
3/F	Dormitory, Attached Bathroom/Shower Room to Dormitory Room, Sick/ Isolation/ Quiet Room, Accessible Toilet Cum Shower Room attached to Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Cleaner's Room, Lifts, Pantry for Residents, Nurse Station Cum Medical Consultation Room, M. Lav., F. Lav. and U. Lav.	472.3
4/F	Dormitory, Attached Bathroom/Shower Room to Dormitory Room, Sick/ Isolation/ Quiet Room, Accessible Toilet Cum Shower Room attached to Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Cleaner's Room, Lifts, Pantry for Residents, Nurse Station Cum Medical Consultation Room, M. Lav., F. Lav. and U. Lav.	472.3
5/F	Dormitory, Attached Bathroom/Shower Room to Dormitory Room, Sick/ Isolation/ Quiet Room, Accessible Toilet Cum Shower Room attached to Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Cleaner's Room, Lifts, Pantry for Residents, Nurse Station Cum Medical Consultation Room, M. Lav., F. Lav. and U. Lav.	472.3
R/F	Ancillary E&M and Water Tank	0
TOTAL		Not more than 3,000

4.3 Compliance with RCHE Licensing Requirements

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

It is noted that all the facilities provided for elderly will be situated at a height of not more than 24m above ground level, as pursuant to the requirements as set out by Social Welfare Department (SWD). Proposed facilities and services for the RCHE premise is provided with respect to the “Best Practices in Design and Operation of Residential Care Home for the Elderly” developed by the SWD. It is understood that the design details of the proposed RCHE are still subject to refinement at the General Buildings Plan (GBP) stage. Should a planning application be submitted and a town planning approval is obtained, the Applicant would review the details with the RCHE licensing requirements and update the relevant technical assessments and ancillary facilities required.

With reference to the Schedule of Accommodation (SoA) for a 100-place RCHE and the bed spacing requirement on the provision of functional areas of the proposed RCHE, various function areas will be well provided in the proposed RCHE, including Accessible Toilet cum Shower Room to Dormitory Room, Accessible Toilet cum Shower Room attached to each Sick/Isolation/Quiet Room, End-of-life Care Room, Soiled Utility Room, Cleaner's Room, Clean Utility Room, Refuse Room, Conference Room, Female/Male Staff Changing Room and Rest Room cum Pantry, Staff Toilet/Bath Room and Toilet for Communal Use. Cleaner's Rooms and Clean Utility Rooms will be provided in separate function rooms for achieving better infection control. In terms of the room layout, only preferable designs of the dormitory with not more than 6 beds are adopted. In accordance with the revised Code of Practice for Residential Home (Elderly Persons) (revised CoP) (Jan 2020), ONE (1) sick/isolation/quiet room is to be provided on each floor with dormitory rooms (i.e., 2/F to 5/F). (Please refer to **Appendix 2 – Proposed Development Scheme** and **Appendix 3 – Schedule of Accommodation table with Net Operational Floor Area (NOFA)**).

SECTION FIVE | PLANNING AND TECHNICAL JUSTIFICATIONS

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

On Supply Side – About 468 places per year

Unlike other welfare services that are predominantly provided by the public sector (i.e., Social Welfare Department [SWD] and non-governmental organizations [NGOs]), the bulk of RCHE places are in the private sector (approx. 65%). According to the Legislative Council Brief – Scheme to Encourage Provision of RCHE Premises in New Private Developments (File Ref: HWF CR9/5091/99(02)), as by end December 2002, there was a total of about 67,100 RCHE places in Hong Kong. NGOs provided about 20,000 Government subvented places and another 2,900 places on a self-financing basis. The Government provided 400 places. Private RCHEs accounted for 43,800 places. In other words, the elderly in Hong Kong relied primarily on private sector for 65% of RCHE places and then public sector/NGOs for 35%. It is also noted that a further analysis of the above situation reveals that the Government was subsidizing about 70% of the total RCHE places by 2002.

(Source: https://www.lwb.gov.hk/download_gb/legco/brief/w030723/c_030723.pdf)

According to the website of the Social Welfare Department – Overview of Residential Care Services for the Elderly, by 30th June 2019, private sector continued to provide 69% (or 51,631 places) of all RCHE places whereas NGOs only 31% (23,425 places) with the total RCHE places at 75,056. For the last 17 years (from 2002 to 2019), there was only an increase 7,956 places or only a very limited annual increase of 468 places per year.

(Source: [https://www.swd.gov.hk/storage/asset/section/632/en/June%202019/1.Provision_of_RCHEs_\(Non-governmental_Organisations_vs_Private_Sector\)\(30.6.19\).pdf](https://www.swd.gov.hk/storage/asset/section/632/en/June%202019/1.Provision_of_RCHEs_(Non-governmental_Organisations_vs_Private_Sector)(30.6.19).pdf))

On Demand Side - About 2,181 places per year

It appears that there is no systematic compilation of demand side information for RCHE places in Hong Kong. There is however relevant information to estimate the pressing demand. In a reply to a written question on RCHE by the Acting Secretary for Labour and Welfare, Mr. Caspar Tsui in the Legislative Council on 4th July 2018, the number of persons waiting for subsidized residential care places for the elderly was reported in the table below. Between 2017 and 2018, there was an annual increase of demand for 1980 places for subsidized residential care places for the elderly. From 2008 to 2018, an average of annual increase of 1,527 persons added to the waiting list. As the Government was subsidizing about 70% of the total RCHE places, the estimated total demand for RCHE places is about 2,181 places (i.e., $1527 \div 70\%$).

Table 5.1 Number of Persons Waiting for Subsidized RCHE

Year	Number of persons waiting for subsidised residential care places for the elderly	Annual Increase in number of persons waiting	Number of persons who passed away while waiting for service	Number of persons who withdrew applications while waiting for service
2008-09	24 168	-	4 372	2 256
2009-10	25 815	1647	4 573	2 419
2010-11	26 751	936	4 844	2 540
2011-12	27 888	1137	4 797	2 473
2012-13	28 818	930	5 146	2 778
2013-14	29 435	617	5 262	2 182
2014-15	31 349	1914	5 675	2 199
2015-16	33 368	2019	5 774	2 243
2016-17	35 931	2563	6 027	2 172
2017-18	37 911	1980	6 611	2 191
	Average annual increase	1527		

Source: <https://www.info.gov.hk/gia/general/201807/04/P2018070400673.htm>

Insufficient Supply to Meet the Pressing Demand – An annual added deficit of 1,713 places and accumulative number of persons waiting at 37,911 places

It is evident that the prevailing limited supply of 512 RCHE places per year is far insufficient to meet the pressing demand of 2,181 RCHE places. It results in a newly added annual deficit of 1,699 RCHE places. As shown in the table above, the accumulative Number of persons waiting for subsidised residential care places for the elderly is 37,911 persons.

The long waiting list has a direct implication for long average waiting time. The average waiting time for various types of subsidised residential care places for the elderly from 2008- 09 to 2020- 21 is at Table 5.2. By January 2021, each case needed to wait for 41 months for subvented or contract RCHE places whereas it takes shorter time to wait for private RCHE places participating. It is clearly observed that it is much faster for those in need to wait for private RCHE to meet the pressing demand.

Table 5.2 - Average Waiting Time for Various Types of Subsidised Residential Care Places for the Elderly from 2008-09 to 2017-18

Year	Average waiting time (in months)			
	Care-and-attention (C&A) places			Nursing Home places
	Subvented/ Contract Residential Care Homes for the Elderly (RCHEs)	Private RCHEs participating in Enhanced Bought Place Scheme (EBPS)	Overall	
2008-09	32	9	22	41
2009-10	31	10	23	42
2010-11	32	8	22	39
2011-12	34	8	22	36
2012-13	35	8	23	34
2013-14	36	7	20	33
2014-15	37	8	21	32
2015-16	36	9	22	27
2016-17	36	11	24	25
2017-18	36	11	24	24
2018-19	39	10	23	23
2019-20	40	8	20	23
2020-21	41	8	21	26

Note: This is the average number of months taken (from the date of registration on the Central Waiting List to the admission date) for normal cases admitted to subsidised residential care places for the elderly in the past three months. Cases accorded priority in the allocation of places, cases with inactive history admitted in the past three months, and cases transferred from home for the aged places to converted C&A places providing continuum of care in the same RCHE have been excluded because their waiting time may be extraordinarily long or short in comparison with that of normal cases.

5.2 Prevailing Policy Support for Elderly Care Services

The Government has been continuously providing supportive measures for elderly services under a multi-pronged approach, with the underlying principle of the elderly care policy on ‘ageing in place as the core, institutional care as back-up’. In view of the positive response to the aforementioned special measure of SWD to purchase about the 250 additional residential places from private RCHEs, the Government plans to regularize the measure in 2019-20 to provide designated residential respite places in private RCHEs participating in the EBPS, so as to relieve the stress of carers. There is no doubt that it is the top priority to encourage continuous quality supply of private RCHE in Hong Kong.

It appears that there is no systematic statistics in relation to the supply and demand for RCHE places by types and districts. However, as stated in the Policy Address 2018, it is acknowledged that the population-based planning ratios as stated in the HKPSG in respect of subsidised residential care services and community care services, district elderly community centres and neighbourhood elderly centres will be reinstated.

The Legislative Council Brief – Scheme to Encourage Provision of RCHE Premises in New Private Developments (Legco File Ref.: HWF CR 9/5091/99(02)) dated July 2003 is carefully studied. The policy background and objectives are well observed. The SWD is invited to note the commitment of the Application in the provision of quality RCHE services as follows:

- The Applicant is determined to develop a quality RCHE premises under the “Incentive Scheme” which allows exemption from payment of premium under different types of land transactions, on the condition that the developers are willing to accept incorporation of certain lease conditions.
- The Applicant is committed to line with an experienced RCHE operator to adopt high service quality standard.
- The proposed development is a purpose-built RCHE premises in a Site which is suitable for the development of private RCHE premises in terms of its location with a good transport accessibility and a reasonable distance from the Sai Kung Town.
- The Applicant is committed to working closely with SWD to vigorously ensure full compliance of the “Incentive Scheme” in meeting relevant performance standards in terms of both quality and quantity.

(Source: https://www.lwb.gov.hk/download/legco/brief/w030723/e_030723.pdf)

In a reply to a written question on RCHE by the Acting Secretary for Labour and Welfare, Mr. Caspar Tsui in the Legislative Council on 4th July 2018, the progress of the “Incentive Scheme” was reported. Since the launch of the scheme and up to July 2018, the Lands Department (LandsD) has approved one application. The developer concerned signed a land exchange agreement with LandsD in December 2012 for the development of a 290- place RCHE. The developer is carrying out construction and fitting works of the RCHE. The market response to the “Incentive Scheme” appears to be limited to one / few potential cases. To this end, the SWD is amicably invited to support this RCHE proposal and grant us a policy support prior to the formal town planning and land exchange applications.

5.3 Acute Demand for RCHE Provision in Sai Kung Area

With respect to the population profile of Sai Kung District stated in the Population and Household Statistics Analyzed by District Council District in March 2021, the population in Sai Kung District (including Tseung Kwan O Area) was nearly 472,800 in 2020 whilst the population aged 65 or above accounted for about 17.2% (around 81,200 elders) of the district population.

(Source: <https://www.censtatd.gov.hk/home/index.jsp>)

In particular, a sharp growth in Sai Kung's elderly population has been projected by the Planning Department, according to the Projection of Population Distribution, 2021 – 2029. The population aged over 65 or above in Sai Kung area was estimated to be 137,200 in 2029 which accounted for about 25.4% of the district population of about 540,000.

(Source: http://www.pland.gov.hk/pland_en/index.html)

As stipulated in the Chapter 3 of the Hong Kong Planning Standards and Guidelines (HKPSG), the standards for the provision of RCHE is 21.3 subsidised beds per 1 000 elderly persons aged 65 or above. Hence, the required number of bed places for elderly in Sai Kung District (including Tseung Kwan O Area) is about 1730 (i.e., $81,200 / 1,000 * 21.3 = 1729.6$) in 2020.

(Source: https://www.pland.gov.hk/pland_en/tech_doc/hkpsg/full/pdf/ch3.pdf)

According to the record of the SWD, there are a total of 17 licensed RCHEs in Sai Kung District (including Tseung Kwan O Area) providing 1,674 bed places for elderly as at the end of April 2021 but only **SIX (6)** are actually located at Sai Kung Area to provide maximum 413 beds for the elderly. The provision of RCHE facilities has long been insufficient to support the needs of the elder population in the Sai Kung area.

(Source: https://www.elderlyinfo.swd.gov.hk/en/search-result?sort_by=field_bi_name_en_value&sort_order=ASC&items_per_page=10&dt%5B0%5D=8&n%5B0%5D=23&n%5B1%5D=22&n%5B2%5D=24&n%5B3%5D=20&n%5B4%5D=21&n%5B5%5D=25&n%5B6%5D=26)

Thus, the proposed 110 beds in the Application Site will be able to relieve heavy demand on the RCHE and stress of the providers in both public and private sectors. Please refer to the table below for the list of RCHEs in the Sai Kung District.

Table 5.3 – List of RCHEs in the Sai Kung District

	Name of Home		Address	License Capacity (No. of bed)	Total
Sai Kung Area	1	CHRISTIAN SAI KUNG CHU YAN HOME OF AGED LIMITED	ROOM 26A, 27 & 29 G/F, SAI KUNG TAI STREET, SAI KUNG, NEW TERRITORIES	17	413
	2	FUK COURT NURSING CENTRE	1/F 61D, G/F, 1/F, 2/F 61E, LOT 1093 S.A., DD 253, TSENG LAN SHUE, CLEAR WATER BAY ROAD, SAI KUNG, NEW TERRITORIES	32	
	3	HELPING HAND FATHER SEAN BURKE CARE HOME FOR THE ELDERLY	ANNEX BUILDING OF RESIDENTIAL CARE HOME FOR THE ELDERLY AT NIN WAH ROAD, CHEUNG MUK TAU NORTH, SAI KUNG, LOT 1076 IN DD167, NEW TERRITORIES	211	
	4	HON TAT ELDERLY CARE CENTRE	DD 210, LOT 60, SA OF HIRAM'S HIGHWAY PAI WAI, G/F, 61 & 62 PAK WAI, SAI KUNG, NEW TERRITORIES	39	
	5	PO TANG HOME FOR THE AGED OF CHAM SHAN MONASTERY	16 LUNG HA WAN ROAD, TAI O MUN, CLEAR WATER BAY, SAI KUNG, NEW TERRITORIES	64	
	6	TUNG SIN TAN HOME FOR THE AGED	D.D. 217 LOT 1119, OFF HIRAM'S HIGHWAY, HEBE HAVEN, SAI KUNG, NEW TERRITORIES (SAME AS MAN KUNG WO ROAD, HABITAT, PAK SHA WAN, SAI KUNG, NEW TERRITORIES)	50	

5.4 Shortage of Social Services Provision to meet community needs

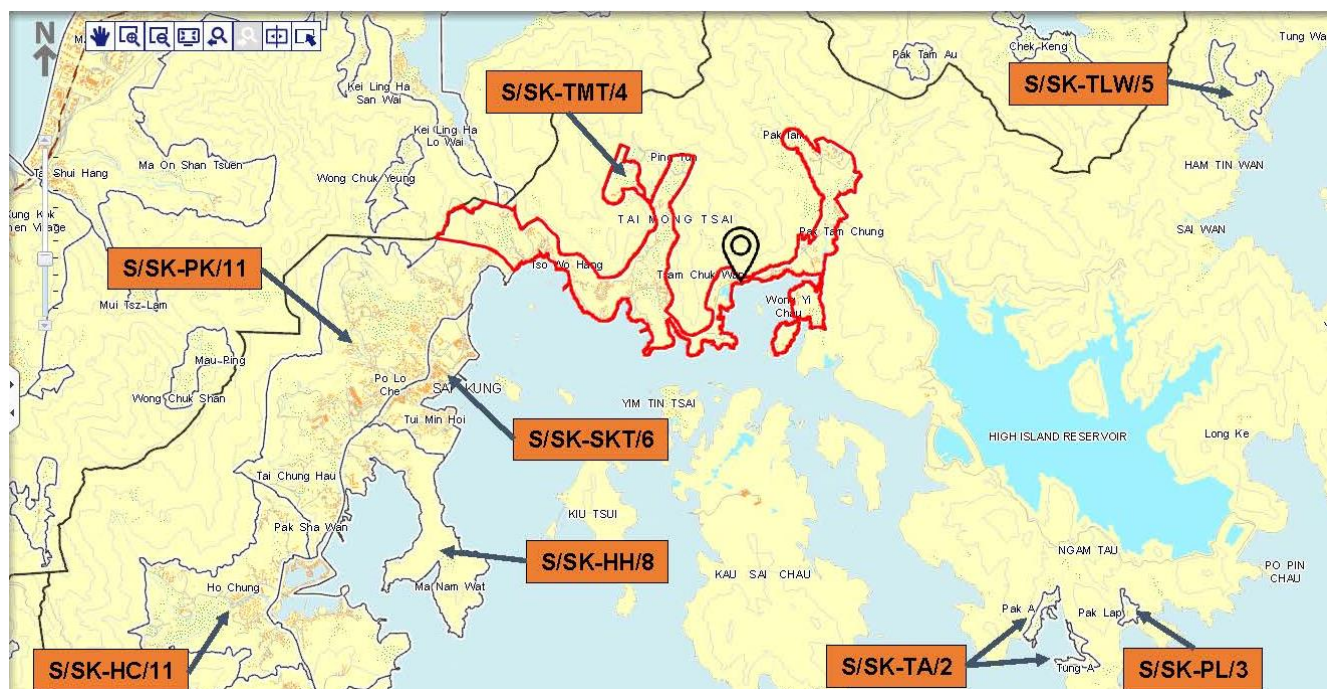


Table 5.4 – Total Area of Nearby G/IC Land

Outline Zoning Plans in Sai Kung near the Application Site		
Plan No.	Title	Total Area of Nearby G/IC land (ha)
S/SK-TLW/5	Tai Long Wan Outline Zoning Plan	0
S/SK-PL/3	Pak Lap Outline Zoning Plan	0.03
S/SK-TA/2	Tung A and Pak A Outline Zoning Plan	0.27
S/SK-TMT/4	Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan	0.93
S/SK-HC/11	Ho Chung Outline Zoning Plan	0.17
S/SK-SKT/6	Sai Kung Town Outline Zoning Plan	13
S/SK-HH/8	Hebe Haven Outline Zoning Plan	2.39
S/SK-PK/11	Pak Kong and Sha Kok Mei Outline Zoning Plan	7.76
	Total	24.55 ha (equivalent to 245,500 sqm.)

Table 5.5 – G/IC Land Per Capita

Demographic Profiles of Population in Sai Kung District, 2016 (Source: 2016 Population By-census)	
Nearby District Council Constituency Area	Population (Number of Persons)
(Q01) Sai Kung Central	9,623
(Q02) Pak Sha Wan	16,550
(Q03) Sai Kung Islands	12,183
Sub-total	38,356
Total Area of G/IC land near the Site	245,500 sqm.
G/IC land per capita	6.4 sqm. per person

The limited G/IC land supply in the Tsam Chuk Wan and the surrounding under the same OZP will be a persisting challenge in its efforts to meet the community needs. In about a total of 396 ha of land under the OZP, only 0.93 ha is zoned as “G/IC”, accounting for about 0.23% of the total area. The subject “G/IC” lands are fully occupied with existing uses, including Long Keng Lowland Pumping Station, Wong Mo Ying Village Supply Tank, Monuments for Martyrs Against Japanese Militarism, CNBF Life Training Base and A Sewerage Treatment Plant etc. There is a very limited chance for the provision of other social services for meeting the persistent growth in demands. Please refer to **Appendix 4** for the Land Status of Government, Institution or Community Land in the Approved Tai Mong Tsai and Tsam Chuk Wan OZP NO. S/SK-TMT/4.

Moreover, to evaluate the planning efforts towards providing sufficient social services to meet community needs in the northern part of the Sai Kung district, taking Hebe Haven Outline Zoning Plan as the southmost service range, the total area of G/IC lands covered by 8 selected OZPs in the area are summarized in Table 5.4. It is noted that the total area of G/IC lands in this area near the application site is 24.55 ha (equivalent to 245,000 sqm.).

Taking into consideration the demographic profiles of population in Sai Kung District, the areas covered by the said 8 nos. of OZPs are set out in Table 5.5 according to the boundaries of Sai Kung district council constituency areas, i.e., (Q01) Sai Kung Central, (Q02) Pak Sha Wan and (Q03) Sai Kung Islands. In 2016, the total population in these three constituency areas was 38,356. Hence, the G/IC land per capita was only about 6.4 sqm. per person, which is considered to be insufficient to meet the community needs.

In view of the similar domestic nature of land use of the proposed RCHE, the proposed development shall be considered as compatible with the surrounding low-rise residential development. The proposed RCHE with 110 beds is an optimal scale as purely intended to provide

additional social services in satisfying the needs of the community in Tsam Chuk Wan and the nearby areas of Sai Kung district.

5.5 No Adverse Traffic Impact

There are no parking standards for RCHE as stipulated in HKPSG. Sufficient internal ancillary transport facilities will be tentatively provided within the Application Site in satisfying the operational needs of the RCHE development. In view of the operational needs of the Proposed RCHE Development, the following transport facilities will be provided within the Site: -

- 1 no. of light bus/ambulance L/UL
- 2 nos. of private car parking spaces (including 1 disabled car parking space)

The Application Site is of good accessibility with immediate vehicular access via Tai Mong Tsai Road. According to the explanatory statement of the approved OZP, the Planning Scheme Area is well served by public transport including franchised buses and green mini-buses running along Tai Mong Tsai Road to and from Sai Kung Town and other areas.

Only a total of 110 RCHE places will be provided within the Application Site as proposed, the induced traffic is minimal and not excessive. No vehicle shall be reversing outside the Application Site and no queuing along the Tai Mong Tsai Road will be induced affecting the local traffic conditions. Swept Path Analysis for Private Vehicle and Light Bus has been carried out and shown in **Appendix 5**. The swept path analysis is acceptable to both vehicle types going into the site and going out from the site. Please also refer to **Appendix 6** for the Traffic Impact Assessment.

5.6 No Adverse Visual Impact

The subject Proposal intends to develop one block of 6-storey tall RCHE development at the Site. The public viewers in the area would likely be the surrounding local residents and the pedestrians and car drivers on Tai Mong Tsai Road.

The Site is not at a prominent location, it is surrounded by a mix of low-rise residential developments, landscape features and residential developments such as Surf Villa and Chop Shing Yuen lie within the same “V” zone with a rural fringe character.

Please note that there is a height difference between the Site and the surrounding developments. The mean street level where those low-rise residential developments on the northern side are located is up to 22.7 mPD (**Figure 2 refers**). With an increasing gradient towards the inland where

most of the low-rise residential developments in the vicinity are situated, new development with such proposed building height is considered to be compatible without leading to adverse visual impact on the open sky view, light penetration into the surrounding environment and visual openness of the surrounding. Please refer to the **Appendix 7** for the Visual Impact Assessment.

In order to minimize the bulk of the proposed development, it is proposed to use large strip of glass on façade with clear color differences of the cubic mass. It could help dividing into small pieces instead of a massive single building block. In order to further blend in with the surrounding environment, the selected material with color tone that could match surrounding environment such as wood fins color/ greenery/ textured concrete wall with low saturation. Hence, there is no significant adverse visual impact arising from the Proposed Development. The Applicant will continue to explore opportunities for improving the overall visual quality with the incorporation of following mitigation measures in the later detailed design stage: -

- Innovative façade design on form and colour;
- opportunities and better outdoor space;
- Sufficient landscape treatments and outdoor greenery furniture on ground level and podium level; and
- Careful disposition of the Proposed Development.

5.7 No Adverse Environmental Impact

5.7.1 No Adverse Air Impact

According to TD's Annual Traffic Census 2019, Tai Mong Tsai Road is a Rural Road and a buffer distance of 5m is required as stipulated in Table 3.1 in Chapter 9 of the HKPSG. The proposed development would allow a buffer distance of 5m between the building façade and the road kerb of Tai Mong Tsai Road. There was no chimney identified within 500m from the boundary of the Application Site and hence, no adverse air impacts from industrial emissions are anticipated.

5.7.2 No Adverse Noise Impact

The Application Site is located in a relatively quiet location. Tai Mong Tsai Road is classified as a Rural Road without much traffic flow. It is anticipated that the development will not be subject to any unacceptable traffic and industrial noise impacts from its surrounding areas. As the proposed development is compatible with the surrounding village house and small in scale, no adverse air impact will be caused to the surroundings. Please refer to the **Appendix 8** for the Noise Impact Assessment.

5.7.3 No Adverse Sewage and Drainage Impacts

Since there is no existing public sewerage system in the vicinity of the project area, an on-site STP will be used for the treatment of sewage generated from the proposed development. All discharge from the STP will be conveyed to the drainage system via the proposed drainage terminal manhole from the STP.

The estimated sewage generation calculations of the proposed drainage system have indicated that the proposed drainage terminal manholes (SMH 01) in the Proposed Site will have sufficient capacity to cater for the treated effluent generated from the STP and the runoff from the Proposed Site and surrounding catchments through the newly constructed 300mm & 375mm diameter pipes via the proposed manholes (SMH 02 – SMH 06) and further discharge to the outfall (existing natural stream).

The maximum estimated peak flow (including treated effluent) from the Proposed Site and all cumulative catchment areas will account for less than 100% of the flow capacity of the proposed drainage system. Hence, it is concluded that no sewerage and drainage impacts arising from the development is anticipated. Please note that the Applicant will be responsible for the construction, management and maintenance of the aforementioned proposed pipes and manholes. Please refer to the **Appendix 9** for the Sewerage and Drainage Impact Assessment and **Appendix 10** for the Proposed Sewage Treatment Plant.

5.8 No Adverse Landscape Impact

With reference to the Sustainable Building Design Guidelines (APP-152) under the Building Department, there is no requirement of greenery areas for sites with areas less than 1,000 square metres.

In order to improve the environmental quality of the idle site with no existing tree, there is a good intention to take an integrated landscape design framework in the proposed development by providing sufficient greening mainly in open spaces on G/F, 1/F and 2/F. The greening ratio is approximately 11.30% with a total common planting area of approximately 84.52 square metres. Future users and employees of the proposed RCHE development will be served by the additional open space with an area of 77.7 square metres. Please refer to **Landscape Provision on G/F, 1/F & 2/F in Appendix 2 & Open Space Provision on G/F in Appendix 11.**

Felling of any tree is not involved and no existing trees within the Application Site will be adversely affected. Sufficient separation distances from the existing trees within the vicinity of the Application Site and the Proposed Development will be carefully considered and implemented.

5.9 Summary of Various Departmental Comments

This Revised Consolidated Report is prepared in March 2022 and has incorporated responses to various departmental comments. Please refer to **Appendix 12** for the Summary Table of Various Departmental Comments for details.

SECTION SIX | CONCLUSION

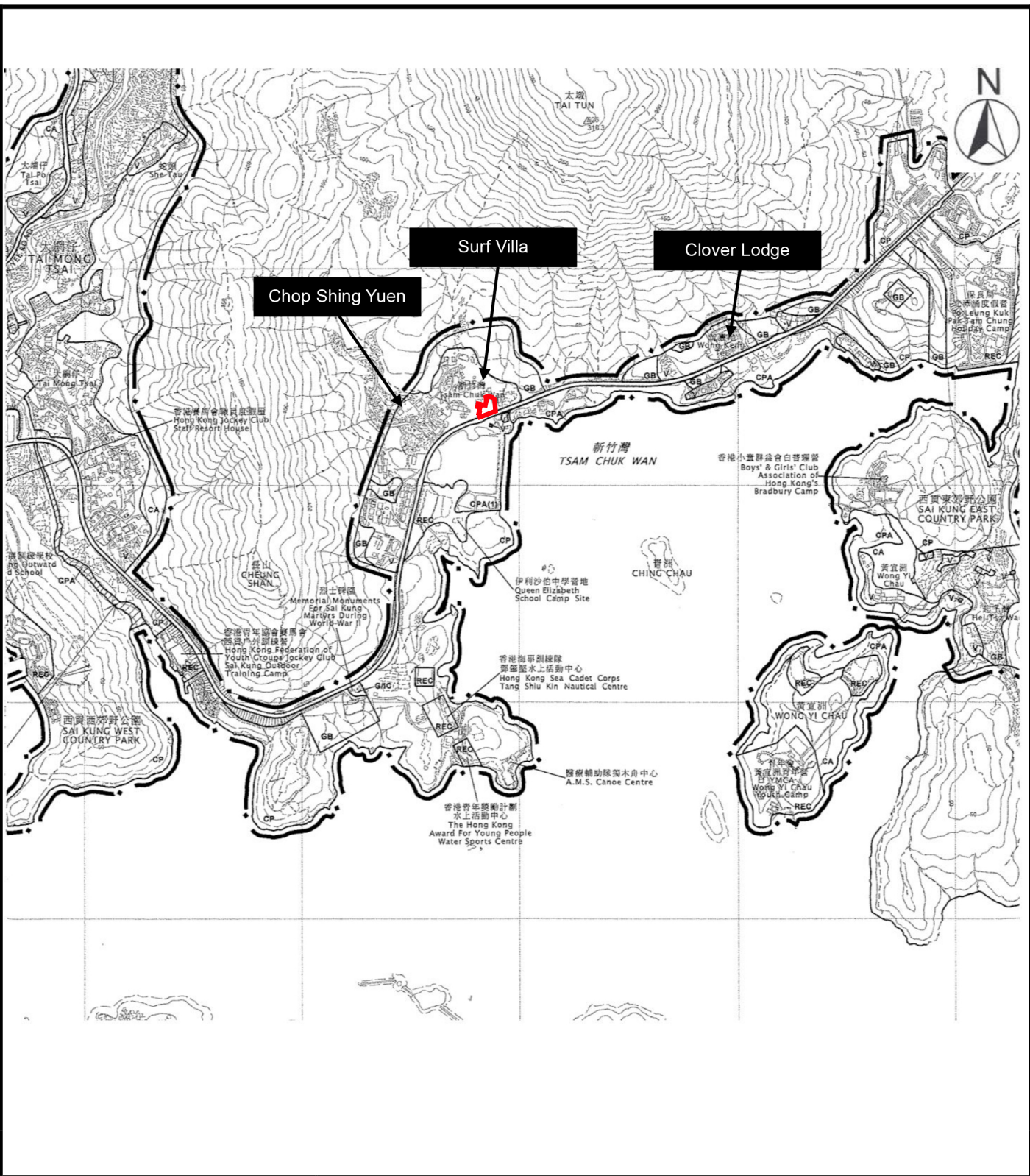
This section 16 planning application is submitted to seek support from Town Planning Board for the Proposed Development of a Social Welfare Facility (Residential Care Home for the Elderly) of 6 Storeys in “Village Type Development” zone at Lot Nos. 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F and 385 RP in D.D 257, Tsam Chuk Wan, Sai Kung



This planning statement has demonstrated that the Proposed Development of RCHE would help meet the growing residential care service demand of the aging population in Sai Kung as well as other districts. It could also help to shorten the waiting time for quality RCHE places. The Proposed Development is fully justified on the following grounds: -

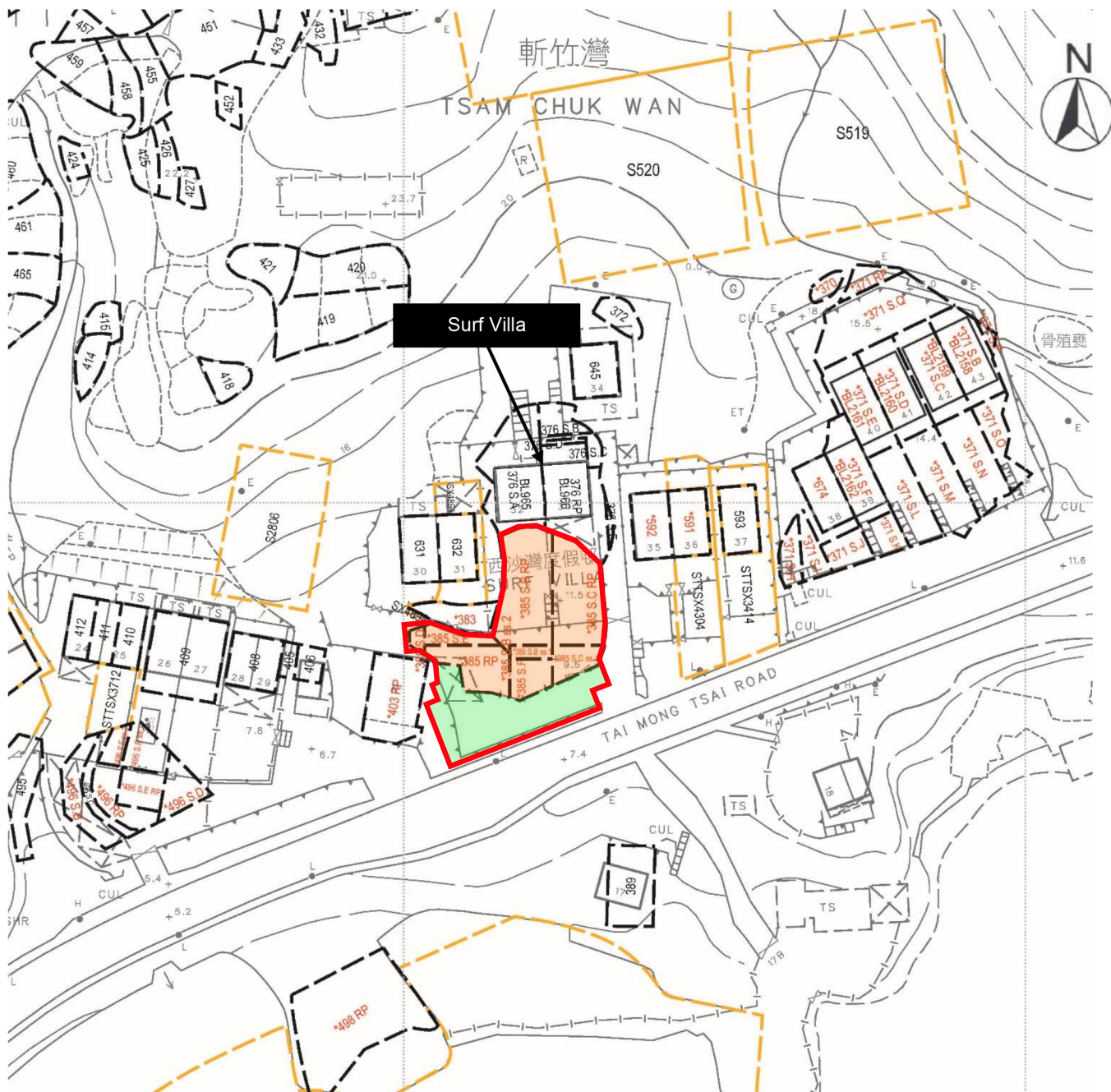
- A planning merit to provide more residential care services in territorial and district levels to meet the genuine need and to shorten the waiting time for quality RCHE places;
- Building setback from Tai Mong Tsai Road by 5m to bear another design merit to allow a better air ventilation in the existing pedestrian environment;
- Not incompatible in terms of land use nature, development scale and intensity; and
- No adverse environmental, landscape, sewerage, visual and traffic impacts as a result of the innovative RCHE building design.


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

List of Figures



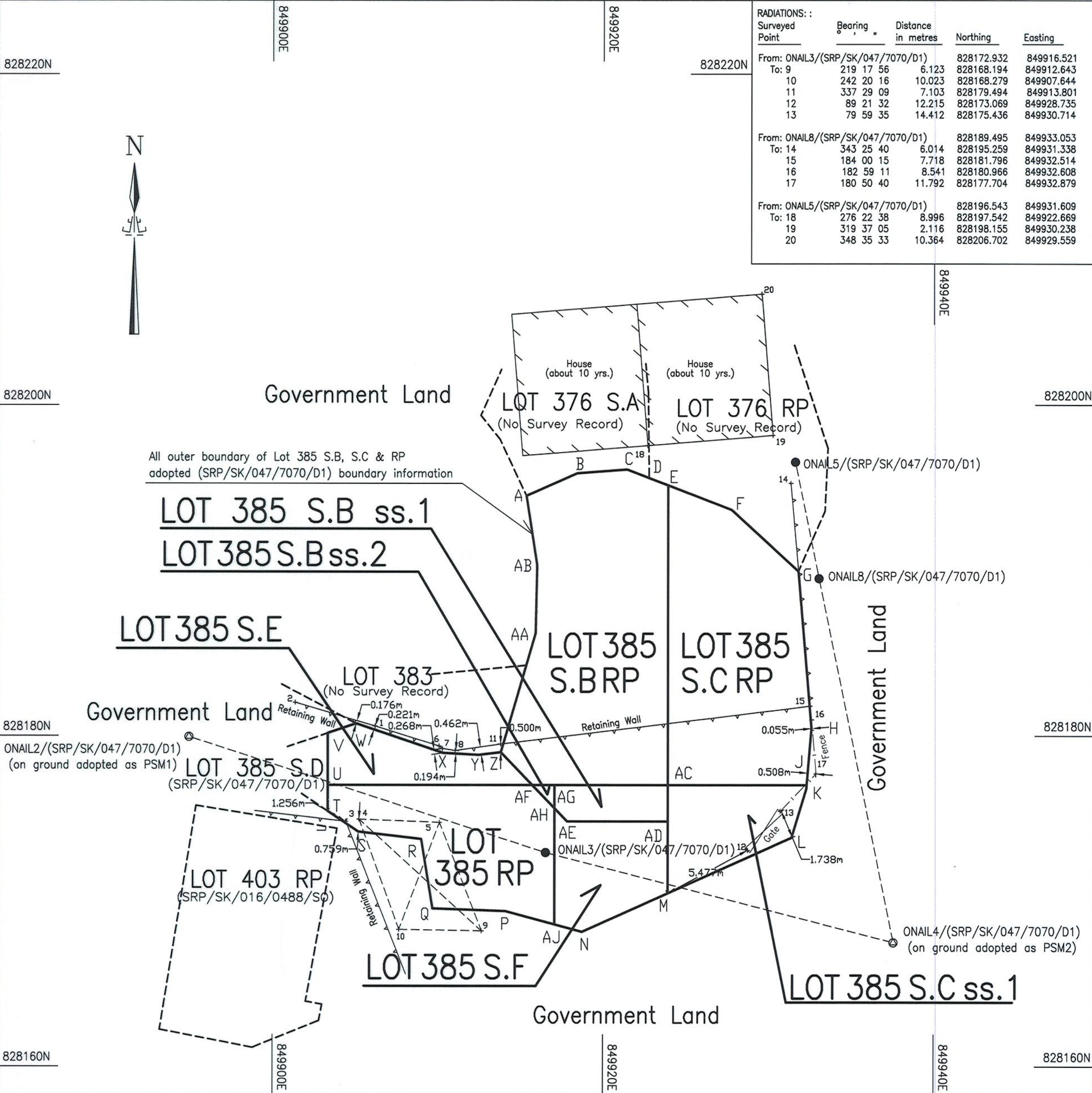
Legend  Application Site		Location Lot Nos. 385 RP, 385 S.B RP, 385 S.B SS.1, 385 S.B SS.2, 385 S.C RP, 385 S.C SS.1, 385 S.D, 385 S.E and 385 S.F and adjoining Government Land in D.D 257		
Figure No. FIGURE 1	Figure Title Location Plan (Extracted from the Approved Tai Mong Tsai and Tsim Chuk Wan Outline Zoning Plan No. S/SK-TMT/4)	Date April 2021	Scale 1 : 5,000 at A4	Prepared by  DeSPACE (International) Limited



<div>Legend</div> <div><div></div>Application Site</div> <div><div></div>Private Lots</div> <div><div></div>Government Land</div>		<div>Location</div> <div>Lot Nos. 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F, 385 RP and adjoining Government Land in D.D 257, Tsam Chuk Wan, Sai Kung</div>		
<div>Figure No.</div> <div>FIGURE 2</div>	<div>Figure Title</div> <div>Location Plan</div> <div>(Extracted from the Lot Index Plan No.: ags_S00000026215_0001)</div>	<div>Date</div> <div>MAY 2021</div>	<div>Scale</div> <div>1 : 1,000 at A4</div>	<div>Prepared by</div> <div><div></div><div>DeSPACE (International) Limited</div></div>

Appendix 1A

Land Survey Record (SRP/SK/046/0084/D1)



RADIATIONS :

Surveyed Point	Bearing	Distance in metres	Northing	Easting
From: ONAIL3/(SRP/SK/047/7070/D1)				
To: 9	219 17 56	6.123	828172.932	849916.521
10	242 20 16	10.023	828168.194	849912.643
11	337 29 09	7.103	828168.279	849907.644
12	89 21 32	12.215	828179.494	849913.801
13	79 59 35	14.412	828173.069	849928.735
			828175.436	849930.714
From: ONAIL8/(SRP/SK/047/7070/D1)				
To: 14	343 25 40	6.014	828189.495	849933.053
15	184 00 15	7.718	828195.259	849931.338
16	182 59 11	8.541	828181.796	849932.514
17	180 50 40	11.792	828180.966	849932.808
			828177.704	849932.879
From: ONAIL5/(SRP/SK/047/7070/D1)				
To: 18	276 22 38	8.996	828196.543	849931.609
19	319 37 05	2.116	828197.542	849922.669
20	348 35 33	10.364	828198.155	849930.238
			828206.702	849929.559

Notes :

SUBJECT LOTS COORDINATES & DIMENSIONS

Boundary Point	Bearing	Distance in metres	Northing	Easting
Lot 385 RP in DD 257:				
U			828177.016	849903.336
AF	90 00 00	12.367	828177.016	849915.703
AH	136 06 56	1.954	828175.608	849917.058
AJ	180 00 00	7.029	828168.579	849917.058
P	285 07 10	3.090	828169.385	849914.075
Q	272 08 10	4.398	828169.549	849909.680
R	350 41 30	4.254	828173.747	849908.992
S	276 39 20	3.831	828174.191	849905.187
T	303 53 00	2.230	828175.434	849903.336
U	00 00 00	1.582	828177.016	849903.336
Lot 385 S.B ss.1 in DD 257:				
AG			828177.016	849917.058
AC	90 00 00	6.857	828177.016	849923.915
AD	180 00 00	2.206	828174.810	849923.915
AE	270 00 00	6.090	828174.810	849917.825
AH	316 06 56	1.107	828175.608	849917.058
AG	00 00 00	1.408	828177.016	849917.058

TRAVERSE :

Station	Bearing	Distance in metres	Northing	Easting
ONAIL2/(SRP/SK/047/7070/D1)			828179.941	849894.935
ONAIL3/(SRP/SK/047/7070/D1)			828172.932	849916.521
ONAIL4/(SRP/SK/047/7070/D1)			828167.492	849937.563
ONAIL8/(SRP/SK/047/7070/D1)			828189.495	849933.053
ONAIL5/(SRP/SK/047/7070/D1)			828196.543	849931.609
PSM RADIATIONS :				
Surveyed Point	Bearing	Distance in metres	Northing	Easting
ONAIL2/(SRP/SK/047/7070/D1)			828179.941	849894.935
(adopted as PSM1)				
ONAIL4/(SRP/SK/047/7070/D1)			828167.492	849937.563
(adopted as PSM2)				
RADIATIONS :				
Surveyed Point	Bearing	Distance in metres	Northing	Easting
From: ONAIL2/(SRP/SK/047/7070/D1)			828179.941	849894.935
To: 1	86 43 45	11.285	828180.585	849906.202
2	72 08 02	6.760	828182.019	849901.369
3	118 21 38	10.789	828174.816	849904.429
4	115 52 14	11.441	828174.949	849905.229
5	108 52 25	16.022	828174.758	849910.096
6	92 07 58	15.152	828179.377	849910.076
7	92 41 03	15.358	828179.222	849910.276
8	92 57 08	16.138	828179.110	849911.052

TABLE OF SUBDIVISIONS

SECTION	AREA
LOT 385 S.B ss.1	14.8 m ² (about)
LOT 385 S.B ss.2	1.0 m ² (about)
LOT 385 S.B RP	160.0 m ² (about)
Total Area	175.8 m ² (about)
SECTION	AREA
LOT 385 S.C ss.1	37.9 m ² (about)
LOT 385 S.C RP	132.5 m ² (about)
Total Area	170.4 m ² (about)
SECTION	AREA
LOT 385 S.E	29.3 m ² (about)
LOT 385 S.F	39.7 m ² (about)
LOT 385 RP	75.5 m ² (about)
Total Area	144.5 m ² (about)

Notes :

SUBJECT LOTS COORDINATES & DIMENSIONS

Boundary Point	Bearing	Distance in metres	Northing	Easting
Lot 385 S.B ss.2 in DD 257:				
AF			828177.016	849915.703
AG	90 00 00	1.355	828177.016	849917.058
AH	180 00 00	1.409	828175.608	849917.058
AF	316 06 56	1.954	828177.016	849915.703
Lot 385 S.B RP in DD 257:				
A			828194.501	849915.337
B	66 06 10	3.362	828195.863	849918.411
C	85 43 00	3.026	828196.089	849921.428
D	111 03 00	1.428	828195.576	849922.761
E	111 03 00	1.236	828195.132	849923.915
AC	180 00 00	18.115	828177.016	849923.915
AG	270 00 00	6.857	828177.016	849917.058
AF	270 00 00	1.355	828177.016	849915.703
Z	316 06 56	2.744	828178.994	849913.801
AA	16 16 40	7.489	828186.183	849915.900
AB	01 15 20	4.105	828190.287	849915.990
A	351 11 30	4.264	828194.501	849915.337
Lot 385 S.C ss.1 in DD 257:				
AC			828177.016	849923.915
J	90 00 00	8.397	828177.016	849932.312
K	184 45 20	0.194	828176.823	849932.296
L	196 52 00	3.122	828173.835	849931.390
M	245 45 30	8.198	828170.469	849923.915
AD	00 00 00	4.341	828174.810	849923.915
AC	00 00 00	2.206	828177.016	849923.915
Lot 385 S.C RP in DD 257:				
E			828195.132	849923.915
F	111 03 00	4.107	828193.657	849927.747
G	132 36 50	5.502	828189.932	849931.797
H	175 10 50	9.524	828180.441	849932.597
J	184 45 20	3.437	828177.016	849932.312
AC	270 00 00	8.397	828177.016	849923.915
E	00 00 00	18.115	828195.132	849923.915
Lot 385 S.E in DD 257:				
V			828180.161	849903.336
W	71 17 00	1.811	828180.742	849905.051
X	108 45 20	5.555	828178.956	849910.311
Y	93 05 10	2.154	828178.840	849912.462
Z	83 26 20	1.348	828178.994	849913.801
AF	136 06 56	2.744	828177.016	849915.703
U	270 00 00	12.367	828177.016	849903.336
V	00 00 00	3.145	828180.161	849903.336
Lot 385 S.F in DD 257:				
AH			828175.608	849917.058
AE	136 06 56	1.107	828174.810	849917.825
AD	90 00 00	6.090	828174.810	849923.915
M	180 00 00	4.341	828170.469	849923.915
N	245 45 30	5.697	828168.130	849918.721
AJ	285 07 10	1.722	828168.579	849917.058
AH	00 00 00	7.028	828175.608	849917.058

I, TANG Kam Chuen, Lionel, an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap.473), hereby certify that this survey record plan has been prepared from land boundary surveys that were carried out by me, or under my direct supervision, in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the 4th day of May 2009.

Dated this 7th day of May 2009

[Signature]
Authorized Land Surveyor

For Official Use

3 JUN 2010

Deposited with the Land Survey Authority pursuant to Section 30(4) of the Land Survey Ordinance (Cap.473), Legislation Section, SMO/ Lands Department

Survey Record Plan No. : SRP/SK/046/0084/D1

Survey District : SAI KUNG
Date of Survey : MAY 2009
Scale 1 : 200 Field Bk. : TSL 1974
Survey Sheet No. : 8-SW-9A
Reference SRP's : (SRP/SK/047/7067/D1), (SRP/SK/047/7070/D1), (SRP/SK/016/0488/SO)

PLAN OF LOT Nos. 385 S.B ss.1, 385 S.B ss.2, 385 S.B RP, 385 S.C ss.1, 385 S.C RP, 385 S.E, 385 S.F AND 385 RP BEING SUBDIVISION OF LOT Nos. 385 S.B AND 385 S.C AND 385 RP IN D.D. 257, SAI KUNG

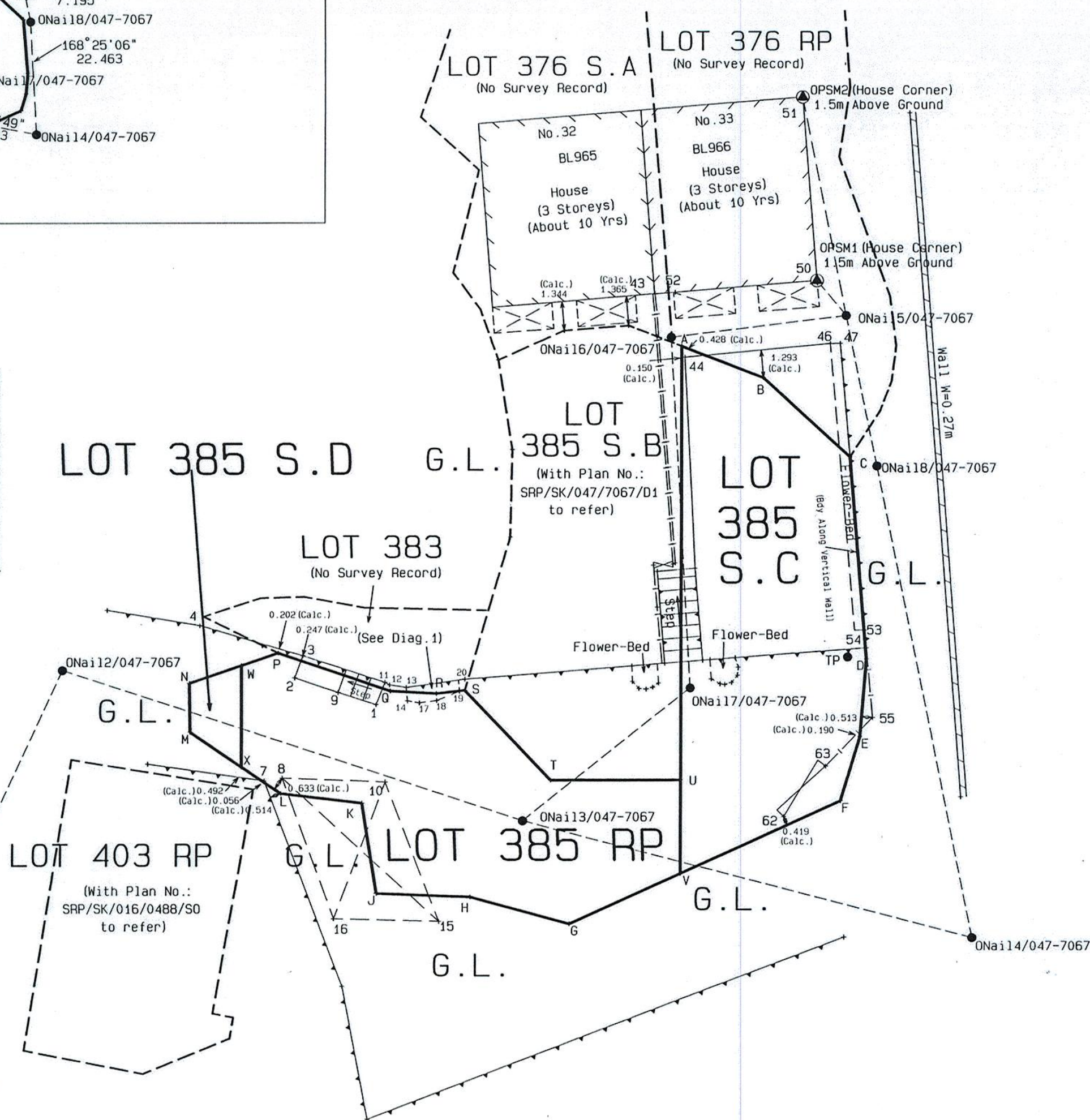
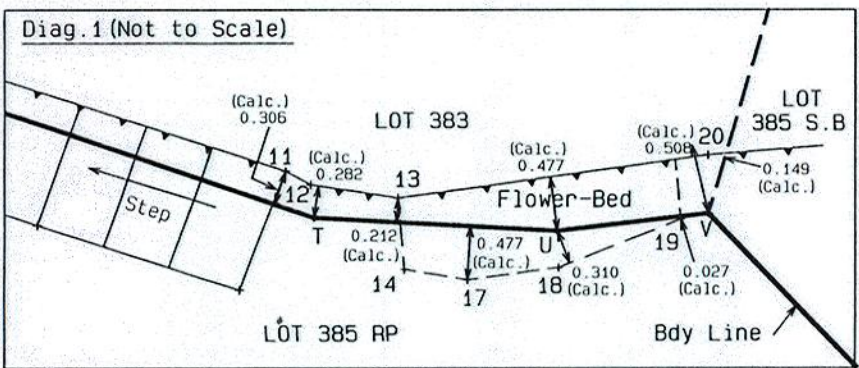
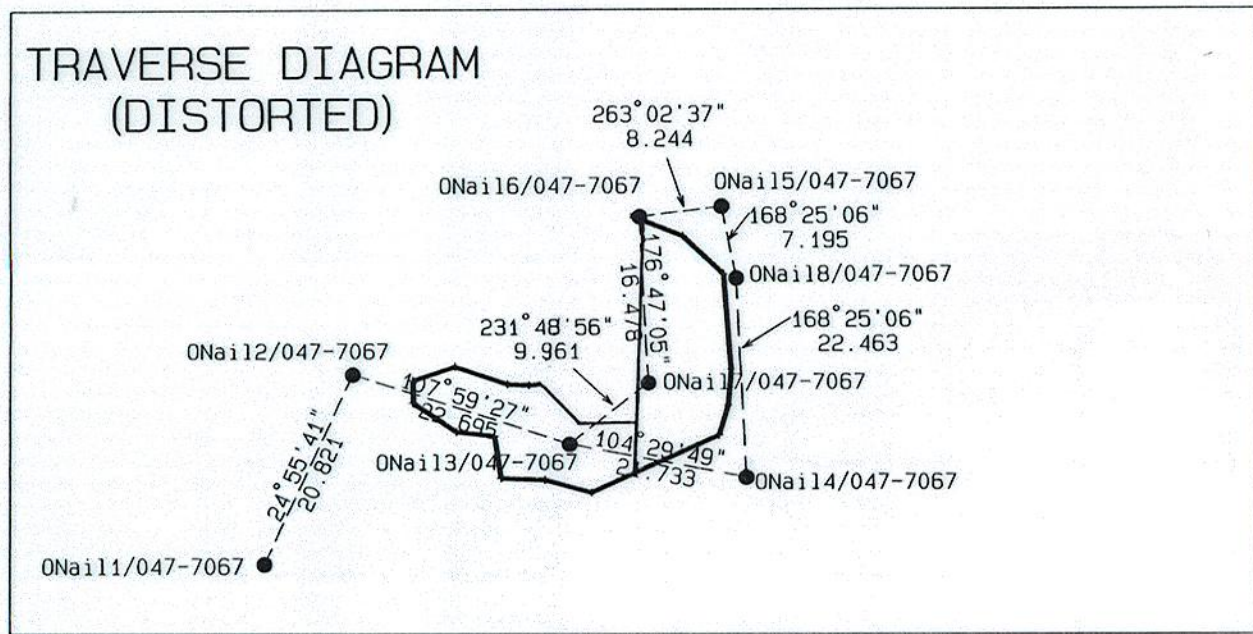
Appendix 1B

Land Survey Record (SRP/SK/047/7070/D1)

SK8423(2)

本圖則的資料應由專業土地測量師闡釋。
The information shown on this plan SHOULD BE
interpreted by professional land surveyor.

