	2023年 4月 3 日 此文件在	Appendix I of RNTPC Paper No. A/YL/303B
	This document is received on <u>- 3 APR 2023</u> The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.	<u>Form No. S16-I</u> <u>表格第 S16-I 號</u>
	APPLICATION FOR PERMIS	5101
	UNDER SECTION 16 OF	7
	THE TOWN PLANNING ORDIN	NANCE
	(CAP.131)	
根据	豪《城市規劃條例》(第	5131章)
	第16條遞交的許可日	申 請
 (i) Constr 興建「 (ii) Tempo 	to proposals not involving or not only involving 《不涉及或不祇涉及: ruction of "New Territories Exempted House(s)" 新界豁免管制屋宇」; orary use/development of land and/or building 1	~~
 (i) Constn 興建「 (ii) Temporrural a 位於鄉 (iii) Renew 	餐不涉及或不祇涉及: ruction of "New Territories Exempted House(s)" 新界豁免管制屋宇」;	not exceeding 3 years in 年的臨時用途/發展;及
 (i) Constr 興建「 (ii) Tempor rural a 位於鄉 (iii) Renew 位於鄉 Applicant who Planning Board land owner, pla https://www.inf 	後不涉及或不衹涉及: ruction of "New Territories Exempted House(s)" 新界豁免管制屋宇」; orary use/development of land and/or building nareas; and 邓地區土地上及/或建築物內進行為期不超過三. val of permission for temporary use or developm 邓地區的臨時用途或發展的許可續期	not exceeding 3 years in 年的臨時用途/發展;及 nent in rural areas
 (i) Constr 興建「 (ii) Tempor rural a 位於氣 (iii) Renew 位於氣 Applicant who Planning Board land owner, pla https://www.inf 申請人如欲在 土地擁有人) 	後不涉及或不衹涉及: ruction of "New Territories Exempted House(s)" 新界豁免管制屋宇」; orary use/development of land and/or building rareas; and 邓地區土地上及/或建築物內進行為期不超過三 val of permission for temporary use or developm 邓地區的臨時用途或發展的許可續期	not exceeding 3 years in 年的臨時用途/發展;及 nent in rural areas
 (i) Constr 興建「 (ii) Tempor rural a 位於線 (iii) Renew 位於線 (iii) Renew (1) Renew (為不涉及或不衹涉及: ruction of "New Territories Exempted House(s)" 新界豁免管制屋宇」; orary use/development of land and/or building rareas; and 邓郊地區土地上及/或建築物內進行為期不超過三 wal of permission for temporary use or developm 邓郊地區的臨時用途或發展的許可續期	not exceeding 3 years in 在的臨時用途/發展;及 nent in rural areas
 (i) Constr 興建「 (ii) Tempor rural a 位於線 (iii) Renew 位於線 (iii) Renew du figh <l< td=""><td>後不涉及或不祇涉及: ruction of "New Territories Exempted House(s)" 新界豁免管制屋宇」; orary use/development of land and/or building nareas; and 求郊地區土地上及/或建築物內進行為期不超過三 wal of permission for temporary use or developm 求郊地區的臨時用途或發展的許可續期</td><td>not exceeding 3 years in 在的臨時用途/發展;及 nent in rural areas</td></l<>	後不涉及或不祇涉及: ruction of "New Territories Exempted House(s)" 新界豁免管制屋宇」; orary use/development of land and/or building nareas; and 求郊地區土地上及/或建築物內進行為期不超過三 wal of permission for temporary use or developm 求郊地區的臨時用途或發展的許可續期	not exceeding 3 years in 在的臨時用途/發展;及 nent in rural areas
 (i) Constr 興建「 (ii) Tempor rural a 位於線 (iii) Renew 位於線 (iii) Renew (位於線) (iii) Renew (dots) (iii	後不涉及或不祇涉及: ruction of "New Territories Exempted House(s)" 新界豁免管制屋宇」; orary use/development of land and/or building rareas; and 求郊地區土地上及/或建築物內進行為期不超過三 val of permission for temporary use or developm 求郊地區的臨時用途或發展的許可續期	not exceeding 3 years in 在的臨時用途/發展;及 nent in rural areas
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For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/YL/303
	Date Received 收到日期	- 3 APR 2023