828220N
828200N
828180N
828160N
849880E
849900E
849920E
849940E



Fr. ONail15/047-7067	828196.543	849931.609
To 43	276°24'24"	8.996
44	255°40'19"	7.786
46	209°45'34"	1.496
47	192°03'26"	1.322
Fr. ONail18/047-7067	828189.495	849933.053
To 50	341°59'19"	9.111
51	348°30'08"	17.560
52	310°42'58"	12.461
53	184°06'15"	7.719
54	183°04'41"	8.542
55	180°49'21"	11.792

Notes:

SUBJECT LOT COORDINATES & DIMENSIONS:

Boundary Point	Bearing	Distance	N	E
SUBJECT LOT NO. - 385 S.C				
A			828195.132	849923.915
B	111°03'00"	4.107	828193.657	849927.747
C	132°36'50"	5.502	828189.932	849931.797
D	175°10'50"	9.524	828180.441	849932.597
E	184°45'20"	3.631	828176.823	849932.296
F	196°52'00"	3.122	828173.835	849931.390
V	245°45'30"	8.198	828170.469	849923.915
U	00°00'00"	4.341	828174.810	849923.915
A	00°00'00"	20.321	828195.132	849923.915
SUBJECT LOT NO. - 385 S.D				
N			828179.335	849900.898
W	71°17'00"	2.574	828180.161	849903.336
X	180°00'00"	4.727	828175.434	849903.336
M	303°53'00"	2.897	828177.050	849900.931
N	359°10'20"	2.286	828179.335	849900.898
SUBJECT LOT NO. - 385 RP				
W			828180.161	849903.336
P	71°17'00"	1.811	828180.742	849905.051
Q	108°45'20"	5.555	828178.956	849910.311
R	93°05'10"	2.154	828178.840	849912.462
S	83°26'20"	1.348	828178.994	849913.801
T	136°06'56"	5.805	828174.810	849917.925
U	90°00'00"	6.090	828174.810	849923.915
V	180°00'00"	4.341	828170.469	849923.915
G	245°45'30"	5.697	828168.130	849918.721
H	285°07'10"	4.812	828169.385	849914.075
J	272°08'10"	4.398	828169.549	849909.680
K	350°41'30"	4.254	828173.747	849908.992
L	276°39'20"	3.831	828174.191	849905.187
X	303°53'00"	2.230	828175.434	849903.336
W	00°00'00"	4.727	828180.161	849903.336
TRAVERSE:				
Station	Bearing	Distance	N	E
ONail11/047-7067	24°55'41"	20.821	828161.060	849886.159
ONail12/047-7067	107°59'27"	22.695	828172.932	849916.521
ONail13/047-7067	104°29'49"	21.733	828167.492	849937.563
ONail14/047-7067	348°25'06"	29.657	828196.543	849931.609
ONail15/047-7067	263°02'37"	8.244	828195.544	849923.426
ONail16/047-7067	176°47'05"	16.478	828179.090	849924.350
ONail17/047-7067	231°48'56"	9.961	828172.932	849916.521
ONail18/047-7067	168°25'06"	7.195	828189.495	849931.609
ONail19/047-7067	168°25'06"	22.463	828167.492	849937.563
PSM RADIATIONS:				
Surveyed Point	Bearing	Distance	N	E
Fr. ONail15/047-7067			828196.543	849931.609
To OPSM1 (House Corner)	319°45'25"	2.121	828198.162	849930.239
To OPSM2 (House Corner)	348°35'48"	10.366	828206.704	849929.560
RADIATIONS:				
Surveyed Point	Bearing	Distance	N	E
Fr. ONail12/047-7067			828179.941	849894.935
To 1	96°18'31"	14.804	828178.315	849909.649
2	91°56'42"	10.897	828179.572	849905.826
3	86°35'35"	11.286	828180.612	849905.202
4	71°56'43"	6.776	828182.042	849901.378
7	118°34'45"	10.790	828174.780	849904.411
8	115°59'40"	11.472	828174.913	849905.247
9	94°39'40"	12.964	828178.888	849907.856
10	109°01'08"	16.017	828174.722	849910.078
11	92°11'05"	15.134	828179.365	849910.058
12	92°35'39"	15.362	828179.246	849910.282
13	92°53'15"	16.143	828179.128	849911.058
14	95°05'47"	16.243	828178.499	849911.114
Fr. ONail13/047-7067			828172.932	849916.521
To 15	219°52'54"	6.104	828168.248	849912.607
16	242°42'08"	9.950	828168.369	849907.680
17	318°26'39"	7.313	828178.405	849911.670
18	324°04'24"	6.892	828178.513	849912.477
19	333°43'12"	6.699	828178.938	849913.555
20	337°28'42"	7.117	828179.506	849913.795
62	89°11'49"	12.224	828173.103	849928.744
63	79°56'52"	14.397	828175.445	849930.697

I, TANG SZE KIN, an Authorized Land Surveyor registered under the Land Survey Ordinance (Cap.473), hereby certify that this survey record plan has been prepared from land boundary surveys that were carried out by me, or under my direct supervision, in conformity with the Code of Practice approved by the Land Survey Authority under the above Ordinance, and that this plan correctly represents that survey completed on the 17th day of January, 2007.

Dated this 17th day of May, 2007.

Authorized Land Surveyor

Survey District: Sai Kung Scale 1:200
Date of Survey: December 2006
Field Book: SK/047/7067-D1
Survey Sheet: 8-SW-9C
Reference SRP's: SRP/SK/047/6951/257/385RP-D

PLAN OF LOT Nos.385 S.C, S.D & RP
IN D.D.257
BEING SUBDIVISION OF LOT No.385 RP IN D.D.257

TABLE OF SUBDIVISIONS	
Section	Surveyed Area
LOT No.385 S.C	170.4 sq. metres (About)
LOT No.385 S.D	8.5 sq. metres (About)
LOT No.385 RP	144.5 sq. metres (About)
Total Area	323.4 sq. metres (About)

FOR OFFICIAL USE

Deposited with the Land Survey Authority pursuant to Section 30(4) of the Land Survey Ordinance (Cap.473) Legislation Section, SMO/Lands Department

Survey Record Plan No.: SRP/SK/047/7070/D1

Appendix 2

Proposed Development Scheme



- LEGEND
- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
 - BOUNDARY LINE OF APPLICATION SITE
 - LOT BOUNDARY OF PRIVATE LAND
 - BOUNDARY LINE OF GOVERNMENT LAND
 - PROPOSED RUN-IN/ RUN-OUT

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO. HK-A21002
項目編號:

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This drawing should not be used as construction drawings without approval. 除有批核外，此圖不可作為施工用。

AMENDMENT PARTICULARS
更改細節:

Revision 修正版	Description 內容	Date 日期
△	DESIGN	20210422
△	DESIGN	20210425
△	DESIGN	20210503
△	DESIGN	20210511
△	SUBMISSION	202107
△	SUBMISSION	202108
△	SUBMISSION	202110
△	SUBMISSION	202201

TOWN PLANNER城市規劃師:

DeSPACE (International) Limited
E-mail 電郵: despaceinternational@gmail.com
Tel 電話: 2493 3626

ARCHITECT 建築師:

MINOR CREATIVE 細作
E-mail 電郵: info@minorcreative.com

PROJECT NAME
項目名稱:

SECTION 16 TOWN PLANNING
APPLICATION FOR THE PROPOSED
SOCIAL WELFARE FACILITY
(RESIDENTIAL CARE HOME FOR THE
ELDERLY) IN "VILLAGE TYPE
DEVELOPMENT" ZONE ON APPROVED
TAI MONG TSAI AND TSAM CHUK WAN
OUTLINE ZONING PLANNING. S/SK-TMT/4
AT Lot Nos. 385 RP, 385 S.B RP,
385 S.B ss.1, 385 S.B ss.2, 385 S.C RP,
385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

G/F LAYOUT PLAN
(GREEN AREA)

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

PG-101

SCALE
比例: 1:200 @A3

DATE
日期: 20220120



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND

1/F LAYOUT PLAN TSAM CHUK WAN RCHE

1:200

PROJECT NO. HK-A21002
項目編號:

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All dimensions should be checked and verify on site before commencing any work: discrepancies found in this drawing shall be reported to the designer. 所有於圖紙上標示的尺寸，須於現場覆核和修正。如在地盤發現有任何與圖紙不符之處，須盡快通知設計師。

This drawing should not be used as construction drawings without approval. 除有批核外，此圖不可作為施工用。

AMENDMENT PARTICULARS 更改細節:

Revision 修正版	Description 內容	Date 日期
△	DESIGN	20210422
△	DESIGN	20210425
△	DESIGN	20210503
△	DESIGN	20210511
△	SUBMISSION	202107
△	SUBMISSION	202108
△	SUBMISSION	202110
△	SUBMISSION	202201

TOWN PLANNER城市規劃師:

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Tel 電話: 2493 3626

ARCHITECT 建築師:

MINOR CREATIVE 細作
E-mail 電郵: info@minorcreative.com

PROJECT NAME
項目名稱:

SECTION 16 TOWN PLANNING
APPLICATION FOR THE PROPOSED
SOCIAL WELFARE FACILITY
(RESIDENTIAL CARE HOME FOR THE
ELDERLY) IN "VILLAGE TYPE
DEVELOPMENT" ZONE ON APPROVED
TAI MONG TSAI AND TSAM CHUK WAN
OUTLINE ZONING PLANNO. S/SK-TMT/4
AT Lot Nos. 385 RP, 385 S.B RP,
385 S.B ss.1, 385 S.B ss.2, 385 S.C RP,
385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

1/F LAYOUT PLAN
(GREEN AREA)

DESIGN IN CHARGE
設計負責人:

KL

SCALE
比例: 1:200@A3

DATE
日期: 20220120

DWG NO.
圖紙編號:

PG-102



- LEGEND
- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
 - BOUNDARY LINE OF APPLICATION SITE
 - LOT BOUNDARY OF PRIVATE LAND
 - BOUNDARY LINE OF GOVERNMENT LAND

2/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO.
項目編號: HK-A21002

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△	DESIGN	20210425
△	DESIGN	20210503
△	DESIGN	20210511
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PROJECT NAME
項目名稱:

SECTION 16 TOWN PLANNING
APPLICATION FOR THE PROPOSED
SOCIAL WELFARE FACILITY
(RESIDENTIAL CARE HOME FOR THE
ELDERLY) IN "VILLAGE TYPE
DEVELOPMENT" ZONE ON APPROVED
TAI MONG TSAI AND TSAM CHUK WAN
OUTLINE ZONING PLANNO. S/SK-TMT/4
AT Lot Nos. 385 RP, 385 S.B RP,
385 S.B ss.1, 385 S.B ss.2, 385 S.C RP,
385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

2/F LAYOUT PLAN
(GREEN AREA)

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

PG-103

SCALE
比例:

1:200@A3

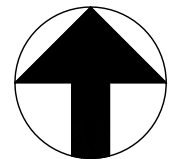
DATE
日期:

20220120



- LEGEND
- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
 - BOUNDARY LINE OF APPLICATION SITE
 - LOT BOUNDARY OF PRIVATE LAND
 - BOUNDARY LINE OF GOVERNMENT LAND

3/F-5/F LAYOUT PLAN
TSAM CHUK WAN RCHE 1:200



PROJECT NO. HK-A21002
項目編號:

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PROJECT NAME
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DRAWING TITLE
圖紙名稱:

3-5/F LAYOUT PLAN

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

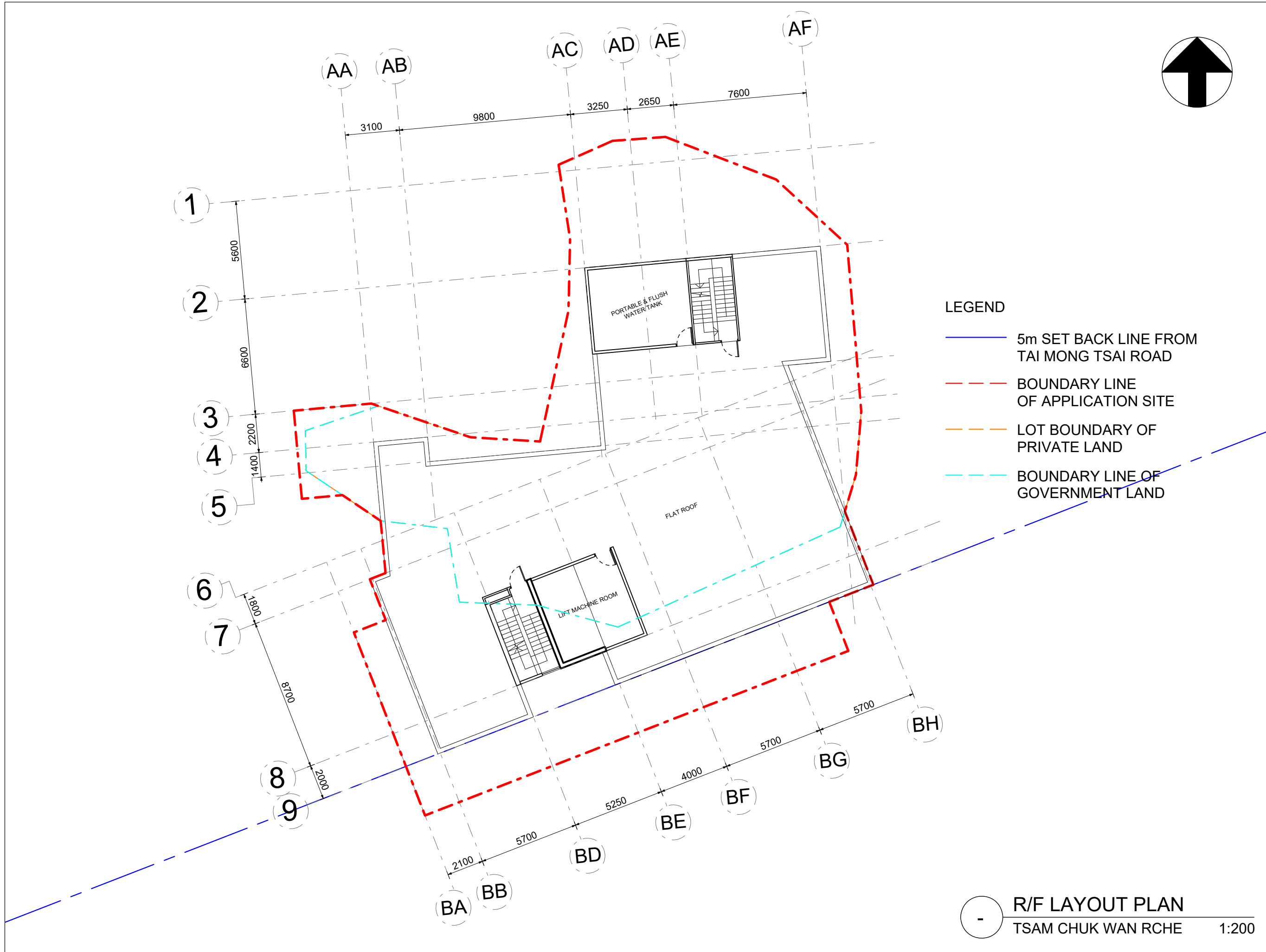
P-104

SCALE
比例:

1:200@A3

DATE
日期:

20220120



R/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

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TAI MONG TSAI AND TSAM CHUK WAN
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AT Lot Nos. 385 RP, 385 S.B RP,
385 S.B ss.1, 385 S.B ss.2, 385 S.C RP,
385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

R/F LAYOUT PLAN

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

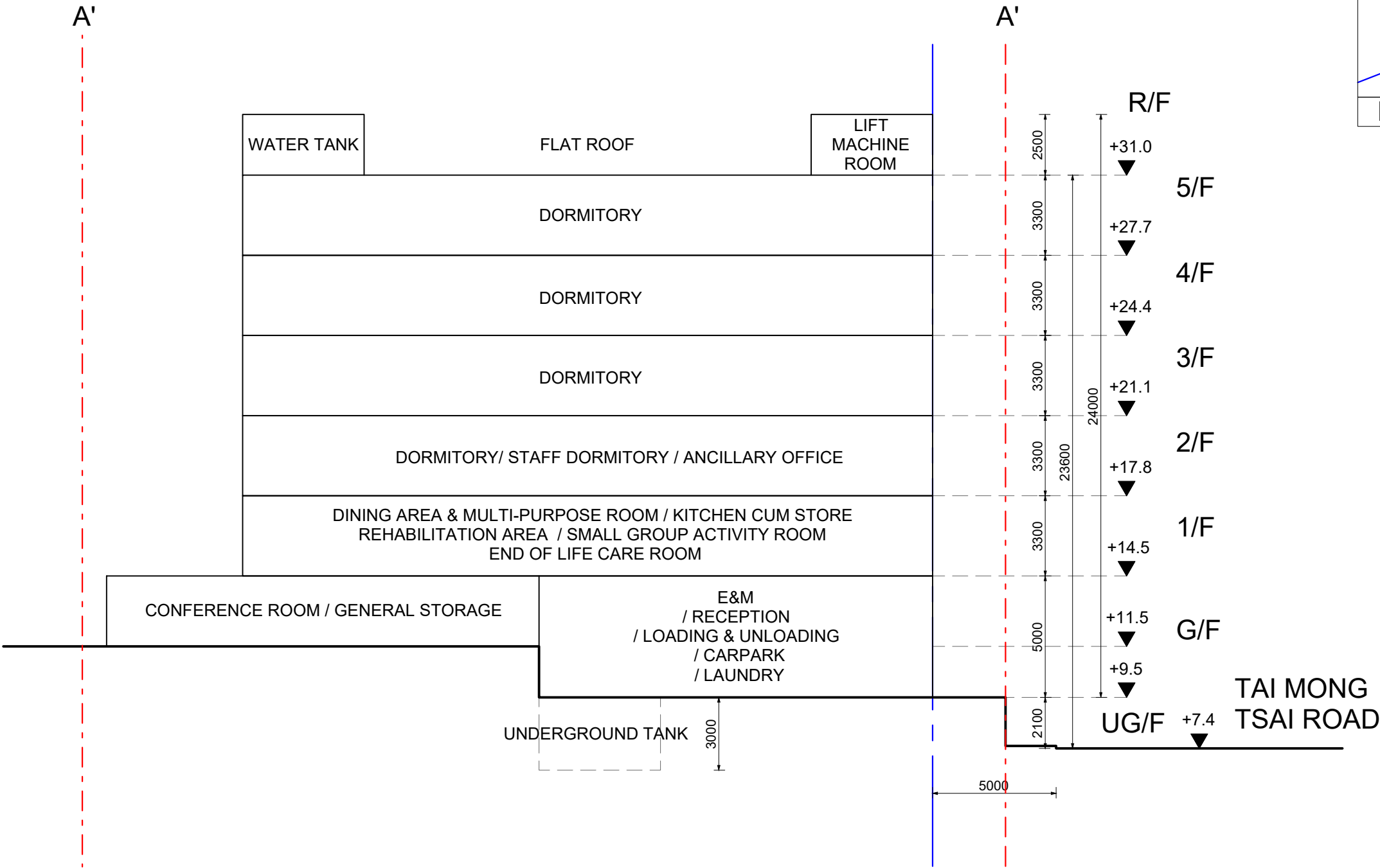
P-105

SCALE
比例:

1:200@A3

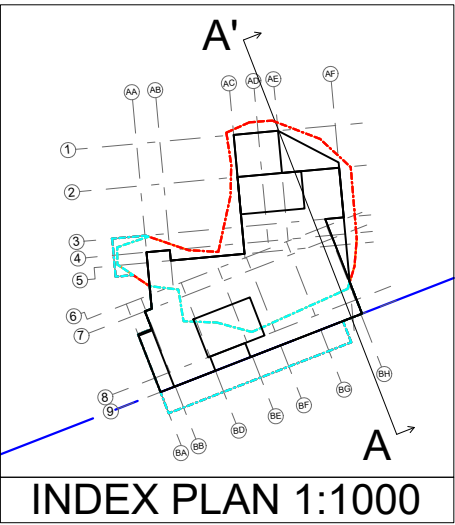
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日期:

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LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE



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PROJECT NAME 項目名稱：		
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DRAWING TITLE 圖紙名稱：		
SCHEMATIC SECTION		
DESIGN IN CHARGE 設計負責人：	DWG NO. 圖紙編號：	S-101
KL		
SCALE 比例：	1:200	
DATE 日期：	20211005	

SCHEMATIC SECTION
TSAM CHUK WAN RCHE 1:200

Appendix 3

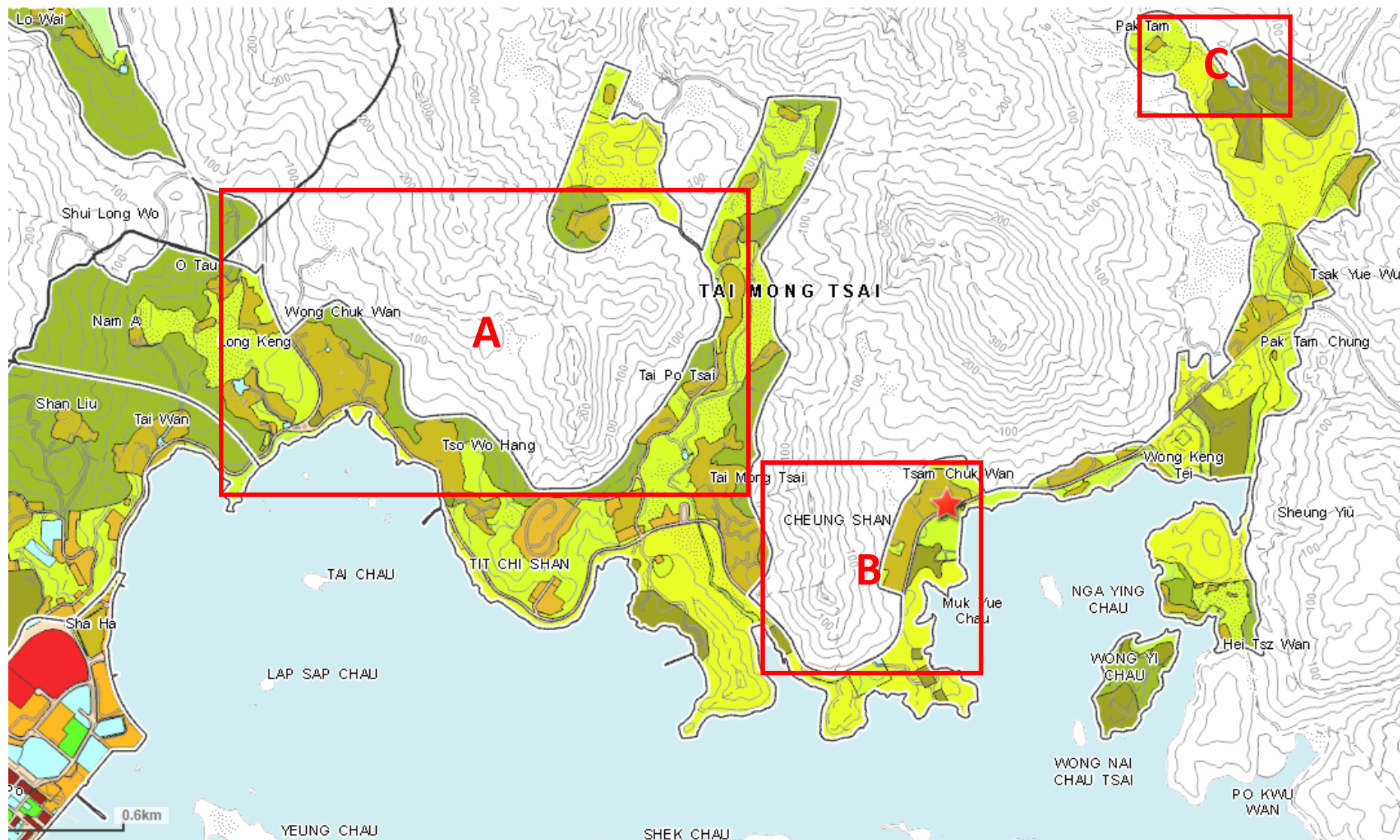
Schedule of Accommodation table with Net Operational
Floor Area (NOFA)

Item No.	Description	Location	No. of Occupanta	Air conditioning	Area m²		Area Provided	Remarks/ Special Requirements	
					Celluar Room	Open Area			
<u>Residential Section</u>									
1	Dormitory	2-5/F	110	Yes	787.6		804.75	7.16 m2 per capita	
2	Attached Bathroom/ Shower Room to Dormitory Room	2-5/F	-	No	As Appro.		88.10		
3	Dining/ Multi-purpose Room	1/F	110	Yes	242		274.10	2.2 m2 per capita	
4	Pantry for residents	1-5/F	-	No	As Appro.		30.40	It provides a space to be used by staff/family members to prepare or arrange food/milk for the service users, and for distribution of meals.	
5	Small Group Activity Room	1/F	8	Yes	16.5		17.10		
6	Nursing Station cum Medical Consultation Room	2-5/F	4	Yes	30.8		41.36		* nursing station at 10 m2 shall be provided on each floor having dormitory rooms or multi-purpose room provision, and for every 50 residents. * If there are more than one nursing station, one of them should be attached with a medical consultation corner at 8 m2.
7	Sick/ Isolation/ Quiet Room	2-5/F	4	Yes	17.6		32.48		For infection control purpose One room at 8 m2 should be provided for every 50 residents on each floor with provision of dormitory rooms
8	Accessible Toilet cum Shower Room attached to each Sick/ Isolation / Quiet Room	3-5/F	-	No	As Appro.		13.92		
9	Rehabilitation Area	1/F	14 to 21	Yes	88		79.36	To provide PT, OT and multi-sensory treatments	
10	Store for Rehabilitation Area	1/F	-	No	11		10.26	To store PT/OT and multi-sensory equipment.	
11	End-of -life Care Room	2/F	1	Yes	8		11.70	To render holistic end-of-life care to the severely sick or terminally ill service users	
12	Soiled Utility Room	2-5/F	-	No	8.8		17.88	* For infection control purpose * One room at 4 m2 on each floor having dormitory rooms, and for every 50 reside	
13	Cleaner's Room	1-5/F	-	No	As Appro.		15.04	To accommodate appropriate no. of washer- extractor, trumble-dryer, hydro-extractor, open shelves, work tables and for clear delineation of clean and dirty zone. Kitchen store (5 m2) is included in the provision. Dumb waiter space of 2.9 m2 on each floor is required if dinning area and kitchen are located on different floors. For storage purpose and setting up drug storage area to facilitate drug dispensing *For better infection control *For storing clean linen and incontinent supplies	
14	Laundry	G/F	-	No	44.55		44.73		
15	Kitchen cum Store	1/F	-	No	44		44.92		
16	Dumb Waiter	N.A.	-	No	As Appro.		4.50		
17	General Store	G/F	-	No	55		51.75		
18	Clean Utility Room	2-5/F	-	No	11		10.41		
19	Interview/ Meeting Family Room	1/F	5	Yes	8.8		11.29		
20	Refuse Room	G/F	-	No	As Appro.		7.22		
<u>Administration Section</u>									
21	Superintendent's Office	2/F	1	Yes		7.9	6.80		
22	Assistant Superintendent's Office	2/F	1	Yes		6.9	5.80		
23	General Office	2/F	3	Yes		23.1	22.00		
24	Reception Area	G/F	-	No		4	4.62		
25	Conference Room	G/F	12	Yes		24.2	22.96		
<u>Administration Section</u>									
26	Female/ Male Staff Changing Room and Rest Room cum Pantry	2/F	-	Yes	44.1		38.01	(a)Staff changing room (25.2 m2) (b)Sleep-in room (10.4 m2) (c)Restroom & Pantry (4.5 m2)	
27	Staff Toilet/ Bathroom	2/F	-	No	As Appro.				
<u>Communal Toilet</u>									
28	Toilet for Communal Use								
	a. Female Toilet	1-5/F	-	No	As Appro.				
	b. Male Toilet	1-5/F	-	NO	As Appro.				
	c. Accessible Toilet	1-5/F	-	No	As Appro.				
Total Area (in NOFA)					1483.85		1552.28		

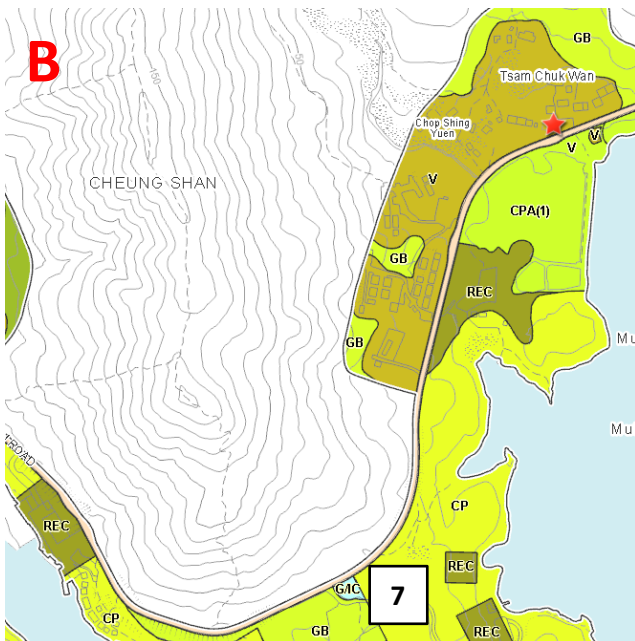
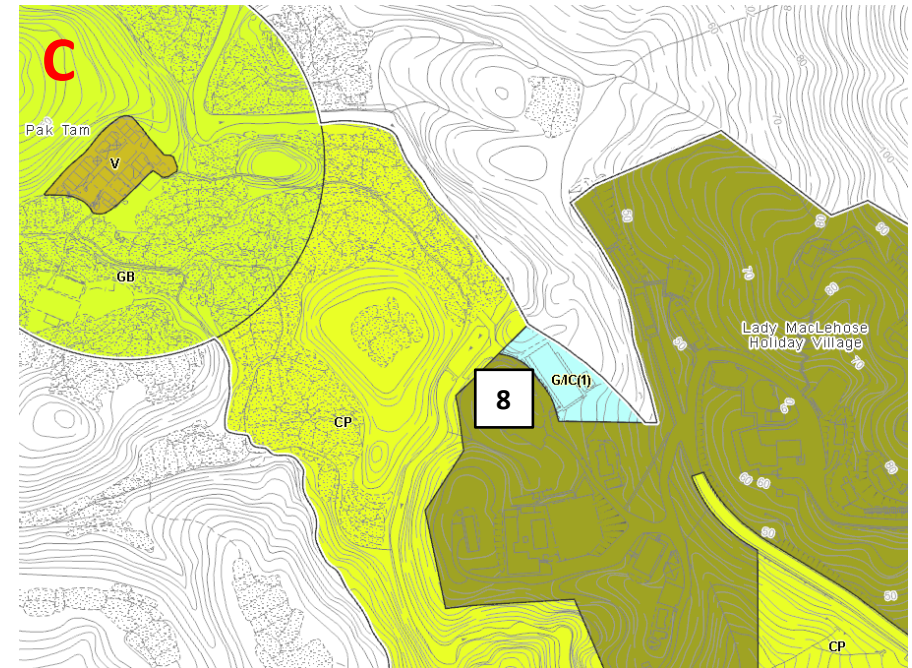
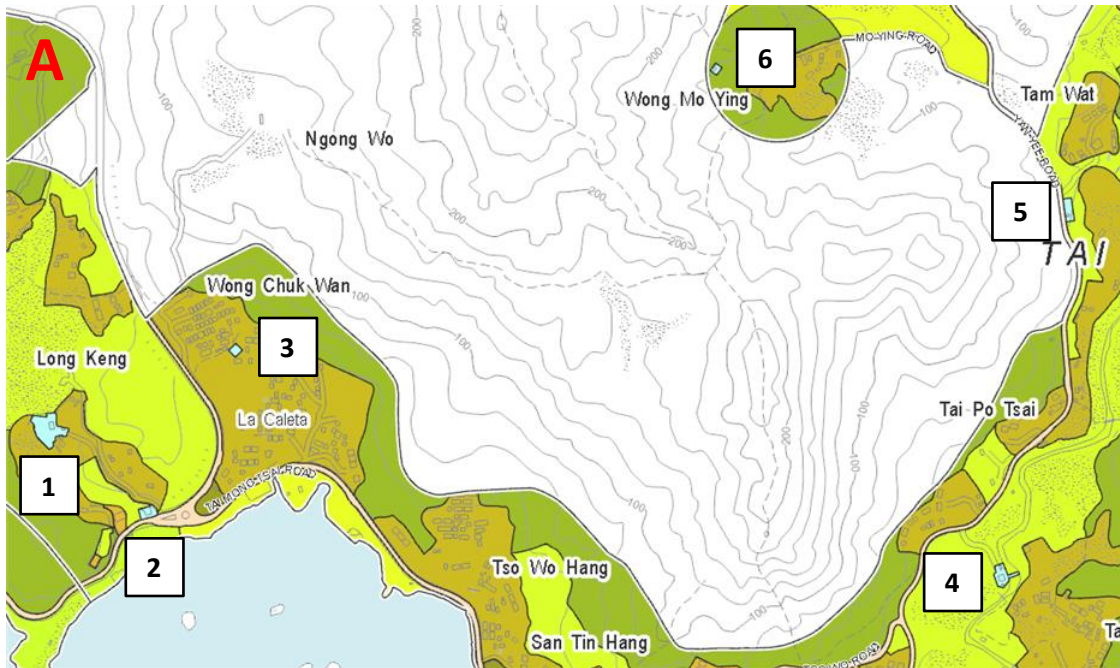
Appendix 4

Land Status of Government, Institution or Community Land
in the Approved Tai Mong Tsai and Tsam Chuk Wan OZP
NO. S/SK-TMT/4

Land Status of Government, Institution or Community Land in the Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan NO. S/SK-TMT/4



Land Status of Government, Institution or Community Land in the Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan NO. S/SK-TMT/4



No.	Area (sqm.)	Fully Occupied Existing Use(s)
1	2,682	Long Keng Lowland Pumping Station
2	717	Wong Chuk Wan Substation
3	341	Proposed New Territories Exempted House (No. A/SK-TMT/55: Approved with condition(s) by RNTPC on 22 Jan 2016)
4	1,042	Tai Mong Tsai Lowland Pumping Station
5	714	Wong Mo Ying Pump House
6	267	Wong Mo Ying Village Supply Tank
7	890	Monuments for Martyrs Against Japanese Militarism
8	2691	CNBF Life Training Base and A Sewerage Treatment Plant
Total	9,344	

Appendix 5

Swept Path Analysis for Private Vehicle and Light
Bus/Ambulance



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND
- PROPOSED RUN-IN/ RUN-OUT

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO. **HK-A21002**
項目編號:

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385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:
**SWEPT PATH ANALYSIS
(PRIVATE CAR 1 _ 1)**

DESIGN IN CHARGE
設計負責人:
KL

DWG NO.
圖紙編號:
SWP-03

SCALE
比例: **1:200@A3**

DATE
日期: **20220120**



- LEGEND
- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
 - BOUNDARY LINE OF APPLICATION SITE
 - LOT BOUNDARY OF PRIVATE LAND
 - BOUNDARY LINE OF GOVERNMENT LAND
 - PROPOSED RUN-IN/ RUN-OUT

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO. HK-A21002
項目編號:

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DRAWING TITLE
圖紙名稱:

SWEPT PATH ANALYSIS (PRIVATE CAR 1 _ 2)

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

SWP-04

SCALE
比例:

1:200@A3

DATE
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PROJECT NAME
項目名稱:

SECTION 16 TOWN PLANNING
APPLICATION FOR THE PROPOSED
SOCIAL WELFARE FACILITY
(RESIDENTIAL CARE HOME FOR THE
ELDERLY) IN "VILLAGE TYPE
DEVELOPMENT" ZONE ON APPROVED
TAI MONG TSAI AND TSAM CHUK WAN
OUTLINE ZONING PLANNING. S/SK-TMT/4
AT Lot Nos. 385 RP, 385 S.B RP,
385 S.B ss.1, 385 S.B ss.2, 385 S.C RP,
385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

**SWEPT PATH ANALYSIS
(PRIVATE CAR 2_1)**

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

SWP-05

SCALE
比例:

1:200@A3

DATE
日期:

20220120

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE 1:200



- LEGEND
- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
 - BOUNDARY LINE OF APPLICATION SITE
 - LOT BOUNDARY OF PRIVATE LAND
 - BOUNDARY LINE OF GOVERNMENT LAND
 - PROPOSED RUN-IN/ RUN-OUT

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO. HK-A21002
項目編號:

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PROJECT NAME
項目名稱:

SECTION 16 TOWN PLANNING APPLICATION FOR THE PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "VILLAGE TYPE DEVELOPMENT" ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLANNING. S/SK-TMT/4 AT Lot Nos. 385 RP, 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E and 385 S.F in D.D 257

DRAWING TITLE
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SWEPT PATH ANALYSIS (PRIVATE CAR 2_2)

DESIGN IN CHARGE
設計負責人:

DWG NO.
圖紙編號:

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385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

SWEPT PATH ANALYSIS
(LOADING/UNLOADING 1)

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

SWP-01

SCALE
比例:

1:200@A3

DATE
日期:

20220120

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE

1:200



- LEGEND
- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
 - BOUNDARY LINE OF APPLICATION SITE
 - LOT BOUNDARY OF PRIVATE LAND
 - BOUNDARY LINE OF GOVERNMENT LAND
 - PROPOSED RUN-IN/ RUN-OUT

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO. HK-A21002
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PROJECT NAME
項目名稱:

SECTION 16 TOWN PLANNING APPLICATION FOR THE PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "VILLAGE TYPE DEVELOPMENT" ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLANNING. S/SK-TMT/4 AT Lot Nos. 385 RP, 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

SWEPT PATH ANALYSIS (LOADING/UNLOADING 2)

DESIGN IN CHARGE
設計負責人:

DWG NO.
圖紙編號:

KL

SWP-02

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比例:

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日期:

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20220120

Appendix 6

Traffic Impact Assessment

Rezoning for RCHE at DD257 in Tsam Chuk Wan

Traffic Impact Assessment

Final Report

February 2022



CTA Consultants Limited

志達顧問有限公司

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1. INTRODUCTION

1.1 Background

- 1.1.1 The application site is located at Lots 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F, and 385 RP in D.D. 257 and Adjoining Government Land, Tsam Chuk Wan, Sai Kung, New Territories. The site location is shown in Figure 1.1.
- 1.1.2 The applicant intends to redevelop the site to proposed Residential Care Home for the Elderly (RCHE).
- 1.1.3 In support of the aforesaid application, a traffic impact assessment is required to review and appraise any possible traffic impact induced by the proposed development on the adjacent road network.
- 1.1.4 CTA Consultants Limited (CTA) was therefore commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the application from traffic engineering point of view.

1.2 Study Objectives

- 1.2.1 Main objectives of this study are listed below:
- To assess the existing and proposed traffic arrangement
 - To assess the existing traffic condition in the vicinity of the proposed development;
 - To estimate traffic trips related to the proposed development;
 - To carry out forecasts about traffic demand of the adjacent road network in design year 2030;
 - To appraise any possible traffic impact induced by the proposed development on the adjacent road network;
 - To recommend traffic improvement measures to alleviate any foreseeable traffic problem to the surrounding road network, if any.

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The application site is located at Lots 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F, and 385 RP in D.D. 257 and Adjoining Government Land, Tsam Chuk Wan, Sai Kung, New Territories. The site location is shown in **Figure 1.1**.

2.2 Development Proposal

2.2.1 Parameters of the proposed development are listed in **Table 2.1**.

Table 2.1 Parameters of the Proposed Development

Proposed Use	Residential Care Home for the Elderly (RCHE)
Site Area	About 748.2 m ²
Total Accountable GFA	Not exceeding 3,000 m ²
Nos. of Block	1
No. of Storeys	Not exceeding 6 storeys
No. of Beds	About 110 beds
No. of Staff	40 (included the management and frontline nursing care staffs)

2.2.2 It is anticipated that the proposed development will be commissioned in year 2027. Therefore, design year 2030 (i.e. 3 years after the planned commencement year of the proposed development) is adopted for the Traffic Impact Assessment.

2.3 Provision of Internal Transport Facilities

2.3.1 There is no relevant requirements stipulated in the latest Hong Kong Planning Standards and Guideline (HKPSG) published by Planning Department for “Residential Home for Elderly”. There considered the operating needs, the internal transport facilities provisions are proposed and summarized as **Tables 2.2** below:

Table 2.2 Proposed Provisions of Internal Transport Facilities

Type	Proposed Dimensions	Proposed Number of Spaces
Private Cars	5m(L) x 2.5m(W) x min.2.4m(H)	1
Private Cars for Disabilities	5m(L) x 3.5m(W) x min.2.4m(H)	1
Light bus	9m(L) x 3m(W) x min.3.3m(H)	1

Note: The provision of PV parking space for disabilities is determined by referring to “Parking for persons with disabilities” stipulated in the latest HKPSG that 1 accessible parking space should be provided for 1-50 parking spaces

2.3.2 The ground floor layout plans of the proposed development showing the proposed internal transport provision is shown in **Figures 2.1**.

3. EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 The existing road network in the vicinity of the proposed developments is shown in Figure 3.1. The proposed Site will be mainly served by Tai Mong Tsai Road.

3.1.2 Sai Sha Road is a Roundabout connecting the proposed development to the west and Tai Mong Tsai Road to the east.

3.2 Critical Junction

3.2.1 Sai Sha Road junction is identified to be critical for the Traffic Impact Assessment due to the proposed development. Relevant details are listed in **Table 3.1** and shown in **Figure 3.1**. Existing junction layouts are tabulated in **Figures 3.1** respectively.

Table 3.1 Identified Critical Junction

Ref.	Junction	Type	Figure No.
A	Sai Sha Road / Tai Mong Tsai Road	Roundabout	3.1

3.2.2 In order to study the existing traffic condition of the above junction, traffic survey in the form of manual-classified count was conducted on a typical weekday during AM and PM peak periods during 07:30AM to 09:30AM and 17:30PM to 19:30PM in 10 December 2021.

3.2.3 Analysis of the observed traffic data indicates that the AM and PM peak hour flows occurred from 08:30AM to 09:30AM, 17:30PM to 18:30PM respectively.

3.2.4 The adopted 2021 traffic flows are presented in **Figure 3.4**. The operational performance of the critical junction is listed in **Table 3.2** below.

Table 3.2 Operational Performances of Critical Junction in 2021

Ref.	Junction	Method of Control	Year 2021 DFC ⁽¹⁾	
			AM Peak	PM Peak
A	Sai Sha Road / Tai Mong Tsai Road	Roundabout	0.41	0.44

Notes: (1) DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout

3.2.5 The assessment results in **Table 3.2** indicate that critical junction is at present operating with ample capacities during the peak hours.

3.3 Public Transport Services in the Vicinity

3.3.1 Public transport services, for instance, franchised buses and GMB are also provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes within the catchment area of 300 meters are listed in **Table 3.3** and shown in **Figure 3.10**

Table 3.3 Public Transport Services in the Vicinity of the Proposed Development

Service	Route	Origin - Destination	Frequency (mins)
Franchised Bus	7	Sai Kung Pier – Hoi Ha	20-30
	9	Sai Kung Pier – Lady MacLehose Holiday Village	30
GMB	94	Wong Shek Pier – Sai Kung	25 - 40
	96R	Wong Shek Pier – Diamond Hill Station	20 - 30 ⁽¹⁾
	289R	Wong Shek Pier – Sha Tin Central	30 ⁽²⁾

Note: (1) Service on Sundays and public holidays only

(2) Service on Saturdays, Sundays, and Public Holidays only

4. FUTURE TRAFFIC CONDITION & TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

4.1.1 It is anticipated that the proposed development would be completed in 2027 tentatively with full intended operation. In order to assess the possible traffic impacts to the local road network due to the proposed development, year 2030 (i.e. 3 years after completion) has been adopted as the design year for this study.

4.2 Traffic Forecast

4.2.1 To estimate the reference traffic flow in year 2030 (without the proposed development) in the local road network, an appropriate growth factor has to be identified for the area in the first instance. The following approaches have been adopted to derive the growth factor for the Area of Influence.

Historical Trend

4.2.2 The traffic-counts station is located in the vicinity of the proposed development. The traffic counts reported in the Annual Traffic Census (ATC), which is published by Transport Department, over a period of five years, i.e. 2015 to 2019 are summarized in **Table 4.1**.

Table 4.1 Historical Traffic Data from Annual Traffic Census (ATC)

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)					Avg. Annual Growth Rate
		2015	2016	2017	2018	2019	
6649	Tai Mong Tsai Road (From Yan Yee Road to Restricted boundary)	2,880	2,680	2,810	3,060	2,930	0.43%
Total		2,880	2,680	2,810	3,060	2,930	+0.43%

Planning Data

4.2.3 Reference has also been made to the latest 2016-Based Territorial Population Employment Data Matrices (TPEDM) planning data published by the Planning Department in December 2019 for projection of population and employment within the study district. The average annual growth rates in terms of population and employment from 2016 to 2026 are tabulated in **Table 4.2**.

Table 4.2 2016-Based Planning Data from 2016 to 2026

Southeast New Territories (Other Area)				
Data	Year			Average Annual Growth Rate
	2016	2021	2026	
Population	464,700	495,800	513,850	+1.01%
Employment	107,250	117,800	122,600	+1.35%
Total	571,950	613,600	636,450	+0.73%

Adopted Growth Rate

4.2.4 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of +0.43% from year 2015 to year 2019.

4.2.5 Whilst, the planning data indicates that the population and employment of the study area are expected to grow with an average annual growth rate of +0.73%.

4.2.6 As a conservative approach, annual growth rate **+1.00% p.a.** which is used in previous TIA is adopted. It is deemed sufficient to allow for any unexpected future growth as a result of some changes in land use or development in the study area.

4.2.7 The 2030 reference traffic flows are presented in **Figure 4.2**.

$$\begin{array}{l}
 \text{2030 Reference Flows} \\
 \text{(without proposed} \\
 \text{development)}
 \end{array}
 =
 \begin{array}{l}
 \text{2021} \\
 \text{Adopted Flows}
 \end{array}
 \times
 \begin{array}{l}
 \text{Adopted} \\
 \text{Growth Factor} \\
 \text{i.e. +1\% p.a.} \\
 \text{for 9 years}
 \end{array}$$

4.3 Traffic Trips of the Proposed Development

- 4.3.1 It is noted that traffic rates of both generation and attraction for proposed development uses are not specified in the latest Transport Planning & Design Manual (TPDM).
- 4.3.2 The estimation of traffic trips related to the proposed development is based on in-house surveys carried out at Tung Wah Group of Hospitals - Wong Cho Tong Social Service Building and summarized in the **Table 4.3**.

Table 4.3 Estimated Traffic Trips of Proposed Development

Use	Units / Parameters	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
TWGHs Wong Cho Tong Social Service Building – IN/OUT of Building	(pcu/hr)	6	8	14	11
Adopted Traffic Trip Rates (278beds)	(pcu/hr/bed)	0.02590	0.03453	0.06043	0.04748
Estimated Traffic Trips (110beds)	(pcu/hr)	3	4	7	5

4.4 Traffic Forecast for Design Year 2030

- 4.4.1 The net traffic trips of the proposed development, which is shown in **Figure 4.3**, is then superimposed onto the year 2030 reference traffic flow (without the proposed development) as shown in **Figure 4.2** to derive the year 2030 design traffic flow (with the proposed development).

$$\begin{array}{lcl}
 \text{Year 2030 Design} & & \text{Year 2030 Reference} \\
 \text{Flow (with the} & = & \text{Flow} \\
 \text{Proposed} & & \text{(without the Proposed} \\
 \text{Development)} & & \text{Development)} \\
 & + & \text{Traffic Trips of the} \\
 & & \text{Proposed} \\
 & & \text{Development}
 \end{array}$$

- 4.4.2 The traffic flow during AM and PM peak periods in the design year 2030 (with the proposed development) are shown in **Figure 4.4**.

4.5 Operational Assessment

4.5.1 To assess traffic impacts due to the proposed development, operational assessment of the critical junctions identified in Chapter 3 are carried out for both reference (without the proposed development) and design (with the proposed development) scenarios in year 2030. The results are summarized in **Table 4.4**.

Table 4.4 Operational Performance of Critical Junction in Year 2030

Ref.	Junction	Method of Control	Year 2030 DFC ⁽¹⁾			
			Reference Scenario (Without the Proposed Development)		Design Scenario (With the Proposed Development)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Sai Sha Road / Tai Mong Tsai Road	Roundabout	0.45	0.48	0.45	0.48

Notes: (1) DFC = Design Ratio of Flow to Capacity for Priority Junction/Roundabout

4.5.2 The assessment result in **Table 4.4** reveals that critical Junction operate with ample capacities in both reference and design scenarios in year 2030.

5. SUMMARY AND CONCLUSION

5.1 Summary

- 5.1.1 The application site intends to redevelop to Residential Care Home for the Elderly (RCHE).
- 5.1.2 CTA Consultants Limited (CTA), are therefore commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the application from traffic engineering point of view.
- 5.1.3 To appraise the existing traffic condition, a vehicular survey in the form of manual-classified count was conducted at the surrounding road network of the proposed development. Current operational performance of the critical junction has been assessed with the observed traffic flow. The results reveal that Sai Sha Road junction is at present operating within its capacities.
- 5.1.4 Assessment of operational performance of the Sai Sha Road junction will still operate within their capacities in both reference and design scenarios in year 2030.
- 5.1.5 The traffic generated by the proposed development would induce insignificant impact on the surrounding road network. Therefore, the application is supported from the traffic points of view.

5.2 Conclusion

- 5.2.1 In conclusion, this Traffic Impact Assessment (TIA) study demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network and no significant traffic impact will be induced.
- 5.2.2 Therefore, the proposed redevelop of RCHE is reckoned feasible from traffic engineering point of view.