- 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。
- 2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <u>http://www.info.gov.hk/tpb/</u>. 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。
- 3. 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)

Onfine Development Limited, Gainbo Limited, Waygent Investment Limited & Magic Sign 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)

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)	Lots 4614 and 4615RP in DD116, and Lots 1753sBRP (part), 1753sBss8 1756sA (part), 1756RP (part), 1757, 1758RP, 1760RP in DD120, and adj Government Land, Yuen Long, 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	Site area 地盤面積 2,540 sq.m 平方米★About 約 ↓Gross floor area 總樓面面積 10,888 sq.m 平方米★About 約
(c)	Area of Government land included (if any) 所包括的政府土地面積(倘有)	sq.m 平方米、About 約

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(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Draft Yuen Long Outline Zoning Plan No. S	S/YL/26
(e)	Land use zone(s) involved 涉及的土地用途地帶	Residential (Group B) & Road	
(f)	Current use(s) 現時用途	Car park	
		(If there are any Government, institution or community 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	
4.	"Current Land Owner" of A	Application Site 申請地點的「現行土均	也擁有人」
The	applicant 申請人 -		
		lease proceed to Part 6 and attach documentary proof 请繼續填寫第 6 部分,並夾附業權證明文件)。	of ownership).
	is one of the "current land owners" [#] 是其中一名「現行土地擁有人」 [#]	[«] (please attach documentary proof of ownership). [«] (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 Ge 申請地點完全位於政府土地上(訂	overnment land (please proceed to Part 6). 青繼續填寫第 6 部分)。	
5.	Statement on Owner's Cons 就土地擁有人的同意/通		
(a)	application involves a total of	f the Land Registry as at 	
(b)	The applicant 申請人 -		
	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
	Land Owner(s) Registry w	r/address of premises as shown in the record of the Land here consent(s) has/have been obtained 注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 s	pace of any box above is insufficient. 如上列任何方格的公	L E間不足,請另頁說明)

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			"current land owner(s)" [#] 名「現行土地擁有人」 [#] 。	
	De	etails of the "cur	rrent land owner(s)" [#] notified 已獲通知「現行土地擁有人」 [#]	的詳細資料
	La 「	o. of 'Current and Owner(s)' 現行土地擁 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)
	(Plea	ase use separate s	heets if the space of any box above is insufficient. 如上列任何方格的空	2間不足,請另頁說明)
			e steps to obtain consent of or give notification to owner(s): 取得土地擁有人的同意或向該人發給通知。詳情如下:	
	Rea	sonable Steps to	o Obtain Consent of Owner(s) 取得土地擁有人的同意所採取	的合理步驟
			or consent to the "current land owner(s)" on (日/月/年)向每一名「現行土地擁有人」 [#] 郵遞要求同	
	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			
			ces in local newspapers on (DD/MM/YY (日/月/年)在指定報章就申請刊登一次通知 ^{&}	YYY) ^{&}
			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	影出關於該申請的通知&
		office(s) or run 於	relevant owners' corporation(s)/owners' committee(s)/mutual aid ral committee on (DD/MM/YYYY) ^{&} (日/月/年)把通知寄往相關的業主立案法團/業主委 例鄉事委員會 ^{&}	
	Oth	ers <u>其他</u>		
		others (please 其他(請指明		
Info	y inse ormati licatio		$\mathcal{F} \checkmark_{\bot}$. ovided on the basis of each and every lot (if applicable) and premi	ses (if any) in respect of the
註: 可 申 記	王多於青人須	於一個方格內加. 頁就申請涉及的	上「 ✓」號 每一地段(倘適用)及處所(倘有)分別提供資料	

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6.	Type(s)	of Application	申請類別	
	Type (i) 第(i)類		vithin existing building or part thereof 勿或其部分內的用途	
	Type (ii)	Diversion of stre Plan(s)	eam / excavation of land / filling of land / filling of pond as required under Notes of Statut	tory
	第(ii)類		《註釋》內所要求的河道改道/挖土/填土/填塘工程	
	Type (iii) 第(iii)類		stallation / Utility installation for private project 裝置/私人發展計劃的公用設施裝置	
	Type (iv) 第(iv)類		n of stated development restriction(s) as provided under Notes of Statutory Plan(s) E圖則《註釋》內列明的發展限制	
	, Type (v) 第(v)類		ent other than (i) to (iii) above 項以外的用途/發展	
註 1 Note	: 可在多於- 2:For Develop	t more than one「✔ 一個方格內加上「 oment involving colur 及靈灰安置所用途		
(i)	For Typ	pe (i) applicati	on 供第(i)類申請	
	Total flo involved 涉及的總樓i		sq.m 平方米	
	Proposed use(s)/develc 擬議用途/發		(If there are any Government, institution or community facilities, please illustrate on plan and spetthe 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)	ecify
	Number of s 涉及層數	toreys involved	Number of units involved 涉及單位數目	
			Domestic part 住用部分 sq.m 平方米 □About 約	
	Proposed flo 擬議樓面面		Non-domestic part 非住用部分 sq.m 平方米 口About 約	
			Total 總計 sq.m 平方米 口About 約	
	(e) Proposed uses of different		Floor(s) 樓層Current use(s) 現時用途Proposed use(s) 擬議用途	
3		licable) 擬議用途(如適		
	space provided i			
	(如所提供的空 明)	間不足,請另頁說		

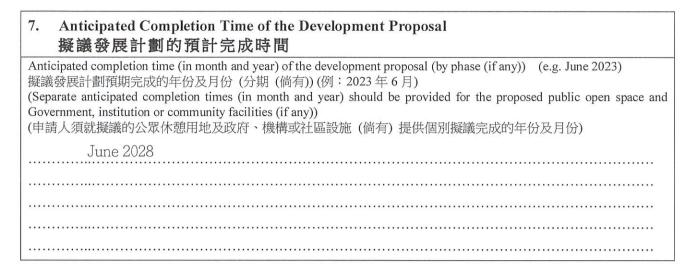
(ii) <u>For Type (ii) applic</u>	ation 供第(ii)類申請
	 □ Diversion of stream 河道改道 □ Filling of pond 填塘 Area of filling 填塘面積
(a) Operation involved 涉及工程	 □ Filling of land 填土. Area of filling 填土面積
(b) Intended use/development 有意進行的用途/發展	
(iii) For Type (iii) applic	cation 供第(iii)類申請
(a) Nature and scale 性質及規模	□ Public utility installation 公用事業設施裝置 □ Utility installation for private project 私人發展計劃的公用設施裝置 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 Name/type of installation 裝置名稱/種類 Number of provision 數量 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) (Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) <u>i</u>	For Type (iv) application 供	<u> </u>
	proposed use/development ar	ninor relaxation of stated development restriction(s) and <u>also fill in the</u> ad development particulars in part (v) below – 艮制 <u>並填妥於第(v)部分的擬議用途/發展及發展細節</u> –
	Plot ratio restriction 地積比率限制	3.5 4.287 From 由
	Gross floor area restriction 總樓面面積限制	From 由sq. m 平方米 to 至sq. m 平方米
	Site coverage restriction 上蓋面積限制	From 由% to 至%
	Building height restriction 建築物高度限制	From 由m 米 to 至 m 米
		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 非建築用地限制	From由m to 至m
	Others (please specify) 其他(請註明)	