LEGEND :

DEVELOPMENT SITE

FIGURE NO.: <div>1.1</div>	PROJECT TITLE: Rezoning for RCHE at DD257 in Tsim Chuk Wan	<div>  <div> CTA Consultants Limited 志達顧問有限公司 </div> </div>
PROJECT NO.: 21150HK	DRAWING TITLE: <div>SITE LOCATION PLAN</div>	
SCALE: 1 : 1000 @A4	DATE: 06 DEC 2021	




FIGURE NO.: <div>2.1</div>	PROJECT TITLE: Rezoning for RCHE at DD257 in Tsam Chuk Wan	<div>  <div> CTA Consultants Limited 志達顧問有限公司 </div> </div>
PROJECT NO.: 21150HK	DRAWING TITLE: <div>G/F LAYOUT PLAN</div>	
SCALE: 1 : 250 @A4	DATE: 03 JAN 2022	



LEGEND :

- DEVELOPMENT SITE
- CRITICAL JUNCTION

FIGURE NO.:		PROJECT TITLE:	<div style="text-align: center;"> <h2>KEY JUNCTION & EXISTING ROAD NETWORK</h2> </div>	<div style="text-align: center;">  <p>CTA Consultants Limited 志達顧問有限公司</p> </div>
PROJECT NO.:		DRAWING TITLE:		
SCALE:	DATE:			
1 : 12000 @A4	30 DEC 2021			

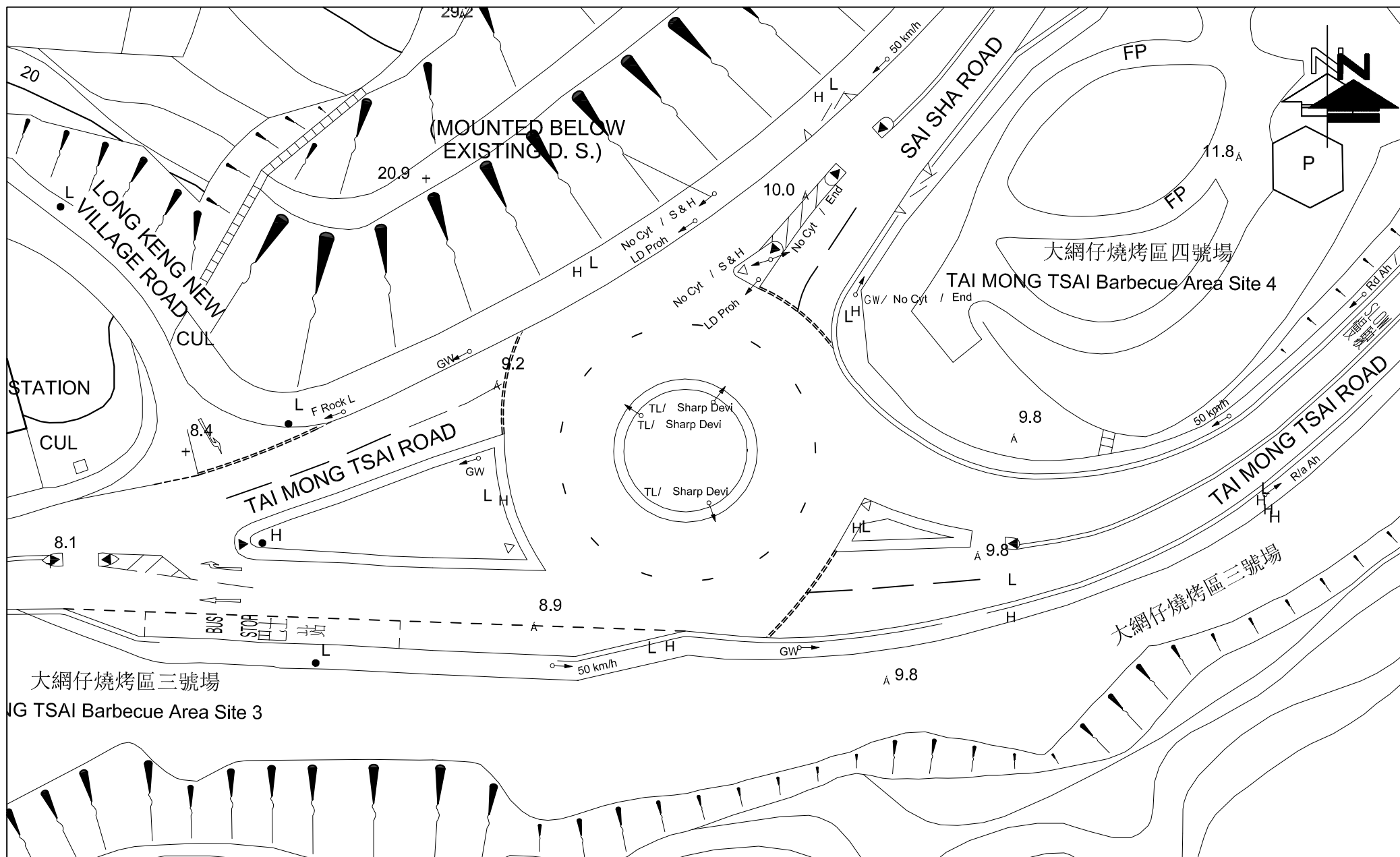

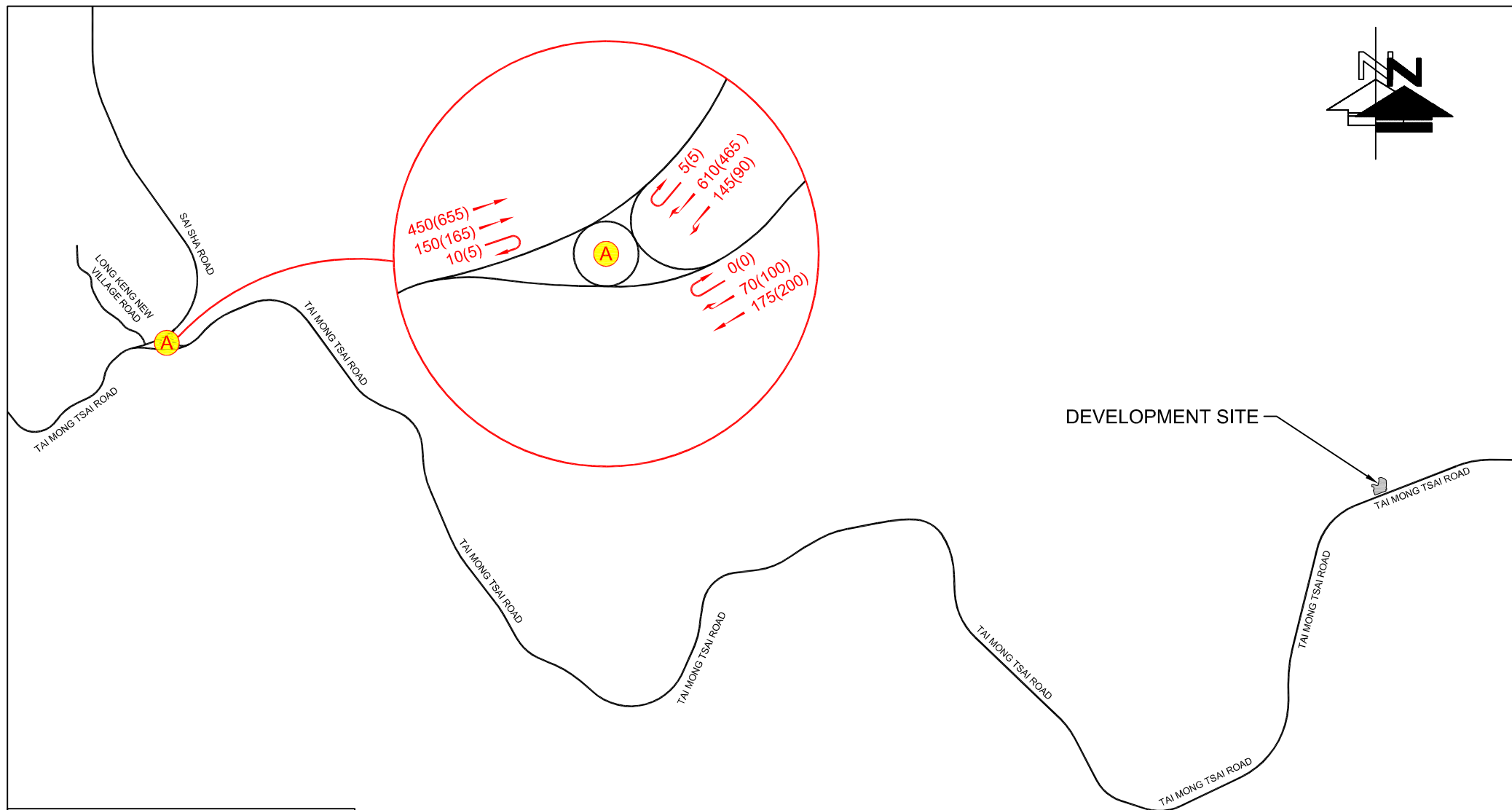


FIGURE NO.: <div>3.2</div>	PROJECT TITLE: Rezoning for RCHE at DD257 in Tsam Chuk Wan	<div>  <div> CTA Consultants Limited 志達顧問有限公司 </div> </div>
PROJECT NO.: 21150HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SHI SHA ROAD/ TAI MONG TSAI ROAD (A)	
SCALE: 1 : 500 @A4	DATE: 29 DEC 2021	



LEGEND :



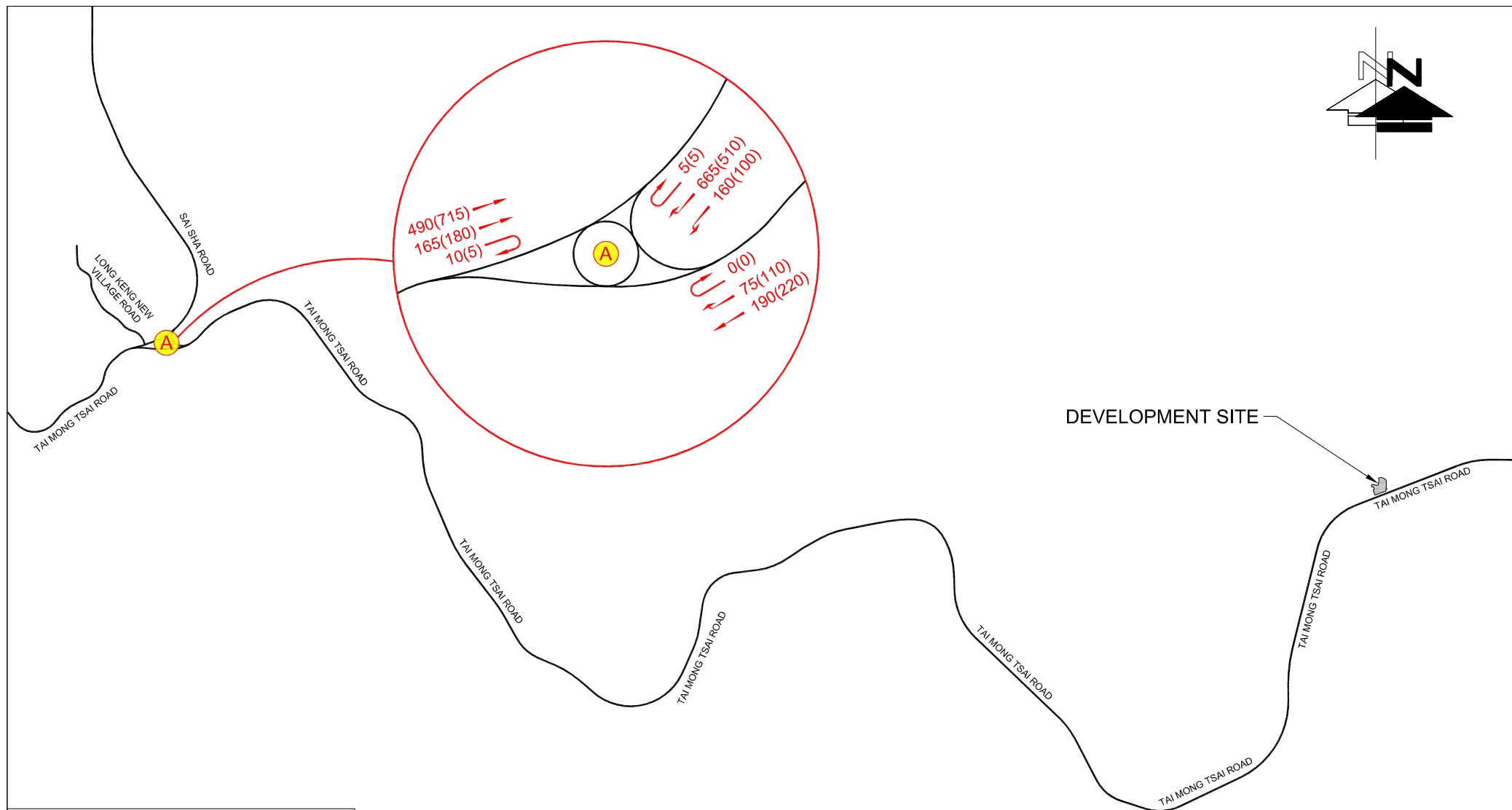

-  DEVELOPMENT SITE
- 450(655)** AM(PM) PEAK HOUR
TRAFFIC FLOW (IN PCU / HR)

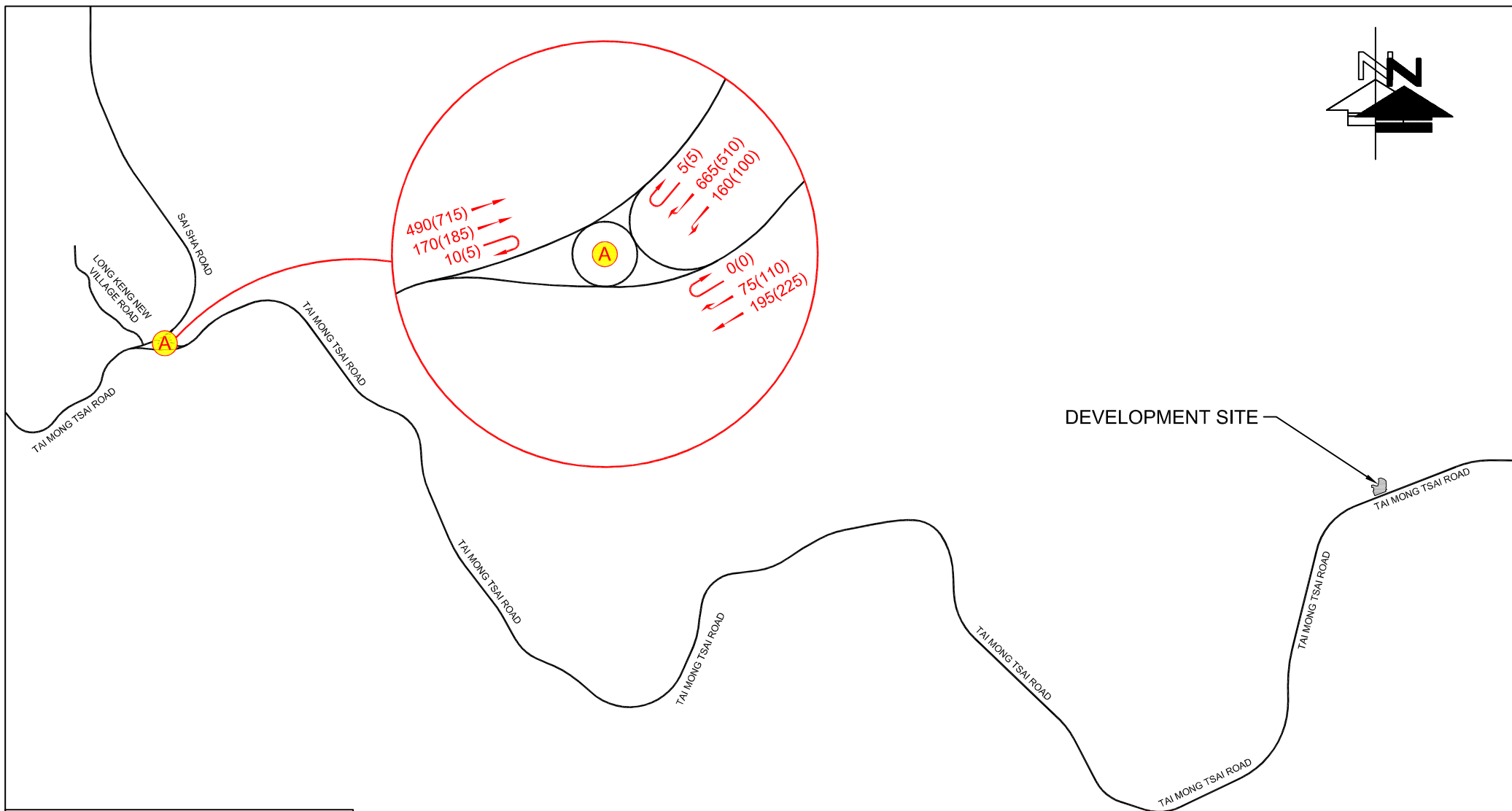
FIGURE NO.: 3.3		PROJECT TITLE: Rezoning for RCHE at DD257 in Tsam Chuk Wan	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 21150HK		DRAWING TITLE:	
SCALE: 1 : 12000 @A4	DATE: 04 JAN 2022	2021 OBSERVED TRAFFIC FLOWS	



LEGEND :

- DEVELOPMENT SITE
- 490(715) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)


FIGURE NO.: 4.1		PROJECT TITLE: Rezoning for RCHE at DD257 in Tsam Chuk Wan	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 21150HK		DRAWING TITLE: 2030 REFERENCE TRAFFIC FLOWS	
SCALE: 1 : 12000 @A4	DATE: 30 DEC 2021		



LEGEND :

DEVELOPMENT SITE

490(715) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 4.2	PROJECT TITLE: Rezoning for RCHE at DD257 in Tsam Chuk Wan	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 21150HK	DRAWING TITLE: 2030 DESIGN TRAFFIC FLOWS	
SCALE: 1 : 12000 @A4	DATE: 04 JAN 2022	



Appendix 1

Junction Calculation Sheets

Junctions 8			
ARCADY 8 - Roundabout Module			
Version: 8.0.5.523 [19102,19/06/2015] © Copyright TRL Limited, 2022			
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk			
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Filename: Jn_A.arc8

Path: \\PROJSRV\Project\CTA Consultants Limited\CTA - Project\21150HK - Tsam Chuk Wan RCHE S16

Application\Cal\Junction A

Report generation date: 3/1/2022 15:52:02

- » Junction A - 2021 Existing, AM
- » Junction A - 2021 Existing, PM
- » Junction A - 2030 Reference, AM
- » Junction A - 2030 Reference, PM
- » Junction A - 2030 Design, AM
- » Junction A - 2030 Design, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Junction A - 2021 Existing								
Arm 1	0.21	3.08	0.17	A	0.25	2.96	0.20	A
Arm 2	0.47	2.75	0.32	A	0.77	3.36	0.44	A
Arm 3	0.70	3.33	0.41	A	0.44	2.83	0.31	A
Junction A - 2030 Design								
Arm 1	0.24	3.26	0.20	A	0.29	3.13	0.23	A
Arm 2	0.54	2.89	0.35	A	0.92	3.66	0.48	A
Arm 3	0.83	3.61	0.45	A	0.51	2.99	0.34	A
Junction A - 2030 Reference								
Arm 1	0.24	3.24	0.19	A	0.29	3.12	0.22	A
Arm 2	0.53	2.88	0.35	A	0.91	3.64	0.48	A
Arm 3	0.83	3.60	0.45	A	0.51	2.98	0.34	A

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

"D1 - 2021 Existing, AM" model duration: 8:00 - 9:30

"D2 - 2021 Existing, PM" model duration: 8:00 - 9:30

"D3 - 2030 Reference, AM" model duration: 8:00 - 9:30

"D4 - 2030 Reference, PM" model duration: 8:00 - 9:30

"D5 - 2030 Design, AM" model duration: 8:00 - 9:30

"D6 - 2030 Design, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 3/1/2022 15:51:59

File summary

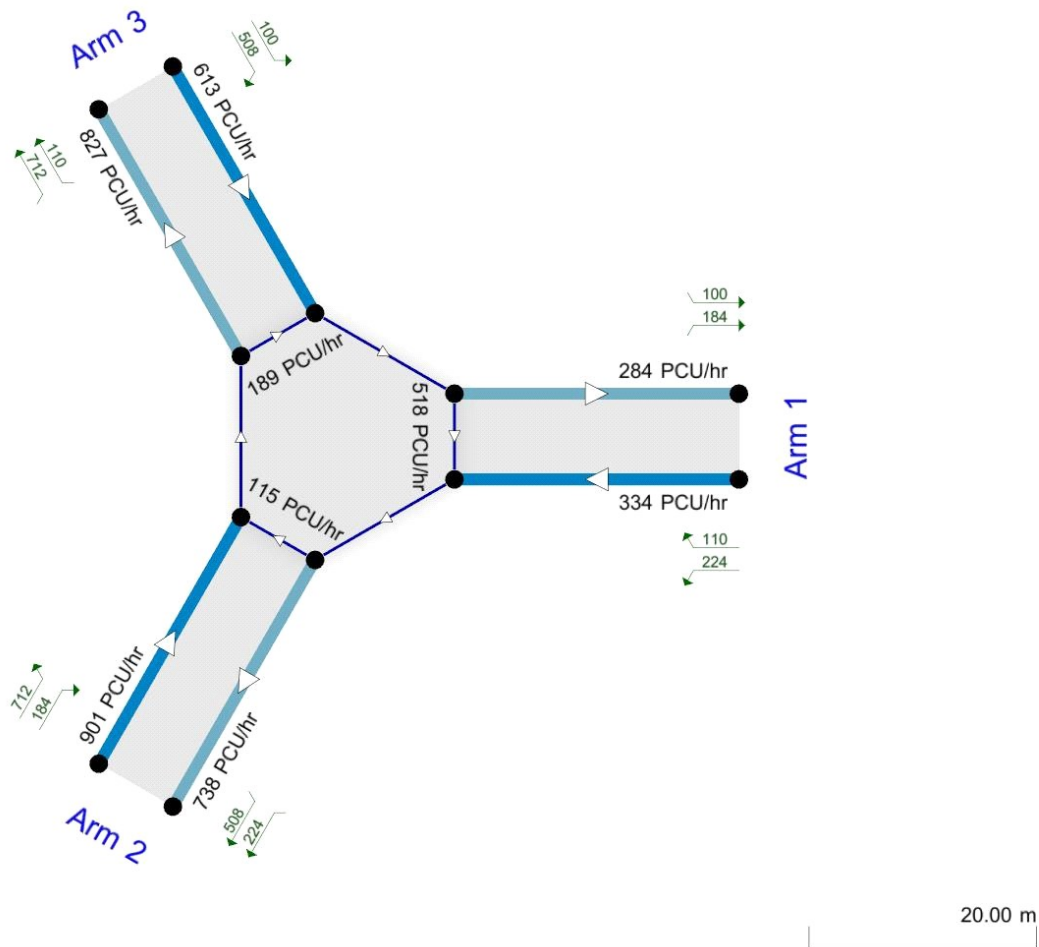
Title	(untitled)
Location	
Site Number	
Date	23/12/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Showing modelled flow through junction (PCU/hr).
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - Junction A"; Demand Set "D1 - 2021 Existing, AM"

The junction diagram reflects the last run of ARCADY.

Junction A - 2021 Existing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction A	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Existing, AM	2021 Existing	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.08	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Tai Mong Tsai Road (EB)	
2	2	Tai Mong Tsai Road (WB)	
3	3	Sai Sha Road (NB)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.00	8.00	20.00	25.00	40.00	18.00	
2	3.50	8.00	18.00	32.00	40.00	11.00	
3	3.50	8.50	20.00	17.00	40.00	20.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.686	1840.686
2		(calculated)	(calculated)	0.722	1971.198
3		(calculated)	(calculated)	0.700	1951.757

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	245.00	100.000
2	FLAT	✓	610.00	100.000
3	FLAT	✓	760.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	1	245.00	245.00		
08:00-08:15	2	610.00	610.00		
08:00-08:15	3	760.00	760.00		
08:15-08:30	1	245.00	245.00		
08:15-08:30	2	610.00	610.00		
08:15-08:30	3	760.00	760.00		
08:30-08:45	1	245.00	245.00		
08:30-08:45	2	610.00	610.00		
08:30-08:45	3	760.00	760.00		
08:45-09:00	1	245.00	245.00		
08:45-09:00	2	610.00	610.00		
08:45-09:00	3	760.00	760.00		
09:00-09:15	1	245.00	245.00		
09:00-09:15	2	610.00	610.00		
09:00-09:15	3	760.00	760.00		
09:15-09:30	1	245.00	245.00		
09:15-09:30	2	610.00	610.00		
09:15-09:30	3	760.00	760.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.000	175.000	70.000
	2	150.000	10.000	450.000
	3	145.000	610.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.00	0.71	0.29
	2	0.25	0.02	0.74
	3	0.19	0.80	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	3.08	0.21	A
2	0.32	2.75	0.47	A
3	0.41	3.33	0.70	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	245.00	244.16	622.71	0.00	1413.79	0.173	0.21	3.077	A
2	610.00	608.14	74.74	0.00	1917.27	0.318	0.46	2.746	A
3	760.00	757.20	159.51	0.00	1840.09	0.413	0.70	3.316	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	245.00	245.00	624.99	0.00	1412.22	0.173	0.21	3.083	A
2	610.00	610.00	75.00	0.00	1917.08	0.318	0.47	2.753	A
3	760.00	759.99	160.00	0.00	1839.75	0.413	0.70	3.333	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	245.00	245.00	625.00	0.00	1412.22	0.173	0.21	3.083	A
2	610.00	610.00	75.00	0.00	1917.08	0.318	0.47	2.753	A
3	760.00	760.00	160.00	0.00	1839.75	0.413	0.70	3.333	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	245.00	245.00	625.00	0.00	1412.22	0.173	0.21	3.083	A
2	610.00	610.00	75.00	0.00	1917.08	0.318	0.47	2.753	A
3	760.00	760.00	160.00	0.00	1839.75	0.413	0.70	3.333	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	245.00	245.00	625.00	0.00	1412.22	0.173	0.21	3.083	A
2	610.00	610.00	75.00	0.00	1917.08	0.318	0.47	2.753	A
3	760.00	760.00	160.00	0.00	1839.75	0.413	0.70	3.333	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	245.00	245.00	625.00	0.00	1412.22	0.173	0.21	3.083	A
2	610.00	610.00	75.00	0.00	1917.08	0.318	0.47	2.753	A
3	760.00	760.00	160.00	0.00	1839.75	0.413	0.70	3.333	A

Junction A - 2021 Existing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction A	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Existing, PM	2021 Existing	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.11	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Tai Mong Tsai Road (EB)	
2	2	Tai Mong Tsai Road (WB)	
3	3	Sai Sha Road (NB)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.00	8.00	20.00	25.00	40.00	18.00	
2	3.50	8.00	18.00	32.00	40.00	11.00	
3	3.50	8.50	20.00	17.00	40.00	20.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.686	1840.686
2		(calculated)	(calculated)	0.722	1971.198
3		(calculated)	(calculated)	0.700	1951.757

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	300.00	100.000
2	FLAT	✓	825.00	100.000
3	FLAT	✓	560.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	1	300.00	300.00		
08:00-08:15	2	825.00	825.00		
08:00-08:15	3	560.00	560.00		
08:15-08:30	1	300.00	300.00		
08:15-08:30	2	825.00	825.00		
08:15-08:30	3	560.00	560.00		
08:30-08:45	1	300.00	300.00		
08:30-08:45	2	825.00	825.00		
08:30-08:45	3	560.00	560.00		
08:45-09:00	1	300.00	300.00		
08:45-09:00	2	825.00	825.00		
08:45-09:00	3	560.00	560.00		
09:00-09:15	1	300.00	300.00		
09:00-09:15	2	825.00	825.00		
09:00-09:15	3	560.00	560.00		
09:15-09:30	1	300.00	300.00		
09:15-09:30	2	825.00	825.00		
09:15-09:30	3	560.00	560.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.000	200.000	100.000
	2	165.000	5.000	655.000
	3	90.000	465.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.00	0.67	0.33
	2	0.20	0.01	0.79
	3	0.16	0.83	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.20	2.96	0.25	A
2	0.44	3.36	0.77	A
3	0.31	2.83	0.44	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	300.00	299.02	473.51	0.00	1516.07	0.198	0.25	2.955	A
2	825.00	821.94	104.66	0.00	1895.68	0.435	0.77	3.343	A
3	560.00	558.25	169.37	0.00	1833.19	0.305	0.44	2.820	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	300.00	300.00	475.00	0.00	1515.05	0.198	0.25	2.962	A
2	825.00	824.99	105.00	0.00	1895.44	0.435	0.77	3.362	A
3	560.00	560.00	170.00	0.00	1832.75	0.306	0.44	2.827	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	300.00	300.00	475.00	0.00	1515.05	0.198	0.25	2.962	A
2	825.00	825.00	105.00	0.00	1895.44	0.435	0.77	3.362	A
3	560.00	560.00	170.00	0.00	1832.75	0.306	0.44	2.827	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	300.00	300.00	475.00	0.00	1515.05	0.198	0.25	2.962	A
2	825.00	825.00	105.00	0.00	1895.44	0.435	0.77	3.362	A
3	560.00	560.00	170.00	0.00	1832.75	0.306	0.44	2.827	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	300.00	300.00	475.00	0.00	1515.05	0.198	0.25	2.962	A
2	825.00	825.00	105.00	0.00	1895.44	0.435	0.77	3.362	A
3	560.00	560.00	170.00	0.00	1832.75	0.306	0.44	2.827	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	300.00	300.00	475.00	0.00	1515.05	0.198	0.25	2.962	A
2	825.00	825.00	105.00	0.00	1895.44	0.435	0.77	3.362	A
3	560.00	560.00	170.00	0.00	1832.75	0.306	0.44	2.827	A

Junction A - 2030 Reference, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction A	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 Reference, AM	2030 Reference	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.28	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Tai Mong Tsai Road (EB)	
2	2	Tai Mong Tsai Road (WB)	
3	3	Sai Sha Road (NB)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.00	8.00	20.00	25.00	40.00	18.00	
2	3.50	8.00	18.00	32.00	40.00	11.00	
3	3.50	8.50	20.00	17.00	40.00	20.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.686	1840.686
2		(calculated)	(calculated)	0.722	1971.198
3		(calculated)	(calculated)	0.700	1951.757

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	265.00	100.000
2	FLAT	✓	665.00	100.000
3	FLAT	✓	830.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	1	265.00	265.00		
08:00-08:15	2	665.00	665.00		
08:00-08:15	3	830.00	830.00		
08:15-08:30	1	265.00	265.00		
08:15-08:30	2	665.00	665.00		
08:15-08:30	3	830.00	830.00		
08:30-08:45	1	265.00	265.00		
08:30-08:45	2	665.00	665.00		
08:30-08:45	3	830.00	830.00		
08:45-09:00	1	265.00	265.00		
08:45-09:00	2	665.00	665.00		
08:45-09:00	3	830.00	830.00		
09:00-09:15	1	265.00	265.00		
09:00-09:15	2	665.00	665.00		
09:00-09:15	3	830.00	830.00		
09:15-09:30	1	265.00	265.00		
09:15-09:30	2	665.00	665.00		
09:15-09:30	3	830.00	830.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.000	190.000	75.000
	2	165.000	10.000	490.000
	3	160.000	665.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.00	0.72	0.28
	2	0.25	0.02	0.74
	3	0.19	0.80	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	3.24	0.24	A
2	0.35	2.88	0.53	A
3	0.45	3.60	0.83	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	265.00	264.05	677.31	0.00	1376.36	0.193	0.24	3.233	A
2	665.00	662.88	79.71	0.00	1913.68	0.348	0.53	2.873	A
3	830.00	826.70	174.44	0.00	1829.64	0.454	0.82	3.577	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	265.00	265.00	679.99	0.00	1374.52	0.193	0.24	3.243	A
2	665.00	664.99	80.00	0.00	1913.48	0.348	0.53	2.882	A
3	830.00	829.99	175.00	0.00	1829.25	0.454	0.83	3.601	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	265.00	265.00	680.00	0.00	1374.51	0.193	0.24	3.243	A
2	665.00	665.00	80.00	0.00	1913.48	0.348	0.53	2.882	A
3	830.00	830.00	175.00	0.00	1829.25	0.454	0.83	3.601	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	265.00	265.00	680.00	0.00	1374.51	0.193	0.24	3.243	A
2	665.00	665.00	80.00	0.00	1913.48	0.348	0.53	2.882	A
3	830.00	830.00	175.00	0.00	1829.25	0.454	0.83	3.601	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	265.00	265.00	680.00	0.00	1374.51	0.193	0.24	3.243	A
2	665.00	665.00	80.00	0.00	1913.48	0.348	0.53	2.882	A
3	830.00	830.00	175.00	0.00	1829.25	0.454	0.83	3.601	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	265.00	265.00	680.00	0.00	1374.51	0.193	0.24	3.243	A
2	665.00	665.00	80.00	0.00	1913.48	0.348	0.53	2.882	A
3	830.00	830.00	175.00	0.00	1829.25	0.454	0.83	3.601	A

Junction A - 2030 Reference, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction A	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 Reference, FM	2030 Reference	FM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.33	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Tai Mong Tsai Road (EB)	
2	2	Tai Mong Tsai Road (WB)	
3	3	Sai Sha Road (NB)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.00	8.00	20.00	25.00	40.00	18.00	
2	3.50	8.00	18.00	32.00	40.00	11.00	
3	3.50	8.50	20.00	17.00	40.00	20.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.686	1840.686
2		(calculated)	(calculated)	0.722	1971.198
3		(calculated)	(calculated)	0.700	1951.757

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	330.00	100.000
2	FLAT	✓	900.00	100.000
3	FLAT	✓	615.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	1	330.00	330.00		
08:00-08:15	2	900.00	900.00		
08:00-08:15	3	615.00	615.00		
08:15-08:30	1	330.00	330.00		
08:15-08:30	2	900.00	900.00		
08:15-08:30	3	615.00	615.00		
08:30-08:45	1	330.00	330.00		
08:30-08:45	2	900.00	900.00		
08:30-08:45	3	615.00	615.00		
08:45-09:00	1	330.00	330.00		
08:45-09:00	2	900.00	900.00		
08:45-09:00	3	615.00	615.00		
09:00-09:15	1	330.00	330.00		
09:00-09:15	2	900.00	900.00		
09:00-09:15	3	615.00	615.00		
09:15-09:30	1	330.00	330.00		
09:15-09:30	2	900.00	900.00		
09:15-09:30	3	615.00	615.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.000	220.000	110.000
	2	180.000	5.000	715.000
	3	100.000	510.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.00	0.67	0.33
	2	0.20	0.01	0.79
	3	0.16	0.83	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.22	3.12	0.29	A
2	0.48	3.64	0.91	A
3	0.34	2.98	0.51	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	330.00	328.86	518.28	0.00	1485.38	0.222	0.28	3.110	A
2	900.00	896.39	114.60	0.00	1888.51	0.477	0.90	3.615	A
3	615.00	612.97	184.26	0.00	1822.77	0.337	0.51	2.970	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	330.00	330.00	520.00	0.00	1484.20	0.222	0.29	3.118	A
2	900.00	899.99	115.00	0.00	1888.22	0.477	0.91	3.641	A
3	615.00	614.99	185.00	0.00	1822.25	0.338	0.51	2.981	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	330.00	330.00	520.00	0.00	1484.20	0.222	0.29	3.118	A
2	900.00	900.00	115.00	0.00	1888.22	0.477	0.91	3.641	A
3	615.00	615.00	185.00	0.00	1822.25	0.338	0.51	2.981	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	330.00	330.00	520.00	0.00	1484.20	0.222	0.29	3.118	A
2	900.00	900.00	115.00	0.00	1888.22	0.477	0.91	3.641	A
3	615.00	615.00	185.00	0.00	1822.25	0.338	0.51	2.981	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	330.00	330.00	520.00	0.00	1484.20	0.222	0.29	3.118	A
2	900.00	900.00	115.00	0.00	1888.22	0.477	0.91	3.641	A
3	615.00	615.00	185.00	0.00	1822.25	0.338	0.51	2.981	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	330.00	330.00	520.00	0.00	1484.20	0.222	0.29	3.118	A
2	900.00	900.00	115.00	0.00	1888.22	0.477	0.91	3.641	A
3	615.00	615.00	185.00	0.00	1822.25	0.338	0.51	2.981	A

Junction A - 2030 Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction A	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 Design, AM	2030 Design	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.29	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Tai Mong Tsai Road (EB)	
2	2	Tai Mong Tsai Road (WB)	
3	3	Sai Sha Road (NB)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.00	8.00	20.00	25.00	40.00	18.00	
2	3.50	8.00	18.00	32.00	40.00	11.00	
3	3.50	8.50	20.00	17.00	40.00	20.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.686	1840.686
2		(calculated)	(calculated)	0.722	1971.198
3		(calculated)	(calculated)	0.700	1951.757

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	270.00	100.000
2	FLAT	✓	670.00	100.000
3	FLAT	✓	830.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	1	270.00	270.00		
08:00-08:15	2	670.00	670.00		
08:00-08:15	3	830.00	830.00		
08:15-08:30	1	270.00	270.00		
08:15-08:30	2	670.00	670.00		
08:15-08:30	3	830.00	830.00		
08:30-08:45	1	270.00	270.00		
08:30-08:45	2	670.00	670.00		
08:30-08:45	3	830.00	830.00		
08:45-09:00	1	270.00	270.00		
08:45-09:00	2	670.00	670.00		
08:45-09:00	3	830.00	830.00		
09:00-09:15	1	270.00	270.00		
09:00-09:15	2	670.00	670.00		
09:00-09:15	3	830.00	830.00		
09:15-09:30	1	270.00	270.00		
09:15-09:30	2	670.00	670.00		
09:15-09:30	3	830.00	830.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.000	195.000	75.000
	2	170.000	10.000	490.000
	3	160.000	665.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.00	0.72	0.28
	2	0.25	0.01	0.73
	3	0.19	0.80	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.20	3.26	0.24	A
2	0.35	2.89	0.54	A
3	0.45	3.61	0.83	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	270.00	269.03	677.30	0.00	1376.36	0.196	0.24	3.248	A
2	670.00	667.86	79.71	0.00	1913.68	0.350	0.54	2.884	A
3	830.00	826.69	179.42	0.00	1826.15	0.455	0.83	3.590	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	270.00	270.00	679.99	0.00	1374.52	0.196	0.24	3.258	A
2	670.00	669.99	80.00	0.00	1913.48	0.350	0.54	2.894	A
3	830.00	829.99	180.00	0.00	1825.75	0.455	0.83	3.614	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	270.00	270.00	680.00	0.00	1374.51	0.196	0.24	3.258	A
2	670.00	670.00	80.00	0.00	1913.48	0.350	0.54	2.894	A
3	830.00	830.00	180.00	0.00	1825.75	0.455	0.83	3.614	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	270.00	270.00	680.00	0.00	1374.51	0.196	0.24	3.258	A
2	670.00	670.00	80.00	0.00	1913.48	0.350	0.54	2.894	A
3	830.00	830.00	180.00	0.00	1825.75	0.455	0.83	3.614	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	270.00	270.00	680.00	0.00	1374.51	0.196	0.24	3.258	A
2	670.00	670.00	80.00	0.00	1913.48	0.350	0.54	2.894	A
3	830.00	830.00	180.00	0.00	1825.75	0.455	0.83	3.614	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	270.00	270.00	680.00	0.00	1374.51	0.196	0.24	3.258	A
2	670.00	670.00	80.00	0.00	1913.48	0.350	0.54	2.894	A
3	830.00	830.00	180.00	0.00	1825.75	0.455	0.83	3.614	A

Junction A - 2030 Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Junction A	ARCADY			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2030 Design, PM	2030 Design	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Arm Order	Grade Separated	Large Roundabout	Junction Delay (s)	Junction LOS
1	(untitled)	Roundabout	1,2,3			3.34	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description
1	1	Tai Mong Tsai Road (EB)	
2	2	Tai Mong Tsai Road (WB)	
3	3	Sai Sha Road (NB)	

Capacity Options

Arm	Minimum Capacity (PCU/hr)	Maximum Capacity (PCU/hr)
1	0.00	99999.00
2	0.00	99999.00
3	0.00	99999.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit Only
1	3.00	8.00	20.00	25.00	40.00	18.00	
2	3.50	8.00	18.00	32.00	40.00	11.00	
3	3.50	8.50	20.00	17.00	40.00	20.00	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.686	1840.686
2		(calculated)	(calculated)	0.722	1971.198
3		(calculated)	(calculated)	0.700	1951.757

The slope and intercept shown above include any corrections and adjustments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	FLAT	✓	335.00	100.000
2	FLAT	✓	905.00	100.000
3	FLAT	✓	615.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	1	335.00	335.00		
08:00-08:15	2	905.00	905.00		
08:00-08:15	3	615.00	615.00		
08:15-08:30	1	335.00	335.00		
08:15-08:30	2	905.00	905.00		
08:15-08:30	3	615.00	615.00		
08:30-08:45	1	335.00	335.00		
08:30-08:45	2	905.00	905.00		
08:30-08:45	3	615.00	615.00		
08:45-09:00	1	335.00	335.00		
08:45-09:00	2	905.00	905.00		
08:45-09:00	3	615.00	615.00		
09:00-09:15	1	335.00	335.00		
09:00-09:15	2	905.00	905.00		
09:00-09:15	3	615.00	615.00		
09:15-09:30	1	335.00	335.00		
09:15-09:30	2	905.00	905.00		
09:15-09:30	3	615.00	615.00		

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.000	225.000	110.000
	2	185.000	5.000	715.000
	3	100.000	510.000	5.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.00	0.67	0.33
	2	0.20	0.01	0.79
	3	0.16	0.83	0.01

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		1	2	3
From	1	0.0	0.0	0.0
	2	0.0	0.0	0.0
	3	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.23	3.13	0.29	A
2	0.48	3.66	0.92	A
3	0.34	2.99	0.51	A

Main Results for each time segment

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	335.00	333.84	518.28	0.00	1485.38	0.226	0.29	3.123	A
2	905.00	901.35	114.60	0.00	1888.51	0.479	0.91	3.633	A
3	615.00	612.97	189.23	0.00	1819.28	0.338	0.51	2.979	A

Main results: (08:15-08:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	335.00	335.00	520.00	0.00	1484.20	0.226	0.29	3.131	A
2	905.00	904.99	115.00	0.00	1888.22	0.479	0.92	3.660	A
3	615.00	614.99	190.00	0.00	1818.75	0.338	0.51	2.989	A

Main results: (08:30-08:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	335.00	335.00	520.00	0.00	1484.20	0.226	0.29	3.131	A
2	905.00	905.00	115.00	0.00	1888.22	0.479	0.92	3.660	A
3	615.00	615.00	190.00	0.00	1818.75	0.338	0.51	2.989	A

Main results: (08:45-09:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	335.00	335.00	520.00	0.00	1484.20	0.226	0.29	3.131	A
2	905.00	905.00	115.00	0.00	1888.22	0.479	0.92	3.660	A
3	615.00	615.00	190.00	0.00	1818.75	0.338	0.51	2.990	A

Main results: (09:00-09:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	335.00	335.00	520.00	0.00	1484.20	0.226	0.29	3.131	A
2	905.00	905.00	115.00	0.00	1888.22	0.479	0.92	3.660	A
3	615.00	615.00	190.00	0.00	1818.75	0.338	0.51	2.990	A

Main results: (09:15-09:30)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	335.00	335.00	520.00	0.00	1484.20	0.226	0.29	3.131	A
2	905.00	905.00	115.00	0.00	1888.22	0.479	0.92	3.660	A
3	615.00	615.00	190.00	0.00	1818.75	0.338	0.51	2.990	A

Appendix 7

Visual Impact Assessment

Visual Impact Assessment

Prepared by: DeSPACE (International) Limited

Client: Golden Kingdom Investment Limited

March 2022

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Chapter 1 – Introduction

- 1.1 This Visual Impact Assessment (hereinafter referred to as “VIA”) is prepared on behalf of the Golden Kingdom Investment Limited (hereinafter referred to as “Applicant”), in support of this Section 16 Planning Application for a proposed Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) (“proposed development”).
- 1.2 With regard to the Application Site namely, Lot Nos. 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F, 385 RP and adjoining Government Land in D.D 257, the Site falls into “Village Type Development” (“V”) zone on the Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 (“the OZP”). (Please refer to **Figure 1** – Location Plan)
- 1.3 Since “Social Welfare Facility” is in Column 2 use under the Notes of the OZP which may be permitted with or without conditions on application to the Town Planning Board (TPB), an application under section 16 of the Town Planning Ordinance (“TPO”) is required to seek permission from the TPB.
- 1.4 Despite there is no development restriction on height, plot ratio and site coverage ratio on the proposed RCHE, this proposed development involves an increase in development scale and intensity with a GFA of about 3,000m² and a building height of about 23.6m which has exceeded the development restrictions of other development under the “V” zone, a VIA is thus required to appraise the potential visual impact of the proposed development to the surrounding areas. This VIA is prepared in due compliance with the Town Planning Board Guidelines No.41 on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (“TPG PG-NO.41”).
- 1.5 The outline of this VIA is set out as below:

Section 2:	illustrates the proposed development;
Section 3:	describes the visual context of the Application Site and its surrounding area;
Section 4:	defines the Assessment Area;
Section 5:	identifies relevant types of receivers and viewpoints;
Section 6:	conducts an analysis on the visual impacts with mitigation measures as necessary; and
Section 7:	concludes the VIA.

Chapter 2 – The Proposed Development and Site Context

- 2.1 The Site is zoned as “V” in the Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 with no development restriction on the proposed Social Welfare Facility (Residential Care Home for the Elderly). The current planning application involves a development of one block of 6-storey tall RCHE development with about 110 beds.
- 2.2 The Application Site is current vacated with no tree and surrounded mainly by low-rise developments in the vicinity. The Site is located at the north of the Tsam Chuk Wan and abuts Tai Mong Tsai Road. Heavy and dense vegetations are observed on the southern side of Tai Mong Tsai Road.
- 2.3 Subject to the detailed land surveying, the mean street level of the Site is about +9.5mPD. The BH of the proposed development will be not more than 31mPD at main roof (or not exceeding 23.6m for the absolute building height). (Please refer to **Figure 3** – Section of the Development Scheme for the Application Site)
- 2.4 Particulars of the S16 planning application development can be referred to the Planning Statement. Summary of the major development parameters of the subject application are abstracted as below: -

TABLE 1 – Key Development Parameters for the Proposed S16 Development	
Major Development Parameters	Proposed Scheme
Site Area (about)	499.2 sqm. (private land) + 249.0 sqm. (Government land) = 748.2 sqm
Plot Ratio (PR) (about)	4.01
Site Coverage (about)	Not more than 80%
Total Gross Floor Area (GFA) (about)	Not exceeding 3,000 sqm.
Building Height	Not more than 31 mPD (or not exceeding 23.6m for the absolute building height) ^[1] (NB: The Mean Street Level on which the RCHE sits is +9.5mPD)
No. of Storeys	Not exceeding 6
Total No. of beds	About 110 beds (100 to 125 beds)
Provision of parking facilities	
Private car parking spaces	2 (including 1 disabled car parking space)
Light Bus L/UL	1
Proposed Floor use	G/F: Laundry Room, Lift Lobby, Parking Spaces, E&M, Conference Room, General Storage, Clean Utility Room 1/F: Rehabilitation Area, End of Life Care Room, Small Group Activity Room, Store, Cleaner's Room, Interview Room, Dining Area & Multi-purpose Room, Kitchen 2/F: dormitory rooms, Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Pantry, Nurse Station, Cleaner's Room, Staff Dorms & Rest Room, Officers 3/F to 5/F: dormitory rooms, Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Pantry, Nurse Station, Cleaner's Room, Bathroom/Shower Room R/F: Ancillary E&M and Water Tank

Note:

[1] Please be invited to note that the building height restriction of no more than 24m above the ground level as stipulated in Cap. 459A is fully complied with in the proposed development. The absolute building height of not exceeding 23.6m is measured from Tai Mong Tsai Road as the abutting road at +7.4mPD in compliance with the prevailing building control practice. The actual building height as measured from the mean ground level where the proposed building sits on at +9.5mPD is only 21.5m.

Chapter 3 – Visual Context of the Site and Its Surrounding Area

- 3.1 The Site, with a total site area of about 748.2 square metres is located to the northeast of the Sai Kung Town Centre and the north of the Tsam Chuk Wan. The Site is currently vacated and surrounded mainly by low-rise developments as Surf Villa and Chop Shing Yuen (**Figure 1**).
- 3.2 In particular, there are some Small House developments on the northern side of the Site with a gradient height difference in between. These residential developments lie within the same “V” zone under the OZP subject to a maximum of 3-storey BH restriction (**Figure 2**). This area is primarily zoned “V” intended for development of Small Houses.
- 3.3 Land on the immediate south side of the Site is zoned as “Coastal Protection Area” (“CPA”) and is intended to conserve, protect and retain the natural coastlines and the sensitive coastal natural environment. As a matter of fact, dense vegetations and mature tree groups are found with no/less built development.
- 3.4 Gazing back to the northeast of the Sai Kung Town Centre, there are low-rise residential development (i.e., Clover Lodge) lies within another “V” zone to the further east, which is also subject to a maximum of 3-storey BH restriction under the OZP (**Figure 2**).

Chapter 4 – Assessment Area

- 4.1 An Assessment Area, or visual envelope, is identified in due accordance with TPG PG-NO.41 to cover the area of visual influence within which the proposed development is pronouncedly visible or likely to be pronouncedly visible from key sensitive viewers. Apparent visual corridors with key sensitive viewers are found limited within the visual envelope, since (1) the Site is surrounded by limited low-rise residential developments with a maximum of 3-storey BH restriction, and (2) the Site is in close proximity to mature tree groups.
- 4.2 The general guideline for settling out the size of the Assessment Area is stated in TPB PG-No. 41. The visual envelope for the proposed development is determined by the size of the proposed development, the distance of the development and its potential visibility from the selected viewing points, and the actual site and surrounding topographical conditions by ground inspection. As the BH for the proposed 6-storey tall RCHE building is about 23.6m at roof level, it results in a minimum radius of approximately 70.8m (i.e., 23.6×3) from the closest point of the proposed development. The extent of the visual envelope is indicated in **Figure 2**.

Chapter 5 – Viewpoint Identification

- 5.1 With a good view to protect public views and appraise the visual impacts of the proposed development, the visual envelope consists of viewing points (“VPs”) where sensitive receivers (“SR”) have the most affected views. With a good view to achieve a comprehensive visual appraisal, viewpoints of long range, medium range and close-range views of public interest are adopted for further assessment.
- 5.2 Four viewing points are identified to assess the visual changes to be caused by the proposed development with reference to the respective sensitive receivers and their visual sensitivity (“VS”) (Please refer to **Figure 2**). Two out of the four VPs are situated beyond the set visual envelope with the purpose to ensure the appraisal to include more views of the public interest. Their characteristics are summarized in the table below.

Revised Table 2 – Assessment of the Selected Viewing Points						
Viewing Points (VP)		Height in mPD (about)	Nature of Viewing Points	Sensitive Receivers	Range	Visual Sensitivity
VP1	View looking westward from the low-rise residential developments along Tai Mong Tsai Road	+9.5	Kinetic	Pedestrians, bikers and drivers on Tai Mong Tsai Road	Close	Moderately Adverse
VP2	View looking north-eastward from the bus stop along Tai Mong Tsai Road	+6.3	Kinetic	Pedestrians, bikers and drivers on Tai Mong Tsai Road; Bus passengers	Close	Moderately Adverse
VP3	View looking south-eastward from the low-rise residential developments on the north-western side of the Site	+22.7	Static	Residents of the low-rise residential developments on the north-western side of the Site	Medium	Slightly Adverse
VP4	View looking north-eastward from the low-rise residential developments along Tai Mong Tsai Road	+5.3	Kinetic	Pedestrians, bikers and drivers on Tai Mong Tsai Road; Residents of the residential developments on the north-eastern side of the Site	Long	Slightly Adverse

Chapter 6 – Visual Assessment

6.1 Proposed Scheme

- 6.1.1 With the purpose to evaluate the visual influence to be brought by the proposed RCHE building, this visual assessment illustrates the level of influence with reference to the four appraisal aspects (e.g., Visual Composition, Visual Obstruction etc.) and overall visual impact evaluation instructions as indicated in TPG PG-NO.41.
- 6.1.2 It is assumed that the mean street level for the Application Site is about +9.5mPD. The proposed scheme comprises of one block of a 6-storey tall RCHE development with about 110 beds. The BH of the proposed development is not more than 31mPD at main roof (or not exceeding 23.6m for the absolute building height), which is then to be adopted as the Proposed Scheme in this Visual Assessment.

6.2 View looking north-westward from the low-rise residential developments along Tai Mong Tsai Road (Figure 4)

- 6.2.1 The likely SR at this Viewing Point would be the users of the Tai Mong Tsai Road (pedestrians, bikers and drivers). This is a kinetic viewpoint looking westward from the low-rise residential developments along Tai Mong Tsai Road. This is a close-range view as the viewpoint is approximately 70m to the east from the Site. The view falls into the visual envelope as shown in **Figure 2**.
- 6.2.2 Given that the existing mature tree groups along the other side of Tai Mong Tsai Road and the existing low-rise residential developments nearby, the 6-storey tall storey will only induce moderate visual obstruction at VP1, as the building gaps between the proposed development and the adjacent tree groups could still allow a medium level of visual penetration with an open sky view. A buffer distance of 5m between the building façade and the road kerb of Tai Mong Tsai Road as recommended in Table 3.1 in Chapter 9 of HKPSG is proposed to avoid a significant reduction in visual openness. In order to further mitigate the visual impact, the external wall facing towards the Tai Mong Tsai Road will also be partially screened by vertical greening.
- 6.2.3 To this end, the visual impact caused by the proposed development is considered to be slightly to moderately adverse as an additional obstruction is created. The proposed setback of 5m from Tai Mong Tsai Road and the proposed edge treatment as shown in photomontage could minimize the building bulk visually. Other improvement and delicate façade design on form and colour could be adopted in later detailed design stage in a hope that the proposed development will minimize the visual bulk and lead a harmonious integration into the current site context.

6.3 VP2: View looking north-eastward from the bus stop along Tai Mong Tsai Road (Figure 5)

- 6.3.1 The likely SR at this Viewing Point would be the pedestrians, bikers and drivers on Tai Mong Tsai Road. This is a kinetic viewpoint looking north-eastward from the bus stop along Tai Mong Tsai Road. This is a close-range view as the viewpoint is approximately 30m to the southwest from the Site. The view falls within the Visual Envelope as shown in **Figure 2**.

6.3.2 At this close-range public viewing point, most of the proposed development, particularly from 2/F to the rooftop, will be viewed as shown in **Figure 5**. The proposed landscaping treatments at various levels not only offer significant visual mitigation measures, but also contribute positive effort to soften the hard edge of the building and blend in well with its surrounding mature tree groups. Hence, the overall visual impact to be generated by the proposed development at this close-up VP2 is within the level of slightly to moderately adverse.

6.3.3 In addition, the sensitivity of this VP2 receiver is also relatively low because of the short duration of viewing. Given a combination of the scale of the proposed development and the mature tree groups to its west and opposite of the Site, it still allows a medium level of visual penetration with an open sky view.

6.4 VP3: View looking south-eastward from the low-rise residential developments on the northern side of the Site (Figure 6)

6.4.1 This Viewing Point assumes the residents of the low-rise residential development on the north-western side of the Site to be the likely SR. This is a static viewpoint looking south-eastward from the low-rise residential developments on the north-western side of the Site. Falling out of the visual envelope, VP3 is a medium-range view which is approximately 110m northwest of the site, as shown in **Figure 2**.

6.4.2 As shown in **Figure 6**, given the major elements including (1) the mature tree groups; (2) temporary structures; and (3) open sky view, a big portion of the proposed development is fully screened by the existing surroundings. The proposed development has a building height of not exceeding 23.6m, of which parts of the fifth floor and rooftop floor are visible at eyelevel behind the mature tree groups looking from VP3. Hence, the proposed development could appropriately blend into the existing panorama without a major alteration of the sky view.

6.4.3 The visual impact of the proposed development from VP3 is anticipated to be negligible. Taking into account the changes in views to the limited number of existing and future public viewers (i.e., the residents), the proposed development is considered to have no adverse visual impact and is effectively compatible with the existing environment at VP3. There is no significant adverse impact on visual penetration to any surrounding development including the said low-rise residential developments in VP3. The visual impact of the proposed development is therefore significantly low to negligible.

6.5 VP4: View looking north-eastward from the low-rise residential developments along Tai Mong Tsai Road (Figure 7)

6.5.1 This is a kinetic viewpoint looking north-eastward from the low-rise residential developments along Tai Mong Tsai Road. This is a long-range view at approximately 190m to the southwest from the Site. Road users of the Tai Mong Tsai Road (pedestrians, bikers and car drivers) and residents of the low-rise residential developments along the Tai Mong Tsai Road (i.e., the north-eastern side of the Site) are the major receivers of VP4.

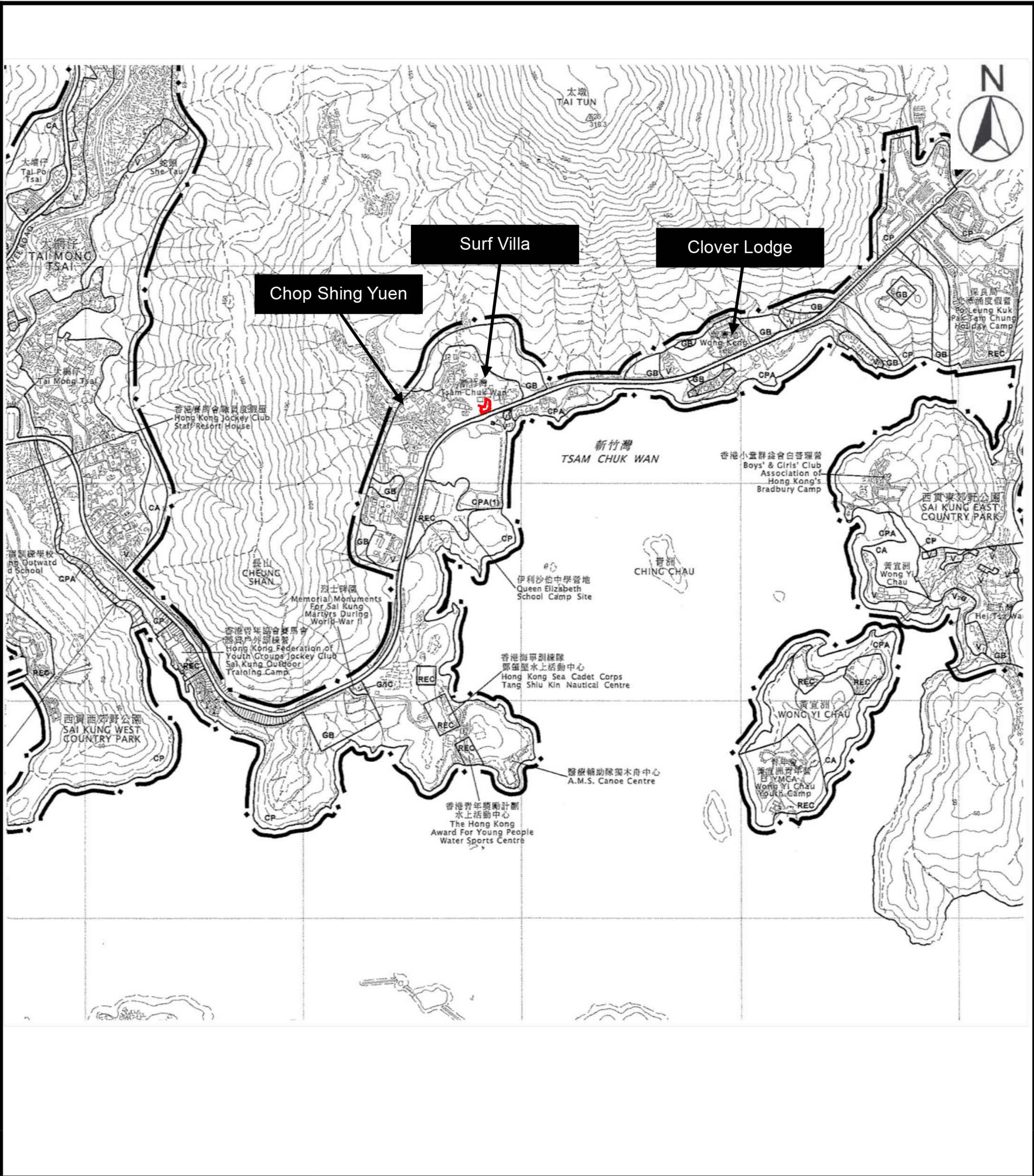
6.5.2 As shown in **Figure 7**, the lower portion of the proposed development (i.e., G/F to 2/F) will be obstructed by the mature tree group in between the VP4 and the Site. The proposed development with a building height of about 23.6m at roof level is anticipated

to induce additional level. The building bulk of the proposed RCHE could blend into the existing local setting along Tai Mong Tsai Road with mature tree groups and heavy landscaping. A moderate level of visual penetration with an open sky view is still allowed at VP4.