(v) For Type (v) applicat	ion 供第(v)類申請			
(a) Proposed use(s)/development 擬議用途/發展	Proposed Flat and Shop a Restriction	nd Services Uses with Minor Relaxation	of Plot Ratio	
	(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	(b) Development Schedule 發展細節表			
Proposed gross floor area (C Proposed plot ratio 擬議地和 Proposed site coverage 擬議 Proposed no. of blocks 擬議	責比率 No 上蓋面積 No	10,888 sq.m 平方米 ot more than 4.287 ot more than 33.33% 2 	□About 約 □About 約 □About 約	
		□ include 包括storeys of basem we exclude 不包括storeys of basem ore than 101 and 13	ements 層地庫	

Domestic par	t 住用部分			
GFA 總	樓面面積		10,668 sq. m 平方米	NAbout 約
number	of Units 單位數目		345	
average	unit size 單位平均面	積	sq. m 平方米	□About 約
	ed number of resident		·····	
Non-domesti	c part 非住用部分		<u>GFA</u> 總樓面面	積
eating p	lace 食肆		sq. m 平方米	□About 約
□ hotel 酒			sq. m 平方米	□About 約
			(please specify the number of rooms	
			請註明房間數目)	
□ office 勃	並八字			
III.		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	sq.m 平方米 220	□About 約 ₩About 約
snop and	d services 商店及服務	访行耒	220 sq. m 平方米	M About 新
Govern	nent, institution or co	mmunity facilities	(please specify the use(s) and	concerned land
	機構或社區設施		area(s)/GFA(s) 請註明用途及有關的	
LEX/13	风中兴江區改加		樓面面積)	
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)	
			1要叫叫1頁)	
☐ Open space {	木憩用地		(please specify land area(s) 請註明	也面面積)
private of	open space 私人休憩	用地	sq. m 平方米 □ Not l	
	pen space 公眾休憩		sq. m 平方米 □ Not I	
				12.83
		ole) 各樓層的用途 (如		
[Block number]	[Floor(s)]		[Proposed use(s)]	
[座數]	[層數]		[擬議用途]	
1	25		Flat	
1	1		Shop and Services	
•••••				
	•••••	•••		
••••••	•••••			
(d) Proposed use(s) of uncovered area (i	fany) 露天地方(倘有	f)的擬議用途	
	·····			
parking pr	ovision			
•••••				

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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	 ✓ There is an existing access. (please indicate the street mappropriate) 有一條現有車路。(請註明車路名稱(如適用)) Tai Shu Ha Road East □ There is a proposed access. (please illustrate on plan and speci有一條擬議車路。(請在圖則顯示,並註明車路的闊度) □ 	fy the width)
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	 ✓ (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 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) Bicycles 	49 3 - 23
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	 ✓ (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) 	

9. Impacts of De	welopment 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,請另頁註明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。			
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?	Yes 是		
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。)	No 否 ▼ Yes 是 □ (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/或範圖) □ Diversion of stream 河道改道 □ Filling of pond 填塘 Area of filling 填塘面積 Area of filling 填塘深度 ● Filling of land 填土 Area of filling 填土面積 ● Filling of land 填土 Area of filling 填土面積 ● Filling of land 填土 Area of filling 填土面積 ● Filling of land 填土 Area of filling 填土面積 Area of filling 填土區積 ● Filling of land 填土 Area of filling 填土區積 ● Filling of land 填土 Area of filling 填土區積 ● Filling of land 填土 Area of filling 填土區積 ● Depth of filling 填土區積 ● Excavation fland 挖土 ● Area of excavation 挖土面積 ● Depth of excavation 挖土深度 ● Depth of excavation 挖土深度 ● Depth of excavation 挖土深度		
Would the development proposal cause any adverse impacts? 擬議發展計劃會否 造成不良影響?	On environment 對環境 Yes 會 No 不會 On traffic 對交通 Yes 會 No 不會 On water supply 對供水 Yes 會 No 不會 On drainage 對排水 Yes 會 No 不會 On slopes 對斜坡 Yes 會 No 不會 On slopes 對斜坡 Yes 會 No 不會 Affected by slopes 受斜坡影響 Yes 會 No 不會 Landscape Impact 構成景觀影響 Yes 會 No 不會 Tree Felling 砍伐樹木 Yes 會 No 不會 Visual Impact 構成視覺影響 Yes 會 No 不會 Others (Please Specify) 其他 (請列明) Yes 會 No 不會 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)		

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。
Refer to the planning statement.

Part 10 第 10 部分

	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 this application 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
	S.K. Leung
	Name in Block LettersPosition (if applicable)姓名(請以正楷填寫)職位 (如適用)
For and o ONFINE 安 豐	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 / on behalf of □ HKIS 香港測量師學會 / □ HKIE 香港工程師學會 / DEVELOPMENT LIMITED □ HKILA 香港園境師學會 / □ HKIUD 香港城市設計學 / 發 ▲ 有 限 公 司 □ Others 其他 … Others 其他 □ □
	Authorized Signace Aygent Investment Limited & Magic Sign Limited Authorized Signature(s) 代表 Onfine Development Limited & Gainbo Limited
	✓ Company 公司 / □ Organisation Name and Chop (if applicable) 機構名稱及蓋章(如適用)
	Date 日期 08/03/2023
For an	d on behalf of (DD/MM/YYYY 日/月/年)
	Item behalf of ror and on behalf of GIC SIGN LIMITED Remark 備註 WAYGENT INVESTMENT LIMITED 本 津 投 省 有 体 全 The materials submit ed in this application and the Board's decision on the application would be disclosed to the public. Such materials would always e uploaded to the Board's website for browsing and free downloading by the public where the Board considers Automatic innaure(s) 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。在委員會認知者通知情況中心有關申請 資料亦會上載至委員會網頁供公眾免費瀏覽及下載。
Г	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》。
Γ	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。
	3. 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 [@]
Maximum number of sets of ashes that may be interred in the niches
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)
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)
Proposed operating hours 擬議營運時間
 @ 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

在該骨灰安置所內,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 <u>as far as possible</u>. 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 available 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

下載及於規劃署規						
Application No. 申請編號	(For O	fficial Use Only) (請ź	勿填寫此欄)			
Location/address 位置/地址	1756R		BRP, 1760RP in DE			(part), 1756sA (part) nent Land,
Site area 地盤面積				2,540	sq.m平方:	米 N About 約
	(includ	es Government land	of包括政府土地	235	sq.m 平方:	米 □ About 約)
Plan 圖則		Draft Yuen Long O	utline Zoning Plan I	No. S/YL/26		
Zoning 地帶		Residential (Group	B) & Road			
Applied use/ development 申請用途/發展			Shop and Services ion of Plot Ratio Re			
(i) Gross floor ar			sq.m 平	方米	Plot R	Ratio 地積比率
and/or plot rat 總樓面面積及 地積比率		Domestic 住用	10,668	About 約 Not more tha 不多於	n 4.2	□About 約 ■Not more than 不多於
		Non-domestic 非住用	220	About 約 Not more tha 不多於		87 □About 約 Not more than 不多於
(ii) No. of block 幢數		Domestic 住用		1	1	
		Non-domestic 非住用		1		
		Composite 綜合用途				

(iii) Buildi	ng height/No.	Domestic		
of stor	f storeys 建築物高度/層數		m 米□(Not more than 不多於)	
		101 mPD 米(主水平基準上) M (Not more than 不多於)		
			²⁵ Storeys(s) 層 □ (Not more than 不多於)	
			(□Include 包括/□ Exclude 不包括 □ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)	
		Non-domestic 非住用	m 米 □ (Not more than 不多於)	
			13 mPD 米(主水平基準上) (Not more than 不多於)	
			1 Storeys(s) 層□ (Not more than 不多於)	
			(□Include 包括/□ Exclude 不包括 □ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)	
	Composite 綜合用途	m 米□(Not more than 不多於)		
			Storeys(s) 層 □ (Not more than 不多於)	
			(□Include 包括/□ Exclude 不包括 □ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)	
(iv) Site co 上蓋面		×.	Not more than 33.33 % □ About 約	
(v) No. of 單位婁			345 (新增55)	
(vi) Open s 休憩用		Private 私人	sq.m 平方米 🗆 Not less than 不少於	
		Public 公眾	sq.m 平方米 🛛 Not less than 不少於	