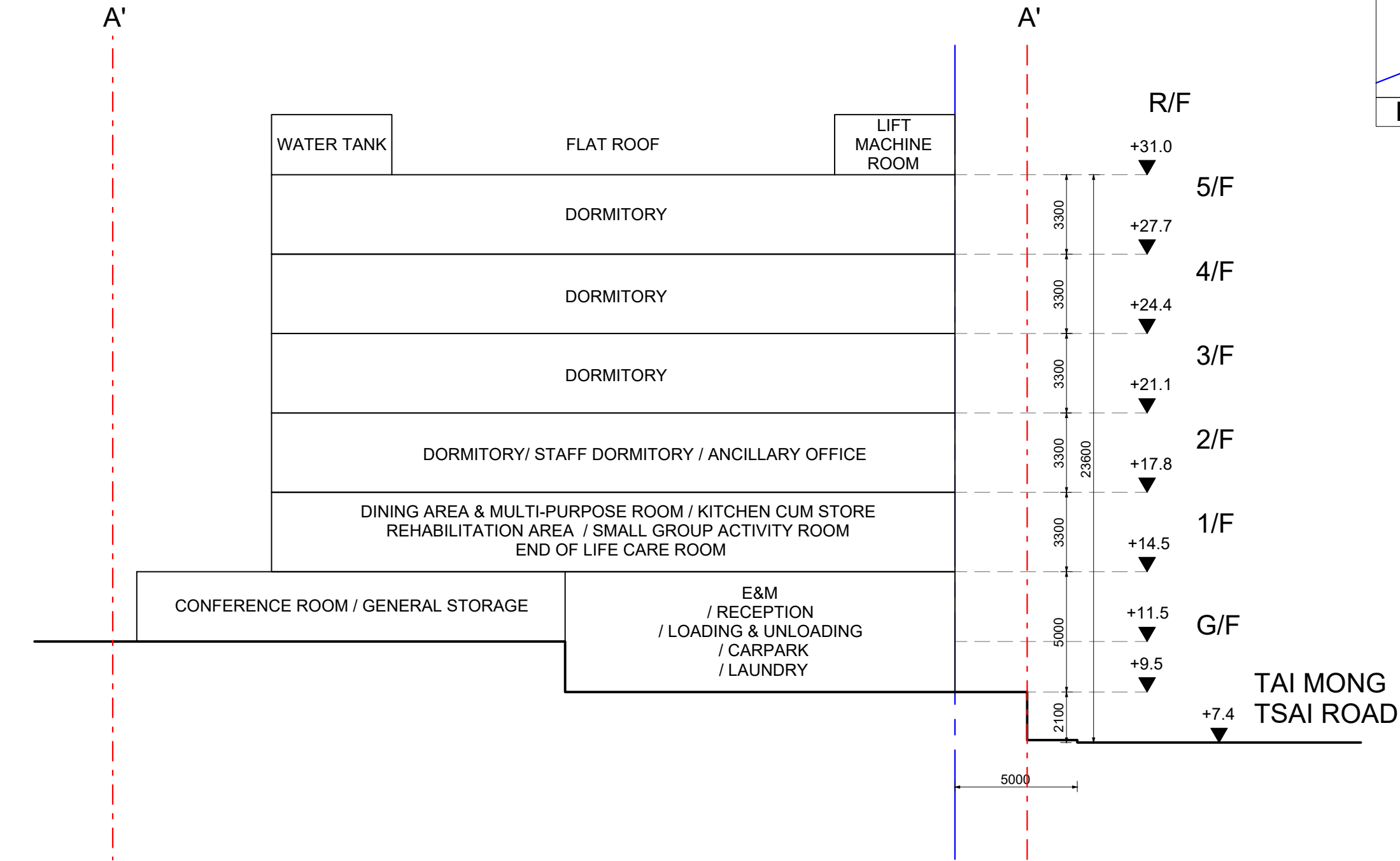
- 6.5.3 To this end, the visual impact caused by the proposed development is considered to be slightly adverse as additional visual obstruction is created. In fact, the edge treatment of the proposed development at multiple levels could soften the hard edges and enhance the visual environment. Visual penetration and light penetration are still allowed along Tai Mong Tsai Road.

Chapter 7 - Conclusion

- 7.1 The VIA is prepared in support of the Section 16 Planning Application for proposed Social Welfare Facility (Residential Care Home for the Elderly) with 6 storeys.
- 7.2 The following visual assessment conclusions can be made:
- ✓ The proposed development incurs comparable visual impacts.
 - ✓ There is no significant adverse visual impact on (1) visual penetration of an open sky view, (2) light penetration into the surrounding environment, and (3) visual openness.
 - ✓ Four VPs are carefully selected for visual assessments and discussed. VP1 and VP2 are considered to have the level of slightly to moderately adverse visual impact, while the visual impact to VP4 is slightly adverse. The VP3 has a negligible impact.
 - ✓ In wider context of visual outlook, the proposed development (6 storeys) has compatible building height and is able to blend in with the overall visual context. Visual unity and harmony would not be influenced.
 - ✓ The buffer distance from Tai Mong Tsai Road could sufficiently reduce the visual impact in terms of the massing to the pedestrian viewers.
 - ✓ The edge treatment with landscaping and greening of the proposed development at multiple levels could soften the hard edges and enhance the visual environment.
- 7.3 Based on the existing visual context and the key develop parameters, visual impact of the assessment area will be enhanced. The proposed development shall improve the overall visual quality with the incorporation of following mitigation measures to be further explored at the later stage of detailed design.
- ✓ Innovative façade design on form and colour;
 - ✓ Landscaping opportunities and edge treatment on the external walls facing east and west
 - ✓ Ground-level landscape treatments on the boundary of the proposed development
 - ✓ Careful disposition of the proposed development.

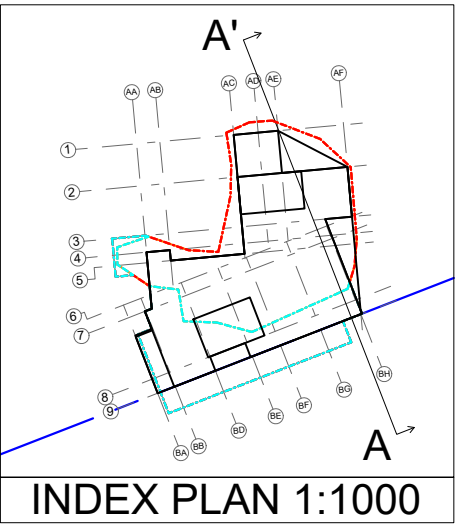


Legend <div><div></div>Application Site</div>		Location Lot Nos. 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F, 385 RP and adjoining Government Land in D.D 257, Tsam Chuk Wan, Sai Kung		
Figure No. FIGURE 1	Figure Title Location Plan (Extracted from the Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4)	Date August 2021	Scale 1 : 5,000 at A4	Prepared by <div>DeSPACE (International) Limited</div>



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE



SCHEMATIC SECTION
TSAM CHUK WAN RCHE 1:200

PROJECT NO.
項目編號：

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APPLICATION FOR THE PROPOSED
SOCIAL WELFARE FACILITY
(RESIDENTIAL CARE HOME FOR THE
ELDERLY) IN "VILLAGE TYPE
DEVELOPMENT" ZONE ON APPROVED
TAI MONG TSAI AND TSAM CHUK WAN
OUTLINE ZONING PLANNO. S/SK-TMT/4
AT Lot Nos. 385 RP, 385 S.B RP,
385 S.B ss.1, 385 S.B ss.2, 385 S.C RP,
385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱：

SCHEMATIC SECTION


DESIGN IN CHARGE 設計負責人：	DWG NO. 圖紙編號：
KL	S-101
SCALE 比例：1:200	
DATE 日期：20210807	



Existing Situation



Proposed Revised Scheme

<u>Figure No.</u>	<u>Figure Title</u>	<u>Date</u>	<u>Prepared by</u>
FIGURE 4	VP1: View looking westward from the low-rise residential developments along Tai Mong Tsai Road	October 2021	 DeSPACE (International) Limited




Tai Mong Tsai Road

Existing Situation



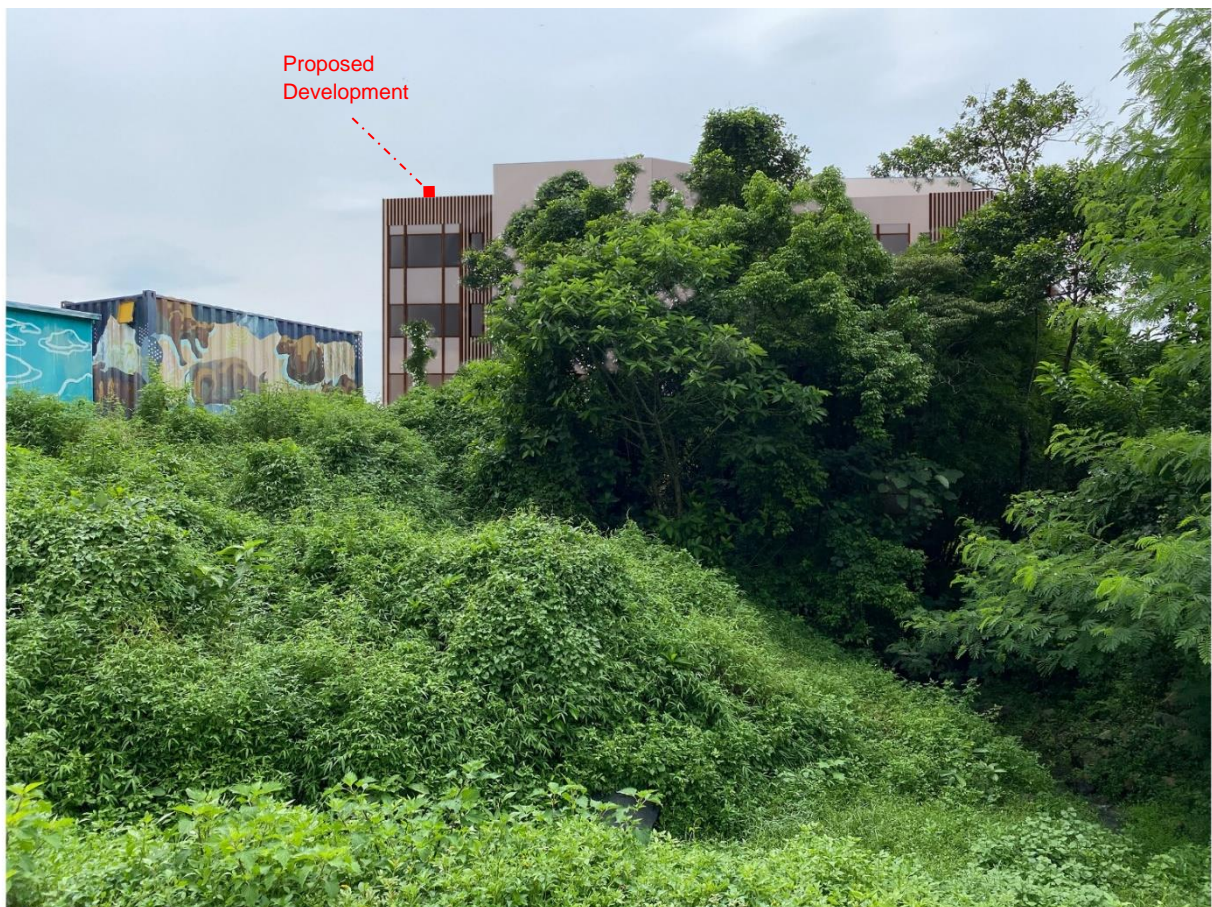
Tai Mong Tsai Road

Proposed Revised Scheme


Figure No.	Figure Title	Date	Prepared by
FIGURE 5	VP2: View looking north-eastward from the bus stop along Tai Mong Tsai Road	October 2021	 DeSPACE (International) Limited



Existing Situation



Proposed Revised Scheme


<u>Figure No.</u>	<u>Figure Title</u>	<u>Date</u>	<u>Prepared by</u>
FIGURE 6	VP3: View looking south-eastward from the low-rise residential developments on the northern side of the Site	October 2021	 DeSPACE (International) Limited



Existing Situation



Proposed Revised Scheme

<u>Figure No.</u>	<u>Figure Title</u>	<u>Date</u>	<u>Prepared by</u>
FIGURE 7	VP4: View looking north-eastward from the low-rise residential developments along Tai Mong Tsai Road	October 2021	 DeSPACE (International) Limited

Appendix 8

Noise Impact Assessment

**SECTION 16 PLANNING APPLICATION
FOR THE PROPOSED SOCIAL WELFARE
FACILITY (RCHE) IN "V" ZONE ON APPROVED
TAI MONG TSAI AND TSAM CHUK WAN
OUTLINE ZONING PLAN NO. S/SK-TMT/4 AT
LOT NOS. 385 RP, 385 S.B RP, 385 S.B SS.1-2,
385 S.C RP, 385 S.C SS.1, 385 S.D, 385 S.E AND
385 S.F IN D.D 257**

NOISE IMPACT ASSESSMENT REPORT

13 January 2022

Ref No: RP21071-NIA-01

Prepared By:



BeeXergy Consulting Limited (BXG)

Phone: (852) 3568-4701

Address: Unit 2001-05, Apec Plaza
49 Hoi Yuen Road, Kwun Tong
Kowloon, Hong Kong

Email: info@beexergy.com



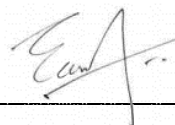
Project:	SECTION 16 PLANNING APPLICATION FOR THE PROPOSED SOCIAL WELFARE FACILITY (RCHE) IN "V" ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLAN NO. S/SK-TMT/4 AT LOT NOS. 385 RP, 385 S.B RP, 385 S.B SS.1-2, 385 S.C RP, 385 S.C SS.1, 385 S.D, 385 S.E AND 385 S.F IN D.D 257 NOISE IMPACT ASSESSMENT				
Report No.:	RT21071-NIA-01				
Revision	Issue Date	Description	Author	Checker	Approver
0	13/01/2022	Issued for Comment	BW	EN	HM

Prepared By:



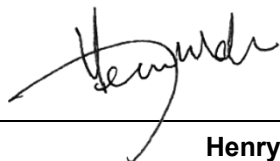
Ben Wong
Consultant

Checked by



Eddy Ng
MHKIOA, MIOA, Acoustic Advisor

Approved by:



Henry Mak
Director

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

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FIGURE 1 SITE LOCATION

APPENDIX A MASTER LAYOUT PLAN

APPENDIX B TRAFFIC DATA (2042 YEAR)

APPENDIX C TRAFFIC NOISE ASSESSMENT POINT

APPENDIX D TRAFFIC NOISE RESULT SUMMARY

1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. A social welfare facility for residential care home for the elderly (RCHE) has been proposed at Lot 385 RP, Lot 385 S.B RP, Lot 385 S.B SS.1, Lot 385 S.B SS.2, Lot 385 S.C RP, Lot 385 S.C SS.1, Lot 385 S.D, Lot 385 S.E and Lot 385 S.F, 385 RP and adjoining Government Land in D.D 257, Tsam Chuk Wan, Sai Kung (the proposed Site).
- 1.1.2. The Site is currently zoned “Village Type Development” (V) under the Tai Mong Tsai and Tsam Chuk Wan Approved Outline Zoning Plan (OZP) No. S/SK-TMT/4 and the proposed RCHE is a Column 2 use which requires planning permission from the Board..
- 1.1.3. BeeXergy Consulting Limited (BeeXergy) was commissioned by the DeSpace (International) Limited to conduct an Noise Impact Assessment in support of the application for planning permission under Section 16 of the Town Planning Ordinance (Cap. 131) for the proposed development at various Lots in D.D.257, Sai Kung.
- 1.1.4. The master layout plan (MLP) is provided by the project architect (Minor Creative Limited). The traffic forecast for road traffic noise impact assessment is provided by the project traffic consultant (CTA Consultants Limited).

1.2 THE PROPOSED DEVELOPMENT

- 1.2.1. The proposed Site area is approximately 748m² and it is located to the north of Tai Mong Tsai Road and to the west of Tsam Chuk Wan, as shown on **Figure 1**. The existing site is currently vacant and the applicant intends to redevelop the site to proposed RCHE.
- 1.2.2. The site is generally surrounded by existing village type residential buildings.
- 1.2.3. The Proposed Development is a 6-storey RCHE which expected to be comprised of 110 bed spaces (100 to 125 beds), multi-purpose room, conference room, an ancillary office, storage and rehabilitation area. The layout plan of the proposed Site is provided in **Appendix A**.
- 1.2.4. The anticipated year of construction completion and occupation is 2027.

1.3 THE SCOPE OF WORKS

- 1.3.1. The scope of works for this assessment will cover the following:
 - to identify noise sources and sensitive uses;
 - to collate available information on the site and immediate surroundings;
 - to assess the potential traffic noise impacts during operation; and
 - to recommend suitable mitigation measures where necessary.

2 ROAD TRAFFIC NOISE ASSESSMENT

2.1 INTRODUCTION

- 2.1.1. This section presents the assessment of potential traffic noise impacts associated with the operation phase of the proposed development. During the operation phase, road traffic would be the major source of noise pollution. Representative noise sensitive receivers (NSRs) of the proposed development have been identified and potential impacts have been assessed. Suitable mitigation measures where necessary have been recommended to safeguard the representative NSRs.

2.2 TRAFFIC NOISE STANDARD

- 2.2.1. The Hong Kong Government's overall noise policy objectives for new developments are based on prescribed noise standards which apply to building that rely on openable windows for ventilation. The maximum permissible road traffic noise level at noise sensitive building facades specified in the Hong Kong Planning Standards and Guidelines (HKPSG) is as follows:

L_{10(1 hour)} 70dB(A), for all domestic developments

2.3 ASSESSMENT METHODOLOGY

- 2.3.1. In this assessment, the potential noise impact arising from nearby existing and future road carriageways on the development has been assessed. It involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along existing and future road carriageways situated within or in the vicinity of the subject site. Calculations of predicted road traffic noise were based on the peak hour traffic flows projected within a 15-year period from the target completion date of the proposed development, year 2027. For worst-case scenario evaluation, the assessment year was chosen to be year 2042, which has the maximum forecasted traffic data within 15-year period. The year 2042 traffic data is attached in **Appendix B**.
- 2.3.2. The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" was used to predict the hourly L_{10(1-hour)} noise levels generated from road traffic at selected representative NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise standards (i.e. L_{10(1-hour)} 70dB(A)).
- 2.3.3. The predicted 2042 peak hour traffic data on the main road carriageways surrounding the Site. Other road carriageways are either with very little traffic volume or already shielded by other buildings in the vicinity so that the impact derived from these road carriageways is considered insignificant. All roads are assumed of impervious surface with speed limit of 50km/hr in this assessment.

2.4 NOISE SENSITIVE RECEIVERS

- 2.4.1. A number of Noise Sensitive Receivers (NSRs), which are likely to be subject to adverse traffic noise impacts, were selected for the assessment. All assessment points were taken at 1.2m above the floor and 1m away from the facade of openable windows (which would be for ventilation purpose) of rooms including mainly dormitory rooms, sick/isolation/quiet room and staff dormitory and rest rooms. **Appendix C** shows the locations of the selected NSRs for traffic noise impact assessment.
- 2.4.2. Other spaces such as multi-purpose room, conference room, ancillary office, storage and rehabilitation area are not for live and sleep purpose and therefore, not considered as habitable spaces and excluded from the assessment.

2.5 EXISTING NOISE ENVIRONMENT

- 2.5.1. The existing noise environment of the proposed Site is primarily affected by the local traffic. Traffic noise generated from the existing Tai Mong Tsai Road would contribute significantly to the ambient noise environment within the proposed Site.

2.6 TRAFFIC NOISE SOURCES AND EVALUATION OF IMPACTS

- 2.6.1. Quantitative road traffic noise impact assessment has been carried out and compared against the criterion for NSRs (habitable rooms) in the proposed Site without implementation of noise mitigation measures. Noise levels were calculated at each receiver point at 4 floors (i.e. 2/F to 5/F). Predicted traffic noise levels of the habitable rooms at various floor levels are provided in **Appendix D**. Predicted maximum traffic noise levels for each house are shown in **Table 2.1** below.

Table 2.1 Summary of Traffic Road Noise Prediction Results (Year 2042)

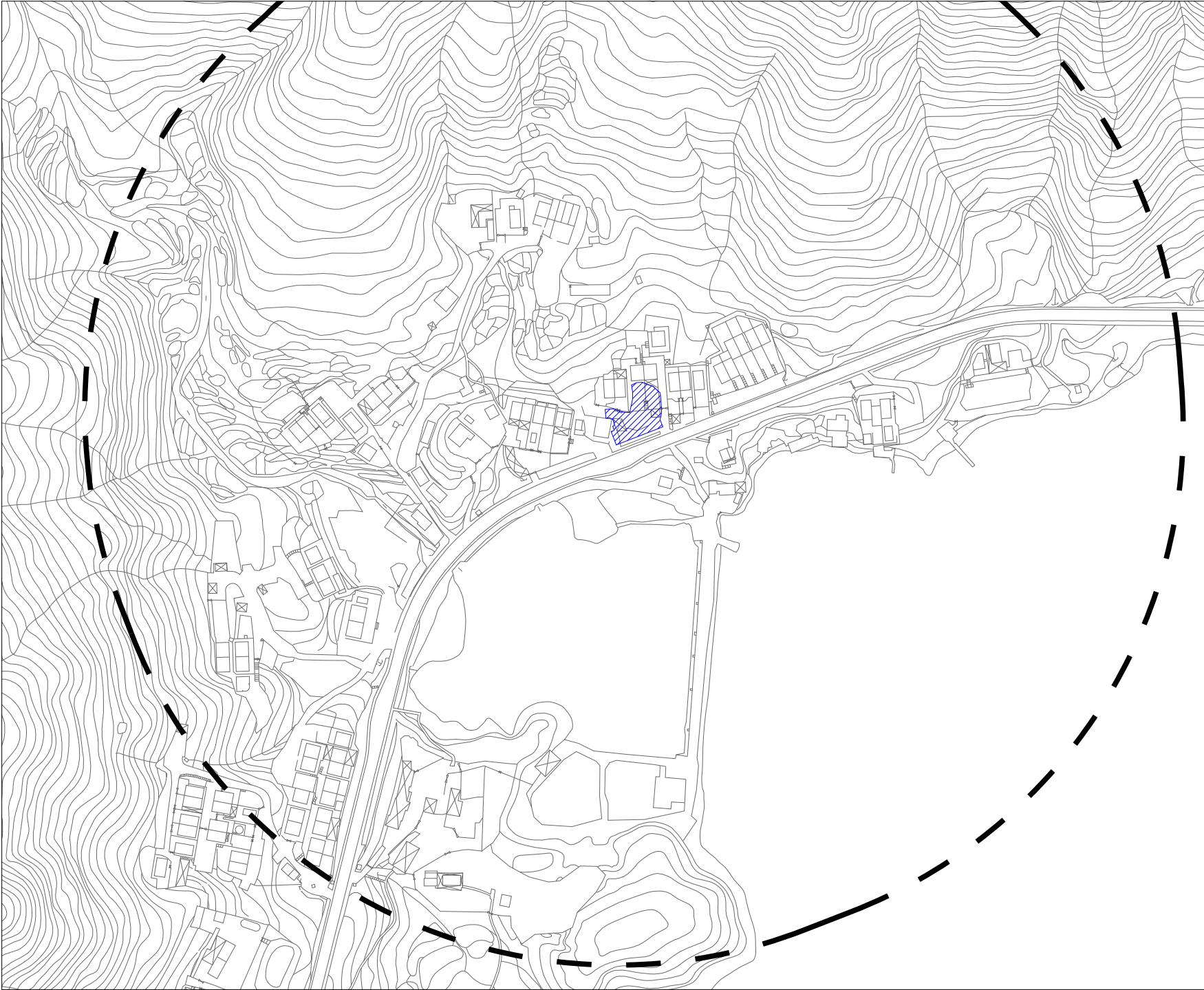
Predicted Noise Level, dB(A)	No. of NSR
Lower than 70	27
Higher than 70	0
Total	27

- 2.6.2. As shown in **Table 2.1**, the predicted $L_{10(1-hr)}$ noise levels of all NSRs are not exceeding 70dB(A) as shown in **Table 2.1**. The traffic noise impact assessment results indicated that all NSRs (habitable rooms) would comply with the HKPSG noise criterion of 70dB(A) $L_{10(1-hr)}$ and 100% compliance rate would be achieved.

3 CONCLUSION

- 3.1 Road traffic impact assessment has been conducted for the proposed development.
- 3.2 Road traffic would be the major source of noise nuisance during the Project operation. The predicted noise levels at all NSRs comply with HKPSG $L_{10(1 \text{ hour})}$ 70dB(A) noise criterion.

Figure 1 Site Location



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LEGEND:

PROPOSED SITE

300m ASSESSMENT AREA


	Prepared	Checked	Approved
Initial	BW	EN	YS
Date	01/2022	01/2022	01/2022

Drawing Title
SITE LOCATION

Drawing No.
NIA - 1001

Rev.
0

Scale:
A4 - 1:3000

 BXC

BeeXergy Consulting Limited

Appendix A Master Layout Plan



G/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO.
項目編號: HK-A21002

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PROJECT NAME
項目名稱:

SECTION 16 TOWN PLANNING
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SOCIAL WELFARE FACILITY
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OUTLINE ZONING PLANNING. S/SK-TMT/4
AT Lot Nos. 385 RP, 385 S.B RP,
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385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

G/F LAYOUT PLAN

DESIGN IN CHARGE
設計負責人:
KL

DWG NO.
圖紙編號:

SCALE
比例: 1:200@A3

DATE
日期: 20211005

P-101



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND

1/F LAYOUT PLAN
TSAM CHUK WAN RCHE

1:200

PROJECT NO. HK-A21002
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KL

SCALE
比例: 1:200@A3

DATE
日期: 20211005

DWG NO.
圖紙編號:

P-102



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND

3/F-5/F LAYOUT PLAN

TSAM CHUK WAN RCHE

1:200

PROJECT NO. HK-A21002
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3-5/F LAYOUT PLAN

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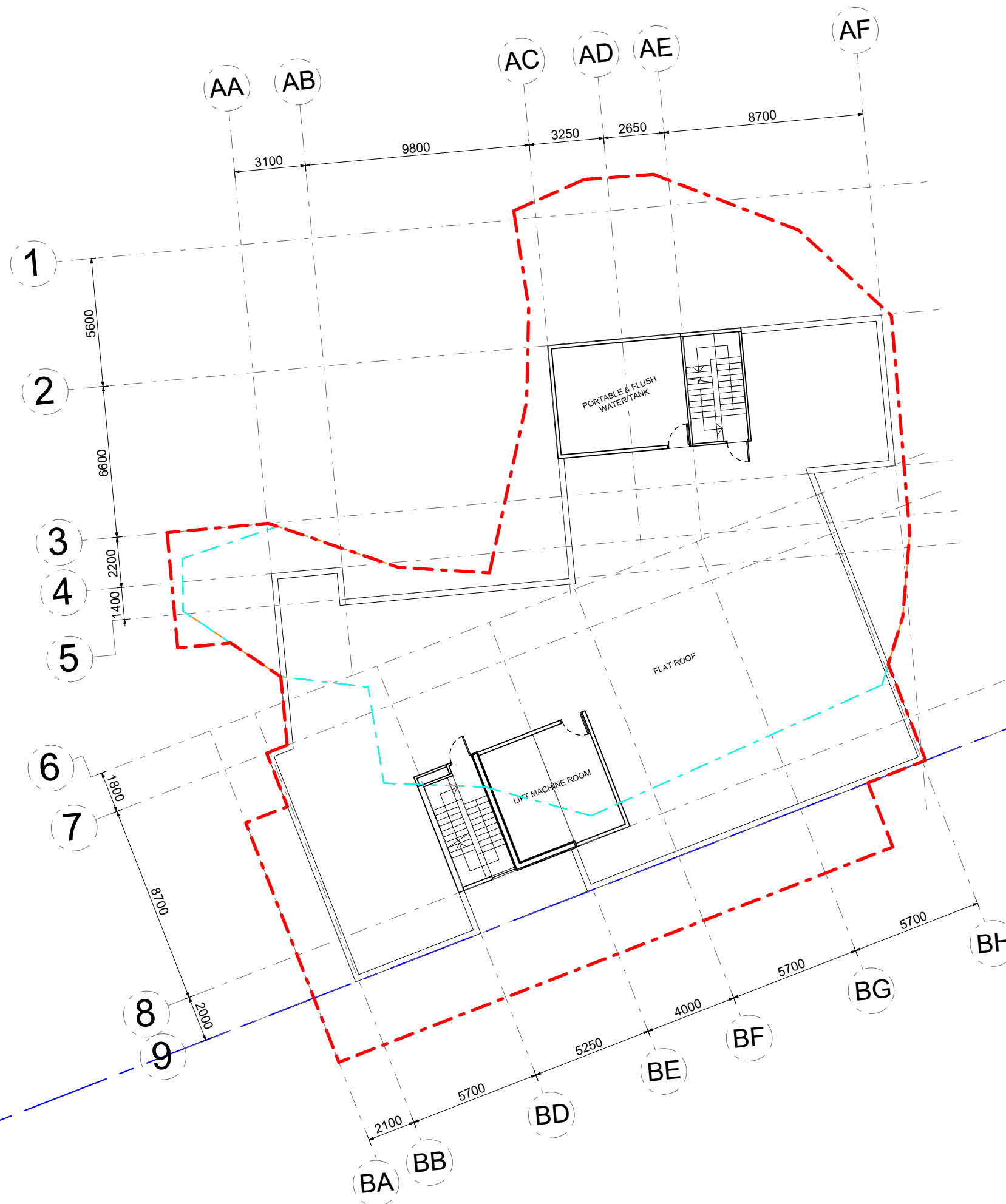
KL

DWG NO.
圖紙編號:

P-104

SCALE
比例: 1:200@A3

DATE
日期: 20211005



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND

R/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

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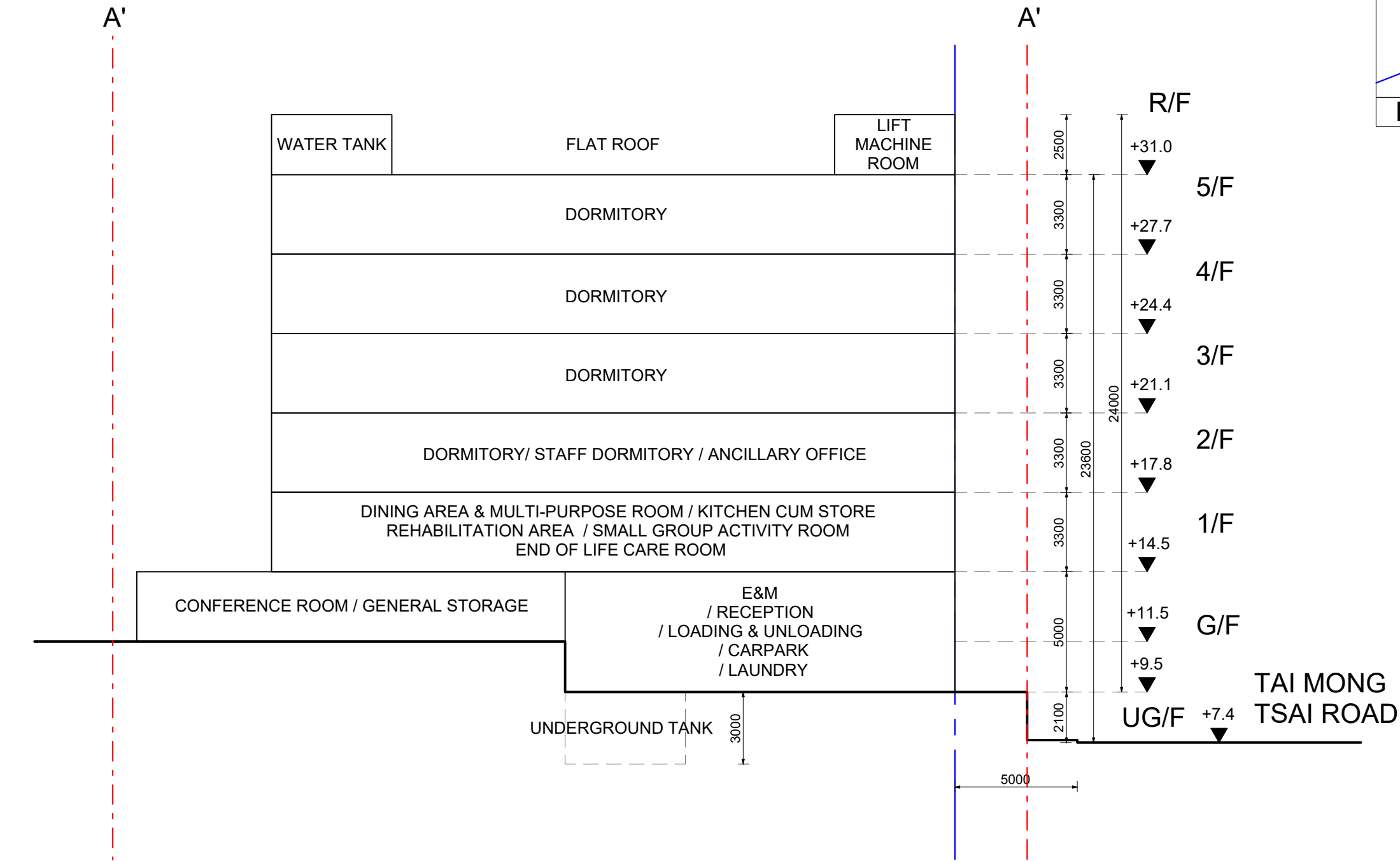
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SCALE
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DATE
日期: 20211005

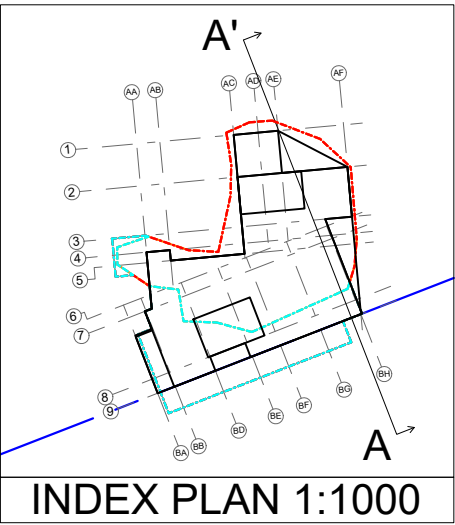
DWG NO.
圖紙編號:

P-105



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE



SCHEMATIC SECTION
TSAM CHUK WAN RCHE 1:200

PROJECT NO.
項目編號：

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△	DESIGN	20210511
△	SUBMISSION	202107
△	SUBMISSION	202108
△	SUBMISSION	202110
△		
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PROJECT NAME
項目名稱：

SECTION 16 TOWN PLANNING
APPLICATION FOR THE PROPOSED
SOCIAL WELFARE FACILITY
(RESIDENTIAL CARE HOME FOR THE
ELDERLY) IN "VILLAGE TYPE
DEVELOPMENT" ZONE ON APPROVED
TAI MONG TSAI AND TSAM CHUK WAN
OUTLINE ZONING PLANNO. S/SK-TMT/4
AT Lot Nos. 385 RP, 385 S.B RP,
385 S.B ss.1, 385 S.B ss.2, 385 S.C RP,
385 S.C ss.1,385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱：

SCHEMATIC SECTION

DESIGN IN CHARGE
設計負責人：

DWG NO.
圖紙編號：

KL

SCALE
比例：

1:200

DATE
日期：

20211005

S-101

Appendix B Traffic Data (2042 Year)

<div>Town Planning Applications of DD257 Tsam Chuk Wan</div> <div>2042 Traffic Forecasts for Traffic Noise Impact Assessment (TNIA)</div>							
Road Link	Road Name	Direction	Speed Limit (km/h)	AM Peak		PM Peak	
				2042 Peak Hour Traffic Flows (in veh/hr)	% of HV	2042 Peak Hour Traffic Flows (in veh/hr)	% of HV
A	Tai Mong Tsai Road	Two-way	50	610	12%	620	9%
<div>Notes : (1) Please refer to the Location Plan (i.e. Figure 1) attached in Appendix A.</div> <div> (2) HV includes Light Van, Public Light Bus, Light Goods Vehicle, Medium Goods Vehicle, Heavy Bus includes Coach and Bus</div>							
21150HK - Traffic Forecast for TNIA						CTA Consultants Limited	

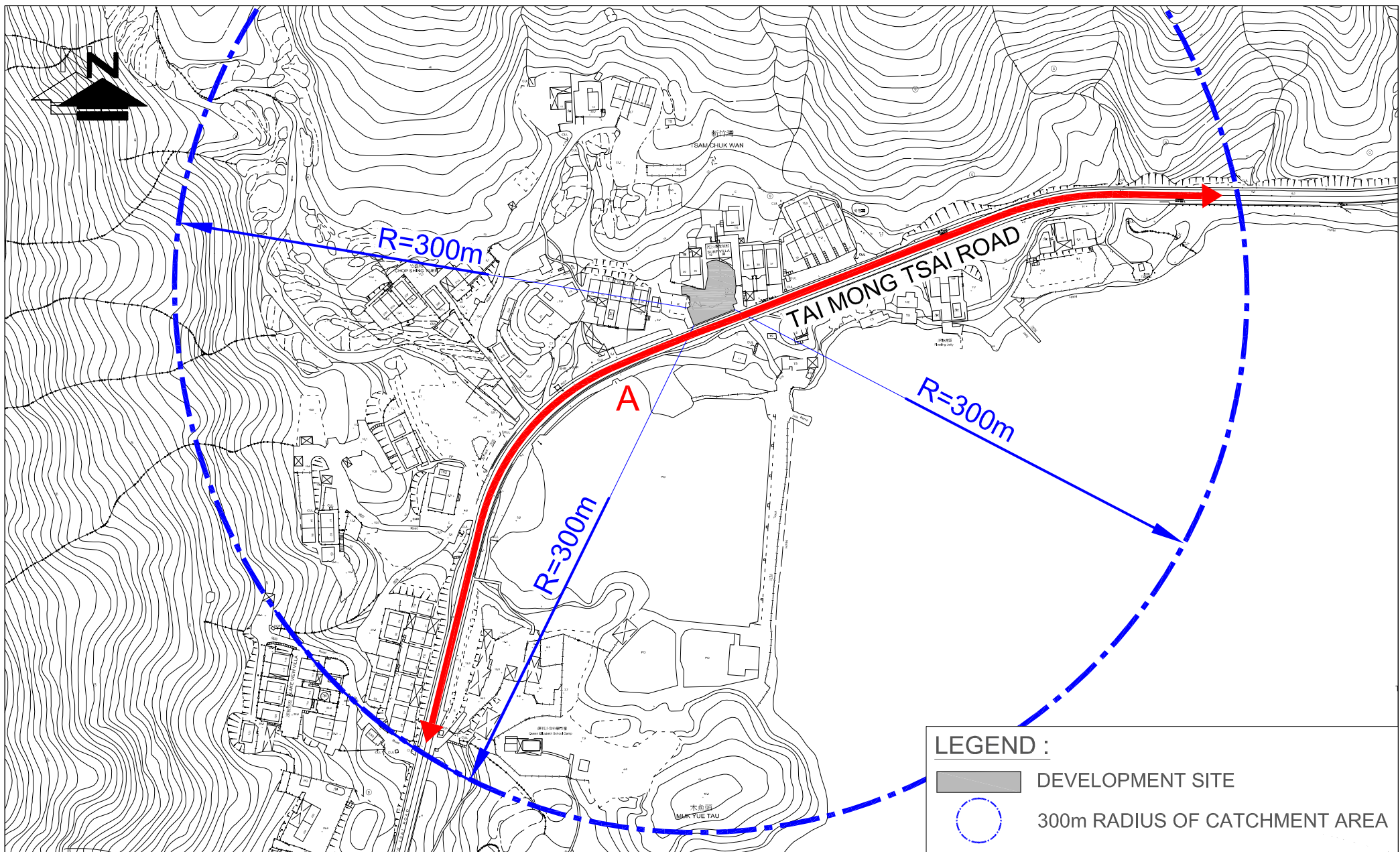


FIGURE NO.: 1	PROJECT TITLE: Rezoning for RCHE at DD257 in Tsam Chuk Wan	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 21150HK	DRAWING TITLE: INDEX PLAN	
SCALE: 1 : 3000 @A4	DATE: 17 DEC 2021	

Appendix C Traffic Noise Assessment Point



PROJECT NO.
項目編號: HK-A21002

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項目名稱:

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OUTLINE ZONING PLANNING. S/SK-TMT/4
AT Lot Nos. 385 RP, 385 S.B RP,
385 S.B ss.1, 385 S.B ss.2, 385 S.C RP,
385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

G/F LAYOUT PLAN

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

P-101

SCALE
比例:

1:200@A3

DATE
日期:

20210721

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE

1:200



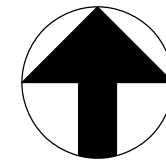
LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND

No Assessment Point

1/F LAYOUT PLAN
TSAM CHUK WAN RCHE

1:200



PROJECT NO. HK-A21002
項目編號:

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385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
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1/F LAYOUT PLAN

DESIGN IN CHARGE
設計負責人:

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DWG NO.
圖紙編號:

P-102

SCALE
比例: 1:200@A3

DATE
日期: 20210721



Legend

⊗ Noise Assessment Point @ 1m façade away

2/F LAYOUT PLAN
TSAM CHUK WAN RCHE 1:200

PROJECT NO. HK-A21002
項目編號:

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PROJECT NAME
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SECTION 18 TOWN PLANNING APPLICATION FOR THE PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "VILLAGE TYPE DEVELOPMENT ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLANNING. S/SK-TMT/4 AT Lot Nos. 385 RP, 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:
2/F LAYOUT PLAN

DESIGN IN CHARGE 設計負責人: KL	DWG NO. 圖紙編號: P-103
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SCALE 比例: 1:200@A3	DATE 日期: 20211005
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Legend

⊗ Noise Assessment Point @ 1m façade away

3/F-5/F LAYOUT PLAN

TSAM CHUK WAN RCHE

1:200

PROJECT NO. HK-A21002
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PROJECT NAME

項目名稱:

SECTION 18 TOWN PLANNING APPLICATION FOR THE PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "VILLAGE TYPE DEVELOPMENT ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLANNING. S/SK-TMT/4 AT Lot Nos. 385 RP, 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E and 385 S.F in D.D 257

DRAWING TITLE

圖紙名稱:

3-5/F LAYOUT PLAN

DESIGN IN CHARGE

設計負責人:

KL

SCALE

比例: 1:200@A3

DATE

日期: 20211005

DWG NO.

圖紙編號:

P-104

Appendix D Traffic Noise Result Summary

Predicted Road Noise Level (AM Section)

Project Name:	Proposed Social Welfare Facility (RCHE) in "V" Zone on Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 AT Lot Nos. 385 RP, 385 S.B RP, 385 S.B SS.1-2, 385 S.C RP, 385 S.C SS.1, 385 S.D, 385 S.E and 385 S.F in D.D 257		
ID	Description	mPD levels of Noise Assessment Points	Predicted Traffic Noise Level, L10 (dB(A))
2/F			
NSR1	Dormitory (6 ppl)	19.0	65.8
NSR2	Dormitory (6 ppl)	19.0	66.5
NSR3	Dormitory (6 ppl)	19.0	67.3
NSR4	Dormitory (5 ppl)	19.0	60.3
NSR5	Pantry cum Rest Room	19.0	52.5
NSR6	Staff Dormitory	19.0	56.5
NSR7	Staff Dormitory	19.0	58.1
NSR8	Rest Room	19.0	44.4
NSR9	Sick/Isolation/Quiet Room	19.0	65.3
3/F			
NSR1	Dormitory (6 ppl)	22.3	64.5
NSR2	Dormitory (6 ppl)	22.3	64.5
NSR3	Dormitory (6 ppl)	22.3	65.2
NSR4	Dormitory (5 ppl)	22.3	60.5
NSR5	Dormitory (6 ppl)	22.3	51.5
NSR6	Sick/Isolation/Quiet Room	22.3	65.0
4/F			
NSR1	Dormitory (6 ppl)	25.6	63.3
NSR2	Dormitory (6 ppl)	25.6	63.2
NSR3	Dormitory (6 ppl)	25.6	63.9
NSR4	Dormitory (5 ppl)	25.6	60.8
NSR5	Dormitory (6 ppl)	25.6	53.8
NSR6	Sick/Isolation/Quiet Room	25.6	64.8
5/F			
NSR1	Dormitory (6 ppl)	28.9	62.4
NSR2	Dormitory (6 ppl)	28.9	62.2
NSR3	Dormitory (6 ppl)	28.9	62.9
NSR4	Dormitory (5 ppl)	28.9	60.7
NSR5	Dormitory (6 ppl)	28.9	54.4
NSR6	Sick/Isolation/Quiet Room	28.9	64.6

Predicted Road Noise Level (PM Section)

Project Name:	Proposed Social Welfare Facility (RCHE) in "V" Zone on Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 AT Lot Nos. 385 RP, 385 S.B RP, 385 S.B SS.1-2, 385 S.C RP, 385 S.C SS.1, 385 S.D, 385 S.E and 385 S.F in D.D 257		
ID	Description	mPD levels of Noise Assessment Points	Predicted Traffic Noise Level, L10 (dB(A))
2/F			
NSR1	Dormitory (6 ppl)	19.0	65.2
NSR2	Dormitory (6 ppl)	19.0	65.9
NSR3	Dormitory (6 ppl)	19.0	66.7
NSR4	Dormitory (5 ppl)	19.0	59.7
NSR5	Pantry cum Rest Room	19.0	51.9
NSR6	Staff Dormitory	19.0	55.9
NSR7	Staff Dormitory	19.0	57.5
NSR8	Rest Room	19.0	43.8
NSR9	Sick/Isolation/Quiet Room	19.0	64.7
3/F			
NSR1	Dormitory (6 ppl)	22.3	63.9
NSR2	Dormitory (6 ppl)	22.3	63.9
NSR3	Dormitory (6 ppl)	22.3	64.6
NSR4	Dormitory (5 ppl)	22.3	59.9
NSR5	Dormitory (6 ppl)	22.3	50.6
NSR6	Sick/Isolation/Quiet Room	22.3	64.5
4/F			
NSR1	Dormitory (6 ppl)	25.6	62.7
NSR2	Dormitory (6 ppl)	25.6	62.6
NSR3	Dormitory (6 ppl)	25.6	63.3
NSR4	Dormitory (5 ppl)	25.6	60.2
NSR5	Dormitory (6 ppl)	25.6	53.2
NSR6	Sick/Isolation/Quiet Room	25.6	64.2
5/F			
NSR1	Dormitory (6 ppl)	28.9	61.8
NSR2	Dormitory (6 ppl)	28.9	61.6
NSR3	Dormitory (6 ppl)	28.9	62.3
NSR4	Dormitory (5 ppl)	28.9	60.1
NSR5	Dormitory (6 ppl)	28.9	53.8
NSR6	Sick/Isolation/Quiet Room	28.9	64.0

Appendix 9

Sewerage and Drainage Impact Assessment

**SECTION 16 PLANNING APPLICATION
FOR THE PROPOSED SOCIAL WELFARE
FACILITY (RCHE) IN "V" ZONE ON APPROVED
TAI MONG TSAI AND TSAM CHUK WAN
OUTLINE ZONING PLAN NO. S/SK-TMT/4 AT
LOT NOS. 385 RP, 385 S.B RP, 385 S.B SS.1-2,
385 S.C RP, 385 S.C SS.1, 385 S.D, 385 S.E AND
385 S.F IN D.D 257**

**SEWERAGE AND DRAINAGE IMPACT
ASSESSMENT REPORT**

10 Mach 2022

Ref No: RP21071-SDIA-01B

Prepared By:



BeeXergy Consulting Limited (BXG)

Phone: (852) 3568-4701

Address: Unit 2608-09, Apec Plaza
49 Hoi Yuen Road, Kwun Tong
Kowloon, Hong Kong

Email: info@beexergy.com

Project:	SECTION 16 PLANNING APPLICATION				
	FOR THE PROPOSED SOCIAL WELFARE FACILITY (RCHE) IN "V" ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLAN NO. S/SK-TMT/4 AT LOT NOS. 385 RP, 385 S.B RP, 385 S.B SS.1-2, 385 S.C RP, 385 S.C SS.1, 385 S.D, 385 S.E AND 385 S.F IN D.D 257				
	SEWERAGE AND DRAINAGE IMPACT ASSESSMENT REPORT				
Report No.:	RT21071-SDIA-01B				
Revision	Issue Date	Description	Author	Checker	Approver
0	12/2021	Issued for Comment	BW	YS	HM
A	01/2022	Issued for Comment	BW	YS	HM
B	03/2022	Issued for Comment	BW	YS	HM

Prepared by:



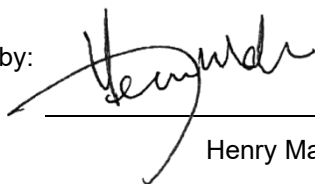
Ben Wong
Consultant

Checked by:



Sui Hang Yan
Technical Director

Approved by:



Henry Mak
Director

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- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

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1 INTRODUCTION

1.1 PROJECT BACKGROUND

A social welfare facility for residential care home for the elderly (RCHE) has been proposed at Lot 385 RP, Lot 385 S.B RP, Lot 385 S.B SS.1, Lot 385 S.B SS.2, Lot 385 S.C RP, Lot 385 S.C SS.1, Lot 385 S.D, Lot 385 S.E and Lot 385 S.F, 385 RP and adjoining Government Land in D.D 257, Tsam Chuk Wan, Sai Kung (the proposed Site). The existing site is currently vacant and the applicant intends to redevelop the site to proposed RCHE.

The Site is currently zoned as “Village Type Development” (V) under the Tai Mong Tsai and Tsam Chuk Wan Approved Outline Zoning Plan (OZP) No. S/SK-TMT/4 and the proposed RCHE is a Column 2 use which requires planning permission from the Board.

BeeXergy Consulting Limited (BeeXergy) has been appointed to prepare a Sewage and Drainage Impact Assessment in support of the planning application for the proposed development at various Lots in D.D.257, Sai Kung.

1.2 PROJECT LOCATION

The Site is located to the north of Tai Mong Tsai Road and to the west of Tsam Chuk Wan surrounded by existing village type residential buildings. **Figure 1** shows the project site location and its surrounding area.



Figure 1 Site Location Plan of the Project Area

1.3 PROPOSED SOCIAL WELFARE FACILITY (RCHE) USE

The site is proposed for 6-storey social welfare facility (residential care home for the elderly) use and the master layout plan is provided in **Appendix A**. The site area, of approximately 748m², is expected to be comprised of 110 bed spaces. The anticipated year of construction completion and occupation is 2026. The floor layout plans and section diagrams of the Proposed Development are provided in the Planning Statement.

2 SEWERAGE IMPACT ASSESSMENT

2.1 SCOPE OF WORKS

The objectives of this Sewerage Impact Assessment (SIA) is to assess whether the capacity of the sewerage networking is sufficient to cope with the peak sewage flow arising from the Proposed Development during its operation stage and to recommend appropriate mitigation measures to alleviate unacceptable sewerage impact, if any.

2.2 EXISTING AND PROPOSED SEWERAGE ARRANGEMENT

Due to the lack of public drainage and sewerage records in the vicinity of the subject site, an on-site survey was conducted on 9 September 2021. Based on the site survey, there is no existing public sewerage network serving the project site (Please refer to **Appendix E**). In consideration that the surrounding environment of the Proposed Site is in lack of public sewerage network, it is necessary to consider the provision of an on-site Sewage Treatment Plant (STP), which will be used for the treatment of sewage generated from the proposed development.

The sewage generated from the Proposed Site is expected to be conveyed to the internal Treatment Plant for centralized treatment and then be discharged to the nearest proposed drainage terminal manhole (SMH01) located to the middle of the site via the proposed sewage pipeline consisting of a minimum size of 225mm diameter.

All connection manholes will be buried under the pavement to collect sewage discharged from the proposed development. The sewage will be discharged to the proposed STP by gravity.

Figure 2 shows the location of the proposed STP for the project site. **Appendix B** shows the location and alignment of the proposed manhole and connection. The following assessment will be based on the scenario of the proposed drainage plan.



Figure 2 Location of the Discharge

2.3 ASSESSMENT CRITERIA, METHODOLOGY AND ASSUMPTIONS

In order to assess the acceptability of the sewerage impact arising from the operation of the Proposed Development, the sewage generation has been estimated based on the assumptions shown in **Table 2.1**.

Table 2.1: Parameters for Estimating Wastewater Generation and Hydraulic Capacity

Parameter	Value	Justification
<i>Population</i>		
Maximum Number of Residents	110 persons	According to the Planning Statement, 110 beds will be provided for the RCHE.
Number of Employee	40 persons	Information provided by the project applicant.
Number of Kitchen Staff	10 persons	As estimated by the staff occupancy density of 5m ² /person in Code of Practice for Fire Safety of Buildings 2011, Building Department, April 2012 and approx. floor

		area of 48.1 m ² for kitchen cum store.
<i>Unit Flow Factors</i>		
Residents	0.190 m ³ /person/day	Unit flow factor for “Institutional and special class” in Table T-1 of GESF.
Employee	0.280 m ³ /person/day	Unit flow factor for “Commercial Employee+J11 Community, Social & Personal Services” in Table T-2 of GESF.
Kitchen Staff	1.580 m ³ /person/day	Unit flow factor for “Commercial Employee+J10 Restaurants & Hotels” in Table T-2 of GESF.
<i>Catchment Inflow Factor</i>		
P _{CIF}	1.30	Catchment Inflow Factor = 1.30 for vicinity located in ‘Sai Kung’ based on EPD's GESF Table T-4.
<i>Peaking Factor</i>		
P	8(Sewers) / 4(Sewage Treatment Works)	Peaking factor = 8 for contributing population <1,000 for sewer and 4 for contributing population <10,000 for sewage treatment works (including stormwater allowance) based on EPD's GESF Table T-5.
<i>Roughness Values (k_s)</i>		
Proposed New Pipes	0.6mm	Conservative value of ‘Rusty wrought iron pipe in a normal condition’ was adopted based on the Sewerage Manual (Part 1) Table 5

With reference to Sewerage Manual (Part 1) issued by the DSD in May 2013, the Colebrook-White Equation will be used to analyse the flow conditions. Equation (i) for circular pipes flowing full will be adopted to estimate the sewage flow for the proposed development. The Colebrook-White Equation is shown in **Figure 3** below.

- (i) for circular pipes flowing full,

$$V = -\sqrt{(8gDs)} \log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

- (ii) for partially full pipes or pipes with non-circular cross-sections,

$$V = -\sqrt{(32gRs)} \log\left(\frac{k_s}{14.8R} + \frac{1.255v}{R\sqrt{(32gRs)}}\right)$$

where

V = mean velocity (m/s)

g = gravitational acceleration (m/s²)

R = hydraulic radius (m)

D = internal pipe diameter (m)

k_s = hydraulic pipeline roughness (m)

v = kinematic viscosity of fluid (m²/s)

s = hydraulic gradient (energy loss per unit length due to friction)

Figure 3 Colebrook – White Equation

2.4 RESULTS & DISCUSSION

The estimated peak sewage flow generated from the Proposed Development was calculated to be 0.00577 m³/sec for sewer and 0.00288 m³/sec for Sewage Treatment Plant. Detailed sewage generation calculations are provided in **Appendix C**. According to the estimated hydraulic capacity calculations presented in **Appendix D**, it is anticipated that the proposed drainage terminal manhole (SMH 01) in the Proposed Site will have sufficient capacity to cater for treated effluent generated from the proposed STP. It can be concluded that there will be no unacceptable sewerage impact arising from the Proposed Development.

Since there is no existing public sewerage network serving the project site, sewage from the project site is proposed to be treated in the proposed STP with the adoption of Membrane Bioreactor for treatment and then discharged to the nearest proposed drainage terminal manhole SMH01 of the site via a proposed 225mm sewer in the Site. There will be one discharge point from the STP of the project site to the inlet of proposed drainage terminal manhole which will then be connected to the proposed drainage manholes as shown in **Appendix B**. Detailed alignment and design of the connecting sewer will be subject to the detailed design of the Project.

It is proposed to provide precautionary measures for emergency situations in plants such as the provision of buffer storage tanks, arrangement for tanker away and contingency plans during the breakdown of STP and will be proposed during the design stage.

The Applicant shall be responsible for appointing a qualified engineer for the design of the connecting sewers, likely at the design stage of Project. Agreement and approval from relevant government departments, including DSD, shall be obtained in due course. Design and construction of the connecting sewer and the precautionary measures during breakdown of the STP will be included in the overall project design and construction, it is scheduled that construction of the connecting sewer shall be completed prior to Project commissioning.

3 DRAINAGE IMPACT ASSESSMENT

3.1 SCOPE OF WORKS

The objectives of this Drainage Impact Assessment (DIA) is to assess whether the proposed development may cause adverse impacts on drainage and flooding. These impacts will be identified and mitigation measures will be proposed in order to demonstrate that the proposed development will not cause an unacceptable increase in the risk of flooding in areas upstream of, adjacent to or downstream of the development.

Existing drainage record plans from the Lands Department (LandsD) were obtained for this DIA.

3.2 EXISTING BASELINE CONDITION AND DRAINAGE FACILITIES

As illustrated on **Figure 1**, the Site with a ground level elevation of approximately +9.5mPD is situated to the North of Tai Mong Tsai Road, Sai Kung, and is an irregular shape of vacant land surrounded by existing village type residential buildings. The existing site condition is mainly paved with concrete. A small area along the south and west boundary of the proposed Site is occupied by existing shrubs.

Due to the lack of public drainage and sewerage records in the vicinity of the subject site, an on-site survey was conducted on 9 September 2021. Site photos showing the existing ground conditions of the proposed Site is provided in **Appendix E**. There is a 300mm width u-channel (UC 1-4) (refer to Fig. E1-6 in **Appendix E**) which is located between the vehicle access road of the village houses and Tai Mong Tsai Road. Other existing drainage system of a 600mm width u-channel (UC 5) connecting to an existing manhole (refer to Fig. E-7 & 8 in **Appendix E**) was found at the southwest boundary of the proposed Site. The surface runoff from the surrounding catchments will be diverted to these drainage systems without entering the proposed Site. The existing drainage plan with identified surrounding catchments is provided in **Appendix F**.