(vii)	No. of parking	Total no. of vehicle parking spaces 停車位總數	75
	spaces and loading /		
unloading spaces		Private Car Parking Spaces 私家車車位	49
	停車位及上落客貨 車位數目	Motorcycle Parking Spaces 電單車車位	3
	中世致日	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)	
		Bicycle	23
		Total no. of vehicle loading/unloading bays/lay-bys	0
		上落客貨車位/停車處總數	2
		Taxi Spaces 的士車位	
		Coach Spaces 旅遊巴車位	
		Light Goods Vehicle Spaces 輕型貨車車位	1
		Medium Goods Vehicle Spaces 中型貨車位	
		Heavy Goods Vehicle Spaces 重型貨車車位	1
		Others (Please Specify) 其他 (請列明)	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件					
	<u>Chinese</u> 中文	<u>English</u> 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		M			
Block plan(s) 樓宇位置圖					
Floor plan(s) 樓宇平面圖					
Sectional plan(s) 截視圖					
Elevation(s) 立視圖					
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片					
Master landscape plan(s)/Landscape plan(s) 園境設計總圖/園境設計圖					
Others (please specify) 其他(請註明) Location Plan, Land Use Survey Plan, Land Status Pla	an 🗌	$\sqrt{2}$			

Reports 報告書					
Planning Statement/Justifications 規劃綱領/理據					
Environmental assessment (noise, air and/or water pollutions)					
環境評估(噪音、空氣及/或水的污染)					
Traffic impact assessment (on vehicles) 就車輛的交通影響評估		\mathbf{M}			
Traffic impact assessment (on pedestrians) 就行人的交通影響評估					
Visual impact assessment 視覺影響評估					
Landscape impact assessment 景觀影響評估					
Tree Survey 樹木調查					
Geotechnical impact assessment 土力影響評估					
Drainage impact assessment 排水影響評估					
Sewerage impact assessment 排污影響評估					
Risk Assessment 風險評估					
Others (please specify) 其他(請註明)					
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。

Appendix Ia of RNTPC Paper No. A/YL/303B

Onfine Development Limited

72-76/F, Two International Finance Centre, 8 Finance Street, Central, Hong Kong

Your Ref: -Our Ref: ODL-A-YL303FI-18 Con

17 September 2024

By Email & By Post

The Secretary, Town Planning Board, c/o Town Planning Board Section, Planning Department, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

Dear Sir,

S16 Planning Application for

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

Further Information (Updated Full Set of Submission)

Superseding the previous submitted Supporting Planning Statement, FIs and related technical assessments, our updated consolidated version (due to the revised site boundary and no change to the development parameters and technical assessments) is attached for your further action.

Please do not hesitate to contact our Dr. Owen Yue (

Yours faithfully,

S K Leung [Encl.] c.c. DPO/TMYLW Attn: A Chan (

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long

Supporting Planning Statement (revised)

September 2024

Joint Applicants: Onfine Development Limited, Gainbo Limited, Waygent Investment Limited

Magic Sign Limited

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Executive Summary

This application is to seek planning approval from the Town Planning Board (TPB) for the '**Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction**' at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long, New Territories ("Subject Site"). The Site falls within an area zoned "Residential (Group B)" ("R(B)") and 'Road' under the approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27.