3.3 PROPOSED DRAINAGE CONNECTION

The run off of the site will be conveyed to a proposed drainage system and further divert to the natural stream located in the southwest of the proposed Site instead of discharging to the existing drainage channels due to the lack of public drainage records.

A terminal manholes (SMH01) is proposed to collect the runoff from the proposed Site (Catchment S). The run off of the Catchment S will flow from SMH 01 to the existing natural stream nearby Tai Mong Tsai Road located in the southwest of the proposed Site via a newly constructed manholes (SMH 02- SMH 06) with proposed 300mm and 375mm diameter

drainage channels. The details of the proposed drainage system are presented in **Appendix G**.

New internal drainage system for the Application Site will be discussed and proposed in the detailed design stage.

3.4 DRAINAGE ANALYSIS

3.4.1 ASSUMPTIONS AND METHODOLOGY

Peak instantaneous runoff before and after the Proposed Development was calculated based on the Rational Method. The recommended physical parameters, including runoff coefficient (C) and storm constants for different return periods, are as per the *Stormwater Drainage Manual*.

The Rational Method has been adopted for hydraulic analysis and the peak runoff is given by the following expression:

$$Q_p = 0.278 C i A$$

where:

Q_p = peak runoff in m³/s

C = runoff coefficient

i = rainfall intensity in mm/hr

A = catchment area in km²

Rainfall intensity is calculated using the following expression:

$$i = \frac{a}{(t_d + b)^c}$$

where:

i = rainfall intensity in mm/hr

t_d = duration in minutes ($t_d \leq 240$)

a, b, c = storm constants given in Table 3 of SDM

Rainfall Increase due to Climate Change – Mid 21st Century (2041 - 2060) has been considered as i +10.4%.

For a single catchment, duration (t_d) can be assumed to be the time of concentration (t_c) which is calculated as follows:

$$t_c = t_0 + t_r$$

where:

t_c = time of concentration

t_0 = inlet time (time taken for flow from the most remote point to reach the most upstream point of the urban drainage system)

Generally, t_0 is much smaller than t_r . As shown in Equation 2, t_d is the divisor. Therefore, larger t_d will result in smaller rain intensity (i) as well as a smaller Q_p . For the worst-case scenario, t_r is assumed to be negligible and so:

$$t_d = t_c = t_0$$

$$t_0 = \frac{0.14465 L}{H^{0.2} A^{0.1}}$$

where:

A = catchment area (m^2)

H = average slope (m per 100m), measure along the line of natural flow, from the summit of the catchment to the point under consideration

L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

The capacities of the drainage pipes have been calculated using the Colebrook-White Equation, assuming full bore flow with no surcharge, as follows, incorporate 10% sedimentation in the calculation of drainage flow capacity in accordance with the *Stormwater Drainage Manual*:

$$V = -\sqrt{32gRs} \times \log\left(\frac{k_s}{14.8R} + \frac{1.25v}{R\sqrt{32gRs}}\right)$$

where:

V = mean velocity (m/s)

g = gravitation acceleration (m/s^2)

R = hydraulic radius (m)

k_s = hydraulic pipeline roughness (m)

V = kinematic viscosity of fluid (m^2/s)

S = hydraulic gradient (energy loss per unit length due to friction)

3.5 ASSESSMENT ASSUMPTIONS

3.5.1 PROJECT SITE

The greenery area of proposed Site is a paved area. As such, the existing paving condition of the Site is approximately 100% paved.

For the Proposed Development, the Site will be occupied by the proposed RCHE with a paved, concrete floor while soft landscape will be also provided. For the worst-case scenario, it is assumed that the Proposed Development will be 100% paved.

With reference to the *Stormwater Drainage Manual*, the runoff coefficients of paved surface at the existing site are 0.95. As a result, the runoff coefficients of 0.95 were adopted for the Site before development and after development as summarised in **Table 3.1**.

Table 3.1: Surface Characteristics and Runoff Coefficients of the Site

Scenario of Project	Area (m^2)	Surface Characteristics	Runoff Coefficient for paved area
Before Development	748.2	100% paved*	0.95
After Development		100% paved*	0.95

Note:

*100% paved surface was assumed for consideration of the worst case scenario.

As mentioned in **Section 2.2**, the runoff of the Site should be conveyed to the existing natural stream to the southeast of the Site.

3.5.2 CUMULATIVE RUNOFF (SURROUNDING CATCHMENTS)

As the proposed drainage system collects runoff from the Site and also the surrounding catchments, runoff from surrounding catchments shall be taken into account. Catchment A contributed to the cumulative runoff has been identified as shown on **Appendix G**.

With reference to the *Stormwater Drainage Manual*, as the surrounding catchment A is paved with concrete, and the runoff coefficients of paved surface is 0.95. The paving conditions and runoff coefficients of related catchments are summarised in **Table 3.2**.

Table 3.2: Surface Characteristics and Runoff Coefficients of Surrounding Catchment

Catchment	Area (m ²)	Surface Characteristics	Runoff Coefficient for paved area
Proposed Site	748.2	100% paved*	0.95
Catchment A	1,528	100% paved*	0.95

3.6 ESTIMATED EXISTING AND FUTURE RUNOFF

3.6.1 PEAK RUNOFF FROM THE SITE

Based on the assumptions described in **Section 3.2**, the runoff from the Site before and after development was estimated based on the return periods of 50 years.

As shown in **Table 3.3**, the estimated peak runoff generated from the Site before development and after development is 0.0571m³/s under 50 years return period, and there is no change after the development of the proposed Site as 100% paved surface was assumed before and after the development as the worst case scenario. Detailed calculation is provided in **Appendix H**.

Table 3.3: Estimated Peak Runoff of the Site

Return Period	Estimated Peak Runoff		
	Before Development	After Development	% Change
50 Years	0.0571	0.0571	0%

3.6.2 CUMULATIVE RUNOFF

In addition to the runoff generated from the Site, the runoff from surrounding catchment is also considered, as mentioned in **Section 3.2**.

The estimated cumulative runoff from the surrounding catchment is approximately 0.170m³ under the assessed return periods and the estimated peak runoff is shown in **Table 3.4**. Detailed calculations are provided in **Appendix H**.

Table 3.4: Estimated Cumulative Runoff of the Site

Return Period	Estimated Peak Runoff After Development (m ³ /s)		
	Site	Surrounding Catchment	Cumulative
50 Years	0.0571	0.113	0.170

3.7 RESULT

The runoff of the Site and surrounding catchments will be collected by the proposed terminal manhole SMH01 and discharged to the existing natural stream to the southwest of the Site via the proposed manholes (SMH 02 – SMH 06) with 300mm diameter drainage channels.

Flow capacities of existing stormwater drains at the downstream of manholes have been assessed with the consideration of total peak flow of sewage generated from the Proposed Development.

The assessment results of the maximum estimated discharge based on the return period of 50 years are summarised in **Table 3.5**, and the detailed assessment is provided in **Appendix I**.

Table 3.5: Drainage Capacity of the Stormwater Drains

Manhole		Catchment	Size (m)	Runoff (m ³ /s)	Capacity (m ³ /s)	% of Capacity Used	Sufficient Capacity
From	To						
SMH 01	SMH 02	S+A	0.3	*0.193	0.295	63%	Yes
SMH 02	SMH 03	S+A	0.3	*0.193	0.236	80%	Yes
SMH 03	SMH 04	S+A	0.375	*0.193	0.235	80%	Yes
SMH 04	SMH 05	S+A	0.375	*0.193	0.314	60%	Yes
SMH 05	SMH 06	S+A	0.375	*0.193	0.265	71%	Yes
SMH 6	outfall	S+A	0.375	*0.193	0.314	60%	Yes

*Note: The sewage (i.e. total peak flow: 0.00577m³/s) generated from the STP to the drainage system has been taken into account.

Since the treated effluent generated from the STP will be discharged to the nearest proposed terminal manhole (i.e SMH01), the total peak runoff of the drainage system will be the sum of the treated effluent and the estimated surface runoff. Detailed runoff calculation is provided in **Appendix I**.

The estimated peak flow will be less than 100% capacity of the stormwater drains, it is anticipated that the proposed drainage system will have sufficient capacity to cater for the treated effluent generated from the STP and the surface runoff.

3.8 DISCUSSION

After the completion of the development, the surface runoff in Site Area will be diverted by the internal drainage system to the proposed terminal manhole (SMH01). It will be connected to newly constructed 300mm & 375mm diameter pipes via the proposed manholes (SMH 02 – SMH 06) and further discharge to the outfall (existing natural stream). Detailed alignment and design of the internal drainage system within the Application Site will be proposed in the detailed design stage.

By assessment result of the maximum estimated peak flow is 0.193 m³/s from the Proposed Site and the highest percentage of pipe capacity will account for 80% of the capacity of the 375 mm stormwater drains.

Thus, the proposed drainage system will have sufficient capacity to receive stormwater runoff from the Proposed Development. As a result, no adverse drainage impact arising from the Proposed Development is anticipated.

4 CONCLUSION

The potential sewerage impact due to the application site has been quantitatively addressed. Based on the estimated sewage flow for the Project Site presented in **Appendix C**, the total peak sewage flow projected for the proposed development is about 0.00577 m³/sec (for Sewer) and 0.00288 m³/sec (for STP).

Since there is no existing public sewerage system in the vicinity of the project area, an on-site STP will be used for the treatment of sewage generated from the proposed development. All discharge from the STP will be conveyed to the drainage system via the proposed drainage terminal manhole from the STP.

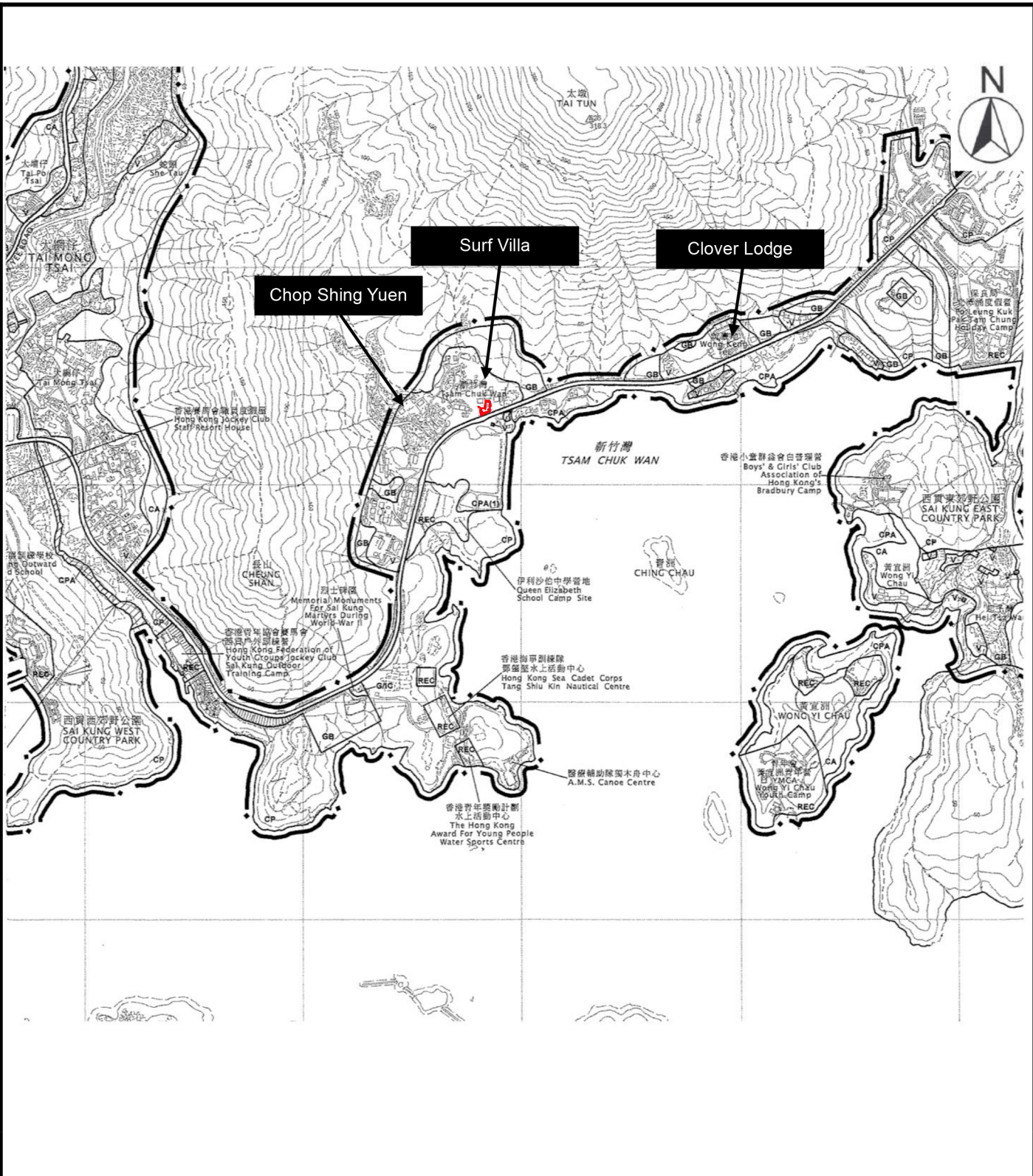
The estimated sewage generation calculations of the proposed drainage system have



indicated that the proposed drainage terminal manholes (SMH 01) in the Proposed Site will have sufficient capacity to cater for the treated effluent generated from the STP and the runoff from the Proposed Site and surrounding catchments through the newly constructed 300mm & 375mm diameter pipes via the proposed manholes (SMH 02 – SMH 06) and further discharge to the outfall (existing natural stream).

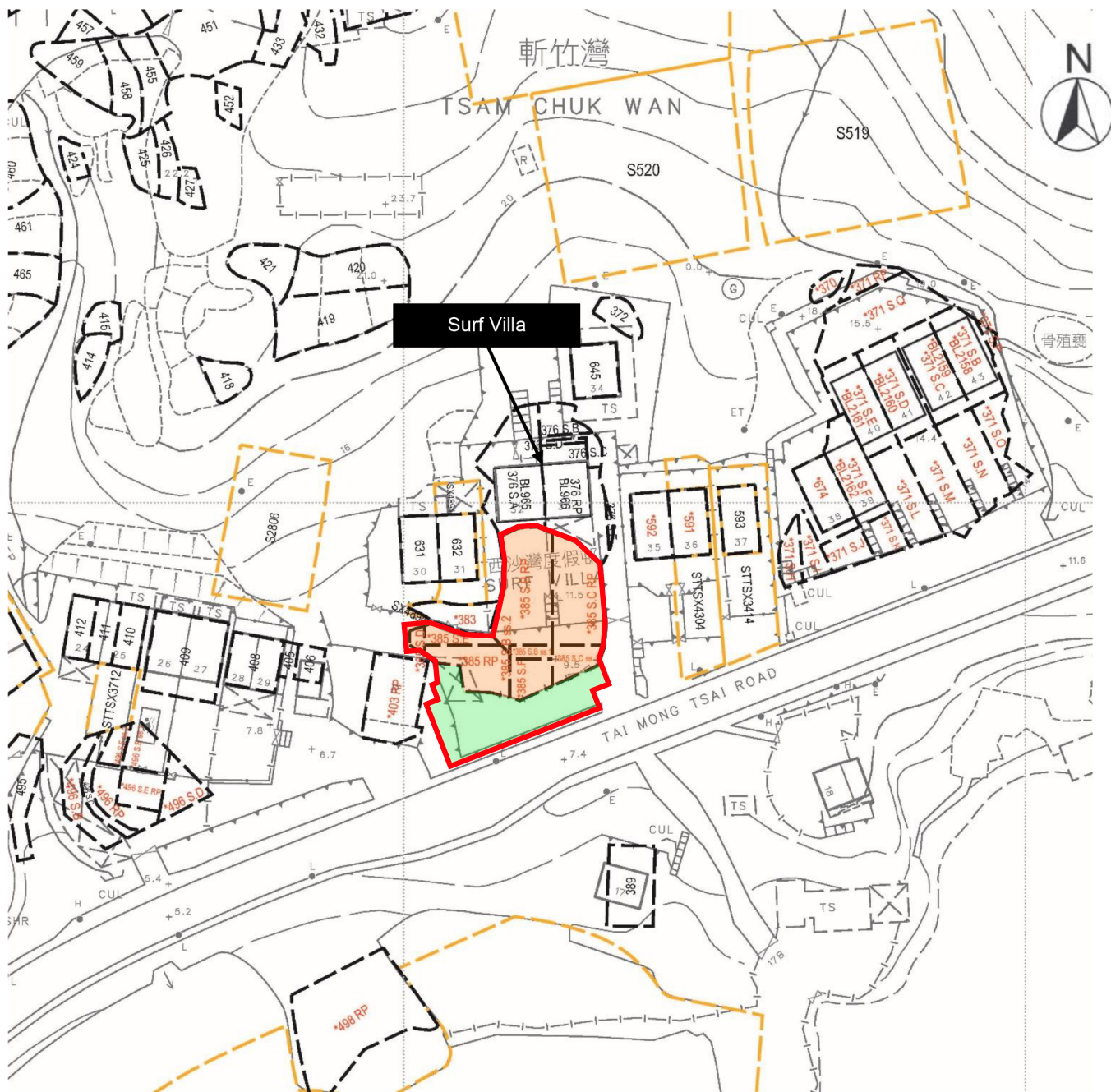
The maximum estimated peak flow (including treated effluent) from the Proposed Site and all cumulative catchment areas will account for less than 100% of the flow capacity of the proposed drainage system. Hence, it is concluded that no sewerage and drainage impacts arising from the development is anticipated.


APPENDIX A

MASTER LAYOUT PLAN OF THE PROPOSED DEVELOPMENT



Legend  Application Site		Location Lot Nos. 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F, 385 RP and adjoining Government Land in D.D 257, Tsam Chuk Wan, Sai Kung		
Figure No. FIGURE 1	Figure Title Location Plan (Extracted from the Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4)	Date May 2021	Scale 1 : 5,000 at A4	Prepared by  DeSPACE (International) Limited



<div>Legend</div> <div><div></div>Application Site</div> <div><div></div>Private Lots</div> <div><div></div>Government Land</div>		<div>Location</div> <div>Lot Nos. 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F, 385 RP and adjoining Government Land in D.D 257, Tsam Chuk Wan, Sai Kung</div>		
<div>Figure No.</div> <div>FIGURE 2</div>	<div>Figure Title</div> <div>Location Plan</div> <div>(Extracted from the Lot Index Plan No.: ags_S00000026215_0001)</div>	<div>Date</div> <div>MAY 2021</div>	<div>Scale</div> <div>1 : 1,000 at A4</div>	<div>Prepared by</div> <div><div></div><div>DeSPACE (International) Limited</div></div>

The key development parameters and proposed schedule of accommodation of the scheme are summarized in Table 4.1 and Table 4.2 below:

TABLE 4.1 – MAJOR DEVELOPMENT PARAMETERS OF THE PROPOSAL	
Major Development Parameters	Proposed Scheme
Site Area (about) (Based on detailed land survey records in Appendix 1A & 1B , and subject to detailed survey to be conducted on the adjoining government land)	499.2 sqm. (private land) + 249.0 sqm. (Government land) = 748.2 sqm
Plot Ratio (PR) (about)	4.01
Site Coverage (about)	Not more than 80%
Total Gross Floor Area (GFA) (about)	Not exceeding 3,000 sqm.
Building Height	Not more than 31 mPD (or not exceeding 23.6m for the absolute building height) ^[1] (NB: The Mean Street Level on which the RCHE sits is +9.5mPD)
No. of Storeys	Not exceeding 6
Total No. of beds	About 110 beds (100 to 125 beds)
Provision of parking facilities:	
Private car parking spaces	2 (including 1 disabled car parking space)
Light Bus L/UL	1
Proposed Floor use	G/F: Laundry Room, Lift Lobby, Parking Spaces, E&M, Conference Room, General Storage, Clean Utility Room 1/F: Rehabilitation Area, End of Life Care Room, Small Group Activity Room, Store, Cleaner's Room, Interview Room, Dining Area & Multi-purpose Room, Kitchen 2/F: dormitory rooms, Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Pantry, Nurse Station, Cleaner's Room, Staff Dorms & Rest Room, Officers 3/F to 5/F: dormitory rooms, Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Pantry, Nurse Station, Cleaner's Room, Bathroom/Shower Room R/F: Ancillary E&M and Water Tank

Note:

[1] Please be invited to note that the building height restriction of no more than 24m above the ground level as stipulated in Cap. 459A is fully complied with in the Proposed Development. The absolute building height of not exceeding 23.6m is measured from Tai Mong Tsai Road as the abutting road at +7.4mPD in compliance with the prevailing building control practice. The actual building height as measured from the mean ground level where the proposed building sits on at +9.5mPD is only 21.5m.

TABLE 4.2 – THE PROPOSED SCHEDULE OF ACCOMMODATION OF THE RCHEs

	Functional Use	GFA (sq.m.)
	RCHE Uses	Accountable GFA (sq.m.)
G/F	Laundry, FS & Sprinkler Tank & Pump Room, Main Switch Room, TX Room, Refuse Room, Lift Lobby, Lifts, Reception, Clean Utility Room, Conference Room, General Store, TBE Room, Flush Water & Portable Water Tank & Pump Room, Utility Plant Room, Carpark and Loading/unloading	496.0
1/F	Rehabilitation Area, End of Life Care Room, Small Group Activity Room, Store for Rehabilitation Area, Lifts, Cleaner's Room, Interview/Meeting/Family Room, Dining Area & Multi-purpose Room, Kitchen Cum Store, M. Lav., F. Lav. and U. Lav.	552.5
2/F	Dormitory, Attached Bathroom/Shower Room to Dormitory Room, Sick/ Isolation/ Quiet Room, Accessible Toilet Cum Shower Room attached to Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Cleaner's Room, Lifts, Pantry for Residents, Nurse Station Cum Medical Consultation Room, Staff Dorm., Pantry Cum Rest Room, Superintendent's Office/ Assistant Superintendent's Office, General Office, M. Staff Changing Room, F. Staff Changing Room, M. Lav., F. Lav. and U. Lav.	512.6
3/F	Dormitory, Attached Bathroom/Shower Room to Dormitory Room, Sick/ Isolation/ Quiet Room, Accessible Toilet Cum Shower Room attached to Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Cleaner's Room, Lifts, Pantry for Residents, Nurse Station Cum Medical Consultation Room, M. Lav., F. Lav. and U. Lav.	479.5
4/F	Dormitory, Attached Bathroom/Shower Room to Dormitory Room, Sick/ Isolation/ Quiet Room, Accessible Toilet Cum Shower Room attached to Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Cleaner's Room, Lifts, Pantry for Residents, Nurse Station Cum Medical Consultation Room, M. Lav., F. Lav. and U. Lav.	479.5
5/F	Dormitory, Attached Bathroom/Shower Room to Dormitory Room, Sick/ Isolation/ Quiet Room, Accessible Toilet Cum Shower Room attached to Sick/ Isolation/ Quiet Room, Common Area, Soiled Utility Room, Cleaner's Room, Lifts, Pantry for Residents, Nurse Station Cum Medical Consultation Room, M. Lav., F. Lav. and U. Lav.	479.5
R/F	Ancillary E&M and Water Tank	0
TOTAL		Not more than 3,000



- LEGEND
- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
 - BOUNDARY LINE OF APPLICATION SITE
 - LOT BOUNDARY OF PRIVATE LAND
 - BOUNDARY LINE OF GOVERNMENT LAND
 - PROPOSED RUN-IN/ RUN-OUT

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO. HK-A21002
項目編號:

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AMENDMENT PARTICULARS
更改細節:

Revision 修正版	Description 內容	Date 日期
△	DESIGN	20210422
△	DESIGN	20210425
△	DESIGN	20210503
△	DESIGN	20210511
△	SUBMISSION	202107
△		
△		
△		

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PROJECT NAME
項目名稱:

SECTION 16 TOWN PLANNING APPLICATION FOR THE PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "VILLAGE TYPE DEVELOPMENT" ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLANNING. S/SK-TMT/4 AT Lot Nos. 385 RP, 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

G/F LAYOUT PLAN

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

P-101

SCALE
比例: 1:200@A3

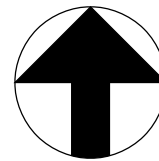
DATE
日期: 20210721



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND

1/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200



PROJECT NO. HK-A21002

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更改細節：

Revision 修正版	Description 內容	Date 日期
△	DESIGN	20210422
△	DESIGN	20210425
△	DESIGN	20210503
△	DESIGN	20210511
△	SUBMISSION	202107
△		
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PROJECT NAME
項目名稱：

SECTION 16 TOWN PLANNING
APPLICATION FOR THE PROPOSED
SOCIAL WELFARE FACILITY
(RESIDENTIAL CARE HOME FOR THE
ELDERLY) IN "VILLAGE TYPE
DEVELOPMENT" ZONE ON APPROVED
TAI MONG TSAI AND TSAM CHUK WAN
OUTLINE ZONING PLANNING. S/SK-TMT/4
AT Lot Nos. 385 RP, 385 S.B RP,
385 S.B ss.1, 385 S.B ss.2, 385 S.C RP,
385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱：

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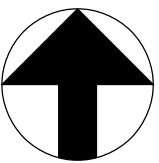
DESIGN IN CHARGE
設計負責人：

KL

SCALE
比例：1:200@A3

DATE
日期：20210721

P-102



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND

2/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO. HK-A21002
項目編號:

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AMENDMENT PARTICULARS
更改細節:

Revision 修正版	Description 內容	Date 日期
△	DESIGN	20210422
△	DESIGN	20210425
△	DESIGN	20210503
△	DESIGN	20210511
△	SUBMISSION	202107
△		
△		
△		
△		

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385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

2/F LAYOUT PLAN

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

P-103

SCALE
比例:

1:200@A3

DATE
日期:

20210721



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND

3/F-5/F LAYOUT PLAN

TSAM CHUK WAN RCHE

1:200

PROJECT NO. HK-A21002

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AMENDMENT PARTICULARS

Revision 修正版	Description 內容	Date 日期
△	DESIGN	20210422
△	DESIGN	20210425
△	DESIGN	20210503
△	DESIGN	20210511
△	SUBMISSION	202107
△		
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385 S.C ss.1, 385 S.D, 385 S.E
and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱：

3-5/F LAYOUT PLAN

DESIGN IN CHARGE
設計負責人：

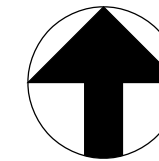
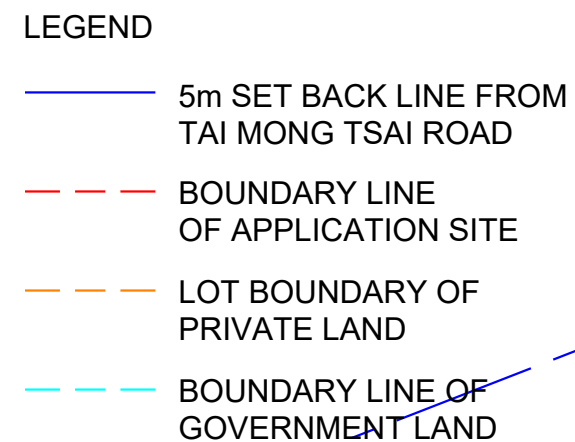
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DWG NO.
圖紙編號：

P-104

SCALE
比例：1:200@A3

DATE
日期：20210721



TSAM CHUK WAN RCHE

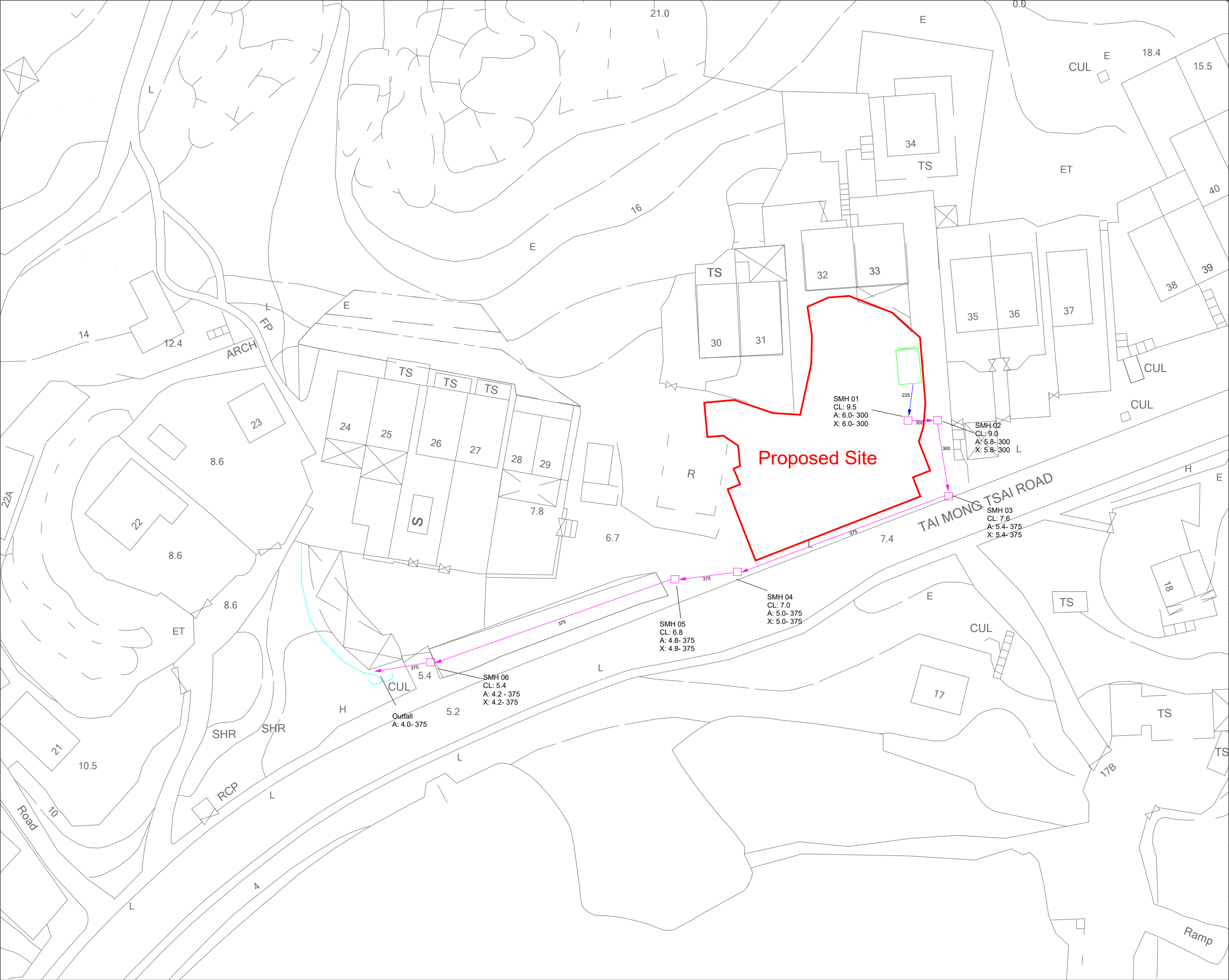
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DATE
日期: 20210721

P-105

APPENDIX B

INDICATIVE SEWERAGE LAYOUT PLAN



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LEGEND:

- PROPOSED SITE
- PROPOSED SEWAGE TREATMENT PLANT
- PROPOSED TERMINAL MANHOLE
- PROPOSED DRAINAGE
- PROPOSED SEWER
- PROPOSED PIPE DIAMETER
- NATURAL STREAM

	Prepared	Checked	Approved
Initial	BW	CC	YS
Date	12/2021	12/2021	12/2021

Project Title

SEWERAGE AND DRAINAGE IMPACT ASSESSMENT REPORT FOR PROPOSED RCHE IN TSAM CHUK WAN AT LOT NOS. 385 RP, 385 S.B RP, 385 S.B SS.1-2, 385 S.C RP, 385 S.C SS.1, 385 S.D, 385 S.E AND 385 S,F IN D.D 257

Drawing Title

PROPOSED SEWERAGE PLAN

Drawing No.	Rev.
SIA-1001	0

Scale:

A3 - 1:500

APPENDIX C

CALCULATION OF SEWAGE FLOW

Appendix C Calculation of Sewage Peak Flow

Development	Estimated Population	Unit Flow Factor (m3/day)	Estimated Average Dry Weather Flow (m3/day)	Catement Inflow Factor	Contributing Population	Peaking Factor	Estimated Peak Flow (L/sec)	Estimated Peak Flow (m3/sec)	Remarks		
A) Residential											
Residents	110	0.19	20.90	1.3	110	8 (Sewer)	2.516	0.00252	UFF: 0.19 m3/day for "Institutional and special class" in Table T-1 of GESF Population: Information from project applicant		
						4 (STP)	1.258	0.00126			
B) Commercial											
Employee	40	0.28	11.20	1.3	50	8 (Sewer)	1.348	0.00135	UFF: 0.28 m3/day for 'Commercial Employee' and 'Commercial activities of J11 Community, Social & Personal Services' based on EPD's GESF Table T-2 Population: Information from project applicant		
						4 (STP)	0.674	0.00067			
Kitchen Staff	10	1.58	15.80			8 (Sewer)	1.902	0.00190	UFF: 1.58 m3/day for 'Commercial Employee' and 'Commercial activities of J10 Restaurants & Hotels' based on EPD's GESF Table T-2 Population: Based on estimation [1]		
						4 (STP)	0.951	0.00095			
						Total (Sewer)	5.77	0.00577			
						Total (STP)	2.88	0.00288			

Remark:

[1] As estimated by the staff occupancy density of 5m2/person in Code of Practice for Fire Safety of Buildings 2011, Building Department, April 2012 and approxiamte floor area of 48.1 m2 for kitchen cum store.

APPENDIX D

CALCULATION OF SEWAGE FLOW CAPACITY

Appendix D Calculation of Sewage Flow Capacity

Manhole Reference	Manhole Reference	Pipe Dia. mm	Pipe Length m	Invert Level 1 mPD	Invert Level 2 mPD	g m/s ²	k _s m	s	v m ² /s	V m/s	A m ²	Q m ³ /s	Estimated Capacity L/s	Peak Flow L/s	Capacity %	Compliance	Remarks
Proposed STP	SMH01	225	4.7	6.1	6.0	9.81	0.0006	0.02111	0.000001306	1.901	0.040	0.0756	75.60	5.77	7.6%	Yes	Proposed new terminal manhole and 225mm sewer

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity
(2) The mean velocity (V) is claculated by the Colebrook-White Equation for circular pipes:




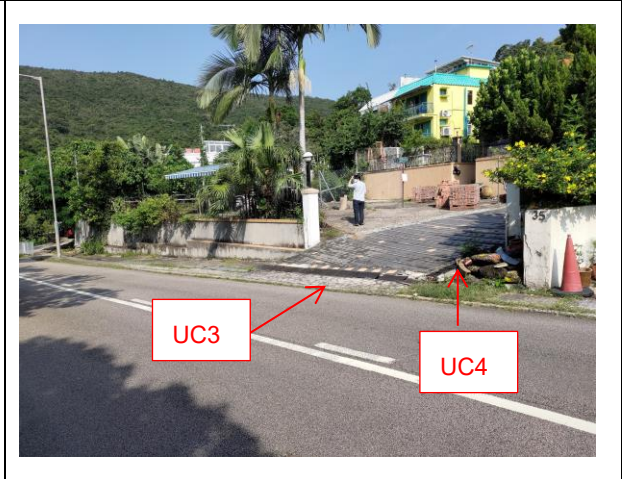

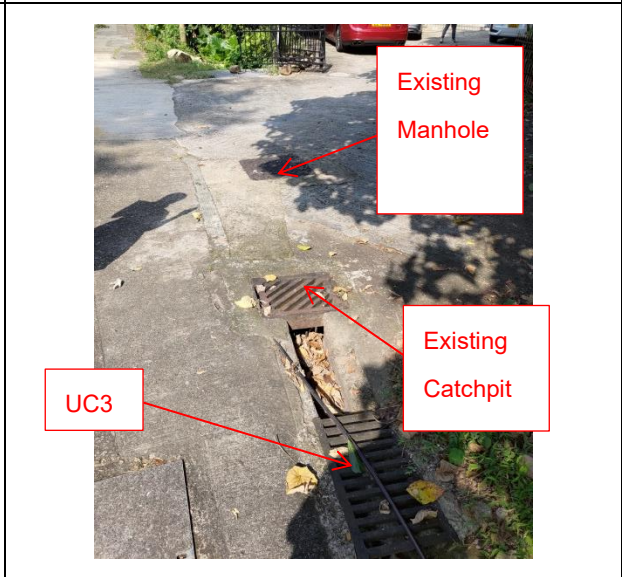
$$V' = -\sqrt{(8gDs)} \log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

where
V = mean velocity (m/s)
g = gravitational acceration (m/s2)
D = internal pipe diameter (m)
s = slope
k_s = roughness coefficient(m)
v = kinematic viscosity of fluid (m2/s)

(3) The value of k_s = 0.6mm for proposed new metal pipe in normal condition based on DSD's "Sewerage Manual" Table 5; Recommended roughness values
(4) Peak flow (Q) is calculated by Q = V x A

APPENDIX E

SITE PHOTOS SHOWING EXISTING GROUND CONDITIONS

	
<p>Fig. E1 Proposed Site Condition</p>	<p>Fig. E2 Existing U-Channel 1 (UC1)</p>
	
<p>Fig. E3 Existing U-Channel 2 (UC2)</p>	<p>Fig. E4 Existing U-Channel 3 & 4 (UC3& UC4)</p>
	
<p>Fig. E5 Existing U-Channel 4 (UC4)</p>	<p>Fig. E6 Existing Catchpit (SCH), Manhole (SMH0) and UC3</p>

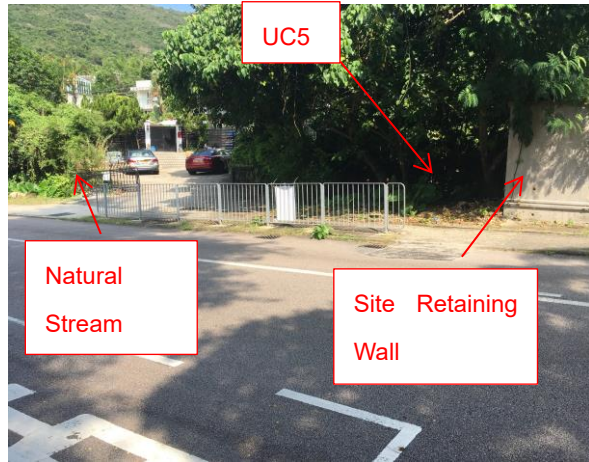


Fig. E7 Surrounding areas at southwest of the proposed Site boundary

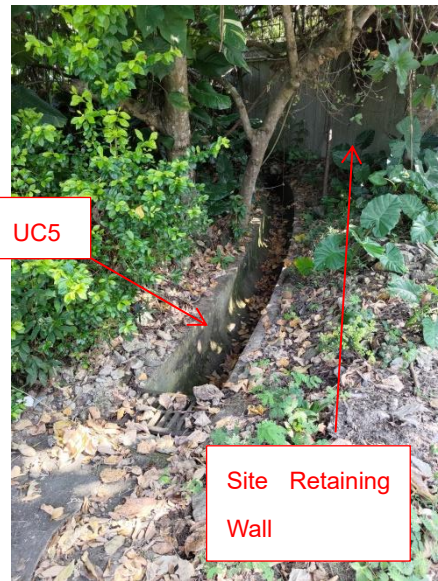


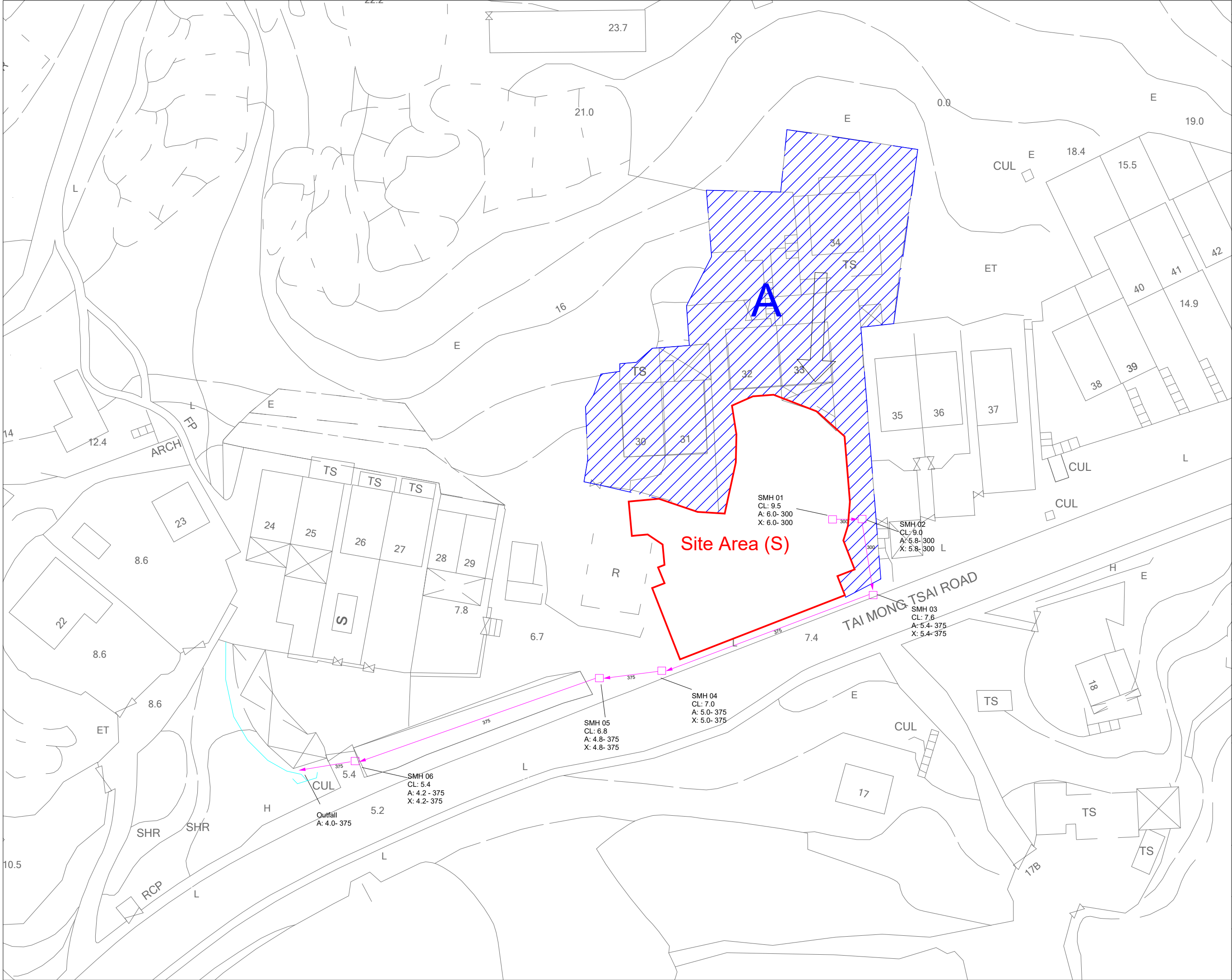
Fig. E8 Existing U-Channel 5 (UC5) at the Southwest of the proposed Site boundary

APPENDIX F

EXISTING DRAINAGE SYSTEM WITH SURROUNDING CATCHMENTS

APPENDIX G

PROPOSED DRAINAGE SYSTEM WITH SURROUNDING CATCHMENTS



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LEGEND:

PROPOSED SITE

CATCHMENT TAKEN INTO ACCOUNT

PROPOSED TERMINAL MANHOLE

PROPOSED DRAINAGE

FLOW PATH

PROPOSED PIPE DIAMETER

NATURAL STREAM

	Prepared	Checked	Approved
Initial	BW	CC	YS
Date	12/2021	12/2021	12/2021

Project Title

SEWERAGE AND DRAINAGE IMPACT
ASSESSMENT REPORT FOR PROPOSED
RCHE IN TSAM CHUK WAN AT LOT NOS.
385 RP, 385 S.B RP, 385 S.B SS.1-2, 385
S.C RP, 385 S.C SS.1, 385 S.D, 385 S.E
AND 385 S,F IN D.D 257

Drawing Title

PROPOSED DRAINAGE LAYOUT PLAN

Drawing No.	Rev.
DIA-1002	0

Scale:

A3 - 1:500

APPENDIX H

RUNOFF CALCULATION

Appendix H

Calculation of Runoff for Return Period of 50 Years

Catchment ID	Unpaved Catchment Area (m ²)	Paved Catchment Area (m ²)	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t ₀), min	Duration (t _d), min	Storm Constants			Runoff intensity (i), mm/hr	Runoff coefficient for unpaved area (C _{up})	Runoff coefficient for paved area (C _p)	C x A	Peak runoff (Q _p) m ³ /s
							a	b	c					
Before and After the Proposed Development														
Site Area (S)	0	0.0007482	8.89	27	1.30	1.30	451	2.5	0.34	288.78	0.33	0.95	0.00071	0.0571
Catchment A	0	0.001528	11.42	39.4	1.68	1.68	451	2.5	0.34	279.55	0.33	0.95	0.00145	0.113
													Total	0.170

Note:

- 1) Runoff is calculated in accordance with DSD's "Stormwater Drainage Manual (with Eurocodes incorporated) – Planning Design, and Management " (SDM), fifth edition, January 2018).

APPENDIX I

CALCULATION OF DRAINAGE CAPACITY WITH SEWERAGE IMPACT ASSESSMENT

Appendix I

Calculation of Drainage Capacity for Return Period of 50 Years

Total Peak Sewage Flow = 0.00577 m³/s

Existing Stormwater Drains

SECTION - PIPE		Catchment	Length	Level (Out)	Level (In)	d	r	A _w	P _w	R	s	k _s	V	Q _c	Total Runoff	% of capacity	Total Runoff with sewage	% of capacity with sewage	Remark
From	To		m	mPD	mPD	m	m	m²	m	m	-	mm	m/s	m³/s	m³/s	%	m³/s	%	
SMH 01	SMH 02	S+A	3.2	6	5.8	0.3	0.15	0.071	0.942	0.08	0.0625000	0.15	4.6426	0.295	0.188	63%	0.193	65%	OK
SMH 02	SMH 03	S+A	10	5.8	5.4	0.3	0.15	0.071	0.942	0.08	0.0400000	0.15	3.7044	0.236	0.188	80%	0.193	82%	OK
SMH 03	SMH 04	S+A	31.8	5.4	5	0.375	0.1875	0.110	1.178	0.09	0.0125786	0.15	2.3644	0.235	0.188	80%	0.193	82%	OK
SMH 04	SMH 05	S+A	9	5.0	4.8	0.375	0.1875	0.110	1.178	0.09	0.0222222	0.15	3.1576	0.314	0.188	60%	0.193	62%	OK
SMH 05	SMH 06	S+A	37.8	4.8	4.2	0.375	0.1875	0.110	1.178	0.09	0.0158730	0.15	2.6615	0.265	0.188	71%	0.193	73%	OK
SMH 05	outfall	S+A	9	4.2	4	0.375	0.1875	0.110	1.178	0.09	0.0222222	0.15	3.1576	0.314	0.188	60%	0.193	62%	OK

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

A_w = wetted area (m²) = π r²

P_w = wetted perimeter (m) = 2πr

R = Hydraulic radius (m) = A_w / P_w

s = Slope of the total energy line

k_s = equivalent sand roughness, mm

V = Velocity of flow calculated based on Colebrook White Equation, m/s

Q_c = Flow Capacity (10% sedimentation incorporated), m³/s

Q_p = Estimated total peak flow from the Site during peak season, m³/s

Appendix 10

Proposed Sewage Treatment Plant

1. Introduction

A Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) is proposed at Lot Nos. 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E, 385 S.F and 385 RP in D.D 257, Tsam Chuk Wan, Sai Kung (the Application Site). The Application Site is currently vacant and zoned as “Village Type Development” (“V”) under the Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SKTMT/4 (the OZP). The proposed Social Welfare Facility (RCHE) is a Column 2 use which requires planning permission from the Board.

As per the departmental comments from the Environmental Protection Department (EPD) dated 5th August 2021, the EPD does not support the proposed septic tank arrangement for disposal of wastewater. With reference to Section 5.2.4(b) in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG), sewage treatment plants should be installed since no public sewerage is available and the population of the proposed RCHE is more than 50 people.

2. Population Forecast

Population forecast is undertaken based on the development schedule; the design residential population is summarized in Table 1 below: -

Table 1

Population Type	
Residential Home for the Elderly - Elderly	110 ^[1]
Residential Home for the Elderly - Employee	40 ^[2]
Total	150

[1] Assuming the proposed development is fully occupied with 110 beds in the proposed development of RCHE.

[2] Mandatory staff included the management and frontline nursing care staffs

3. Sewage Flow Estimation

With reference to the “Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0” published by EPD, the Average Dry Weather Flow (Average Dry Weather Flow) is estimated by the following equations:

Average Dry Weather Flow (ADWF) = Population x Unit Flow Factor x Catchment Inflow Factor (P_{CIF})

The design assumptions and the ADWF are summarized in Table 2 below.

Table 2

Estimated Max. Staff and users/usage (A)	150
Unit Sewage Flow Factor, $m^3/(A)/day$, (B)	0.37
Catchment Inflow Factor (C)	1.00
Average Dry Weather Flow (ADWF), m^3/d (A) x (B) x (C)	55.50

Remarks: All unit flow factors are referred to Small Sewage Treatment Plant Design Guide published by HKEPD. Assume each elderly and staff would generate $0.37m^3/$ day of sewage.

Design Effluent Standards

The treated effluent shall comply with minimum requirements of Technical Memorandum Standards for effluents discharged into drainage and sewerage systems, inland and coastal waters under the Water Pollution Control Ordinance, Cap. 358 section 21.

4. Existing Sewerage Facilities in the Area

According to the latest Drainage Record Plan from the Drainage Services Department (DSD), there are no existing sewerage facilities in the vicinity of the Application Site.

5. Proposed On-Site Sewage Treatment Plant

Membrane Bio-Reactor (MBR) is proposed for the on-site Sewage Treatment Plant (STP). MBR system combines the strength of membrane separation, biological treatment and nano-aeration technologies to treat the wastewater and produce superior quality effluent which can be reused directly on site.

Unlike the traditional activated sludge with sedimentation process, MBR system operates at mixed liquor suspended solids (MLSS) concentrations three to five times greater than conventional systems resulting in MBR plants are significantly more compact and much less footprint requirement than a conventional plant. Please refer to **Attachment 1** for the Supplementary Information of Dunwell Membrane Bio-Reactor.

In addition, MBR system can provide complete biomass retention and highly automated. The high level of automation allows complete control of Solid Retention Time to provide flexibility of treatment level. The small pore size of the membrane can retain all suspended solids along with some colloidal and macromolecular compounds to provide high degree of filtration to remove several organic nutrients. Therefore, MBR system can provide benefits for treatment plants producing reuse water or with stringent effluent discharge limits.

The on-site STP will be designed in accordance with the Environmental Protection Department's "Guidelines for the Design of Small Sewage Treatment Plant" (STP Guideline), which can cater 3 times average dry weather flow (3ADWF). The excess flow over 3ADWF being equalized in an equalization tank with sufficient storage capacity for at least 2 hours as recommended by the EPD's design guideline. It can be designed with 3 ADWF in equalization tank and 3 ADWF in MBR tank in the whole treatment system for fulfilment of the EPD's design requirements. As a result, the treatment system is designed to treat the daily quantity of wastewater approximately 166.5 m³/day (3 x 55.5 m³/day) generated in any time no more than 24 hours.

Please note that backup power supply in the form of dual power supply or automatic operated emergency generator will be provide to minimize the chance of power failure. In a case of emergency, a monitoring system will also be provided in order to transmit signals to the on-site facilities for any irregularity and operational issues. In a case of biological failure such as foaming, the effluent will be redirected back to equalization tank.

The sludge dewatering system will be provided and designed in accordance with the requirements in the aforementioned STP Guideline. The sludge generated will be dewatered and thickened before tank away to the landfills.

In addition, activated carbon/ biotrickling filter will be proposed as deodorizer to mitigate the odour impact. Activated carbon will not generate any wastewater while the wastewater generated by the biotrickling filter will be minimal.

The proposed STP will be located at northeast portion of the Application Site with a direct access for maintenance and operational purposes. Since there are no existing sewerage facilities in the vicinity of the Application Site, the treated effluent is proposed to be discharged to the existing 300mm width open u-channel system along Tai Mong Tsai Road. Please refer to the **Attachment 2** for the location of the STP and the Section of the proposed development. The proposed discharge location is shown in **Figure 1**.

Given that the daily quantity of wastewater is 166.5m, the MBR system (equipment and MBR bioreactor) with a dimension of 2.15m (L) x 4.3m (W) x 2.5m (H) will be built at the reserved room on the ground floor of the proposed development. Due to the site constraint, two underground tanks will be required and installed below the aforementioned MBR system. One is the sewage collection tank (i.e., Equalization tank) with a dimension of 2.1m (L) x 2.2m (W) x 3m (H) and an effective volume of about 13.88m³. The other is the sludge holding tank with a dimension of 2.1m (L) x 2.2m (W) x 3m (H) and an effective volume of about 18.5m³.

With reference to the Supplementary Information of Dunwell Membrane Bio-Reactor in **Attachment 1**, it is suggested that the proposed MBR system could treat the sewage at a standard which has a better quality than those specified in the TM standard in order to minimize the pollution load. The proposed STP will reach tertiary treatment level. The proposed effluent quality is listed in Table 3 below.

Table 4

Parameters	Unit	Proposed Effluent Quality
Design Flow Rate	M ³ /day	3ADWF
pH	pH units	6.5-8.5
Temperature	°C	30
Coliform bacteria	n/100mL	<1 (with UV or Chlorine)
Total Suspended Solids	mg/L	<10
BOD ₅	mg/L	<5
COD	mg/L	<30

Given the small daily sewage flow and the excellent quality of the treated effluent, the pollution load to the nearby drainage system is considered negligible.

6. Typical Operation, Maintenance and Emergency

A number of well-known companies in the market could provide both system, operation and maintenance services for sewage treatment plants including the said MBR system. They could offer the contingency plan to ensure efficient backup capacity in their MBR system and the provision of direct maintenance or support services for both regular on-site checking and emergency situations.

Supplies of mechanical equipment and spare parts are very common in the market, any replacement can be installed in a short period of time. As suggested by the provider of the MBR system, the membrane modules have a life span of about 5-8 years with regular checking. Once the MBR system has reached its lifespan, a new membrane module will be installed to replace the existing one.

7. Conclusion

The Application Site is located to the northeast of the Sai Kung Town Centre and the north of the Tsam Chuk Wan. The Application Site is currently zoned as "Village Type Development" ("V") under the OZP and the Applicant proposes to develop the vacant site into a 6-storey of RCHE.

The estimated sewage to be generated from the proposed development is approximately 55.50 m³/day (ADWF). There is no existing public sewerage system in the vicinity of the proposed development.

MBR system is proposed for the on-site sewerage treatment plan in view of its excellent effluent quality. With reference to the Supplementary Information of Dunwell Membrane Bio-Reactor in **Attachment 1**, the advantages of membrane bioreactor system included:

- On site reuse of treated effluent
- Automated control by Programmable Logic Controller (PLC)
- 24-hour remote monitoring system
- Eliminates sewage piping
- Small footprint
- Complete solid removal
- Membranes have excellent durability and chemical resistance
- Electronic maintenance record
- High oxygen utilization
- Highly efficient energy utilization
- High rate and high efficiency organic and nutrient removal

In order to minimize the pollution load, it is proposed to treat the sewage at a standard which has a better quality than those specified in the TM standard as aforementioned in Table 3. In view of the small daily sewage flow and the excellent quality of the effluent processed by the proposed STP, the pollution load is considered minimal.

Attachment 1

Supplementary Information of Dunwell Membrane Bio-Reactor

Dunwell Membrane Bio-Reactor 正昌膜生物反應器 (DMBR)

Advanced Sewage / Wastewater / Greywater
Recycling Treatment Plant
先進污水回用系統

- Eliminates public sewage pipes
毋需排污渠
- 100% Water Reuse On Site
100%水回用
- Multiple Applications
可處理各類污水
- Remote Monitoring System
在線監控



Introduction 介紹

Dunwell Membrane Bio Reactor (DMBR) is an advanced wastewater treatment process for maximum treatment capacity requirement from sixty to several thousand m³ per day. The system combines the strength of membrane separation, biological treatment and nano-aeration technologies to treat the wastewater. Its high quality effluent can be reused directly on site.

Unlike the traditional activated sludge with sedimentation process, DMBR has greater treatment efficiency and takes up less space which is one of the reasons why it is taking a more important role in the environmental engineering industry. It is applicable for greywater, blackwater, municipal wastewater, commercial wastewater or industrial wastewater.

正昌膜生物反應器(DMBR)是一種先進的廢水處理系統，每天能處理六十至數千立方米。系統利用膜分離、生物處理和納米曝氣技術來處理廢水。處理後的廢水可以直接在現場回用。

與傳統的沉澱工藝活性污泥法不同，DMBR具有更高的處理效率，佔用空間更少，這也是其在環境工程行業中發揮更重要作用的原因之一。適用於灰水、黑水、城市污水、商業廢水或工業廢水。



創意獎
INNOVATION AND
CREATIVITY AWARD



科技成就獎
TECHNOLOGICAL
ACHIEVEMENT AWARD



24-hour Remote monitoring system
24小時在線監控



Real-time camera monitoring system
實時攝像監控系統

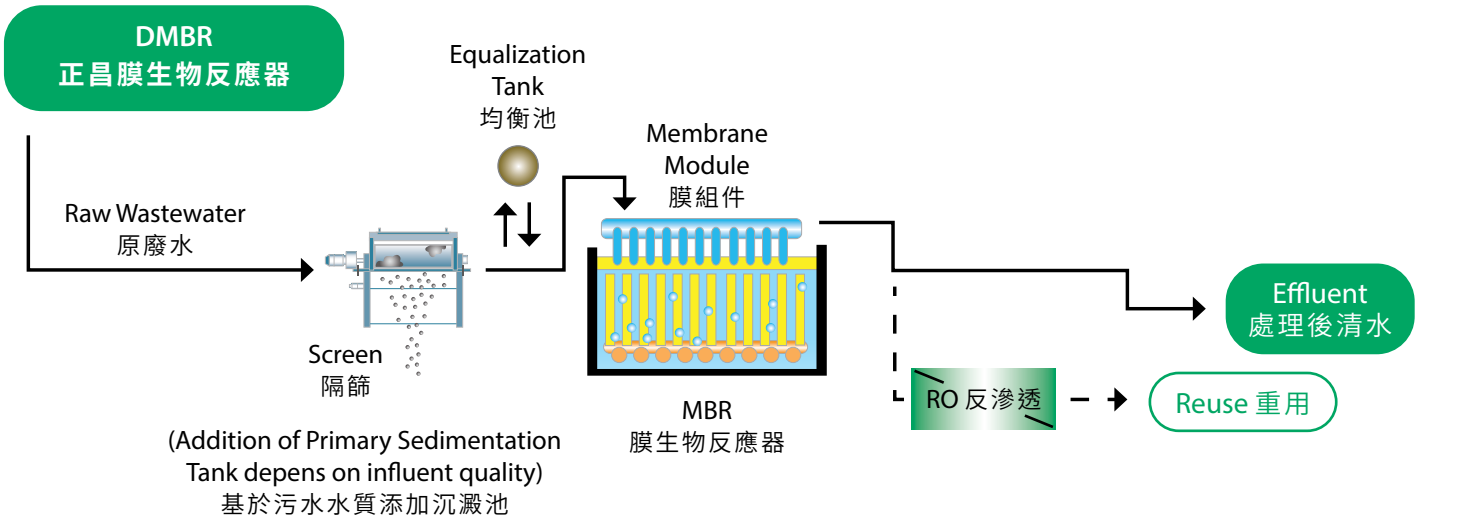
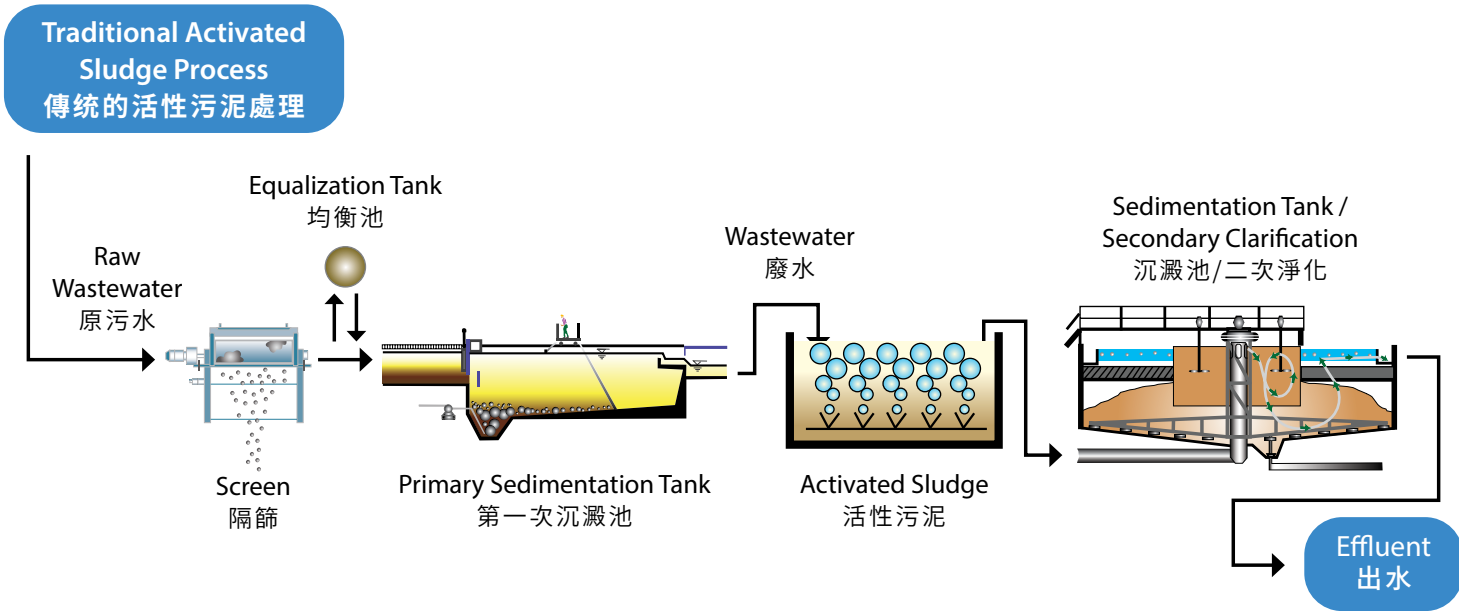
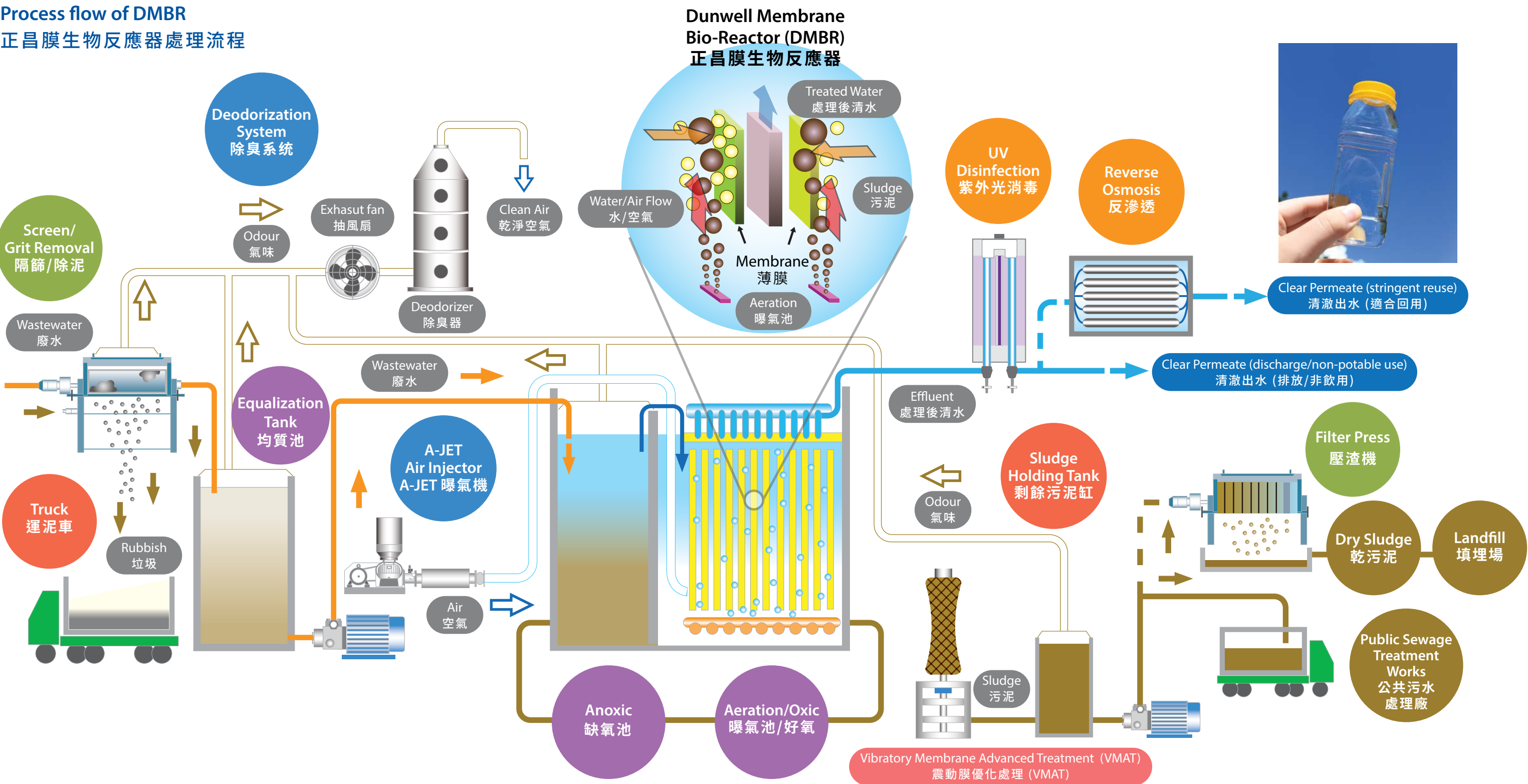


Electronic maintenance record
電子維修記錄

Advantages 優點

- ◆ On site reuse of treated effluent
處理後出水現場回用
 - ◆ Automated control by Programmable Logic Controller (PLC)
全自動編程邏輯控制
 - ◆ 24-hour remote monitoring system
24小時遠程監控系統
- ◆ Eliminates sewage piping
毋需排污管道
 - ◆ Easy to install in existing aeration tank, increasing plant capacity in same footprint
易於安裝於現有曝氣池，在相同的面積上提升污水處理量
 - ◆ High concentration of Mixed Liquor Suspended Solid (MLSS) (10,000-20,000mg/L) greatly improves efficiency
混合液懸浮固體 (MLSS) 提濃 (10,000-20,000毫克/升) 提升污水處理效率
- ◆ Completely removes suspended solids from effluent
完全去除出水的懸浮固體
 - ◆ Membranes have excellent durability and chemical resistance
膜組具高耐久性和耐化學性
 - ◆ Can easily add UV disinfection or Reverse Osmosis to further enhance effluent quality
可以加裝紫外光燈消毒或反滲透，以進一步提高出水水質
- ◆ Save 30% or more on space used by traditional sewage treatment process
對比傳統污水處理技術，能減少30%或以上的地面空間
 - ◆ Dunwell's VMAT technology helps further space saving by thickening sludge before filter press
正昌VMAT震動薄膜能在壓濾前提高污泥稠度，有助進一步節省空間
 - ◆ Electronic maintenance record
電子維修記錄

Process flow of DMBR
正昌膜生物反應器處理流程



DMBR effluent comparison against alternative standards DMBR

膜生物反應器 (DMBR) 出水與其他標準比較

Control Parameters 控制參數	HK Standard for discharge to Grade A ⁺ inland water 香港環保署 A級標準 ⁺	HK Standard for discharge to Grade B ⁺⁺ inland water 香港環保署 B級標準 ⁺⁺	HK Standard for discharge to Grade C ⁺⁺⁺ inland water 香港環保署 C級標準 ⁺⁺⁺	HK Standard for Water Reuse 香港水務署 回用水標準	Discharge from DMBR DMBR 出水排放
Coliform bacteria (n/100mL) 大腸桿菌 (個/100毫升)	< 1	100	1,000	< 1	<1 (with UV or Chlorine 經過 紫外光/氯)
Total Suspended Solids (mg/L) 懸浮固體總數量 (毫克/升)	10	30	20	N/A 不適用	<10
BOD ₅ (mg/L) 5天生化需氧量 (毫克/升)	10	20	20	10	<5
COD (mg/L) 化學需氧量 (毫克/升)	50	80	80	N/A 不適用	<30
pH 酸鹼值	6.5 - 8.5	6.5 - 8.5	6.5 - 8.5	N/A 不適用	6.5 – 8.5
Chlorine (mg/L) 氯 (毫克/升)	N/A 不適用	N/A 不適用	N/A 不適用	>1	Depends on application 是否加氯取決 於用途

⁺ Abstraction for potable water supply 集水區

⁺⁺ Irrigation 灌溉

⁺⁺⁺ Pond fish culture 魚塘用途

Case Studies for various applications

各種應用案例研究

Wastewater Source 污水來源	Parameters (mg/L) 參數 (毫克/升)	Influent 入水	Max. Flow rate (m ³ /day) 最大流量 (立方米/天)	Effluent 出水	Removal rate(%) 去除率(%)
Food processing 食品加工	BOD ₅ 5天生化需氧量	1,590	250	<5	99.9
	COD _{Cr} 化學需氧量	2,600		<20	99.0
	SS 懸浮固體	380		<1	100
Greywater 灰水	BOD ₅ 5天生化需氧量	<=200	58	<5	95.0
	SS 懸浮固體	<=200		100	
Blackwater 生活污水	BOD ₅ 5天生化需氧量	210	4,170	<5	97.6
	SS 懸浮固體	240		<1	99.6
Landfill leachate 填埋場滲漏液	COD _{Cr} 化學需氧量	~10,000	300	99.4	100
	SS 懸浮固體	<500		<1	

Job references 過往項目

Food Processing Wastewater 食品廠廢水

Lei Garden 利苑

Peak flow 高峰流量

- 250 m^3/day
立方米/天



Greywater 灰水

Altira Macau 澳門新濠鋒酒店

Peak flow 高峰流量

- 250 m^3/day
立方米/天



Sewage 污水

Sai Kung Residential Development

西貢高尚住宅區

Peak flow 高峰流量

- 4,170 m^3/day
立方米/天



Greywater 灰水

WSD Tin Shui Wai Government Building 水務署天水圍政府大樓

Peak flow 高峰流量

- 58 m^3/day
立方米/天



DECL_DMBR_202011

Dunwell Engineering Co., Ltd
Member of Dunwell Group

正昌科技有限公司
正昌(集團)有限公司成員

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Email 電郵 : decl@dunwellgroup.com



Attachment 2

Location of the STP and the Section of the proposed development



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE
- LOT BOUNDARY OF PRIVATE LAND
- BOUNDARY LINE OF GOVERNMENT LAND

PROPOSED RUN-IN/ RUN-OUT

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE
1:200

PROJECT NO. HK-A21002
項目編號:

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△	DESIGN	20210422
△	DESIGN	20210425
△	DESIGN	20210503
△	DESIGN	20210511
△	SUBMISSION	202107
△	SUBMISSION	202108
△	SUBMISSION	202110
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PROJECT NAME
項目名稱:

SECTION 16 TOWN PLANNING APPLICATION FOR THE PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "VILLAGE TYPE DEVELOPMENT" ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLANNING. S/SK-TMT/4 AT Lot Nos. 385 RP, 385 S.B RP, 385 S.B ss.1, 385 S.B ss.2, 385 S.C RP, 385 S.C ss.1, 385 S.D, 385 S.E and 385 S.F in D.D 257

DRAWING TITLE
圖紙名稱:

G/F LAYOUT PLAN

DESIGN IN CHARGE
設計負責人:

KL

DWG NO.
圖紙編號:

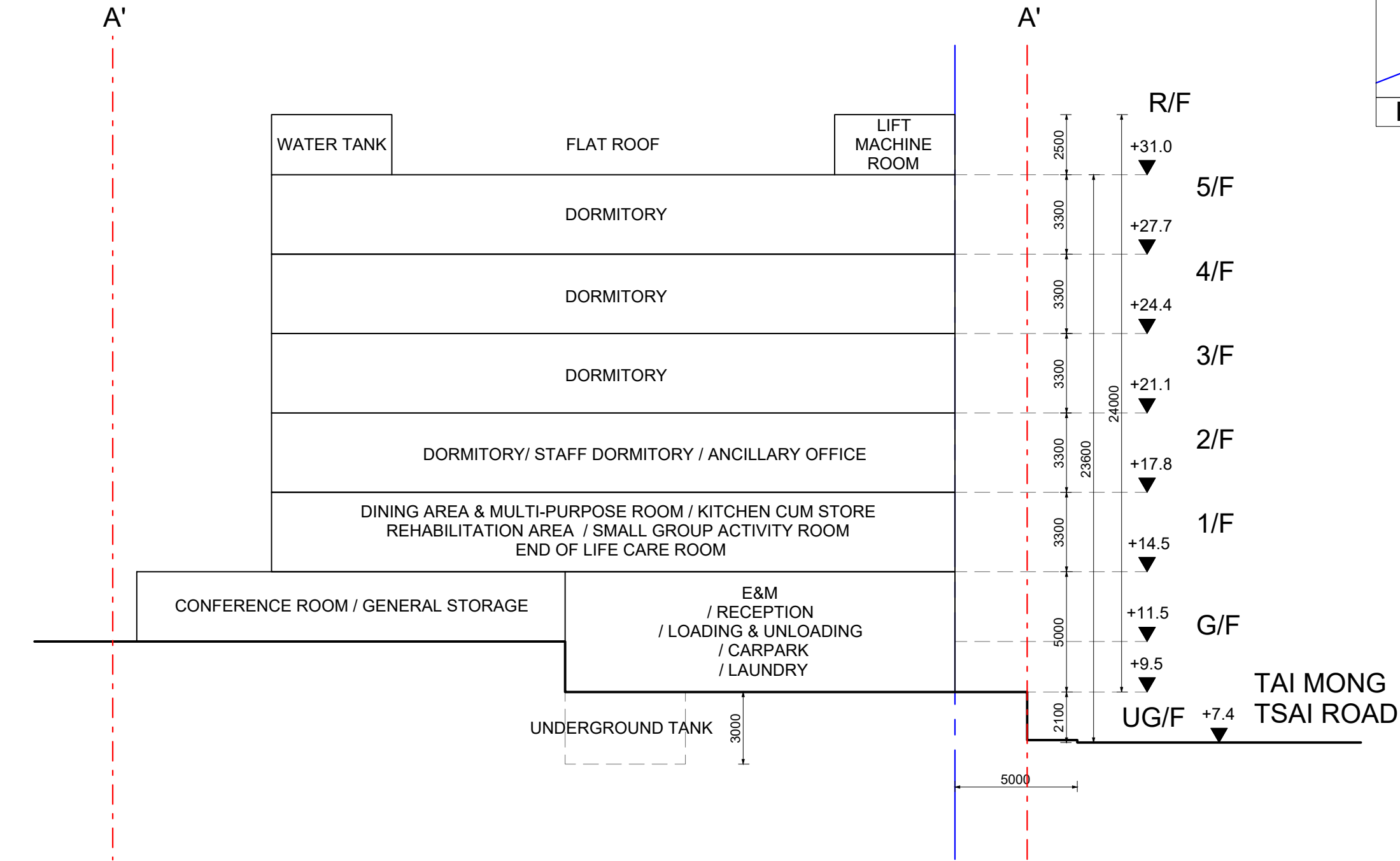
P-101

SCALE
比例:

1:200@A3

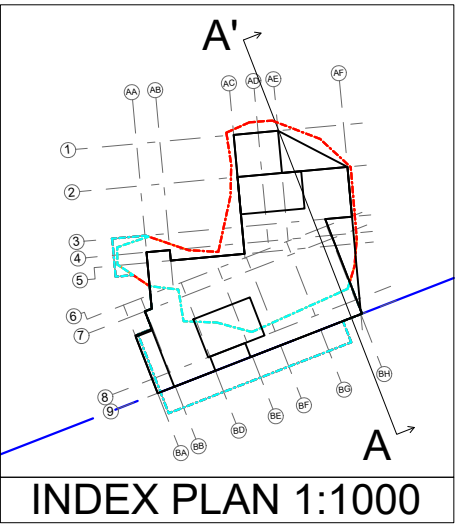
DATE
日期:

20211005



LEGEND

- 5m SET BACK LINE FROM TAI MONG TSAI ROAD
- BOUNDARY LINE OF APPLICATION SITE



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DRAWING TITLE 圖紙名稱：		
SCHEMATIC SECTION		
DESIGN IN CHARGE 設計負責人：	DWG NO. 圖紙編號：	S-101
KL		
SCALE 比例：	1:200	
DATE 日期：	20211005	

SCHEMATIC SECTION
TSAM CHUK WAN RCHE
1:200

Appendix 11

Open Space Provision on G/F



PROJECT NO. HK-A21002
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△	SUBMISSION	202110
△	SUBMISSION	202201
△		
△		
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PROJECT NAME
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DRAWING TITLE
圖紙名稱:

G/F LAYOUT PLAN (OPEN SPACE)

DESIGN IN CHARGE
設計負責人:

DWG NO.
圖紙編號:

KL

OS-101

SCALE
比例:

DATE
日期:

1:200@A3

20220120

G/F LAYOUT PLAN
TSAM CHUK WAN RCHE

1:200

Appendix 12

Summary Table of Various Departmental Comments

Proposed Social Welfare Facility (Residential Care Home for the Elderly) in “Village Type Development” Zone on Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 at the Remaining Portion of Section B of Lot No. 385, Sub-section 1 of Section B of Lot No. 385, Sub-section 2 of Section B of Lot No. 385, the Remaining Portion of Section C of Lot No. 385, Sub-section 1 of Section C of Lot No. 385, Section D of Lot No. 385, Section E of Lot No. 385, Section F of Lot No. 385, the Remaining Portion of Lot No. 385 and Adjoining Government land in D.D. 257, Tsam Chuk Wan, Sai Kung, New Territories (Application No. A/SK-TMT/74)

Departmental Comments	Response
<u>Email dated 13 July 2021 refers:</u> <u>TD:</u>	
It is noted that the current access road is substandard and proposed to be improved by the applicant. The applicant is required to submit a design of the proposed access road leading to the site and run-in/out with dimensions for our further review.	Please refer to the updated G/F Layout Plan in Appendix 2 of this consolidated report.
The swept paths of both light bus and private car exceeded the proposed run-in/out between X and Z though Y. Moreover, the swept path of PC clashes with the proposed clean utility room. The applicant is advised to further review.	An updated Swept path analysis has been carried out and shown in Appendix 5 of this consolidated report.

Departmental Comments	Response
<u>Email dated 23 July 2021 refers:</u> <u>UD&L of PlanD:</u>	
The application site (the Site) falls within an area zoned “Village Type Development” (“V”) on the approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan (OZP) No. S/SK-TMT/4. The applicant seeks planning permission for a development of a 6-storey standalone RCHE building with a building height of not more than 23.6m (31.6mPD) and a plot ratio of about 4.01.	Noted with thanks.

The Site of about 748.2m2 is currently vacant with a number of existing trees. It is bounded by Tai Mong Tsai Road to the south and some village houses of 2-3 storeys to the east, south and north of the Site. To the south across Tai Mong Tsai Road is an area mostly zoned “Coastal Protection Area (1)” (“CPA(1)”) and two small pieces of land zoned “V” with 2-3 storeys village houses. The surrounding area is predominated by a rural residential countryside landscape character.	Noted with thanks.
Since the proposed development involves an increase in development scale and intensity with a GFA of about 3,000m2 and a building height of about 23.6m which has far exceeded the development restrictions under the “V” zone, the Applicant should assess the potential visual impact with reference to the TPB Guidelines No. 41 on ‘Submission of Visual Impact Assessment for Planning Application to the TPB (TPB PG-No.41)’. The Applicant should also propose if any mitigation measures would be implemented to mitigate the potential visual impact from the proposed development, and enhance its compatibility with the surrounding environment. Without providing any visual materials such as photomontages, elevation drawings and a visual impact assessment, the potential visual impact of the proposal has yet to be ascertained at this juncture.	Please refer to the Visual Impact Assessment in Appendix 7 of this consolidated report.

Departmental Comments	Response
<u>Email dated 28 July 2021 refers:</u> <u>DSD:</u>	
Upon a review of the Planning Statement, it is noted that the report has addressed on traffic, visual environmental, sewerage...impacts arising from the development but the topic on 'No Adverse Drainage Impact' seems omitted. Consultant should supplement. The consultant should also	Please refer to the Attachment 9 – Sewerage and Drainage Impact Assessment of this consolidated report.

carry out hydraulic assessment to assess the drainage impact from the development site to the existing drainage system at and downstream of the site and proposed drainage upgrading work if necessary.	
---	--

Departmental Comments	Response
<u>Email dated 28 July 2021 refers:</u> <u>DSD:</u>	
<u>Sewerage Impact Assessment</u>	
1. The SIA for the subject planning application needs to meet the full satisfaction of Environmental Protection Department (EPD), the planning authority of sewerage infrastructure. DSD's comments on the captioned SIA submitted by the developer are subject to views and agreement of EPD.	Noted with thanks.
2. Section 5.7.3 - Please clarify the construction and maintenance responsibility of the proposed on-site septic tank system. The applicant is reminded that the proposed use and design of proposed septic tank system should be subject to the views and agreement of EPD and any relevant statutory requirements.	Noted with thanks. A sewage treatment plant will be installed at the Site for disposal of wastewater arising from the proposed development. The Applicant will take up the responsibility of construction and maintenance of the proposed sewage treatment plan.

Departmental Comments	Response
<u>Email dated 28 July 2021 refers:</u> <u>LandsD:</u>	
1. The Application Site comprises both private lots and government land and is situated within the village environ of Tsam Chuk Wan. Land within village environs of recognized village is primarily preserved for applicants with indigenous villager status to apply for small houses application. The private lots under application are the Old Schedule agricultural lots held under Block Government Lease.	Noted with thanks. The 499.2 sqm. of private land is based on the detailed land survey records as attached in the Planning Statement. The 249 sqm. of government land will be verified by the detailed land survey at later stage.

<p>According to the planning statement, the total site area of the Application Site is about 748.2m² which includes an area of about 249m² government land. This office cannot verify the site area of both the private lots and the government land involved at the moment. The applicant should make sure that the site data quoted in the submission is correct.</p>	
<p>2. The supplementary planning statement states that the Application Site is proposed to expand towards Tai Mong Tsai Road to occupy some government land serving as the EVA for the proposed development. However, the schematic plans reveal that the 6/s building structures and car parking spaces are provided within the concerned government land. The applicant is requested to clarify the proposal and justify the need for government land.</p>	<p>The private lots of the Application Site are separated from Tai Mong Tsai Road by some government land. The irregular shaped concerned government land is currently occupied by a 2.1m platform. The Application Site is proposed to expand towards Tai Mong Tsai Road to occupy the subject government land for the following purposes in order to enhance the efficiency of the site. The key issues are as follow:</p> <ul style="list-style-type: none"> ▪ In order to acquire sufficient emergency vehicular access (EVA) according to the Cap. 123F Building (Planning) Regulations (B(P)R), the extension of the site to the subject government land could increase the site boundary adjacent to up to a standard EVA (i.e., Tai Mong Tsai Road). ▪ According to Regulation 30 of the said B(P)R, the proposed RCHE is within the definition of habitable space in the regulation. By extending the site to the subject government land, the Tai Mong Tsai Road could serve as a specified street adjacent to the site and could serve as an area for prescribed window, which greatly increases the space efficiency of the site. The land is more efficiently utilized to provide more space for the premises within 24m height limit.

	<ul style="list-style-type: none"> Due to the site constraint of the government land, the site will be difficult to achieve a reasonable separation alienation or development and has no foreseeable public use. Hence, the proposed development makes good use of the subject government land and the existing 2.1m platform with provision of additional planter and open space.
3. If the subject application is approved by the Town Planning Board, the lot owner shall apply to this Office for a land exchange to effect the proposal. However, there is no guarantee that such application will be approved by the Government. Such application, if eventually approved, will be subject to such terms and conditions including payment of premium and an administrative fee as the Government considers appropriate at its discretion.	Noted with thanks.

Departmental Comments	Response
<p><u>Email dated 27 July 2021 refers:</u></p> <p><u>SWD:</u></p>	
2. In view of the ageing population and the need to meet the ongoing demand for residential care need for the elderly, we have no objection in principle for the development of the proposed private residential care home for the elderly ("RCHE") from the service perspective, subject to the town planning perspectives and comments from other relevant government departments.	Noted with thanks.
3. We also noted that the applicant has intention to apply for the Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments ("the Incentive Scheme"). The applicant should note that support from Social Welfare Department ("SWD") for exemption of land premium	Noted with thanks. The Social Welfare Department is kindly invited to consider issuing an In-principle Support to the subject Application.

under the Incentive Scheme in the captioned development project would be considered subject to the conditions that:	
(i) the design of the proposed RCHE should be subject to the satisfaction of SWD. In this regard, the applicant may download relevant guidance note and best practice guidelines from SWD website as follows – https://www.swd.gov.hk/en/index/site_pubsvc/page_elderly/sub_residentia/id_schemetoen/	Noted with thanks.
(ii) the applicant shall bear the construction cost of RCHE while the proposed RCHE shall carry no financial implications, both capital and recurrent, to the Government. The applicant should also provide, at its own cost, the required fire services installation, external wall openings/ louvers, as well as electricity, utility, drainage and water supply connections suitable for use of the RCHE;	Noted with thanks.
(iii) the applicant shall be required to comply with all statutory and licensing requirements including but not limited to those stipulated in the Residential Care Home (Elderly Persons) Ordinance, Cap. 459 and its subsidiary legislation, as well as the latest version of the Code of Practice for Residential Care Homes (Elderly Persons);	Noted with thanks.
(iv) all requirements of the Incentive Scheme as set out in the Lands Department (LandsD)'s Practice Note No. 4/2003 (copy attached), together with any other requirements imposed by LandsD in the lease exchange/modification, if applicable, shall be complied with; and	Noted with thanks.
(v) the applicant shall accept that the above requirements, together with the minimum number of residential care places to be delivered, the gross floor area supported for premium exemption and any	Noted with thanks.

necessary parameters to be advised by LandsD, may be stipulated as conditions in the land lease.	
4. Having examined the indicative layout plans, clarifications on the following matters by the applicant are necessary before we offer comments on the proposal for joining the Incentive Scheme and proceed with further action:	
(1) The "level of care" of the proposed RCHE;	The proposed RCHE is a "care and attention home".
(2) According to para. 4.9.2 of the Code of Practice for Residential Care Homes (Elderly Persons) January 2020 (Revised Edition), every room used for habitation or for the purposes of an office or kitchen in RCHEs shall be provided with adequate natural lighting and ventilation for compliance with sections 29, 30, 31, 32 and 33 of the Building (Planning) Regulations, (Cap 123 sub leg F.). Please advise and confirm whether all the habitation areas could comply with the related statutory requirement. Furthermore, please also clarify whether kitchen and laundry are provided with natural lighting and ventilation;	With reference to the Revised Proposed Development Scheme in Appendix 2 , it is confirmed that all the habitation areas, kitchen and laundry could provide with adequate natural lighting and ventilation, in complying with the related statutory requirements.
(3) Please note that the finished ceiling (i.e. the finished ceiling structure or suspended false ceiling) of every room must be situated at a height no less than 2.5m measuring vertically from the finished floor or not less than 2.3m measuring vertically from the finished floor to the underside of any finished beam;	Noted with thanks. All finished ceiling of every room is above 2.5m from the finished floor.
(4) It is indicated in the layout plan that two lifts would be provided. Please state the size of the lifts and clarify whether the lift(s) are sufficient for accommodating a stretcher bed measuring 2,050 mm x 560mm minimum;	The internal size of lifts is 2100mm X 1750mm which is sufficient to accommodating the stretcher bed with size of 2050mm X 560mm. Please refer to the Revised Proposed Development Scheme in Appendix 2 .

(5) It is observed in the layout plan that some dormitories on 2nd to 5/F floors are with balconies. Please advise the safety/ security measures could be adopted to ensure the residents' safety;	Extra high balustrade/ shield with 1600mm (H) would be provided to ensure resident's safety.
(6) It is noted that the Dining/Multi-purpose area is located on 1/F and no such function area are provided on each floor from 2/F to 5/F. While no dumb waiter will be provided, please append more information on the meal transportation and dining arrangement for our consideration. Apart from having meals, the provision of Dining/Multi-purpose area on each floor will also facilitate the residents to perform daily or group activities;	Noted with thanks. A dumb waiter will be provided on 2/F to 5/F for the purpose of meal transportation. Please refer to the Revised Proposed Development Scheme in Appendix 2 of this consolidated report.
(7) Please provide a Schedule of Accommodation table and mark the Net Operational Floor Area of each functional room / area for our examination;	Please refer to the Revised Schedule of Accommodation table with Net Operational Floor Area (NOFA) in Appendix 3 of this consolidated report.
(8) Please provide a bed arrangement in the End-of-Life (EOL) care room and it is desirable to have a bathroom cum toilet attached to the EOL care room;	Bed Arrangement of End-of -life (EOL) care room is provided as shown on the Revised Proposed Development in Appendix 2 .
(9) The Small Group Activity Room on the 1/F is in a long triangular shape. Please review whether the proposed area is sufficient and suitable to carry out small group activity; and	Noted with thanks. The layout of the Small Group Activity Room on the 1/F is relocated and amended in ensuring that the proposed area is sufficient and suitable to carry out small group activity. Please refer to the Revised Proposed Development Scheme in Appendix 2 .
(10) It is noted that two private car parking space [3.5 m x 5 m x 2.4 (headroom)] and one loading / unloading (L/UL) space [3m x 8m x 3.3 (headroom)] would be provided. Please ensure that the size of L/UL space is sufficient for ambulance use.	Ambulance of size 7.5 X 2.5m could use the loading/ unloading bay of the site [3m x 9m x 3.3 (headroom)] as it is usually not occupied in operation.

Departmental Comments	Response
<u>Email dated 12 August 2021 refers:</u> <u>SWD:</u>	
We would like to draw the applicant's attention on the following from licensing perspective:	
<ul style="list-style-type: none"> Deadend travel distance exceeding 12m was noted in the Superintendent's Office and Staff Dormitory on 2/F. 	A door of required staircase is relocated in ensuring that the deadend travel distance does not exceed 12m in Superintendent's Office and Staff Dormitory on 2/F. Please refer to the 2/F layout of the Revised Proposed Development Scheme in Appendix 2 of this consolidated report.
<ul style="list-style-type: none"> An accessible toilet in compliance with Design Manual: Barrier Free Access 2008 should be provided on each floor on 1/F to 5/F. 	An accessible toilet is provided on each floor on 1/F to 5/F as shown in the Revised Proposed Development Scheme in Appendix 2 .
<ul style="list-style-type: none"> A manoeuvring space of 1.5m x 1.5m should be provided in each dormitory within 3.5m measured from the end of the dormitories. 	A manoeuvring space of 1.5m x 1.5m is provided in each dormitory within 3.5m measured from the end of the dormitories.
<ul style="list-style-type: none"> The proposed RCHE should comply with the height restriction on RCHE as stipulated in section 20 of the Residential Care Home (Elderly Persons) Regulation, i.e. no part of the RCHE shall be situated at a height more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated. 	Noted with thanks. No part of the RCHE is situated at a height more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated.

Departmental Comments	Response
<u>Email dated 5 August 2021 refers:</u> <u>EPD:</u>	
1. According to the provided information, it is understood that the application involves the development of a maximum 6-storey standalone residential care home for elderly (RCHE) building with provision of about 110 beds. No existing public sewerage is available in the vicinity of the application site. The applicant	Noted with thanks.

proposes to install on-site septic tank for disposal of wastewater arising from the proposed development.	
2. However, with reference to Section 5.2.4(b) in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG), sewage treatment plants should be installed at locations where public sewerage is not available and population is more than 50 people. In this connection, as the proposed septic tank arrangement for disposal of wastewater is inappropriate, we do not support the application.	Noted with thanks. A sewage treatment plant will be installed at the Site for disposal of wastewater arising from the proposed development. Please refer to the Appendix 10 for the Proposed Sewage Treatment Plant.

Departmental Comments	Response
<u>Email dated 10 September 2021 refers:</u> <u>UD&L of PlanD:</u>	
2. It is noted 4 viewpoints (VPs) have been identified from the VIA. According to the photomontages, it is doubtful whether the visual sensitivity as suggested in Table 2 of the VIA is accurate as the mountain back drop and visual openness of VPs 1 and 2 will be substantially blocked and there will be a loss of sky view and spatial openness from VPs 3 and 4. The Applicant is advised to review the impact of the VPs, for example VPs 1 and 2 should be moderate adverse and VP 3 should be slightly adverse.	Noted with thank. Please refer to the revised Table 2 of the Visual Impact Assessment in Appendix 7 of this consolidated report.
3. With reference to the photomontages and site context, the surrounding area is predominated by a rural residential countryside landscape character with developments around 1-3 storeys. There is a concern over the scale and bulk of the proposed development which are relatively disproportionate to the existing setting. Even the Applicant has claimed that there would be a buffer distance of 5 meters between the building façade and the road kerb of Tai Mong Tsai Road (about 3 meters from the site boundary), edge treatment	Noted with thanks. In order to minimize the bulk of the proposed development, it is proposed to use large strip of glass on façade with clear color differences of the cubic mass. It could help dividing into small pieces instead of a massive single building block. In order to further blend in with the surrounding environment, the selected material with color tone that could match surrounding environment such as wood fins color/ greenery/ textured concrete wall with low saturation. Please refer to the Revised Photomontages of the VIA in Appendix 7 .

with landscaping and greening at multi levels to mitigate the visual impact. The effectiveness of these measures in blending in the development with the surrounding environment is doubtful as shown in the photomontages. The Applicant should further explore other design options to minimize the bulk of the proposed development, further blend in with the surrounding environment and avoid blank façade walls on the periphery of the development.	
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Departmental Comments	Response
<u>Email dated 03 November 2021 refers:</u> <u>SWD:</u>	
Please refer to the following comments on the Responses-to-Comments, Schedule of Accommodation (SoA) table and revised drawings from welfare service perspective for your further processing -	
(a) As shown in the heading of the SoA table, the SoA of the proposed RCHE is for 114 beds. However, we note that the layout plan has indicated that there are 110 beds instead of 114 beds. Please clarify the capacity of the proposed RCHE.	It is confirmed that the capacity of the proposed RCHE is 110 beds. The SoA has been revised accordingly.
(b) In the SoA table, the no. of occupant for sick / isolation /quiet room is two but four sick / isolation /quiet rooms were shown on the layout plan. Please clarify the number of sick / isolation / quiet rooms to be provided and the number of beds.	There are four dormitory floors in the Proposed Development Scheme. According to the special requirements in SoA, one room at 8 m ² should be provided for every 50 residents on each floor with provision of dormitory rooms. Therefore, there are four sick/ isolation/ quiet rooms in the proposed development.
(c) We observe that some areas on pro-rated for 110 residents against the standard SoA for 100 residents marked in the SoA table are not correct, e.g. Dining / Multi-purpose room for 110 residents should be 242m ² instead of 220m ² ; Nursing station cum medical consultation room should be 30.8m ² instead of 40m ² ; Sick / Isolation / Quiet Room for	Required area for the subject rooms in SoA are revised for 110 residents on pro-rated basis.

110 residents should be 17.6m ² instead of 32m ² ; Soiled Utility Room should be 8.8m ² instead of 16m ² ; Female / Male Staff Changing room and Rest Room cum Pantry should be 44.1m ² instead of 40m ² . Please rectify.	
(d) The area provided for superintendent's office, assistant superintendent's office and general office were marked clearly on the SoA table but there is no demarcation of these function rooms on the layout plan of the 2/F. Please review and indicate the respective locations of these rooms.	Please refer to the Revised Proposed Development Scheme in Appendix 2 of this consolidated report.
(e) It is mentioned earlier that "the Dining/Multi-purpose area is located on 1/F and no such function area are provided on each floor from 2/F to 5/F. While no dumb waiter will be provided, please append more information on the meal transportation and dining arrangement for our consideration. Apart from having meals, the provision of Dining/Multi-purpose area on each floor will also facilitate the residents to perform daily or group activities". Despite the dumb waiter is added in this layout plan, there is no Dining / Multi-purpose area provided on 2/F to 5/F whereas we noted there are area provision of "common area" on 2/F-5/F. Please clarify the usage of "common area" and whether there is provision for the purpose as Dining/Multi-purpose area on 2/F-5/F.	As shown in the Revised Proposed Development Scheme in Appendix 2 , Common Area on 2/F to 5/F are designated as "the Dining/Multi-purpose area". Dump waiter is provided on 1/F to 5/F for vertical delivery of meal.
(f) The response of the Applicant about the provision of balconies in some dormitories of the proposed RCHE is noted. Please make sure that there are sufficient measures and facilities to ensure residents' safety in such provision.	Noted with thanks. Barrier with sufficient height would be provided along the balcony.
(g) According to Chapter 8 of the Hong Kong Planning Standards and Guidelines, the parking space for ambulance is 9m x 3m. Please ensure that the size of loading / unloading bay is sufficient for	Please refer to the Revised Proposed Development Scheme in Appendix 2 of this consolidated report.

ambulance use.	
Apart from the above, the applicant should ensure that the design of the proposed RCHE shall comply with all relevant licensing and statutory requirements.	
Please refer to the following comment from licensing perspective for your further processing:	
"As per the submitted response-to-comments and drawings, most of our previous comments on building safety have been addressed except that provision of natural lighting and ventilation to the nurse stations cum medical consultation rooms on 2/F to 5/F. Compensatory provision of artificial lighting and mechanical ventilation (fresh air) may be accepted subject to the demonstration of adequate air change."	Noted with thanks.

Departmental Comments	Response
<u>Email dated 15 Nov 2021 refers:</u>	
<u>EPD:</u>	
Please find our comments on the FI as below:	
(a) S.3 of Appendix 3 (Design Effluent Standards) – The applicant should obtain a WPCO licence for the operation of on-site Sewage Treatment Plant (STP). Also, the effluent standards may vary based on the actual discharge point of the STP. Therefore, at the current stage, please delete Table 3 and the sentence "A brief summary of the major parameters of Standards for Effluents Discharged into Group B inland waters was listed in Table 3 below."	Noted with thanks. Upon the approval, the applicant would obtain a WPCO licence for the operation of on-site Sewage Treatment Plant (STP). As shown in the Revised Sewerage and Drainage Impact Assessment in Appendix 9, the sewage from the Proposed Development is proposed to be treated in the proposed STP and then discharged to the nearest proposed drainage terminal manhole SMH01 of the site via a proposed 225mm sewer in the Site. In spite of this, the applicant understands that the effluent standards will be subject to the actual discharge point of the STP at the formal licence application stage.

(b) The applicant is also reminded to update the Supporting Planning Statement accordingly to tally with the revised sewerage proposal.	Noted with thanks. Please refer to the Revised Proposed Development Scheme in Appendix 2 of this consolidated report.
(c) It is noted that the treated sewage effluent is proposed to be discharged to the existing 300mm width open U-channel system along Tai Mong Tsai Road. The consultant is reminded to include such load in the Drainage Impact Assessment (DIA) and seek DSD's agreement.	Noted with thanks. Please refer to the Revised Sewerage and Drainage Impact Assessment in Appendix 9 of this consolidated report.
Regarding the public comment concerning on the potential noise impact from Tai Mong Tsai Road, in view of the insufficient information provided in supplementary planning statement for supporting no adverse road traffic noise impact on the proposed RCHE development, the applicant shall conduct quantitative road traffic noise assessment to ensure that the proposed RCHE development is acceptable in noise planning point of view. The endorsement letter of the traffic forecast from TD shall also be included in the quantitative road traffic noise assessment.	Noted with thanks. Please refer to the Noise Impact Assessment in Appendix 8 of this consolidated report.

Departmental Comments	Response
<u>Email dated 15 Nov 2021 refers:</u> <u>TD:</u>	
(d) The applicant is advised to liaise with relevant management departments and adjacent private lots to identify the management and maintenance responsibility of the proposed access road beyond the public footpath portion.	Noted with thanks.
(e) In view of the public comment, TD considers that it is necessary for the applicant to provide clearer justifications on the traffic generation/attraction and associated impact to nearby roads. In this regard, please ask the applicant to submit a traffic review including the following aspects for further review: - Based design assumptions including study area and design year;	Please refer to the Traffic Impact Assessment in Attachment 6 of this consolidated report.

<ul style="list-style-type: none"> - Anticipated traffic generation and attraction; - Road link and junction capacity assessment of nearby road/junctions; and - Potential impact to nearby traffic and proposal of mitigation measures. 	
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Departmental Comments	Response
<p><u>Email dated 15 Nov 2021 refers:</u></p> <p><u>CTP/UD&L, PlanD:</u></p>	
<p>(a) according to site photos taken on 6.7.2021, there are existing trees including Archontophoenix alexandrae (假欖榔), Terminalia catappa (欖仁樹) and Juniperus chinensis L. 'Kaizuca' (龍栢) of medium sized in good to fair conditions observed within the Site. With reference to the proposed layout plan, it is noted that the existing trees are in direct conflict with the proposed development while 6 trees and other amenity planting are proposed on G/F, 1/F and 2/F of the development. In view that affected trees are of common species, she has no objection to the application from landscape planning perspective;</p>	Noted with thanks.
<p>(b) the applicant is advised to utilize the roof floor for open space provision with sitting area and recreational facilities for the enjoyment of the elderly and staff; and</p>	Noted with thanks. Utilization of the roof floor for open space provision will be explored in the detailed design stage
<p>(c) the applicant should note that approval of the section 16 application by the TPB does not imply approval of the trees works such as pruning, transplanting and/or felling under lease. The applicant is reminded to approach relevant authority/ government department(s) direct to obtain necessary approval on tree works.</p>	Noted with thanks.

Departmental Comments	Response
<p><u>Email dated 15 Nov 2021 refers:</u></p> <p><u>WSD:</u></p>	
<p>(a) existing water mains are in close proximity to the Site and is likely to be affected. The grantee/applicant is required to either divert or protect the water mains found on site;</p>	<p>Noted with thanks.</p>
<p>(b) if diversion is required, existing water mains inside the Site are needed to be diverted outside the site boundary of the proposed development to lie in government land. A strip of land of minimum 1.5 metres in width should be provided for diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the applicant; and the applicant shall submit all relevant proposal to WSD for consideration and agreement before the works commence;</p>	<p>Noted with thanks.</p>
<p>(i) if diversion is not required, the following conditions shall apply:</p> <ul style="list-style-type: none"> • existing water mains are affected as indicated on the site plan and no development which requires resitting of water mains will be allowed; • details of site formation work shall be submitted to the Director of Water Supplies (D of WS) for approval prior to commencement of works; • no structures shall be built or materials stored within 1.5 metres from the centre line(s) of water main(s) shown on the plan. Free access shall be made available at all times for staff of the D of WS or their contractor to carry out construction, inspection, operation, maintenance and repair works; • no trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main(s). No change of existing site condition may be undertaken within the 	<p>Noted with thanks.</p>

<p>aforesaid area without the prior agreement of the D of WS. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5 metres or less, and the barrier must extend below the invert level of the pipe;</p> <ul style="list-style-type: none"> • no planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet; • tree planting may be prohibited in the event that the D of WS considers that there is any likelihood of damage being caused to water mains; 	
<p>(ii) the grantee/applicant is required to submit Water Supply Impact Assessment (WSIA) Report for WSD's comment and approval prior to commencement of works. The applicant shall ensure the above requirements are fully complied with and incorporate the 'response-to-comment' into the later submission for further consideration.</p>	<p>Noted with thanks.</p>

Departmental Comments	Response
<p><u>Email dated 15 Nov 2021 refers:</u></p> <p><u>HyD:</u></p>	
<p>(a) the applicant shall be responsible for construction of a proper vehicular run-in/out arising from the proposed development. The design and details of the vehicular run-in/out shall follow HyD's prevailing departmental standards and requirements; and</p>	<p>Noted with thanks.</p>
<p>(b) the applicant shall be responsible for construction and maintenance of the proposed driveway connected between the proposed development and Tai Mong Tsai Road.</p>	<p>Noted with thanks.</p>

Departmental Comments	Response
<u>Email dated 03 November 2021 refers:</u> <u>BD:</u>	
(a) a RCHE which is for habitation is a domestic use under the Buildings Ordinance (BO). However, RCHE may be treated as non-domestic building for the purposes of Building (Planning) Regulations (B(P)R) 20, 21, and 25 subject to application for modification accepted by the Building Authority;	Noted with thanks.
(b) a RCHE which is for habitation is a domestic use under the Buildings Ordinance (BO). However, RCHE may be treated as non-domestic building for the purposes of Building (Planning) Regulations (B(P)R) 20, 21, and 25 subject to application for modification accepted by the Building Authority;	Noted with thanks.
(c) emergency vehicular access, where applicable, should be provided to the proposed building in compliance with the B(P)R 41D;	Noted with thanks. The emergency vehicular access is provided along Tai Mong Chai Road.
(d) every room used for habitation or for the purpose of an office or as a kitchen shall be provided with natural lighting and ventilation in accordance with B(P)R 30 and 31. The applicant is required to demonstrate compliance with B(P)R 30 and 31, particularly for rooms not facing the streets;	Noted with thanks. It is confirmed that every room used for habitation or for the purpose of an office or as a kitchen shall be provided with natural lighting and ventilation.
(e) service lane, which was omitted in the proposed scheme, should be provided in accordance with B(P)R 28;	Please refer to the Revised Proposed Development Scheme in Appendix 2 of this consolidated report.
(f) the building shall be designed to the satisfaction of the BA in such a manner as will facilitate the access to and use of that building and its facilities by persons with a disability in accordance with (B(P)R) 72;	Noted with thanks.
(g) PNAP APP-2 and PNAP APP-111 will be referred to when determining	Noted with thanks.

exemption of GFA calculation for aboveground or underground car parking spaces;	
(h) the applicant's attention is also drawn to the policy on GFA concessions under PNAP App-151 in particular the 10% overall cap on GFA concessions and, where appropriate, the SBD requirements under PNAP APP-152;	Noted with thanks.
(i) the granting of the planning approval should not be construed as an acceptance of the unauthorized structures on site under the BO. Enforcement action may be taken to effect the removal of all unauthorized works in the future; and	Noted with thanks.
(j) detailed comments will be given during general building plans submission stage.	Noted with thanks.

Departmental Comments	Response
<u>Email dated 15 Nov 2021 refers:</u>	
<u>DSD:</u>	
<u>Drainage Impact Assessment</u>	
(i) Section 3.2.1 – As mentioned in this section and in Table 3.1, the existing condition of the development site is 100% paved. Consultant is requested to provide photos to show the existing condition (100% paved) of the entire development site in Appendix A of the Report.	Noted with thanks. The photo of the existing condition is provided in Appendix E (Fig E1) of the Appendix 9 of this consolidated report.
(ii) (ii) Figure 2 (on page 10) - The title of this figure should read as "Location of Discharge". Besides, it is noted that two different channels are given the same name (i.e. UC1). Consultant should check and amend accordingly. Please also indicate the connection pipe/channel downstream of SMH1.	Noted. It is revised that UC 1 indicates the existing drainage system only which is shown in Appendix F while the newly proposed drainage system (SMH01-06) is indicated in Appendices B and G of the Appendix 9 of this consolidated report.

(iii) Section 3.4- Capacity check result for U-channel 4 (UC4) is presented in Table 3.5 but the UC4 is not shown in any plan. Consultant please indicate UC4 in Appendix B and Appendix C. Furthermore, the downstream pipe/channel from SMH should also be indicated.	Since the existing drainage system will not be used for the proposed development, the capacity check for newly proposed drainage system (SMH01-06) is provided in Table 3.5. The downstream channel from SMH01 is indicated in Appendices B and G of the Appendix 9 .
(iv) Appendix E - UC5 (indicated in Appendix B & Appendix C) is omitted in the capacity check, Consultant should supplement the check in Appendix E,	UC 5 from the existing drainage system will not be used for the proposed development. The capacity check on the proposed drainage system is provided in Appendix I of the Appendix 9 .
(v) The applicant/ consultant should use a plan to indicate the discharge point for the treated effluent and also indicate the downstream public drainage system.	The treated effluent will be conveyed to the proposed drainage system via the proposed terminal manhole from the Sewage Treatment Plant (SMH01-06). The detail is provided in Appendix B of the Appendix 9 .
(vi) If the treated effluent is finally discharged into the drainage system; the hydraulic calculation should include a check to ensure that the downstream public drainage has the capacity to take the flow and if any upgrading is required to be carried out by the applicant/ developer.	The treated effluent will be discharged to an existing natural stream via the proposed drainage system, which is shown in Appendix G of the Appendix 9 . The calculation of drainage capacity is provided in Appendix I of the Appendix 9 .
<u>Sewerage Impact Assessment</u>	
(vii) The proposed on-site sewage treatment plant in this SIA is subject to EPD's approval.	Noted with thanks.

Departmental Comments	Response
<u>Email dated 18 Nov 2021 refers:</u> <u>LandsD:</u>	
As mentioned in para. 2 of our memo of 26.7.2021, the concerned private agricultural lots and the adjoining government land (G.L.) fall within the Village Environs of Tsam Chuk Wan which is a recognized village and an indigenous villager is entitled to apply for permission to erect a small house	Noted with thanks.

once in his lifetime within this area. DLO/SK has concerns / reservations for the proposed Social Welfare Facility.	
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Departmental Comments	Response
<u>Email dated 17 Dec 2021 refers:</u> <u>Urban Design Unit, UD&L:</u>	
It is noted that the applicant has revised the rating and photomontages of VIA and incorporated further design measures to minimize the bulk of proposed development. We have no further comment on the subject application from urban design and visual perspectives.	Noted with thanks.

Departmental Comments	Response
<u>Email dated 27 Feb 2022 refers:</u> <u>TD:</u>	
No comments on the Traffic Impact Assessment submitted in the FI. As the traffic induced by the proposed RCHE is not significant, we consider the application tolerable from traffic ground.	Noted with thanks.
regarding the proposed run-in/out and access connecting to the X, Y, and Z on the site, we would like to append the following approval condition: "The design and provision of proposed run-in/out and vehicular access, as well as any necessary modifications of existing public footpath and carriageway to tie-in with the proposed development, at the applicant's own cost, as proposed by the applicant, to the satisfaction of the C for T or of the TPB."	Noted with thanks.

Departmental Comments	Response
<p><u>Email dated 02 Mar 2022 refers:</u></p> <p><u>SWD:</u></p>	
<p>Given the applicant has confirmed the following items in the R-to-C table on P.2-4, we have no further comment on these items from the service point of view.</p> <p>(a) The capacity of the proposed RCHE is 110 beds;</p> <p>(b) 4 sick / isolation / quiet rooms would be provided in the proposed development;</p> <p>(c) Superintendent's office, Assistant superintendent's office and General office were marked in the layout plan on 2/F;</p> <p>(d) Dumb waiter would be provided on 1/F to 5/F and the common area on 2/F to 5/F are designated as "Dining / Multi-purpose area";</p> <p>(e) Barrier with sufficient height would be provided along the balcony; and</p> <p>(r) The loading / unloading is re-sized and sufficient for ambulance use.</p>	<p>Noted with thanks.</p>
<p>However, we note that there is no revised Schedule of Accommodation in the latest submission. The applicant should provide the revised Schedule of Accommodation for our comment.</p>	<p>Please refer to the Revised Schedule of Accommodation table with Net Operational Floor Area (NOFA) in Appendix 3 of this consolidated report.</p>
<p>Furthermore, the applicant shall ensure that the design and construction of the RCHE shall comply with all the statutory and licensing requirements and draw special attention that (1) all habitation areas or rooms of the proposed development shall comply with the requirements of natural lighting and ventilation and (2) the ceiling height requirement of every room as stated in the Code of Practice for Residential Care Homes (Elderly Person) issued by the Social Welfare Department.</p>	<p>Noted with thanks.</p>
<p>Attention should also be drawn to our earlier comment in November 2021 about the provision of natural lighting and ventilation to the nurse stations</p>	<p>Noted with thanks.</p>

cum medical consultation rooms on 2/F to 5/F. Compensatory provision of artificial lighting and mechanical ventilation (fresh air) may be accepted subject to the demonstration of adequate air change.	
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Departmental Comments	Response
<p><u>Email dated 02 Mar 2022 refers:</u></p> <p><u>Urban Design Unit, UD&L:</u></p> <p>It is noted that the applicant has minor revised the building footprint and added a service lane. The applicant should clarify that the revised photomontages of the Visual Impact Assessment submitted on 12.10.2021 is still applicable.</p>	<p>Please note that the revised photomontages of the Visual Impact Assessment in Appendix 7 of this consolidated report is still applicable.</p>

Departmental Comments	Response
<p><u>Email dated 08 Mar 2022 refers:</u></p> <p><u>DSD:</u></p> <p>Having examined the revised Sewerage and Drainage Impact Assessment, please find our further comment below for your consideration.</p> <p>(i) Section 2.2 – 1st para., line 1: Section 3.2 – 2nd para., line 1: Section 3.3 – 1st para., line 3</p> <p>I understand that there is no public drainage and sewerage records available in the vicinity of the subject site. As such, the wordings “insufficient drainage record provided from DSD” and “insufficient drainage record” should be fine-tuned in the respective paragraphs.</p>	<p>Noted with thanks. Please refer to the Sewerage and Drainage Impact Assessment in Appendix 9 and see the revised content in the respective paragraph.</p>

Departmental Comments	Response
<p><u>Email dated 16 Mar 2022 refers:</u></p> <p><u>EPD:</u></p>	
<p>It is noted that there is no public sewer in the vicinity of the site. According to FI, the applicant proposes to install on-site Sewage Treatment Plant (STP) with the adoption of Membrane Bioreactor (instead of septic tank in previous supplementary planning statement) for treatment of wastewater arising from the proposed development. Precautionary measures are also proposed in the FI for dealing with emergency situations such as the provision of buffer storage tanks, arrangement for tanker away and contingency plans during the breakdown of STP.</p>	<p>Noted with thanks. Please refer to the Sewerage and Drainage Impact Assessment in Appendix 9 and see the revised content in the respective paragraph.</p>
<p>On the other hand, we have some technical comments on the noise impact assessment and the noise model as follows: -</p> <p>Technical comments on Noise Impact Assessment:</p> <ol style="list-style-type: none"> 1. The endorsement from TD shall be required on the methodology of traffic forecast adopted for quantitative road traffic noise assessment. 2. S.2.2.1 & S.2.4.1 - There are sick/ isolation/ quiet room in the RCHE and the use would be similar to wards. According to HKPSG, the traffic noise standard for wards in RCHE which rely on open window for ventilation is 55dB(A). Please consider further noise mitigation measures (e.g. rearrange of layout) to avoid any potential noise exceedance. 	<p>Noted with thanks.</p>
<p>Technical comments on noise model:</p> <ol style="list-style-type: none"> 1. The cut-off distance for all 8 models shall be 300m instead of 1000m. 2. Please review if the road surface of the concerned Tai Mong Tsai Road should be bitumen instead of concrete in the model. 	<p>Noted with thanks.</p>

In conclusion, we have no in principle objection for the application subject to imposing a planning approval condition requiring submission of Noise Impact Assessment (NIA) to demonstrate the proposed Residential Care Home for Elderly (RCHE) development will comply with the relevant noise standards of HKPSG and implementation of the recommended mitigation measures.	Noted with thanks.
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Date: 24th March 2022

Page(s): 1 + Attachment

BY EMAIL (tpbpd@pland.gov.hk)

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

Dear Sir/Madam,

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

APPLICATION FOR THE PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) IN "VILLAGE TYPE DEVELOPMENT" ZONE ON APPROVED TAI MONG TSAI AND TSAM CHUK WAN OUTLINE ZONING PLAN NO. S/SK-TMT/4 AT THE REMAINING PORTION OF SECTION B OF LOT NO. 385, SUB-SECTION 1 OF SECTION B OF LOT NO. 385, SUB-SECTION 2 OF SECTION B OF LOT NO. 385, THE REMAINING PORTION OF SECTION C OF LOT NO. 385, SUB-SECTION 1 OF SECTION C OF LOT NO. 385, SECTION D OF LOT NO. 385, SECTION E OF LOT NO. 385, SECTION F OF LOT NO. 385, THE REMAINING PORTION OF LOT NO. 385 AND ADJOINING GOVERNMENT LAND IN D.D. 257, TSAM CHUK WAN, SAI KUNG, NEW TERRITORIES

Town Planning Application No. A/SK-TMT/74

Submission of Further Information (7)

References are made to our consolidated report dated 22nd March 2022 and the email dated 23rd March 2022 from the District Planning Office in relation to departmental comment from the Urban Design and Landscape Section of PlanD.

In order to address the comment above, please find a copy of the response-to-comment table and the replacement pages in **Attachment 1**. For your easy reference, a summary of all responses to public comments is also attached in **Attachment 2**.

Should there be any queries, please do not hesitate to contact our Mr. Aigo Ng at 2493-3626 or the undersigned at 3590 6333.

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



Greg Lam

c.c. DPO/ SK&I (Attn: Ms. MA Lai Kei, Vicky, Email: vlkma@pland.gov.hk)

Proposed Social Welfare Facility (Residential Care Home for the Elderly) in “Village Type Development” Zone on Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 at the Remaining Portion of Section B of Lot No. 385, Sub-section 1 of Section B of Lot No. 385, Sub-section 2 of Section B of Lot No. 385, the Remaining Portion of Section C of Lot No. 385, Sub-section 1 of Section C of Lot No. 385, Section D of Lot No. 385, Section E of Lot No. 385, Section F of Lot No. 385, the Remaining Portion of Lot No. 385 and Adjoining Government land in D.D. 257, Tsam Chuk Wan, Sai Kung, New Territories (Application No. A/SK-TMT/74)

Departmental Comments	Response
<p><u>Email dated 23 March 2022 refers:</u></p> <p><u>UD&L of PlanD:</u></p>	
<p>Kindly note that the visual impact rating on Revised Table 2 was agreed on 27.10.2021. It is noted that the visual impact ratings for VP1, VP2 and VP3 in paragraphs 6.2.3, 6.3.2 and 6.4.3 at Appendix 7 are not updated. The applicant should submit replacement pages to revise summaries of each VP.</p>	<p>Noted with thank. Please refer to the replacement pages in Appendix 1.</p>

Attachment 1

Replacement Pages of the Visual Impact Assessment

Chapter 6 – Visual Assessment

6.1 Proposed Scheme

- 6.1.1 With the purpose to evaluate the visual influence to be brought by the proposed RCHE building, this visual assessment illustrates the level of influence with reference to the four appraisal aspects (e.g., Visual Composition, Visual Obstruction etc.) and overall visual impact evaluation instructions as indicated in TPG PG-NO.41.
- 6.1.2 It is assumed that the mean street level for the Application Site is about +9.5mPD. The proposed scheme comprises of one block of a 6-storey tall RCHE development with about 110 beds. The BH of the proposed development is not more than 31mPD at main roof (or not exceeding 23.6m for the absolute building height), which is then to be adopted as the Proposed Scheme in this Visual Assessment.

6.2 View looking north-westward from the low-rise residential developments along Tai Mong Tsai Road (Figure 4)

- 6.2.1 The likely SR at this Viewing Point would be the users of the Tai Mong Tsai Road (pedestrians, bikers and drivers). This is a kinetic viewpoint looking westward from the low-rise residential developments along Tai Mong Tsai Road. This is a close-range view as the viewpoint is approximately 70m to the east from the Site. The view falls into the visual envelope as shown in **Figure 2**.
- 6.2.2 Given that the existing mature tree groups along the other side of Tai Mong Tsai Road and the existing low-rise residential developments nearby, the 6-storey tall storey will only induce moderate visual obstruction at VP1, as the building gaps between the proposed development and the adjacent tree groups could still allow a medium level of visual penetration with an open sky view. A buffer distance of 5m between the building façade and the road kerb of Tai Mong Tsai Road as recommended in Table 3.1 in Chapter 9 of HKPSG is proposed to avoid a significant reduction in visual openness. In order to further mitigate the visual impact, the external wall facing towards the Tai Mong Tsai Road will also be partially screened by vertical greening.
- 6.2.3 To this end, the visual impact caused by the proposed development is considered to be moderately adverse as an additional obstruction is created. The proposed setback of 5m from Tai Mong Tsai Road and the proposed edge treatment as shown in photomontage could minimize the building bulk visually. In order to further blend in with the surrounding environment, the selected material with color tone that could match surrounding environment such as wood fins color/ greenery/ textured concrete wall with low saturation. Other improvement could be adopted in later detailed design stage in a hope that the proposed development will minimize the visual bulk and lead a harmonious integration into the current site context.

6.3 VP2: View looking north-eastward from the bus stop along Tai Mong Tsai Road (Figure 5)

- 6.3.1 The likely SR at this Viewing Point would be the pedestrians, bikers and drivers on Tai Mong Tsai Road. This is a kinetic viewpoint looking north-eastward from the bus stop along Tai Mong Tsai Road. This is a close-range view as the viewpoint is approximately

30m to the southwest from the Site. The view falls within the Visual Envelope as shown in **Figure 2**.

6.3.2 At this close-range public viewing point, most of the proposed development, particularly from 2/F to the rooftop, will be viewed as shown in **Figure 5**. The proposed landscaping treatments at various levels not only offer significant visual mitigation measures, but also contribute positive effort to soften the hard edge of the building and blend in well with its surrounding mature tree groups. Hence, the overall visual impact to be generated by the proposed development at this close-up VP2 is within the level of moderately adverse.

6.3.3 In addition, the sensitivity of this VP2 receiver is also relatively low because of the short duration of viewing. Given a combination of the scale of the proposed development and the mature tree groups to its west and opposite of the Site, it still allows a medium level of visual penetration with an open sky view.

6.4 VP3: View looking south-eastward from the low-rise residential developments on the northern side of the Site (Figure 6)

6.4.1 This Viewing Point assumes the residents of the low-rise residential development on the north-western side of the Site to be the likely SR. This is a static viewpoint looking south-eastward from the low-rise residential developments on the north-western side of the Site. Falling out of the visual envelope, VP3 is a medium-range view which is approximately 110m northwest of the site, as shown in **Figure 2**.

6.4.2 As shown in **Figure 6**, given the major elements including (1) the mature tree groups; (2) temporary structures; and (3) open sky view, a big portion of the proposed development is fully screened by the existing surroundings. The proposed development has a building height of not exceeding 23.6m, of which parts of the fifth floor and rooftop floor are visible at eyelevel behind the mature tree groups looking from VP3. Hence, the proposed development could appropriately blend into the existing panorama without a major alteration of the sky view.

6.4.3 The visual impact of the proposed development from VP3 is anticipated to be slightly adverse. Taking into account the changes in views to the limited number of existing and future public viewers (i.e., the residents), the proposed development with the selected material with color tone is considered to have minimal adverse visual impact and is effectively compatible with the existing environment at VP3. There is minimal adverse impact on visual penetration to any surrounding development including the said low-rise residential developments in VP3. The visual impact of the proposed development is therefore significantly low.

6.5 VP4: View looking north-eastward from the low-rise residential developments along Tai Mong Tsai Road (Figure 7)

6.5.1 This is a kinetic viewpoint looking north-eastward from the low-rise residential developments along Tai Mong Tsai Road. This is a long-range view at approximately 190m to the southwest from the Site. Road users of the Tai Mong Tsai Road (pedestrians, bikers and car drivers) and residents of the low-rise residential developments along the Tai Mong Tsai Road (i.e., the north-eastern side of the Site) are the major receivers of VP4.

- 6.5.2 As shown in **Figure 7**, the lower portion of the proposed development (i.e., G/F to 2/F) will be obstructed by the mature tree group in between the VP4 and the Site. The proposed development with a building height of about 23.6m at roof level is anticipated to induce additional level. The building bulk of the proposed RCHE could blend into the existing local setting along Tai Mong Tsai Road with mature tree groups and heavy landscaping. A moderate level of visual penetration with an open sky view is still allowed at VP4.
- 6.5.3 To this end, the visual impact caused by the proposed development is considered to be slightly adverse as additional visual obstruction is created. In fact, the edge treatment of the proposed development at multiple levels could soften the hard edges and enhance the visual environment. Visual penetration and light penetration are still allowed along Tai Mong Tsai Road.

Chapter 7 - Conclusion

- 7.1 The VIA is prepared in support of the Section 16 Planning Application for proposed Social Welfare Facility (Residential Care Home for the Elderly) with 6 storeys.
- 7.2 The following visual assessment conclusions can be made:
- ✓ The proposed development incurs comparable visual impacts.
 - ✓ There is no significant adverse visual impact on (1) visual penetration of an open sky view, (2) light penetration into the surrounding environment, and (3) visual openness.
 - ✓ Four VPs are carefully selected for visual assessments and discussed. VP1 and VP2 are considered to have the level of slightly to moderately adverse visual impact, while the visual impact to VP4 is slightly adverse. The VP3 has a negligible impact.
 - ✓ In wider context of visual outlook, the proposed development (6 storeys) has compatible building height and is able to blend in with the overall visual context. Visual unity and harmony would not be influenced.
 - ✓ The buffer distance from Tai Mong Tsai Road could sufficiently reduce the visual impact in terms of the massing to the pedestrian viewers.
 - ✓ The edge treatment with landscaping and greening of the proposed development at multiple levels could soften the hard edges and enhance the visual environment.
- 7.3 Based on the existing visual context and the key develop parameters, visual impact of the assessment area will be enhanced. The proposed development shall improve the overall visual quality with the incorporation of following mitigation measures to be further explored at the later stage of detailed design.
- ✓ Innovative façade design on form and colour;
 - ✓ Landscaping opportunities and edge treatment on the external walls facing east and west
 - ✓ Ground-level landscape treatments on the boundary of the proposed development
 - ✓ Careful disposition of the proposed development.

Attachment 2

A Summary of All Responses to Public Comments

Proposed Social Welfare Facility (Residential Care Home for the Elderly) in “Village Type Development” Zone on Approved Tai Mong Tsai and Tsam Chuk Wan Outline Zoning Plan No. S/SK-TMT/4 at the Remaining Portion of Section B of Lot No. 385, Sub-section 1 of Section B of Lot No. 385, Sub-section 2 of Section B of Lot No. 385, the Remaining Portion of Section C of Lot No. 385, Sub-section 1 of Section C of Lot No. 385, Section D of Lot No. 385, Section E of Lot No. 385, Section F of Lot No. 385, the Remaining Portion of Lot No. 385 and Adjoining Government land in D.D. 257, Tsam Chuk Wan, Sai

Public Comments on the Planning Statement	Response
<p><u>5-30 dated 16 July 2021</u></p> <p>The sewage from the houses behind the development are dealt with by a septic tank that is located within the 385RP Lot and this has been the situation since the houses were built, some 40+ years ago. The developer’s statement of zero adverse impact on drainage and sewage is incorrect, as well as the statement that the development does not involve the alteration of any existing buildings. The existing septic tank would have to be maintained during and after construction or, alternatively, moved elsewhere.</p> <p>A commercial venture involving the housing of 110 persons is sure to generate significant traffic and, with the difficulty of access and limited parking within the Lot, this will surely cause daily disturbances to nearby residents. Please note that the only access to house number 33 and 34 will be from the road alongside the proposed development, which is almost certain to become blocked on a regular basis. The developer’s statement of zero adverse traffic impact is incorrect.</p> <p>On the subject of traffic, I note that, under the application, the original size of Lot 385RP has been greatly expanded by the appropriation of 250 sqm. of Government land, to the edge of Tai Mong Tsai Road. Under the original Lot size, traffic access to House Nos. 30, 31 and 32 would still have been available but, under the revised arrangement, no such access is possible,</p>	<p>The Applicant generously attempted to reach an agreement with the affected parties in resolving the issue of the septic tank that is located within Lot 385 RP. In order to smoothen the operation for both parties, the Applicant also gives assistance on finding quotations on the relocation works of the septic tank. Please note that the relocation works of the septic tank will be implemented no matter what the status of this Town Planning application.</p> <p>Please note that the Traffic Impact Assessment (TIA) study demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network and no significant traffic impact will be induced. In addition, the proposed development would only share the same run-in/out with houses Nos. 33 and 34. Having its own XYZ, the proposed development does not influence the accesses of the said houses.</p> <p>Please note that the pedestrian access to House Nos. 30, 31 and 32 remain available. Residents of these buildings could enter and leave their buildings without accessing the Applicant’s private lots of 385 S.D, 385 S.E and 385 S.B RP.</p>

<p>even for emergency services. In fact, even pedestrian access to these buildings is unclear as they are blocked-in by the proposed development and access from Tai Mong Tsai Road appears difficult, if not impossible.</p>	
<p><u>5-46 dated 10 July 2021</u></p> <p><u>Poor Urban Design</u></p> <p>Except Sai Kung Town and HKUST, developments in Sai Kung are generally low-rise and low-density developments of not more than 3-storey high. Yet, the proposed development (about 3m wide, 25m deep and 24m high) is a gigantic building, completely out of place in Tsam Chuk Wan and Sai Kung as a whole. The 24m high building, even discounting the unspecified height of big lift room and water tower, is equivalent to an 8-storey domestic building or about 2.9 times of the permitted building height of 8.23m for 3-storey Small Houses. Such a poorly designed bulky panel like development will be a visual eyesore just right along Tai Mong Tsai Road, destroying the scenic and rural characters in Tsam Chuk Wan and Sai Kung as a whole. The reputation of Sai Kung as back garden of Hong Kong will be totally defamed.</p> <p><u>Adverse Sewerage Impact</u></p> <p>There is no proper sewer in the area. The 110 beds, a large laundry, a central kitchen and medication rooms for 110 old aged people and 40 staff will generate substantial waste, often related to medical and health care purposes. Septic tank for general domestic use is not suitable to treat sewage related to medical and health care uses. Yet, no Sewerage Impact Assessment (SIA) has been conducted in the application. Thus, the applicant fails to demonstrate that the proposed development will not cause any adverse sewerage impact on the environmentally and ecologically sensitive areas in</p>	<p>As advised by the Urban Design Section of the Planning Department, the visual impact of each viewpoint has been reviewed. Please refer to the revised Table 4.2 of the Visual Impact Assessment in our Further Information (4) dated 12 October 2021.</p> <p>In order to minimize the bulk of the proposed development, it is proposed to use large strip of glass on façade with clear color differences of the cubic mass. It could help dividing into small pieces instead of a massive single building block. In order to further blend in with the surrounding environment, the selected material with color tone that could match surrounding environment such as wood fins color/ greenery/ textured concrete wall with low saturation.</p> <p>As advised by the Environmental Protection Department, sewage treatment plants should be installed at locations where public sewerage is not available and population is more than 50 people. Hence, it is committed to installing a sewage treatment plant at the Site for disposal of wastewater arising from the proposed development.</p>

the vicinity, in particular the Coastal Protection Areas across Tai Mong Tsai Road.

Adverse Traffic Impact

Tai Mong Tsai Road, a two-lane single carriageway and the only road linking Sai Kung Tong to the eastern part of the OZP area, is not planned for heavy vehicular traffic. The proposed excessive development will generate excessive traffic from old aged users, staff, visitors and emergency vehicles, overtaking the already heavy vehicular traffic flow along Tai Mong Tsai Road. As no Traffic Impact Assessment (TIA) has been conducted, the applicant fails to demonstrate that the proposed development would not cause any adverse traffic impacts on the surrounding areas.

Currently, as Tsam Chuk Wan is very close to the country park, the traffic on Tai Mong Tsai Road is already extremely busy every day, not to say on the weekends. Going to work or going in and out of the area is already a big hassle for us the local residents. The road and transport system just cannot accommodate more visitors coming to visit the 110 elderlies.

With the gigantic building just on the side of road, getting off transport and crossing road is going to create more traffic jams and risks of accidents.

Adverse Noise Impact

Tai Mong Tsai Road is subject to noise impact and technical assessments to address the development constraints in these areas should be submitted to the satisfaction of relevant government departments for any application for grant of land for Small House developments, as stated in the Explanatory Statement attached to the OZP. As no Environmental Impact Assessment

There are no parking standards for RCHE as stipulated in HKPSG. The proposed internal ancillary transport facilities will be sufficient in satisfying the operational needs of the RCHE development. The Traffic Impact Assessment (TIA) study demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network and no significant traffic impact will be induced.

Please refer to the response above.

Please refer to the response above.

Noted with thanks. Given the Application Site is located in a relatively quiet location and Tai Mong Tsai Road is classified as a rural road without much traffic flow, the development will not be subject to any unacceptable traffic and industrial noise impacts from its surrounding areas. In addition, the traffic noise impact assessment results indicated that all NSRs (habitable

<p>(EIA) has been conducted, the applicant fails to demonstrate that the proposed development would not be adversely affected by the traffic noise from Tai Mong Tsai Road.</p> <p>In addition to the additional traffic noise, there will be sirens of ambulances and operational noises not just during daytime but also night time, destroying the tranquility of the area.</p> <p><u>Setting a Dangerous Precedent</u></p> <p>Approval of the such a bulky panel-like development with excessive development intensity will set a dangerous precedent for other similar applications within the “V” zones in Sai Kung and the New Territories. The cumulative impacts of approving such applications would result in encroachment of the “V” zone by bulky and excessive developments and create adverse impact on natural landscape in the area and the New Territories.</p> <p><u>Lack of Local Open Space</u></p> <p>Last but not least, according to the standard of 1 m² per person in Chapter 4 – Recreation, Open Space and Greening of the Hong Kong Planning Standards and Guidelines, there should be a Local Open Space of 8300 m² for a planned population of 8,300 persons in the OZP area. Yet, there is not a single piece of Local Open Space planned in the whole OZP area. Instead of developing the application site into a residential care home for the elderly, the application site should be rezoned to “Open Space” and developed into a Local Open Space to serve the local community.</p>	<p>rooms) would comply with the HKPSG noise criterion of 70dB(A) L_{10(1-hr)} and 100% compliance rate would be achieved.</p> <p>Noted with thanks. The small-scale proposed development shall not generate an unacceptable level of noise impact on nearby residents during the operational stage.</p> <p>Noted with thanks. Although the proposed development is not entirely in line with the planning intention of “V” zone, the proposed RCHE could nevertheless help address the shortfall for elderly facilities and meet the demand of ageing population in the community.</p> <p>Noted with thanks. The Applicant has a good intention to take an integrated landscape design framework in the proposed development by providing sufficient greening in open spaces on G/F, 1/F and 2/F and through vertical greening. It is believed that the edge treatment and greening at multiple levels could soften the hard edges and enhance both the visual environment and environmental quality of the idle site. The greening ratio is approximately 11.78% with a total common planting area of approximately 88.14 square metres. Future users and employees of the proposed RCHE development will be served by the additional open space with an area of 97.3 square metres.</p>
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<p>All in all, this project is posing serious problems of noises, traffic, parking, waste management (sewage and medical waste), and will destroy the tranquility of the existing village life.</p>	<p>Please refer to the response above.</p>
<p><u>5-76 dated 23 July 2021</u></p> <p>In this proposal there has been no Traffic Impact Assessment presented and the applicant fails to demonstrate that the proposed development would not cause any adverse traffic impacts on the surrounding areas. The proposed development will generate excessive traffic from elderly users, staff, visitors and emergency vehicles, overtaking the already heavy vehicular traffic flow along Tai Mong Tsai Road.</p> <p>Additionally, if only 10% of the proposed 110 residents had visitors who arrived by private vehicle, the two proposed parking spaces for the complex would be completely overwhelmed. This is aside from the staff who may choose to drive to work. The closest carpark at Pak Tam Chung is 1.3km distance from the proposed building site and this carpark is completely full by 8am on weekends and regularly full on weekdays. It is suspected that visiting vehicles without available parking spaces at the proposed aged care facility would simply choose to park illegally on nearby footpaths or occupy the spaces allocated to the local residents in immediately adjacent village houses.</p> <p>Of serious concern for this development would be the lack of sewerage in the area. Currently our houses here are connected to septic tanks which we have manually cleared regularly. The accommodation of 110 beds, a large laundry, a central kitchen and medication rooms for 110 elderly people and 40 staff will generate substantial waste, often related to medical and health</p>	<p>As aforementioned, the Traffic Impact Assessment (TIA) study demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network and no significant traffic impact will be induced.</p> <p>There are no parking standards for RCHE as stipulated in HKPSG. The proposed internal ancillary transport facilities will be sufficient in satisfying the operational needs of the RCHE development. The induced traffic arising from the 110 RCHE places is minimal and not excessive. No vehicle shall be reversing outside the Application Site and no queuing along the Tai Mong Tsai Road will be induced affecting the local traffic conditions.</p> <p>As aforementioned, the Applicant will install a sewage treatment plant at the Site for disposal of wastewater arising from the proposed development. With the installation of the sewage treatment plan, the proposed development will not have no adverse sewerage impact on the development in the vicinity.</p>

<p>care purposes. Septic tanks for general domestic use are not suitable to treat sewage related to medical and health care uses. Again it appears that no Sewerage Impact Assessment has been presented in the application. Thus, the applicant fails to demonstrate that the proposed development will not cause any adverse sewerage impact on the environmentally and ecologically sensitive areas in the vicinity, in particular the Coastal Protection Areas across Tai Mong Tsai Road. The thought that any of this waste may leak into the bay at Tsam Chuk Wan is horrifying, as it would create serious health concerns. Our families engage in swimming, snorkeling and a variety of water activities in this bay, as do visitors to the bay.</p> <p>Tai Mong Tsai Road is subject to noise impact. Technical assessments to address the development constraints in these areas should be submitted to the satisfaction of relevant government departments for any application for grant of land for Small House developments, as stated in the Explanatory Statement attached to the OZP. As no Environmental Impact Assessment has been presented, the applicant fails to demonstrate that the proposed development would not be adversely affected by the traffic noise from Tai Mong Tsai Road.</p>	<p>As aforementioned, the Application Site is located in a relatively quiet location and Tai Mong Tsai Road is classified as a rural road without much traffic flow. A road traffic impact assessment has been conducted for the proposed development. Road traffic would be the major source of noise nuisance during the Project operation. The predicted noise levels at all NSRs comply with HKPSG L_{10(1 hour)} 70dB(A) noise criterion.</p>
<p><u>5-93 dated 24 July 2021</u></p> <p><u>Visual Impact</u></p> <p>The developer states in their proposal that the development will have little or no visual impact to the area. In reality this will have a huge visual impact to the area. The houses immediately surrounding will have any view, light and airflow seriously affected for them. How can it not have a visual impact when a six storey concrete building is placed in front of you? It will also have a massive visual impact for the rest of the village as well as from the road. Tsam Chuk Wan is a small country village with dwellings to a</p>	<p>As advised by the Urban Design Section of the Planning Department, the visual impact of each viewpoint has been reviewed. Please refer to the revised Table 4.2 of the Visual Impact Assessment in our Further Information (4) dated 12 October 2021.</p> <p>In order to minimize the bulk of the proposed development, it is proposed to use large strip of glass on façade with clear color differences of the cubic</p>

maximum of three storeys. A six storey building with water tanks and machinery room on the roof top floor, essentially making it seven storeys is totally out of character with the village type development and should not even be considered for a country village. According to the Board Development Parameters document, the developer has not submitted any elevation plans/drawings or photomontage plans to show how the development would fit into the surrounding area. This is probably because, contrary to their claim of it creating no visual impact, they do in fact know how much of a visual impact it will have and they are just trying to get the plans approved without having provided the Planning Department and the local community with all of the information to be able to make an informed decision.

Sewage / Health

In the board development Parameters Document submitted with this application, it indicated that there have been no assessments with regard to sewage and drainage. Tsam Chuk Wan is not on a main sewerage system and all houses in this area are on septic tank systems. The size tanks for such a development with 100-125 residents and 30-40 staff would be huge and there is a definite risk of overflowing and raw sewage and other biologically hazardous waste from seeping into ground which would end up in the bay, which is classified as a coastal protection zone. Many people bring their boats into the bay and anchor to enjoy water activities and swimming. Having the potential for hazardous waste entering the bay could potentially be a health hazard to others in the community.

mass. It could help dividing into small pieces instead of a massive single building block. In order to further blend in with the surrounding environment, the selected material with color tone that could match surrounding environment such as wood fins color/ greenery/ textured concrete wall with low saturation.

A drainage impact assessment regarding the hydraulic assessment and a sewerage impact assessment regarding the installation of the Sewerage Treatment Plant have been carried out. Please refer to the Further Information (4) and **Attachment 2** of this Further Information.

No adverse sewerage and drainage impacts will arise from the operation of the proposed RCHE development.

Parking / Accessibility

The planning application mentions two car parking spaces and one further space for delivery vehicles. They would be woefully inadequate. There are no other areas available for parking in the near vicinity. The closest is Park Tam Chung car park at the country park entrance about 1.2km away. This is usually completely full from early in the morning on weekends and public holidays which would be the times when guests would want to visit their elderly relatives. Should a delivery vehicle be using the delivery space and the two car parks taken, then where will an ambulance park if there is an emergency. The only place would be in the road, creating a traffic hazard, which considering how busy the road has become on weekends could lead to traffic accident. Their lack of planning with regard to this is clearly indicative of the lack of understanding the developers have of the location.

Noise Pollution

The increase in noise levels for local residents will be significant. Not only for an extended period if construction were allowed to go ahead, but also during the general day to day running of such a large facility. Tsam Chuk Wan is a small quiet residential area. There would be regular delivery vehicle entering the development and when they reverse their reversing siren would be making a lot of noise. Ambulances requiring to use their sirens would also create noise. For the immediate surrounding dwellings the noise from the air conditioners required to cool/heat such a huge facility would be significant. For the elderly residents of the home there would be noise for them as well. It is becoming more and more prevalent, especially on weekend and usually in the middle of the night for large groups of very noisy motorcyclists to ride along the road. They are doing nothing illegal, but the noise is significant. Also more alarmingly groups of modified cars race

Noted with thanks. There are no parking standards for RCHE as stipulated in HKPSG. The proposed internal ancillary transport facilities with two private vehicle carparking spaces and one light bus loading and unloading space will be sufficient in satisfying the operational needs of the RCHE development. The induced traffic arising from the 110 RCHE places is minimal and not excessive. In the emergency context, ambulance of size 7.5m x 2.5m could use the said light bus loading/ unloading bay as it is usually not occupied in operation.

Noted with thanks. The small-scale proposed development with 110 nos. of beds shall not generate an unacceptable level of noise impact on nearby residents during both the construction and operational stages. As aforementioned, a road traffic impact assessment has been conducted for the proposed development. Road traffic would be the major source of noise nuisance during the Project operation. The predicted noise levels at all NSRs comply with HKPSG L_{10(1 hour)} 70dB(A) noise criterion.

<p>along the road often at high speed and again in the middle of the night. Hardly a suitable location for elderly resident trying to get a nights sleep.</p>	
<p><u>5-282 dated 07 September 2021</u></p> <p><u>Choice of viewpoints in the VIA</u></p> <p>As a layman and as a resident in Tsam Chuk Wan for over twenty years, I have spotted a few areas in the submitted VIA about which I would raise queries.</p> <p>A) Choice of viewpoints and manipulated photos and photomontages to disguise the true visual impact</p> <p>Two figures are presented to illustrate my comment, Figure 1, a photomontage presented as Figure 5 in the VIA and Figure 2, a photo I took using my iPhone. Both are taken from the Sai Kung bound bus stop opposite to the proposed development, a 6-storeyed building. Viewers of Figure 5 cannot see the few village houses (i.e., houses numbered 30 to 34) behind. Part of the skyline was blocked if viewed from the bus stop.</p> <p>It has been assessed that four viewing points chosen are only kinetic views. Yet, it is obvious from Figure 1 that the 6-storeyed building is incompatible with the environment and more importantly, it would not be a kinetic view to residents of Tsam Chuk Wan who are waiting at the bus stop every day. It would be a gigantic, static eyesore to us, sensitive receivers. So, the visual sensitivity is not negligible nor slightly adverse as described in the VIA.</p> <p>Figure 3 believe, is taken from the photomontage (Figure 4 in the VIA). It again shows very well the incompatibility of the mammoth building with the environment. In addition, the photomontage shows how close the mammoth</p>	<p>Noted with thanks.</p> <p>Noted with thanks. As advised by the Urban Design Section of the Planning Department, the visual impact of each viewpoint has been reviewed. Please refer to the revised Table 4.2 of the Visual Impact Assessment in our Further Information (4) dated 12 October 2021. It is agreed that the revised visual sensitivity of Viewpoint 2 is moderately adverse.</p> <p>Please refer to the response above.</p> <p>Please refer to the response above. The Applicant has a good intention to use large strip of glass on façade with clear color differences of the cubic mass to minimize the bulk of the proposed development. The selected</p>

<p>building is to the only truck road connecting Sai Kung town and the many scenic places in the country park including the Hong Kong UNESCO Global Geopark. When erected, the mammoth building would not be missed by anyone walking on the road or sitting on the buses or cars going to and from the country park. It would surely be a visual detractor and an eyesore. The narrow footpath to be left for pedestrians (circled) poses a hazard in view of the busy traffic in particular during holidays when herds of local and international visitors are bused to country park for hiking and sightseeing.</p>	<p>material could match surrounding environment such as wood fins color/ greenery/ textured concrete wall with low saturation.</p>
<p><u>5-307 dated 06 October 2021</u></p> <p>This is the third time that I submitted an objection against the approval for planning permission of the captioned application. I submitted my objection letters on 21 July 2021 and 6 September 2021.</p> <p>I would not re-iterate in detail the justifications provided in my previous objection submissions. In this submission, I would like to share my comments on the Drainage Impact Assessment Report submitted by the developer.</p> <p>1. <u>Assessment of impact of sewage on drainage not included</u></p> <p>Being a layman who is ignorant about the technical aspects of drainage and sewage systems, my understanding is that a drainage system is to remove excess water which may be flood water, rainwater and different kinds of run off including wastewater from sewage effectively. The volume or rate of flow, physical condition, chemical and toxic constituents, and its bacteriologic status are usually assessment indicators adopted. It is disappointing that sewage, a major health hazard impacting on the receiving waters discharged to, is not included in the assessment.</p>	<p>Noted with thanks.</p> <p>Noted with thanks.</p> <p>Please refer to the Revised Sewerage and Drainage Impact Assessment in Attachment 2.</p>

<p>2. <u>Assessment of impact of typhoons and flooding not included</u></p> <p>Tsam Chuk Wan is not deprived of the adverse impact of typhoon and flooding. As a resident in Tsam Chuk Wan for over 20 years, I have witnessed many times flooding along Tsai Mong Tsai Road during typhoons and water going into my house. Yet, incidents of this kind (which are not fictitious) have not been discussed in the drainage assessment.</p> <p>3. <u>Assessment of impact on the drainage system generated by two-fold increase in population</u></p> <p>The report focuses on the current situation of the drainage system, which might be adequate for the current population residing in house Number 30 to 37. Were the development (110 bed-sized) to be realized, the population which would generate wastewater would be more than double. There is little discussion on the capacity of the system to handle the direct and indirect discharges.</p> <p>Last but not the least, I would like to express my disappointment of this drip-feed information approach adopted by the Town Planning Board which allows developers to submit assessment reports of various kinds in time they choose.</p> <p>As a responsible citizen, I could not allow myself to keep quiet on this application. I hope our voice would be heard and positively responded to.</p>	<p>Please refer to the above response.</p> <p>Please refer to the above response.</p>
<p><u>5-308 dated 07 October 2021</u></p> <p>We are instructed to oppose the above town planning application on the following grounds:</p>	<p>The Applicant generously attempted to reach an agreement with the affected parties in resolving the issue of the septic tank that is located within</p>

1. The late Yeung Kut Cheung, the registered owner and the village exempted small house built thereon which is adjoining the above Lot 385B R/P both in DD257.
2. Since or about the purchase of the said premises and up to the present, the late Yeung Kut Cheung together with our client and other members of the Yeung family had been using and occupying Lot 3 85B R/P as his front garden to the exclusion of other owners or paper title owner of Lot 385B R/P.
3. We are instructed that trees, plants and flowers of various types/species and flowerpots are grown and placed thereon for years since the purchase of the property.
4. The entire if not whole piece of land lot, namely Lot 385B RIP was fenced off by the late Yeung Kut Cheung or his issues including our client with metal gate installed at the entrance to exclude others entering the said Lot 385B R/P except with his consent or permission.
5. In the circumstances, Lot 385B R/P has been dispossessed by the late Yeung Kut Cheung up to his date of death and continued to be dispossessed by his successors.
6. We have instructions to apply to the court for a declaration that the title right and interests of the paper title owner of Lot 385B R/P has been extinguished and for a declaration that our client has obtained possessory title in respect thereof.
7. Moreover, we are given to understand that, at the material time of the granting the building. Licence to construct or erect the small house, the District Lands Office Sai Kung also gave permission with consent of the then owner of Lot 385R/P to build septic tanks thereon for the use and benefit of the said small house and other small houses nearby. The related

Lot 385 RP. In order to smoothen the operation for both parties, the Applicant also gives assistance on finding quotations on the relocation works of the septic tank. Please note that the relocation works of the septic tank will be implemented no matter what the status of this Town Planning application.

pipes and. channels connected with the septic tanks have been constructed for a long period of times with the approval of the relevant government departments. It will render immense hardship and difficulties to our client for removal of the septic tanks and realignment of the pipes and channels connected thereto.

We should be grateful if our client's above strong objections and the above views can be reflected to the members of the board for their consideration upon their processing of the above application by the applicants.

Detailed Departmental Comments

(1) Detailed Comments from the Chief Building Surveyor/Hong Kong West, Buildings Department (CBS/HKW, BD):

- (a) a residential care home for the elderly (RCHE) which is for habitation is a domestic use under the Buildings Ordinance (BO). However, RCHE may be treated as non-domestics building for the purposes of Building (Planning) Regulations (B(P)R) 20, 21 and 25 subject to application for modification accepted by the Building Authority (BA);
- (b) before any new building works are carried out on leased land, prior approval and consent from the BA should be obtained, otherwise they are unauthorized building works (UBW). Authorized Person (AP) must be appointed to coordinate all new building works in accordance with the BO;
- (c) emergency vehicular access, where applicable, should be provided to the proposed building in compliance with the B(P)R 41D;
- (d) every room used for habitation or for the purposed of an office or as a kitchen shall be provided with natural lighting and ventilation in accordance with B(P)R 30 and 31. The applicant is required to demonstrate compliance with B(P)R 30 and 31, particularly for rooms not facing the streets;
- (e) service lane should be provided in accordance with B(P)R 28;
- (f) the building shall be designed to the satisfaction of the BA in such a manner as will facilitate the access to and use of that building and its facilities by persons with a disability in accordance with B(P)R 72;
- (g) PNAP APP-2 and PNAP APP-111 will be referred to when determining exemption of GFA calculation for aboveground or underground car parking spaces;
- (h) the applicant's attention is also drawn to the policy on GFA concessions under PNAP APP-151 in particular the 10% overall cap on GFA concessions and, where appropriate, the SBD requirements under PNAP APP-152;
- (i) the granting of the planning approval should not be construed as an acceptance of the unauthorized structures on site under the BO. Enforcement action may be taken the effect the removal of all unauthorized works in the future; and
- (j) detailed comments will be given during general building plans submission stage.

(2) Detailed Comments from the Chief Engineer/Construction, Water Supplies Department (CE/Construction, WSD):

- (a) the existing water mains are in close proximity to the Site and is likely to be affected. The grantee/applicant is required to either divert or protect the water mains found on site;
- (b) if diversion is required, existing water mains inside the Site are needed to be diverted outside the site boundary of the proposed development to lie in government land. A strip of land of minimum 1.5 metres in width should be provided for diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the applicant; and the applicant shall submit all relevant proposal to WSD for consideration and agreement before the works commence;
- (c) if diversion is not required, the following conditions shall apply:
 - (i) existing water mains are affected as indicated on the site plan and no development which requires resitting of water mains will be allowed;
 - (ii) details of site formation work shall be submitted to the Director of Water Supplies (D of WS) for approval prior to commencement of works;
 - (iii) no structures shall be built or materials stored within 1.5 metres from the centre line(s) of water main(s) shown on the plan. Free access shall be made available at all times for staff of the D of WS or their contractor to carry out construction, inspection, operation, maintenance and repair works;
 - (iv) no trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main(s). No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the D of WS. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5 metres or less, and the barrier must extend below the invert level of the pipe;
 - (v) no planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet;
 - (vi) tree planting may be prohibited in the event that the D of WS considers that there is any likelihood of damage being caused to water mains;
- (d) the grantee/applicant is required to submit Water Supply Impact Assessment (WSIA) Report for WSD's comment and approval prior to commencement of works. The applicant shall ensure the above requirements are fully complied with and incorporate the 'response-to-comment' into the later submission for further consideration.

(3) Detailed Comments from the Director of Social Welfare (DSW):

It is noted that the applicant has intention to apply for the Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments ("the Incentive Scheme"). The applicant should note that support from Social Welfare Department ("SWD") for exemption of land premium under the Incentive Scheme in the proposed development would be considered subject to the conditions that:

- (a) the design of the proposed RCHE should be subject to the satisfaction of SWD. In this regard, the applicant may download relevant guidance note and best practice guidelines from SWD website as follows -
https://www.swd.gov.hk/en/index/site_pubsvc/page_elderly/sub_residentia/id_schemetoen/;
- (b) the applicant shall bear the construction cost of RCHE while the proposed RCHE shall carry no financial implications, both capital and recurrent, to the Government. The applicant should also provide, at its own cost, the required fire services installation, external wall openings/ louvers, as well as electricity, utility, drainage and water supply connections suitable for use of the RCHE;
- (c) the applicant shall be required to comply with all statutory and licensing requirements including but not limited to those stipulated in the Residential Care Home (Elderly Persons) Ordinance, Cap. 459 and its subsidiary legislation, as well as the latest version of the Code of Practice for Residential Care Homes (Elderly Persons);
- (d) all requirements of the Incentive Scheme as set out in the Lands Department (LandsD)'s Practice Note No. 4/2003 (**Annex I of Appendix IV**), together with any other requirements imposed by LandsD in the lease exchange/modification, if applicable, shall be complied with; and
- (e) the applicant shall accept that the above requirements, together with the minimum number of residential care places to be delivered, the gross floor area supported for premium exemption and any necessary parameters to be advised by LandsD, may be stipulated as conditions in the land lease.

(4) Detailed Comments from the Director of Environmental Protection (DEP):

Technical comments on Noise Impact Assessment:

- (a) the endorsement from Transport Department shall be required on the methodology of traffic forecast adopted for quantitative road traffic noise assessment;
- (b) S.2.2.1 & S.2.4.1 - there are sick/ isolation/ quiet room in the RCHE and the use would be similar to wards. According to HKPSG, the traffic noise standard for wards in RCHE which rely on open window for ventilation is 55dB(A). Please consider further noise mitigation measures (e.g. rearrange of layout) to avoid any potential noise exceedance;

Technical comments on noise model:

- (c) the cut-off distance for all 8 models shall be 300m instead of 1000m; and
- (d) please review if the road surface of the concerned Tai Mong Tsai Road should be bitumen instead of concrete in the model.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210712-141018-88009

提交限期

Deadline for submission:

27/07/2021

5-11

提交日期及時間

Date and time of submission:

12/07/2021 14:10:18

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-TMT/74

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lee Man Ho

意見詳情

Details of the Comment :

The demand for elderly services is increasing and society is also paying more attention to the quality of these services. The application for private residential care homes for the elderly will not only provide more beds, but also improve the service level of RCHE in the Sai Kung district. Thus, I strongly support this application that could bring benefits to the development of social welfare in Sai Kung.

致

城市規劃委員會

香港北角渣華道 333 號北角政府合署 15 號

Tel. 25228426

Fax. 28770245

電郵 tpbpd@pland.gov.hk

反對規劃申請 No. A/SK-TMT/74

5-39

我只是普通市民，喜歡去空氣清新的西貢郊野公園及大網仔觀賞海景，偶然發現這張申請，令我驚訝及憤怒。

以下幾點是我及朋友親身的感受必須反對：

A 交通

1) 每次由西貢市乘 Taxi、小巴或大巴須等候 40 分鐘再搭車約 20 分鐘到大網仔，共壹小時才到達。

2) 如果由大網仔起程離開，由於中途站無位上車... 加上塞車。無論綠小巴、大巴、的士，無論等多久所有車都塞滿人絕無空位上車，我們多是行 45 分鐘到西貢市，或必須由西貢黃石碼頭上車。

以上交通是發生於凡星期五下午 4pm 開始至星期六、日及紅日假期全日..... 我們可以步行；老人家或工作人員，探望者怎樣天天步行？甚至老人急病收傷車塞車又路窄怎樣救人？甚至導致失救！子孫無法經常探望，老人不開心甚至抑鬱。

這樣的交通絕不適合商業性及多人出入的老人院。

B) 我們城市人壓力大喜歡來鄉郊鬆一鬆，喜歡悠閒下

如果建成五、六層樓整個寧靜的斬竹灣村就被摧毀了，摧毀了這個村的平靜安寧；行山友失去了悠閒美景，奪去了他們的陽光和空氣！

C) 再者，我約略看圖則好似連政府土地有包含埋..... 一個龐然大物使整個西貢大網仔成為嚇人的規劃.....

我和我的行友真心地堅決反對！

市民

(Signature)

51. CHAN / OLIVIA [Redacted]	52. MA CHUNG HO [Redacted]	53. WONG TONG LOI [Redacted]	54. SO SIET PING [Redacted]	55. WONG HO KWAN [Redacted]
56. QIU LI [Redacted]	57. CHAN WAI CHAN [Redacted]	58. CHEUNG PI KYUK [Redacted]	59. SHAM CHUN HANG [Redacted]	60. TAM CHU FAI [Redacted]
61. TAM SZE CHUN [Redacted]	62. CHEUNG SHAK WAN [Redacted]	63. LEUNG KA LAN [Redacted]	64. WONG CHO TING [Redacted]	65. SO HENG KI [Redacted]
66. CHEUNG WAI CHUN [Redacted]	67. LAM OI LIN [Redacted]	68. HUANG ZHONG WEN [Redacted]	69. YAN XUE PING [Redacted]	70. KLING YEE LIN [Redacted]
71. [Redacted]	72. [Redacted]	73. [Redacted]	74. [Redacted]	75. [Redacted]

致

城市規劃委員會

香港北角渣華道 333 號北角政府合署 15 號

Tel.25228426 Fax.28770245

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5-39

反對規劃申請 No.A/SK-TMT/74

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這樣的交通絕不適合商業性及多人出入的老人院。

B)我們城市人壓力大喜歡來鄉郊鬆一鬆，喜歡悠閒下

如果建成五、六層樓整個寧靜的斬竹灣村就被摧毀了，摧毀了這個村的平靜安寧；行山友失去了悠閒美景，奪去了他們的陽光和空氣！

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我和我的行友真心地堅決反對！

市民

76. 黃建生 [REDACTED]	77. 黃建生 [REDACTED]	78. Lee Wai Tin [REDACTED]	79. 黃建生 [REDACTED]	80. Chan Yak Kwan. [REDACTED]
81. Hui Yuk Yeung [REDACTED]	82. Pan Ching Lan [REDACTED]	83. Hui Wai Lam [REDACTED]	84. Chung Pui Kwan [REDACTED]	85. Yip Hoi Fu [REDACTED]
86. LAU FUNG PING [REDACTED]	87. Nida Ng [REDACTED]	88. 陳一鵬 [REDACTED]	89. CANNIB PANG [REDACTED]	90. [REDACTED]
91. [REDACTED]	92. [REDACTED]	93. [REDACTED]	94. [REDACTED]	95. [REDACTED]
96. [REDACTED]	97. [REDACTED]	98. [REDACTED]	99. [REDACTED]	100. [REDACTED]



就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210722-173756-17854

提交限期

Deadline for submission:

27/07/2021

072

提交日期及時間

Date and time of submission:

22/07/2021 17:37:56

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-TMT/74

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. 柯

意見詳情

Details of the Comment :

事項: 十分反對 -- 有關申請編號A/SK-TMT/74 擬議社會福利設施(安老院)

致城市規劃委員會:

就申請編號A/SK-TMT/74 向城規會申請, 擬議社會福利設施(安老院), 本人十分反對, 理據以及對項目的意見如下:

本人是居住於[REDACTED]長者, 與丈夫二人居住於上址已近30年, 主要是因為此地方環境清幽空氣清新, 亦遠離城市的繁囂。

對於有關A/SK-TMT/74 的申請人擬議於相關申請地點興建6層高的安老院, 對附近的環境及本人會做成很大的影響; 因有關其興建的安老院會直接阻擋及截斷我居所的日常主要出入通道, 令到本人及丈夫都非常擔心日後的出入及日後遇有緊急情況下的救援, 定必受到嚴重影響。

事源本人分別於年前因於家附近帶狗狗意外倒地大量流血及數月前我在家滑倒導致嚴重骨折, 可幸是有鄰居發現及協助報警call救援, 而斬竹灣村因偏遠及屬鄉郊, 救護人員最終歷時40多分鐘才可到達現場救援; 上次本人在家滑倒導致骨折的救援經歷記憶猶新, 因我家主要通道是現申請人的用地, 該地被有關人士用不同數量及體積的磚堆堵塞了主要的出口地段, 救傷車不能直達, 而需用擔架床經過不平及存不同障礙物的地下行走, 直接增加了救援的難度, 增加了本人原本不需承受的痛楚及延誤了救治的時間。

不敢想像如果日後興建安老院舍後, 該院舍會更加倒塞本人屋前的通道, 令到我們夫婦二人非常擔心日後出入情況, 如不幸人身體有什麼狀況需要緊急救援會因為環境及道路狹窄等等因素直接影響, 緊急救援每一分一秒都非常重要, 如此的規劃是完全沒有考慮附近居民的所需。

再者這裏是寧靜人稀沒社區配套的小形老村, 村內每座約住5人, 現時的車位與公共交通不足, 假日塞車等等交通配套問題, 每逢週末及假期, 因鄰近西貢郊野公園進出西貢市的公

072

公共交通車輛經常滿坐, 這裡的中途站亦難以上車, 如日後再增加院舍宿位, 相關工作人員往來, 親友探訪的人流, 實在難以想像村內及附近的交通何以負荷?!

斬竹灣地理偏遠, 其位置與最近的政府醫院(將軍澳醫院/威爾斯親王醫院)約有18公里, 一般交通正常的情況下都要最少30分鐘的車程(繁忙時段可能會更長), 如遇有長者出現緊急突發的健康情況需要入院, 實非理想的地點。加上於該地段興建整座院舍後, 亦無戶外花園等戶外設施, 對於老人家長期於狹小的活動空間非合適的安排吧?!

另一方面, 現擬議興建的安老院樓高6層, 按一般「鄉村式發展」的要求應是最高三層, 如有關安老院興建後, 此6層高的建築物就會是我家門前的一度屏風及包圍著, 令整個居住環境嚴重遮擋及影響空氣流通。由於院舍與民居的距離這樣近, 院舍單位如何確保建築物的排污/排氣系統完善而不會影響附近的民居?

本人就此事非常擔心, 因年紀已不細, 身體健康是非常重要的, 居於此鄉郊地區的原意是有清幽環境及空氣的清新, 倘若興建了此大型的建築設施, 定必為原來的環境帶來嚴重的影響, 為安寧的小村鄉郊帶來不應有的城市壓力。

「鄉村式發展」應該只有三層及不是商業用途。在這裏建老人院地點乃不適合!

大力反對!

柯太



0147

反對A/SK-TMT/74

1 封郵件

於 2021年7月26日週一 08:37

收件者: tpbpd@pland.gov.hk

反對 A/SK-TMT/74

致Town Planning Board
15/F North Point Government office,
333 Java Rd North Point.HK

- H)對面巴士站沒有合格的天橋及升降機,這裏車速很快,探望者及工作人員,老人很難橫過馬路,造成危險
- F)見圖老人院建築於路邊是非常嘈吵,沒有安寧的生活,沒有商業舖頭,這裏馬路車速快,老人,探望者,工作人員造成危險
- D)政府土地上樹木因工程全部消失了.
- 1) 樓價飛碟村民失去生活質素
- B)如建了六層高老人院,鄉村樣貌全部沒有了,更堵塞了斬竹灣
- 30, 31, 32, 33的入口,所有機動車不能直入,剛剛其中一位長者跌倒骨折,不能及時救治,痛楚萬分,也因後面是森林,火警或意外生病孫文得不到直接的救援。
- C) 原有美麗的海景全部遮蓋了,高高的六層給居民壓力失去陽光空氣。

假日交通這裏是更糟糕。

(星五,六,日一定中途想不到車)

Chan c m
26/7/21

位置圖 LOCATION PLAN

此圖顯示申請地點之位置
FOR IDENTIFICATION PURPOSE ONLY

本申請圖則乃根據《土地用途條例》(第522章)及《土地用途圖則條例》(第523章)所編製。此圖則乃根據《土地用途圖則條例》(第523章)所編製。此圖則乃根據《土地用途圖則條例》(第523章)所編製。

Objection 反對 A/SK-TMT/74

H)對面巴士站沒有合格的天橋及升降機,這裏車速很快,探望遺工作人,老人很難橫過馬路,造成危險

F)見圖老人院建築於路邊是非常之嘈吵,沒有安寧的生活,沒有商業鋪頭,馬路車速快老人,探望者,工作人造成危險。



本申請圖則乃根據《土地用途條例》(第522章)及《土地用途圖則條例》(第523章)所編製。此圖則乃根據《土地用途圖則條例》(第523章)所編製。此圖則乃根據《土地用途圖則條例》(第523章)所編製。

平面圖 SITE PLAN

此圖顯示申請地點之位置
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No
A/SK-TMT/74

点击下载QQ浏览器即可使用下方功能

圖 导出

全屏

Objection 反對 A/SK-TMT/74

D)政府土地上的樹木因工程全部消失了。

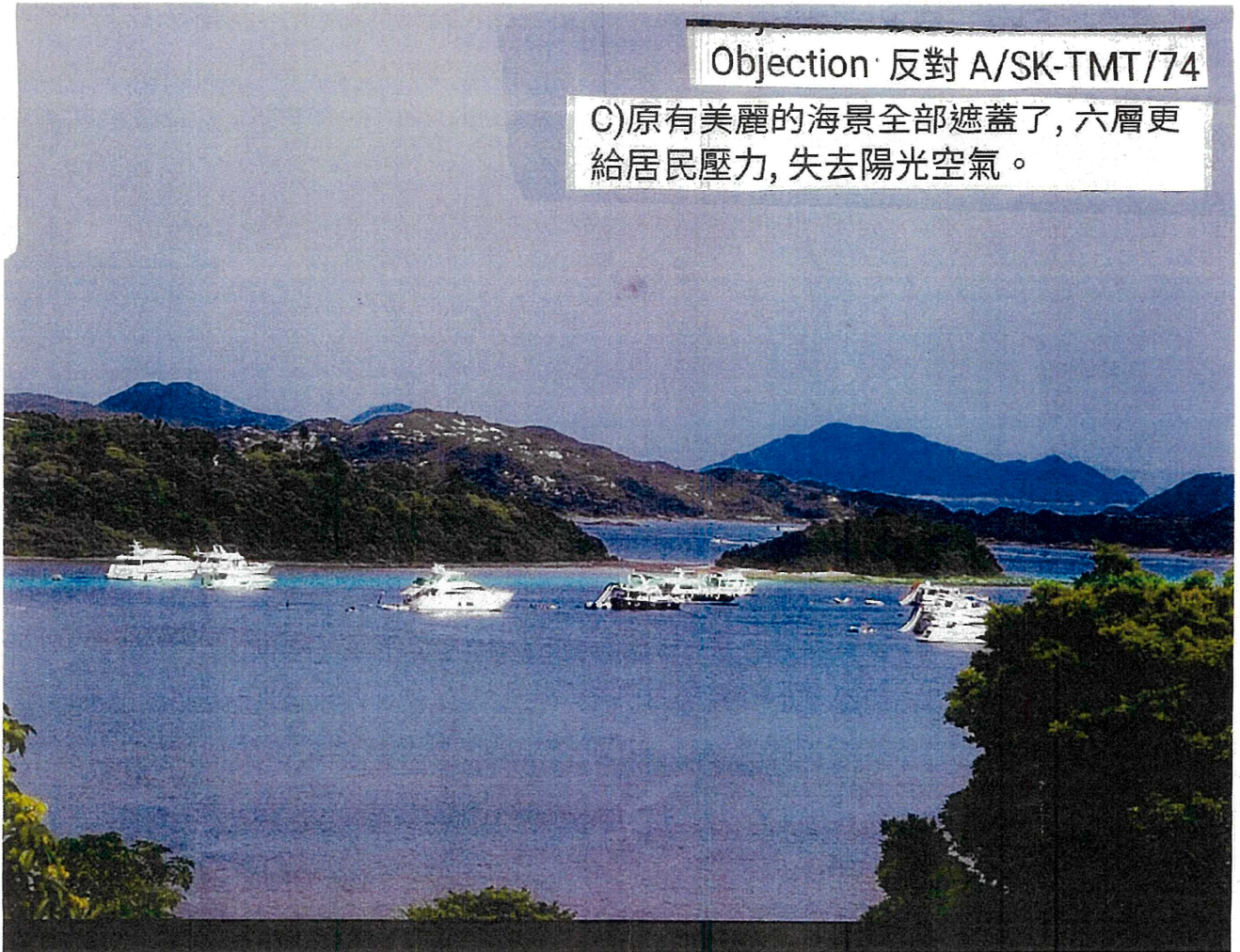


26/3/21 147

26/3/21 147

Objection 反對 A/SK-TMT/74

C)原有美麗的海景全部遮蓋了, 六層更給居民壓力, 失去陽光空氣。



三

26/7/19
B

Objection 反對 A/SK-TMT/74

I)樓價飛跌, 村民失去生活質素.
B)如建了六層高老人院, 鄉村樣貌全部沒有了, 更堵塞了斬竹灣30,31,32,33的入口, 所有機動車不能直入, 剛剛其中一位長者跌倒骨折時不能及時救治, 痛苦萬分, 也因後面是森林, 火警或意外, 生病 ... 村民得不到直接的救援。



三 26/7/19

敬啟者：

申請編號 A/SK-TMT/74

5-155

參考申請人提交的補充資料，擬議發展項目位於一個便利的地方，此地段規劃作安老院舍更好，將其更新成一個富設計感，有足夠綠化，污染少的安老院舍，對附近居民而言百利而無一害。期望將來可以有更多類似安老院舍，以惠及此區居民，尤其長者。因此，我贊成此安老院舍申請。

By Lee Sing Chan

Chan



就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210830-112728-03578

提交限期

Deadline for submission:

07/09/2021

提交日期及時間

Date and time of submission:

30/08/2021 11:27:28

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-TMT/74

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Chan Lai Hon

意見詳情

Details of the Comment :

有關申請編號：A/SK-TMT/74

致：城市規劃委員會，

本人就上述申請編號：A/SK-TMT/74，興建安老院舍提出反對。

對反對該申請，有如下幾項意見：

1 土地用途 - 該土地本來是【鄉村式發展】用途，建築物大小高度尺寸，皆有嚴格規範，只適宜新界小型屋宇存在，為何可以改變用途？此舉亦會做成一個壞榜樣，令新界小型屋宇土地可隨意修改作其他用途。

2 交通 - 通往該地段只有一條通道，加上大網仔路交通已十分繁忙，特別在節假日，公共巴士、旅遊巴士、貨車、私家車和眾多單車等行駛，幾近飽和。興建安老院舍會造成一般交通、探訪人流增加，緊急車輛出入亦勢必增多，不但會增加噪音、車流及對居住環境造成影響，而且此位置與將軍澳醫院和沙田威爾斯親王醫院，正常都有超過40分鐘車程，遇到院舍有緊急須要，遇上交通擠塞，後果可想而知。

3 排污 - 本區的污水都是靠各自獨立的化糞井收集，本人關注如此大型安老院舍依靠化糞井處理醫療排污是否足夠和合適？另外，總會有一些，如洗車、洗地，等污水排到雨水渠，再流出海，雖知外面就是郊野公園範圍，幾乎每日都有水上活動進行。

基於上述幾點，本人認為本區已經過度發展，只希望該土地保持原有用途，並反對更改為興建安老院舍。

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致

城市規劃委員會

tpbpd@pland.gov.hk

Fax.No.28770245

Tel.22315000

香港北角渣華道333號北角政府合署15樓

極力反對 A/SK-TMT/74

關於進一步資料

787 Patrick 2nd 反對A/SK-TMT/74

這園屋高6層似寶座石屎山,卻放進不適的西貢去,該園側是做戲嗎?你譬如批准興建老人院,地點太郊區,尤其疫情後太多人到西貢香港後花園遊山玩水,都是愛鄉村廣闊無壓力自然風光,由斬竹灣行約10分鐘便是世界有名的西貢郊野公園,絕對反對破壞鄉村的純樸寧靜.再者高出原村民屋3層,將整個漂亮的村遮蓋得密不透風,太陽海景封實。而老人院在路邊,老人不能外出因車很快很危險;及飛車太嘈,老人急病呢?由星期五至日都塞車!最近的將軍澳E院要2小時才可到,不適合安老,平時交通已不足,人多路窄 交通不勝負荷!再用盡政府土地?原村民無地方迫車,與村民關係未起已惡,再加上村民原用了幾拾年的化糞池怎解決?

絕對十分反對起6層老人院!

附上在地業主在鉄網掛上的(有關)要村民負責的化糞池搬遷費.

附上地主用磚頭阻路的惡行,村民都在不開心情回家!

極反對!

Lok Ngai Man

[Redacted Signature]

4-September-2021

man



1:27

WhatsApp

info.gov.hk



215




Tai Mong Tsai Road

Existing Situation



Tai Mong Tsai Road

Proposed Revised Scheme

Figure No.	Figure Title	Date	Prepared by
FIGURE 4	VP1: View looking westward from the low-rise residential developments along Tai Mong Tsai Road	August 2021	 DeSPACE (International) Limited

245

建基工程公司
Kin Kei Engineering Co.

報價單
QUOTATION

甲方(地主):	Customer Name:	聯絡人:	電話:	Date:	1-Sep-21
乙方(承建商):	建基工程公司	聯絡人: 潘先生	電話: [REDACTED]	Quot No:	KKQ 20210028
Supplier:		Ms. Shirley Cheung	電話: [REDACTED]	Rev. No:	0
施工地點:	西貢新竹灣 - 西沙小築興建一個化糞池				

工程範圍: 西貢新竹灣 - 西沙小築興建一個容量足夠供應3座丁屋使用的化糞池。

備註: 該化糞池將建於丁屋旁邊車路旁的位置。

運作流程:

- 1) 先將丁屋旁邊車路位置，開闢石屎路面 3米(W) X 9米(L)；
- 2) 拆拆石屎地台；
- 3) 再挖走泥土至約1.2米深，再做鋼板加固保護；
- 4) 再繼續挖泥至3米深，完成泥井後；
- 5) 井內計算，建做一個總面積約 2.5米 X 8米 X 3米，*的化糞池；
- 6) 將3米長的預製的雨水喉管接駁到化糞池；
- 7) 完成後將喉管後，填回泥及鋪上石屎路面完工。

以上工程費用，埋工包料，合共總幣

備註:

- 第一期: 訂立合約後 HK\$60,000元 (HK\$26,666元)
- 第二期: 完工後，尾數需付港幣 HK\$100,000元 (HK\$10萬元)

付款方式:

以上工程只收支票 或 用轉賬付款，收款人名稱及戶口資料如下：
賬戶名稱: KIN KEI ENGINEERING COMPANY / 建基工程公司
中國銀行，戶口號碼: 019-584-0-003005-4

HK\$ \$360,000.00

245

通知

茲通知貴客關於 32,33,34,35 號 各業主/住戶(先生/女士)

於 2021年9月1日 起，因貴戶之排污渠，化糞池等

部分位於我方工程地段內，為免施工時會對各業主/住戶造成不便，

現將各戶之排污渠渠頭移至更靠近化糞池位置。若貴戶未有適當安排，現

有要求獨立第三方 可提供相關服務 (建築工程公司，聯絡人: 潘先生，電話: [REDACTED])

現已取得工程最佳報價並向上述公司之相關單戶為參考。

(注: 該工程公司為獨立第三方，與我方並無任何關係，應與各業主/住戶參閱，

如蒙自行聯絡。)

請於兩星期內回覆，逾期不理其後兩個月內完成工程。

聯絡人: 潘先生
日期: 2021年09月02日



Tel

規劃申請
PLANNING APPLICATION
(進一步資料 FURTHER INFORMATION)

申請編號 Application No. **A/SK-TMT/74**

地點 Location
(見下圖 See Plan Below)

地帶及圖則 Zoning and Plan
Outline Zoning Plan No. S33C-TMT/4

建議 Proposal
Village Type Development
Approved Tai Mong Tai and Tsam Chuk Wan
Proposed Social Welfare Facility
(Residential Care Home for the Elderly)

任何人士均可就這申請提出意見。有關意見必須在2021年8月17日或之前，以個人遞交或郵遞（香港北角道333號北角政府合署15樓），傳真（2877 0215 或 2522 8126）或電郵（tobp@pland.gov.hk）方式，向城市規劃委員會提出。

Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (15/F, North Point Government Offices, 333 Jave Road, North Point, Hong Kong), fax (2877 0215 or 2522 8126) or email (tobp@pland.gov.hk) on or before 17 Aug 2021.

詳情 Particulars

1. 申請人（A/SK-TMT/74）在「S33C-TMT/4」地帶內，擬興建一座「村屋類型發展」，即「老人護理院（住宅式）」。

The applicant has submitted further information to supplement the application.

2. 申請人（A/SK-TMT/74）在「S33C-TMT/4」地帶內，擬興建一座「村屋類型發展」，即「老人護理院（住宅式）」。

Until the application has been considered by the Town Planning Board, the applicant is requested to submit the following information to the Board's website (http://www.tpb.gov.hk/planningplan_application/), for the Board's reference or scanning the QR code in this notice and at the following locations:

有關資料可於以下地點查閱：規劃、工程、康樂及文化局辦事處（香港北角道333號北角政府合署15樓）；傳真（2877 0215 或 2522 8126）或電郵（tobp@pland.gov.hk）。

3. 有關詳情，可致電查詢：規劃、工程、康樂及文化局辦事處（香港北角道333號北角政府合署15樓）；傳真（2877 0215 或 2522 8126）或電郵（tobp@pland.gov.hk）。

4. 有關詳情，可致電查詢：規劃、工程、康樂及文化局辦事處（香港北角道333號北角政府合署15樓）；傳真（2877 0215 或 2522 8126）或電郵（tobp@pland.gov.hk）。

5. 有關詳情，可致電查詢：規劃、工程、康樂及文化局辦事處（香港北角道333號北角政府合署15樓）；傳真（2877 0215 或 2522 8126）或電郵（tobp@pland.gov.hk）。

城市規劃委員會
Town Planning Board
2021年8月17日
17 Aug 2021

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210907-173156-85110

提交限期

Deadline for submission:

07/09/2021

225

提交日期及時間

Date and time of submission:

07/09/2021 17:31:56

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-TMT/74

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Pascale Vincent

意見詳情

Details of the Comment :

RE: Application No. A/SK-TMT/74 in plan area Tai Mong Tsai and Tsam Chuk Wan, Sai Kung & Islands District

Dear Sir/Madam,

I feel the objections previously raised by residents for this project have not been heard.

There is no other way to say it but the Visual Impact Assessment (VIA) submitted by the applicant is a disgrace, meant to deceive everyone and, therefore, the application should be rejected.

According to the Explanatory Statement, the OZP Area is environmentally and ecologically sensitive. The tranquil and scenic setting, and the closeness to the Country Parks have offered the OZP Area a unique attraction to serve the recreational needs of the Territory. It is of paramount importance that the ecological and high quality landscape areas should be protected from encroachment by development.

The tallest developments around this area are the 10-m high Monument for Martyrs Against Japanese Militarism (抗日英烈紀念碑) and 8.23m high 3-storey Small Houses. The proposed development of 24m high is a gigantic eyesore, far exceeding the tallest developments in this area, thereby completely destroying the visual and landscape values with a territorial-wide significance.

Yet, it is unethical that the applicant has deliberately chosen view points and manipulated photos and photomontages to disguise the true visual impact of this gigantic eyesore to hide the adverse visual impacts. Just take VP 1 as an example, low-rise residential developments from 34 to 43 Tai Mong Tai Road are clearly visible when travelling along Tai

Mong Tai Road but deliberately truncated from the photos and photomontages to hide the adverse visual impacts to the adjacent residential developments.

A comprehensive VIA has to be undertaken to include important view points, such as various recreation camps to the south and at Wong Yi Chau, and scenic spots and beaches in this area. Also, animations should be prepared along Tai Mong Tai Road, Maclehoose/Wilson trails and major sea routes for swimmers/surfers and users of leisure boats and canoes.

Last but not least, to identify all the areas from which this gigantic eyesore could be seen as well

as any views that would be obscured from any particular location, a Viewshed Analysis should be undertaken within an area from Pak Tam Chung to the north, Wong Yi Chau to the east, Hong Kong Sea Cadet Corps - Tang Shiu Kin Nautical Centre and the Jockey Club Kau Sai Chau Public Golf Course to the south, and Monuments for Martyrs Against Japanese Militarism to the west.

I trust this will be taken into consideration and the application will be rejected.

Regards,

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



Comment on application under s.16, application no. A/SK-TMT/74

07/09/2021 19:59

From: [REDACTED]

To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>

FileRef:

Comments on further information from applicant about visual impact assessment (VIA) on planning application no. A/SK-TMT/74

The VIA submitted by the applicant has not properly assessed all the relevant factors and has not considered all assessment area and viewing points.

According to the Town Planning Board Guidelines on submission of visual impact assessment for planning applications to the Town Planning Board (TPB PG-No.41), the emphasis is on the impact of the overall site layout, development scale, form, massing, disposition and character of the development and its spatial relationship with the overall townscape or surrounding landscape.

The applicant had only selected an assessment area of radius about 70m from the site and only 4 viewing points (VP). The location of the site is a sparsely developed area and the building density is low, as can be seen from the attached Annex A. The selection of a radius of 3 times of height of proposed building as the assessment area is not suitable as situation mention in para.4.3 of TPB PG-No.41 cannot apply in this location, and the proposed building will not be seen as part of a group of buildings (as there is hardly any other existing buildings in the immediate vicinity). The assessment area should extend further in consideration of the size of the proposed development, the distance of the development and its potential visibility from the selected viewing points, and the actual site and surrounding topographical conditions.

As per para.4.5 of TPB PG-No.41, in the interest of the public, it is far more important to protect public views, particularly those easily accessible and popular to the public or tourists. As the proposed site in Tsam Chuk Wan is surrounded by Sai Kung West Country Park in the north and west, and the sea to the southeast, there are many sensitive public viewers from popular areas used by the public or tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking, sight-seeing, and prominent travel routes where travellers' visual attention may be caught by the proposed development.

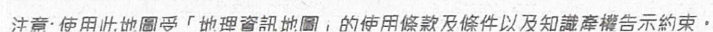
For illustration in Annex B, three selected VPs with sensitive public viewers from a distance within 700m would have clear line of sight of the site, and the application have great potential visual impact to the viewers there. The 3 demonstrated VPs in Annex B would have frequent recreation use as two of them are on popular hiking route with links further afield to the Sai Kung West Country Park. The hills around Tai Tun has been identified as one of the areas for proposed hiking trail improvement in 2021 Budget Speech by the Financial Secretary, with further potential for tourism as well. The coastal water around Tsam Chuk Wan has frequent recreation use, and the VP at The Boys & Girls Clubs Association of HK Bradbury Camp is still only 750m from the application site across the water body.

The application would have more significantly adverse visual impacts generally than that proclaimed by the applicant on the few VPs included in the VIA.

Regards,
Raymond Li



Annex A.pdf Annex B.pdf



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

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To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/SK-TMT/74 Received on 12/10/2021

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

反對見下一頁

「提意見人」姓名/名稱 Name of person/company making this comment 西貢區鄉事委員會

簽署 Signature



日期 Date

4.11.2021



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關於申請編號(A//SK-TMT/74)，擬議社會福利設施(安老院)。本會收到不少村民及居民反對聲音，鑑因該申請地段毗連西貢新竹灣海傍，依山傍水環境優美。現申請一間面積約有 750 平方米(約 8,000 多平方呎)，高度約 31 米，6 層高的老人院(商業用途)的龐然建築物豎立在海邊，與擁有連綿起伏的青翠山巒大自然環境，並構成不協調的視線感覺。

該擬申請的地段附近 32、33、34、35 號村民使用數拾年的化糞池，而且化糞池符合標準，亦得到地政處批准滿意紙，但業主不給村民使用，試問村民無著化糞池，唯有將生活用水及糞便流向新竹灣，污染海洋的生態環境。

該擬申請的地段 750 平方米內(有 249 平方米的政府土地)，將村民及居民行走數拾年的道路納入該申請地段內，堵塞 30、31、32 號村屋的門口，令到村民無路可走無法歸家。


擬議社會福利設施(安老院)提供 110 個床位，相應對醫療服務需求增加，如需要緊急救援服務時，無疑增加西貢公路及西沙公路交通負荷，令到已繁忙的西貢公路及西沙公路百上加斤。

有見及此，現有一個龐然的建築物(而且帶有商業用途)豎立在西貢的海岸線邊，破壞自然和諧的山水環境，村民及居民必定會反對。敬請 貴會能慎重考慮村民及居民的反對意見。

故此，我們西貢區鄉事委員會堅決反對，該申請編號(A//SK-TMT/74)。

此致




西貢區鄉事委員會主席
王水生 啟

二零二一年十一月四日

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211107-162058-46974

提交限期

Deadline for submission:

09/11/2021

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提交日期及時間

Date and time of submission:

07/11/2021 16:20:58

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-TMT/74

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. David Norton

意見詳情

Details of the Comment :

This application is flawed for a number of reasons, I live approximately 300m from the proposed development.

1. There is insufficient provision for visitor car parking at this proposed centre.

The closest car park to this address is 1.2km away at Pak Tam Chung. At weekends this car park is full from around 0700-1900. There is already a problem with illegal parking on Tai Mong Tsai Road, forcing pedestrians into the busy road. Many people wishing to visit the 110 residents at this centre will come by car and will park illegally. There will be a serious traffic accident on Tai Mong Tsai Road soon, because of this lack of parking and this development will have a massive adverse effect.

I don't believe that there is enough provision for commercial vehicle access either. Minibuses or Ambulances will be needed to move residents in and out. Delivery trucks will need to bring food, medical supplies, etc. Some staff will doubtless want to park, as would visiting health professionals.

During the lengthy construction of the development will cause a problem - there will not be enough parking on site for the development.

This is a recipe for mass illegal parking, as I would expect dozens of the residents to have visitor cars every weekend.

2. The visual impact of the building is dramatically understated in the report. Having a 6 storey building in this location, adjacent to the road, will be extremely adverse to everybody passing by. The impact to the residents of the houses behind the proposed building is not stated, but clearly this will be a devastating change to their view and the morning light that they get to their properties, not to mention cutting them off from the easterly breeze.

The report states "Moderately adverse" and "Slightly Adverse" - can I ask what "Highly adverse" would look like? I cannot understand how a building that dwarfs everything around it, that blocks light and air movement to the houses around it can be described as anything other than an eyesore and a massive mistake for the planning authorities to allow.

This development does not have any positive effect on the surroundings or benefit for the local people. This type of development is out of place in the Sai Kung Country Park

3. The high tech sewage system is shown to have been installed in residential and office applications. Has it been tested to show performance with medical waste? The occupants of the old people's home will be affected.

le's home are likely to be taking various medication. The water output from the sewage system will presumably drain into the sea and into the fish ponds opposite the proposed site. Does the system remove drug waste, etc?

In case of power failure, or lack of maintenance, what will be the effect on the output of the sewage system? This proposed system is a very few meters from the sea and from a fishing pond.

High chance of causing water pollution into the Tsam Chuk Wan bay. Developments like this should be restricted to areas with mains sewer provision.

Summary:

This development is out of place in Tsam Chuk Wan. The building is completely out of scale with the rest of the buildings in the area. Transportation links are difficult and the developer has not given enough thought to delivery trucks to the building, minibus/ambulance access to bring residents in and out of the facility, parking facilities for visitors and staff and lack of easy access to emergency care (with the nearest hospital (TKO) being approximately 17km away - an hour's drive in weekend traffic).

Finally, because of the lack of mains sewerage, the developer will need to install their own sewage plant which is very likely to be a cause of water pollution in the area if the system is poorly maintained.

This type of development is not suited for the area for the reasons given above.

I urge you to reject this application

tpbpd@pland.gov.hk

寄件者: [REDACTED]
寄件日期: 2021年11月08日星期一 13:11
收件者: tpbpd@pland.gov.hk
主旨: Proposed Application A/SK-TMT/74
附件: LVVRA Objection 3.pdf; 未命名的附件 00151.htm

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To Whom it may concern

Please find attached a PDF file with the latest objection on behalf of the Lakeview Villas Resident Association, Tsam Chuk Wan, to the planned development Application A/SK-TMT/74 in Tsam Chuk Wan rural village.

Best Regards

[REDACTED]
[REDACTED]
[REDACTED]

Lakeview Residents Association
[REDACTED]
[REDACTED]
[REDACTED]

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8 November 29021

To Who it may concern

Further to two previous objections to the proposed development in Tsam Chuk Wan I am writing on behalf of the Lakeview Resident Association to once again object to this proposal.

All of the previous objections below in the previous objection are still valid. We note that the developer has now proposed a different system to treat sewage, there is still concern with regard to the risk of medical / chemical effluent not being 100% treated and some ending up in the water way just meters away from the proposed site. The development with its end of life care facilities is closer to being a hospital than just a residential facility.

The developer has provided some extra images from their selected viewpoints, two from the road and one from the back of the village and claim that the visual impact would be only slightly or moderately adverse. This is a huge underestimation of the visual impact to the surrounding area and residents of Tsam Chuk Wan. The visual impact would be huge. No viewpoint from the houses surrounding the site have been provided or for other houses slightly further away, but still in full view of the site. The houses adjacent to the site will have their views of the bay which is a coastal protection zone, completely obliterated. They will go from seeing trees and water to to a solid concrete building mere metres from them. This can hardly be considered as slightly or moderately adverse. The developer is deliberately lying to the Town Planning Board to try to attempt to reduce the significance of the impact it will have. As has been mentioned previously, Tsam Chuk Wan is a small, quiet rural village consisting of only village house type developments. That is exactly what the zoning for this area is designed to maintain. Allowing a six storey commercial building to be built in this area is in total contravention of the current zoning and totally out of character for this area.

The impact it would have to the surrounding residents during construction would be horrendous and would probably create a significant health hazard to the occupants of the adjacent houses, some only meters away. There would be a huge amount of noise, dirt and concrete dust which would be ingested by just being close by, for a significant length of time. Traffic along the road would be significantly impeded with the road being reduced to a single lane and would cause major congestion with construction vehicles required to attend the site.

Allowing this project to go ahead would cause a very significant degradation to the well being, both physically and mentally not to mention financially to surrounding residents and the visual impact would be very significant to such a rural setting.

We request that an officer from the Town Planning Board comes to the site to visually inspect the area and hear the concerns of the local residents. We would be very grateful if you could advise of the possibility of this.

Best Regards

Residents of Lakeview Villas Residents Association.

September 6th 2021

To Whom it may Concern,

Regarding Proposed Application A/SK-TMT/74, The proposed Social Welfare Facility (Residential Care Home for the Elderly) in "Village Type Development" Zone on Tai Mong Tsai Road, Tsam Chuk Wan.

I am writing on behalf of the Lakeview Villas Residents Association, an association comprising houses 112 to 121 Lakeview Villas, Tsam Chuk Wan. Further to the developer submitting images of the proposed development, we as a local community would like to again object to this development. Having seen the images the residents of Lakeview Villas are even more concerned about this development and strongly object to this development from proceeding. While we totally appreciate the need for aged care residents facilities, this location in Tsam Chuk Wan is not a suitable location for such a large development.

Tsam Chuk Wan is a quiet rural village comprising village houses and the introduction of a six storey development in the centre of the village will, amongst other issues be a visual eyesore and totally not in fitting with the village environment.

Comments about Supplementary Planning Statement:

The developer states that, 'A further merit is for building setback from Tai Mong Tsai Road which will allow for better air ventilation for the future pedestrian environment'. Realistically it is not a pedestrian environment as the development is very close to the road, so will be of no benefit with regard to ventilation. However the ventilation for surrounding houses will be severely impacted and have a massive detrimental effect by being blocked in by a six storey solid concrete structure.

Further on page 1 the developer states that "The development is fully justified in terms of prevailing elderly objectives, environmental, landscape, visual and traffic aspect'. This statement is in contradiction to their Broad Development Parameters document page 3 Reports, where the only assessment they have ticked is that of visual impact assessment. I would ask, apart from providing a few images, what visual assessment has actually been done and to claim it will have no detrimental visual impact and be in fitting with the surrounding environment shows a blatant disregard to the character of this quiet rural village and to all of the local residents of the village.

Page 5 Section 3.1A,

The developer states that Tsam Chuk Wan is approximately 2km to the north east of Sai Kung Town. This is incorrect and they are trying to make it appear like the development is closer to the town facilities than it actually is. Tsam Chuk Wan is in fact 4km from Sai Kung in a direct line across the water and approximately 7 km by road.

As they correctly state, according to the OZP, Tsam Chuk Wan mainly comprises Village zone (Max 3 storey development) Conservation area zone, Coastal Protection Area and Country park Zone. The area is primarily zoned under those categories for a good reason and that is to conserve the character of the area and the natural environment of the area. This development does nothing to enhance these zonings and will in fact be detrimental to both the village character and possibly have considerable environmental impact (sewage & medical waste run off) to the surrounding area and water way which is extensively used by the public and by many school children who attend activities camps in the bay.

Page 6.

The developer at length is trying to justify the development by quoting government information and a policy address by the Chief Executive for the need for extra elderly care residences. While we appreciate the need for extra elderberry care residences, we are aware that there has also been a recent application for approximately 1200 residential care beds at a development in Sai Kung Town itself. This is a significant number of beds and in a much more suitable location than in a rural location like Tsam Chuk Wan.

The developer has a table showing other planning applications for various social welfare developments. Most of these are only up to three storeys high, yet their proposal for Tsam Chuk Wan is six storey and with the added water tanks and machinery room and air conditioning units on the roof top will essentially make this development 7 storey. Quiet rural Village zoned areas are to retain Village character, not to allow massive multi storey developments for the sole purpose of making money.

The developer has indicated a total of two car parking spaces and one loading space for a development catering for 110 residents and 40 staff. This is woefully inadequate. Being a long way from urban developments and facilities it would be logical to assume that many relatives wishing to visit would use private vehicles to drive to the facility. Should only 10-20% of residents families decide to visit at a similar time then two car park spaces will absolutely not be able to cater for this demand. Where will all of the cars park? The nearest car park is at Pak Tam Chung at a distance of approximately 1.2km away. On weekends this car park is usually full by early morning with illegal parking on pavements already occurring. Visiting guests will probably try to illegally park on the nearby pavements so causing potential hazards for pedestrian and traffic using the road. Public transport to Sai Kung area on weekends is extremely busy which would certainly encourage more people to drive rather than take public transport. We clearly believe this shows a complete lack of knowledge and appreciation of the potential side effect of this development.

Also on page 10 the developer mentions that 'Particular attention and cautions should be given to the safety of a number of elderly people in the proposed RCHE. Considering that the Application Site is Congested and located close to Tai Mong Tsai Road'. This is a very salient point and shows that the developer is aware that this site could be dangerous to residents of an RCHE. Tai Mong Tsai can be a busy road and often has cars and motor bikes going at excessive speeds. Clearly this could also cause a serious hazard to residents. This again demonstrates that this is not a suitable location for such a development.

The developer states 'In view of the similar domestic nature of land use of the proposed RCHE, the proposed development shall be considered as compatible with the surrounding low-rise residential development. The proposed RCHE with 110 beds is an optimal scale as purely intended to provide additional social services in satisfying the needs of the community in Tsam Chuk Wan and the nearby areas of Sai Kung district'. There are no similar residential developments or land use in Tsam Chuk Wan. The rest of Tsam Chuk Wan is low rise Village type development and not 6 storey concrete

high rises. For them to state that the development shall be considered as compatible with the surrounding low rise residential developments is completely ludicrous as there is nothing compatible between the two. We would strongly oppose the statement saying that the development is of optimal scale. Again a six storey concrete block in a quiet rural village can hardly be considered as optimal for all of the village residents.

Page 22 5.5 No adverse Traffic Impact.

Considering the provisions are for two car park spaces only, the potential for traffic impact is a very real problem. As stated previously where will people park when the two car park spaces are full? Most probably parked illegally on the side of the road as the nearest car park is 1.2km away and often full and overflowing. This will have the potential to cause not only traffic hazards, but also impact to the local community. In turn this would cause many calls to the Sai Kung police to deal with the problem, so creating an extra burden on them when they are already extremely busy. The developer has produced a Swept Path Analysis stating that there would be no requirement for traffic to reverse outside the area. This may be the case if there is only one vehicle requiring to use the space. However should there be more than a single vehicle it is highly likely that the vehicle trying to enter the premises would have to reverse to allow the other vehicle out. Or the vehicle would have to wait on the road until the departing vehicle can leave. The location of the site is on a sweeping corner with restricted visibility. With cars and motorbikes often travelling at well above the 50km/h speed limit, a vehicle waiting in the road to enter the premises would cause a potential dangerous hazard.

Page 22 5.6 No Visual Impact

Including this statement in the proposal clearly shows a complete lack of knowledge of the local area. Where an area has only three storey residential village house dwellings how can a six storey monstrosity directly in front of villagers houses not have a visual impact? In fact the impact to these residences would be catastrophic. They would have all of their view completely blocked by a building that is twice as high as their houses. Not only would this block their view, but also seriously reduce their natural light and ventilation flowing to their properties. How they can claim that this would be 'Considered compatible without leading to adverse visual impact on the open sky view, light penetration into the surrounding environment and visual openness of the surrounding', again clearly shows the lack of appreciation of the effects of such a large building. Currently the houses behind the site have views to the water and for those dwellings this would be completely blocked should this development be allowed to proceed. The knock on effect to the value of these residences could be severe. Would the developer compensate these property owners for the loss of value to their properties? The visual impact to many other residents nearby would also be significant and could have financial repercussions to the value of their properties. A six storey building with very little aesthetic planning to compensate for the

otherwise ugly building is totally not in keeping with surrounding village area and natural beauty of this quiet country village nestled into the country park foothills and bordering the coastal protection zone of Bamboo Bay and again we strongly oppose this development on the basis of visual impact and financial ramifications for long time local residents.

The statement 'In fact, the Proposed RCHE can largely blend into the local setting without influencing the overall visual unity and harmony. Hence, there is no significant adverse visual impact arising from the Proposed Development'. This again clearly shows the fundamental lack of understanding by the developer and or the company they engaged to write the proposal. Obviously no consultation has previously been done with local residents to ascertain their views on the visual impact.

Page 24 5.7.3 No Adverse Sewage Impact

The proposed site lies just across the road from an area zoned as coastal protection zone and a bay that is frequently used by the general public for recreational use including swimming, kayaking and boating. There are residential recreational camps that use the bay for children and students to engage in water sports activities. The developer has quoted various statistic with regard to sewerage amounts, but have they included the water usage for laundry and other washing requirements. Laundry in itself would generate a huge amount of effluent for 110 residents and 40 staff. Also with 110 residents there may be a significant amounts of medical/biological waste which a septic tank system is not designed to adequately sterilise before the effluent is released into the environment via a soak away pit. The volume of effluent draining into the surrounding environment through a soak away pit would be substantial and would eventually end up in the bay which could potentially cause a health hazard for the general public using the area. Such a size development should be in an area where there is mains sewage which can properly deal with a large amount of waste.

Page 24 5.8 No Adverse Landscape Impact.

Similarly to No Visual Impact, such a large concrete structure with only a couple of planter boxes and a palm tree or two hardly equates to having no adverse impact to the landscape.

In Conclusion

The residents of Lakeview Villas Resident Association strongly request the members of the Town Planning Board to assess this development for the adverse effect it will have on the local community and the surrounding areas. While we applaud the development of more Residential care Homes for the elderly, this is most certainly not the right location for the reason stated above. A larger facility in Sai Kung town itself, closer to facilities, hospitals and care centres would be a far more suitable

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location. We thank you for carefully considering this situation and respectfully request that you decline the request for this development in this particular location.

Best Regards

Lakeview Villas Residents Association


寄件者: [REDACTED]
寄件日期: 2021年11月08日星期一 7:48
收件者: tpbpd@pland.gov.hk
主旨: 4th 反對A/SK-TMR/74(鄉村式發展)

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反對 A/SK-TMT/74

斬竹灣建老人院

19/10/21 城市規劃委員會第4次貼報-關於水渠再參考慮

以下更有一些補充資料希望成規會細心閱讀顧及民生！

1)該老人院 提供有關渠務的圖積

我們普通市民是不明白的,但我們化糞池 32,33,34,35 已用了半紀;不能叫我們用 36 萬自行搬該化糞池,以前地政署批准出了滿意紙.....也報了警備案,環保署,食物環境衛生署,而鄉事委員會一定幫我們村民,因為如果截了化糞池可大可小,我們一路之隔是海,污染海洋,一個巴士站便是香港後花園西貢郊野公園,破壞環境;

再來什麼渠設計...但不能不予我們商議甚至要一同設計我們的化糞池及水渠,因我們也無地可搬.城規會是否必須考慮到舊有設計?而重新獨立申請化糞池及渠,地政署也沒有經驗更不知何時才批;問題是此村已無地可做!?

2)V zone 地,必須保持環境優美,只可用作居住,'鄉村式發展'只可 27 呎高,怎可以變成老人院商業用途下,更加成六層樓破壞優美環境;另增加人口渠務未必能負擔.

3)老人院建議附近所有政府地都歸納他發展用途,居民便失去所有泊車及空間,連輪椅也不能出入.

4)大網仔公路這裏車很快,嘈住老人院,老人及探望者很難過馬路乘公共車,沒有商舖不能買到供應物品.

5)老人院圖積連行人路也佔已用,斬竹灣落巴士站後,村民,旅遊者,探望者,工作人員要行出馬路,這裏是著名的西貢飛車地帶,牛,人,狗車爭路很危險,如意外老人院設計者及批准者必須負責!

6)現乃清幽寧靜純住宅區,忽然來一個龐然大物老人院對於原本居民實在太滋擾.

7)興建了老人院後斬竹灣 30 號 31 號 32 號,汽車不能到達,斬竹灣後面是個樹林秋天經常火燭,消防車要駁喉減低壓力難以救火,村民急病救傷車不能直達,延緩救治,已經發生了多次救傷車不能到達門口,延遲時間令病人痛苦萬分,這村業主平均年齡已 68 歲;我們已出入困難,因為老人院持有人,已將磚頭阻礙任何車不能駛入.

8)近郊野公園,星期五六日紅日,4~8pm 很難乘搭交通工具出市區及塞車,由西貢市入斬竹灣大,小巴最後一班 9am 前,老人院的工作人員探病者怎出入呢?

9)星期五六日紅日出市區樽頸位一定塞大概九個字,萬一老人有急病需要救護車,最近醫院是將軍澳,連塞車大約兩小時才可到,實在交通負荷不來更傷及老人.

10)斬竹灣村對面便是海,水上活動者也能看到特高似恐龍恐怖設計,破壞西貢風景,優美的原生態!

11)新建的村屋必須可消防車救傷車可直達門口...如批建此老人院我們失去入口,甚至沒有陽光及空氣,海景...城規會是否考慮村民!?


12)算我們的化糞池成功可搬,及地政署批准,但每伙每 4 月須清理 1 次化糞池,但車不可直達村屋門口,駁喉又駁喉 流出的氣體 是很臭的而且有毒...


對村民及老人院內人影響致深!

城規會負責人!此村人口老化,出入更須要汽車代步,沒有車位怎生存?山火救傷車如何處理?輪椅不能出入?我們返工的更加不能回家,因為這裏 9pm 已經沒有公共車.....

生活質素應該越來越好的,不是設計一樣嘢而害了另外成條村! ?
請三思!

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陳小姐


Date:9/11/2021

To: Town Planning Board

Date: Nov 2, 2021



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Re: Objection on the Application No. A/SK-TMT/74

As regards to the above application from the applicant - Golden Kingdom Investment Limited Company, we are here to submit our objections on the construction of a residential care home for the elderly in the village of Tsam Chuk Wan, we would like to draw your attention to the following major objection points:-

1. Environmental Impact

There has been no environmental impact assessment presented by the applicant. The proposed site lies within an environmentally and ecologically sensitive area and only low-rise, low-density residential development of not more than three-storeys in height would normally be allowed.

2. Visual Impact

On the other attached page, you can find some BEFORE and AFTER photographs of the proposed building on the site. The applicants state that this will have no negative visual impact.

3. Sewerage Flow

There is no sewerage system in Tsam Chuk Wan, houses are connected to septic tanks. The accommodation of 110 beds, a large laundry, a central kitchen and medication rooms for 110 elderly people and 40 staff will generate substantial waste, often related to medical and health care purposes. Septic tanks for general domestic use are not suitable to treat sewage related to medical and health care uses. The applicant fails to demonstrate that the proposed development will not cause any adverse sewerage impact on the environmentally and ecologically sensitive areas in the vicinity, in particular the Coastal Protection Areas across Tai Mong Tsai Road. The thought that any of this waste may leak into the bay at Tsam Chuk Wan is horrifying, as it would create serious health concerns. Our families engage in swimming, snorkelling and variety of water activities of this bay, as do the many visitors.

4. Traffic and Parking

The applicant proposes only two parking spaces for the complex. If only 10% of the proposed 110 residents had visitors who arrived by private vehicle, parking would be completely overwhelmed. This is aside from the staff who may choose to drive to work. The closest carpark at Pak Tam Chung is 1.3km distance from the proposed building site and this carpark is completely full by 8 am on

weekends and regularly full on weekdays. It is suspected that visiting vehicles without available parking spaces at the proposed aged care facility would simply choose to park illegally on nearby footpaths or occupy the spaces allocated to the local residents in immediately adjacent village houses.

5. Construction Impact

The construction process would likely take a number of years resulting in prolonged excessive noise, dirt, road blockages and heavy vehicular traffic on Tai Mong Tsai Road, which is the only access road in and out of our neighbouring community.

Please note that these are just a few of the numerous objections which can be raised. We understand that increased accommodation for the elderly in Hong Kong is essential but the choice of this location is totally inappropriate.

We would much appreciate if you can consider our concerns and anxiousness about this enormous structure and please kindly withdraw this application.

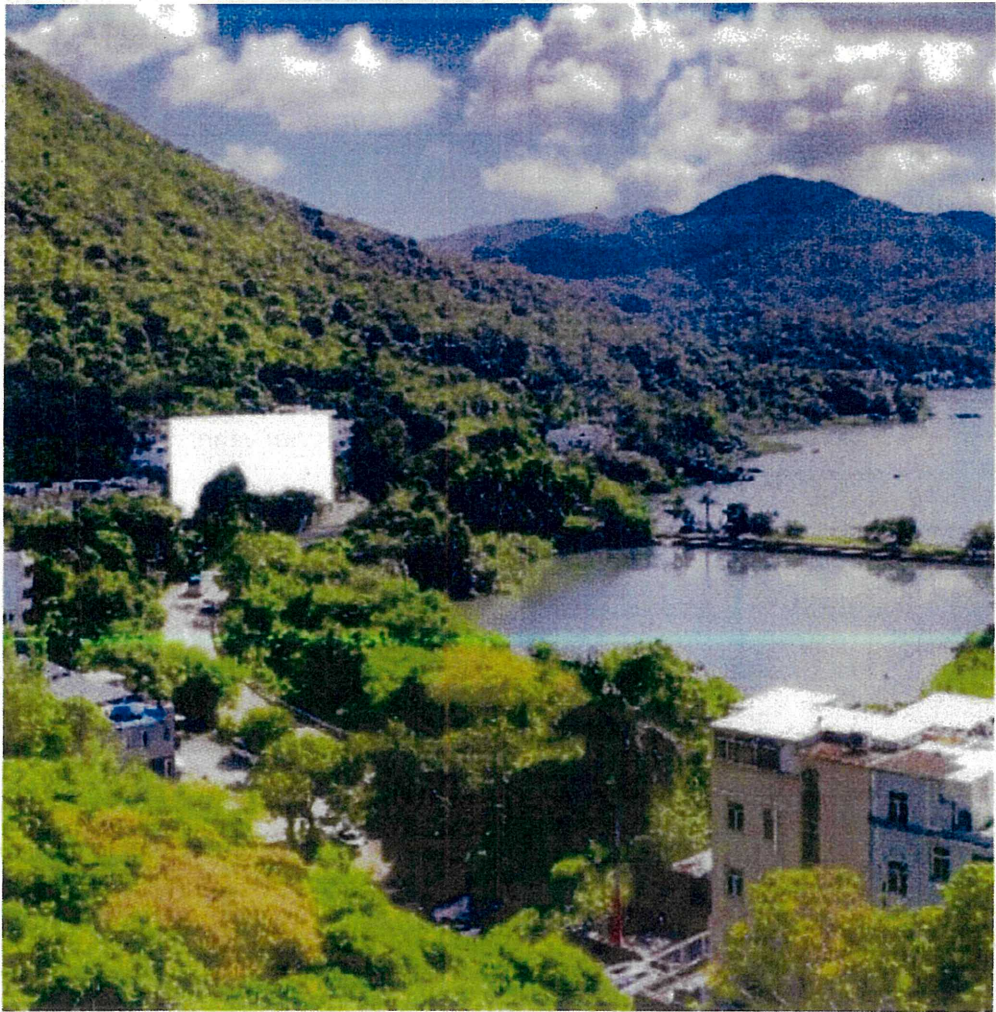
Mayfu
Awaiting for your prompt reply!

Alex
Tsam Chuk Wan Residents

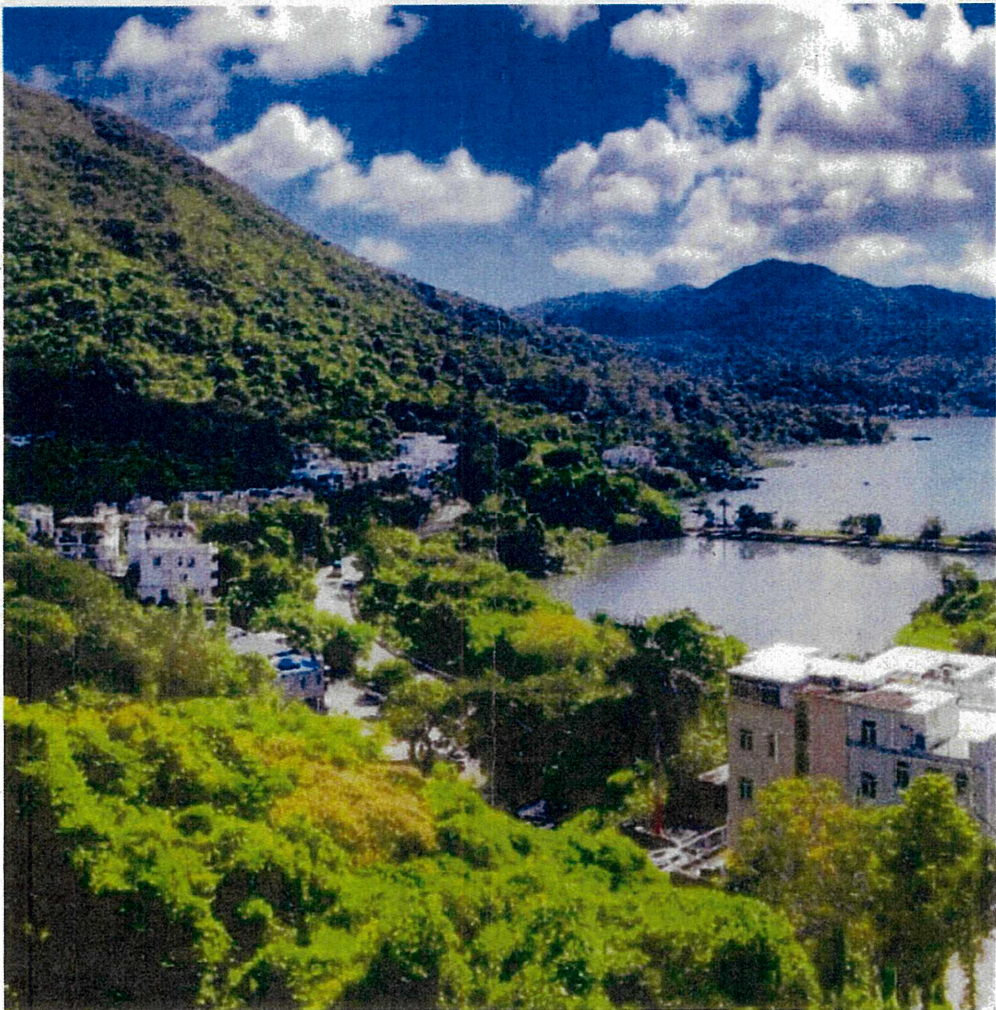
John Lam
June

Below are the Signatures from Tsam Chuk Wan Residents:-

陳永祥 *Man* *陳耀* *Carach* *周*
王妹 *Robin* *Maey* *Tony* *Angy* *Yuse*
陳文強
陳文強
Wongping *陳南生* *Timmy Leung*
DANIEL
raymond *Serial* *Leemat*
Ken



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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

211108-164504-74773

提交限期

Deadline for submission:

09/11/2021

352

提交日期及時間

Date and time of submission:

08/11/2021 16:45:04

有關的規劃申請編號

The application no. to which the comment relates:

A/SK-TMT/74

「提意見人」姓名/名稱

Name of person making this comment:

Eric Shum and Sally Chan

意見詳情

Details of the Comment :

We object to the proposed construction of a residential care home for the elderly in the village of Tsam Chuk Wan for the following reasons:

1. It is inappropriate to have a mass concrete structure in this low density area which is very close to a country park. Almost all the buildings in the vicinity are village houses of no more than three storeys with each floor areas of 700 square. The proposed building will appear to be out of place.
2. It is unsuitable and impractical to place an elderly home in such a location far away from any emergency support and other medical facilities.
3. There is no alternative road access to this section of Tai Mong Tsai Road. This section of rural road faces complete obstruction from time to time for the slightest reasons, whether it be simple blockage by cyclists, feral cows on the road or traffic accidents. There have been many incidents where both lanes were flooded or blocked by fallen trees when a typhoon hit. An elderly home along the road is completely inappropriate.
4. This section of the road is already narrow and in lack of legal parking spaces. The pavements along the road are also narrow. We can see people going to and from the country park always needed to walk on the traffic lanes whenever cars are parked illegally on the pavements during weekends and public holidays. More traffic and parking for staff, services as well as visiting guests will no doubt cause further chaos.
5. Tsam Chuk Wan Bay and Pak Tam Chung coastal areas are popular areas for open water activities. Foreseeable increase in refuse and sewage associated with more than 120 residents and staff of the proposed elderly home so close to areas are absolutely undesirable.

Recommended Advisory Clauses

- (a) to note the comments of the District Lands Officer/Sai Kung, Lands Department that if the application is approved by the Town Planning Board (the Board), the lot owner shall apply to his Office for a land exchange to effect the proposal. However, there is no guarantee that such application will be approved by the Government. Such application, if eventually approved, will be subject to such terms and conditions including payment of premium and an administrative fee as the Government considers appropriate at its discretion;
- (b) to note the comments of the Commissioner for Transport that the applicant is advised to liaise with relevant management departments and adjacent private lots to identify the management and maintenance responsibility of the proposed access road beyond the public footpath portion;
- (c) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (HyD) that:
 - (i) the applicant shall be responsible for construction of a proper vehicular run-in/out arising from the proposed development. The design and details of the vehicular run-in/out shall follow HyD's prevailing departmental standards and requirements;
 - (ii) the applicant shall be responsible for construction and maintenance of the proposed driveway connected between the proposed development and Tai Mong Tsai Road;
- (d) to note the comments of the Director of Environmental Protection that the applicant should obtain a Water Pollution Control Ordinance (WPCO) licence for the operation of the on-site sewage treatment plant;
- (e) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that the applicant is advised to utilize the roof floor for open space provision with sitting area and recreational facilities for the enjoyment of the elderly and staff. The applicant should note that approval of the section 16 application by the Board does not imply approval of the trees works such as pruning, transplanting and/or felling under lease. The applicant is reminded to approach relevant authority/ government department(s) direct to obtain necessary approval on tree works;
- (f) to note the comments of the Chief Building Surveyor/Hong Kong West, Buildings Department that:
 - (i) a RCHE which is for habitation is a domestic use under the Buildings Ordinance (BO). However, RCHE may be treated as non-domestic building for the purposes of Building (Planning) Regulations (B(P)R) 20, 21, and 25 subject to application for modification accepted by the Building Authority;
 - (ii) before any new building works are carried out on leased land, prior approval and consent

from the Building Authority (BA) should be obtained, otherwise they are unauthorized building works (UBW). Authorized Person (AP) must be appointed to coordinate all new building works in accordance with the BO;

- (iii) emergency vehicular access, where applicable, should be provided to the proposed building in compliance with the B(P)R 41D;
 - (iv) every room used for habitation or for the purpose of an office or as a kitchen shall be provided with natural lighting and ventilation in accordance with B(P)R 30 and 31. The applicant is required to demonstrate compliance with B(P)R 30 and 31, particularly for rooms not facing the streets;
 - (v) service lane should be provided in accordance with B(P)R 28;
 - (vi) the building shall be designed to the satisfaction of the BA in such a manner as will facilitate the access to and use of that building and its facilities by persons with a disability in accordance with (B(P)R) 72;
 - (vii) PNAP APP-2 and PNAP APP-111 will be referred to when determining exemption of GFA calculation for aboveground or underground car parking spaces;
 - (viii) the applicant's attention is also drawn to the policy on GFA concessions under PNAP App-151 in particular the 10% overall cap on GFA concessions and, where appropriate, the SBD requirements under PNAP APP-152;
 - (ix) the granting of the planning approval should not be construed as an acceptance of the unauthorized structures on site under the BO. Enforcement action may be taken to effect the removal of all unauthorized works in the future;
 - (x) detailed comments will be given during general building plans submission stage; and
 - (xi) the applicant is required to submit particulars and documentary proof of the ownership and/or realistic prospect of control of the land forming the Site when submitting building plans for approval under the BO. If the applicant fails to acquire the adjoining government land, he will reserve his position under Building (Planning) Regulation 19(3).
- (g) to note the comments of the Director of Fire Services that detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans, or referral from relevant licensing authority if licence is required for the proposed RCHE. The emergency vehicular access (EVA) provision in the Site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administered by Buildings Department;
- (h) to note the comments of the Chief Engineer/Construction, Water Supplies Department (WSD) that:
- (i) existing water mains are in close proximity to the Site and is likely to be affected. The

grantee/applicant is required to either divert or protect the water mains found on site;

- (ii) if diversion is required, existing water mains inside the Site are needed to be diverted outside the site boundary of the proposed development to lie in government land. A strip of land of minimum 1.5 metres in width should be provided for diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the applicant; and the applicant shall submit all relevant proposal to WSD for consideration and agreement before the works commence;
- (iii) if diversion is not required, the following conditions shall apply:
 - existing water mains are affected as indicated on the site plan and no development which requires resitting of water mains will be allowed;
 - details of site formation work shall be submitted to the Director of Water Supplies (DWS) for approval prior to commencement of works;
 - no structures shall be built or materials stored within 1.5 metres from the centre line(s) of water main(s) shown on the plan. Free access shall be made available at all times for staff of the DWS or their contractor to carry out construction, inspection, operation, maintenance and repair works;
 - no trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main(s). No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the DWS. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5 metres or less, and the barrier must extend below the invert level of the pipe;
 - no planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet;
 - tree planting may be prohibited in the event that the D of WS considers that there is any likelihood of damage being caused to water mains;
- (iv) the grantee/applicant is required to submit Water Supply Impact Assessment (WSIA) Report for WSD's comment and approval prior to commencement of works. The applicant shall ensure the above requirements are fully complied with and incorporate the 'response-to-comment' into the later submission for further consideration; and
- (i) to note the Comments of the Director of Social Welfare that:
 - (i) it is noted that the applicant has intention to apply for the Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments ("the Incentive Scheme"). The applicant should note that support from Social Welfare

Department (“SWD”) for exemption of land premium under the Incentive Scheme in the proposed development would be considered subject to the conditions that:

- the design of the proposed RCHE should be subject to the satisfaction of SWD. In this regard, the applicant may download relevant guidance note and best practice guidelines from SWD website as follows - https://www.swd.gov.hk/en/index/site_pubsvc/page_elderly/sub_residentia/id_schemetoen/;
 - the applicant shall bear the construction cost of RCHE while the proposed RCHE shall carry no financial implications, both capital and recurrent, to the Government. The applicant should also provide, at its own cost, the required fire services installation, external wall openings/ louvers, as well as electricity, utility, drainage and water supply connections suitable for use of the RCHE;
 - the applicant shall be required to comply with all statutory and licensing requirements including but not limited to those stipulated in the Residential Care Home (Elderly Persons) Ordinance, Cap. 459 and its subsidiary legislation, as well as the latest version of the Code of Practice for Residential Care Homes (Elderly Persons);
 - all requirements of the Incentive Scheme as set out in the Lands Department (LandsD)'s Practice Note No. 4/2003 (**Annex I**), together with any other requirements imposed by LandsD in the lease exchange/modification, if applicable, shall be complied with;
 - the applicant shall accept that the above requirements, together with the minimum number of residential care places to be delivered, the gross floor area supported for premium exemption and any necessary parameters to be advised by LandsD, may be stipulated as conditions in the land lease;
- (ii) the applicant shall ensure that the design and construction of the RCHE shall comply with all the statutory and licensing requirements and draw special attention that (1) all habitation areas or rooms of the proposed development shall comply with the requirements of natural lighting and ventilation and (2) the ceiling height requirement of every room as stated in the Code of Practice for Residential Care Homes (Elderly Person) issued by the SWD; and
- (iii) regarding the provision of natural lighting and ventilation to the nurse stations cum medical consultation rooms on 2/F to 5/F, compensatory provision of artificial lighting and mechanical ventilation (fresh air) may be accepted subject to the demonstration of adequate air change.



**Lands Administration Office
Lands Department**

Practice Note

Issue No. 4/2003

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

In pursuance of the policy objective to encourage the provision of purpose-built residential care homes for the elderly (RCHE) by developers in new private developments, LandsD may grant concessions to exempt eligible RCHE premises from payment of land premium in respect of land transactions relating to lease modifications, land exchanges and private treaty grants for residential/commercial developments.

2. To be eligible for the above concession, provision of the RCHE premises in the proposed development must have the support of the Social Welfare Department (SWD) and such concessions, if granted, will be given subject to conditions as follows: -

- i) Only one RCHE premises per development project will be eligible for the concession and the size of the RCHE premises concerned should not exceed a maximum gross floor area of 5400m²;
- ii) No sub-division of the RCHE premises will be allowed and transfer of title such as assignment or subletting of the RCHE premises will be prohibited except as one whole unit;
- iii) Provision of the RCHE premises must comply with all requirements as may be imposed by SWD and all ordinances, by-laws or regulations that are in force from time to time.
- iv) Throughout the term of the lease, the premises shall be managed and operated as a RCHE to the satisfaction of SWD.
- v) The above requirements shall be stipulated as conditions in the Government lease.

3. It should be noted that, subject to the above, developers will be allowed to either lease or sell the completed RCHE premises or operate the required RCHE by themselves. However, any unauthorized change of use or leaving the RCHE premises vacant for a period in excess of 12 months may render the premises liable for enforcement actions under the lease conditions, including re-entry proceedings and the taking of possession of the RCHE premises by Government, without compensation.

4. Interested parties are also advised to refer to the Guidance Note on this subject released by Social Welfare Department on its website in August 2003.

(Patrick L C LAU)
Director of Lands
7 August, 2003