The Subject Site is in Tai Kei Leng, the southern part of Yuen Long District. It has an area of about 2,701.7m². The proposed development will be accommodated in the 25-storey residential building and one separate single storey building for shop and services with a green roof top. Lots 1753sBss4 and 1756sB in DD120, which counts for an area of 161.7m², are **not** intended to be included for the Plot Ratio (PR)/Gross Floor Area (GFA) calculation and will **not** form part of the site upon the land exchange application in the future. The proposed additional domestic GFA would be about 2,023m² and the non-domestic GFA would be about 220m². With regard to the Development Site Area of 2,540m², the proposed minor relaxation of PR restriction from 3.5 to 4.287 (increase of about 22.48%) requires approval from the Town Planning Board (TPB). This includes an additional domestic PR of 0.7 (i.e. 20% increase) which will bring in additional 55 flats; and a proposed single-storey block with non-domestic GFA of 220m² (non-domestic PR of PR0.087). The proposed 'Shop and Services' use within "R(B)" zone and area shown as 'Road', and the proposed 'Flat' use within area shown as 'Road' also requires planning permission from the TPB.

Increased housing supply is an obvious benefit and there is no significant adverse impacts. The proposed neighbourhood retails will provide convenience (liveability) and reduce vehicular trip. The provision of car parking spaces and loading/unloading are as per Hong Kong and Planning Standard and Guidelines (HKPSG).

The proposed development can be justified for the following reasons:

- In-Line with Government policy increasing housing supply by 20%;
- Planning and design merits
- Low-rise and no visual impact of single storey retail block; and
- No significant adverse impact anticipated.

In view of the above and as detailed in this planning statement, Members of the TPB are requested to give favourable consideration to this Application.

行政摘要

是次申請的目的旨在請求城市規劃委員會(城規會)的規劃批准,以便在元朗大旗嶺丈量約份 第116 約內的4614 和 4615RP地段和丈量約份第120約內的1753sBRR 1753sBss3RR 1753sBss4,1756sARP、1756sB,1756RP、1757、1758RP、1760RP 地段及毗鄰的政府土 地("申請地點")內申請擬議「分層住宅和商店及服務行業用途,並略為放寬地積比率限制。 根據核准的元朗分區計劃大綱編號 S/YL/27,申請地點主要位於"住宅(乙類)"("R(B)")地 帶和顯示為「道路」用地。

申請地點位於元朗南部的大旗嶺, 佔地約 2,701.7 平方米。擬議的開發項目包括一幢 25 層高的住宅大樓裡和一幢獨立的單層零售商店及服務行業用途建築物。該零售建築物有一個綠化天台。在丈量約份第 120 約內的地塊 1753sBss4 和 1756sB, 佔地 161.7 平方米, 並不打算納入地積比率 (PR) /總建築面積 (GFA) 的計算中, 將來在土地交換申請時不會成為開發地點的一部分。建議增加的住宅 GFA 約為 2,023 平方米, 非住宅 GFA 約為 220 平方米。有鑑於開發地點面積為 2,540 平方米, 建議將 PR 限制從 3.5 輕度放寬至 4.287 (增加約 22.48%) 需獲得城市規劃委員會 (TPB) 的批准。這包括額外的住宅 PR 0.7 (即增加 20%), 將帶來額外 55 個單位; 以及一個建議的單層零售建築物, 非住宅 GFA 為 220 平方米 (非住宅 PR 為 PR0.087)。在 "R(B)" 地帶及顯示為「道路」用地的「商店及服務」建議用途, 以及在顯示為「道路」用地內的建議「住宅」用途, 也需要向城市規劃委員會申請規劃許可。

住房供應的好處是顯而易見的,而且沒有任何重大的不利影響。擬建的住宅小區零售店將提供便利並減少車輛出行。停車位和裝卸車位亦都符合《香港規劃標準與準則》。

基於以下理由原因,申請地點是適合擬議發展:

- ▶ 配合政府政策, 增加 20%的房屋供應;
- ▶ 規劃和設計優點
- ▶ 一層高的零售店建築高度不影響視覺;和
- ▶ 預期無重大不利影響。

基於上述理由,我們懇請城規會批准這個規劃許可申請。

1 INTRODUCTION

1.1 Background

- 1.1.1 We, Onfine Development Limited, Gainbo Limited, Waygent Investment Limited & Magic Sign Limited ("the Applicant"), are the current registered owners of Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and other adjoining Government Land, Yuen Long, New Territories (hereunder called "the Subject Site") (Figure 2a), now seeking for planning permission from the Town Planning Board ("TPB") for the Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at the Subject Site.
- 1.1.2 The Subject Site falls majority within an area zoned "Residential (Group B)" ("R(B)") and small portion of 'Road' on the approved Yuen Long Outline Zoning Plan No. S/YL/27 (OZP) (Figure 1a). The proposed minor relaxation of PR restriction requires planning permission from the TPB under Section 16 of the Town Planning Ordinance. The proposed 'Shop and Services' use within "R(B)" zone and area shown as 'Road', and the proposed 'Flat' use within area shown as 'Road' also requires planning permission from the TPB.
- 1.1.3 The proposed development in the Subject Site will bring in additional 55 flats. In addition, minor provision of convenience shop and services can reduce the community shopping trips (reducing carbon emission) and improve liveability for locals.
- 1.1.4 The proposed development is further elaborated in the following sections and a positive conclusion at the end for TPB to consider.

2 SITE CONTEXT

2.1 Site Location and Existing Uses

- 2.1.1 The Subject Site, being a car park, is located in Southern Part of Yuen Long (**Figure 2a**), at a corner site abutting Tai Tong Road and Tai Shu Ha Road East. The current access to the existing car park is via Tai Shu Ha Road East. The car park is still in use at the moment and there are mix of residential dwellings/village houses to the immediate east in Sereno Verde and to the west in Fraser Village. To the immediate north there are clusters of warehouses, and in the south are car repairing shops and Yuen Long Highway.
- **2.1.2** There is a strip of private lands bisecting the Subject Site into three parcels of land. This strip of private land is subject to a Deed of Mutual Grant dated 18 October 2001 (M/N YL 984676) and a Deed of Confirmation and Release of Easements dated 2 September 2020 (M/N 20113002020500), which grant certain access and wayleave for the discharge of rainwater, treated effluent, and sewage from the adjoining lots and developments (including Sereno Verde at YLTL 500) through an underground route. As the land is subject to the aforementioned encumbrances, which may subsequently affect the subject surrender in the land exchange process. It is proposed to be excluded in the captioned application for PR/GFA calculation and will be excluded from the site for land exchange application in the future. However, a right-of-way (pedestrian access) across this strip of land would be allowed and to be fixed under

separate private arrangement connecting the northern and southern portions of the application site (**Figure 3c1**).

3 PROPOSED DEVELOPMENT SCHEME

3.1 Proposed Development

- 3.1.1 The Subject Site has an area of about 2,701.7 m² but excluding the strip of land subject to land encumbrances of 161.7m² (Figure 3a2), hence the Development Site is of an area of about 2,540m². As compared with the OZP compliant scheme, the current proposal would allow 55 additional flats with additional GFA of about 2,023 m² in the residential portion of a 25-storey building block for a total domestic plot ratio of 4.2 (i.e. domestic GFA of about 10,668 m²) at about 101mPD (Figure 4a1) as shown in the proposed Master Layout Plan (Figure 3a2 and 3c1). In order to enhance the liveability in the area, a separated single storey retail building block with non-domestic GFA of about 220m² (i.e. non-domestic PR of 0.087) with a green roof (Figure 5a). The green roof of the non-domestic building, together with the proposed amenity area at Lot 1753sBss3RP in DD120 (Figure 2a), will have a total account of not less than 20% greenery coverage, which may also include climbing plants. The proposed amenity area may also include some bicycle parking.
- 3.1.2 The proposed key development parameters are listed in **Table 3.1** below.

	OZP permitted	Proposed	Change (%)
Total Site Area (about)	2,631.7m ²	$2,701.7m^2$	$+70m^{2}$
Detailed Site Area breakdown:			
(a) Under "R(B)" zone*	2,631.7m ²	$2,631m^2$	-
(b) Under Road		$70m^2$	-
Area excluded for PR/GFA and future land exchange calculation	161.7 m ²	161.7 m ²	Nil
Development Site Area (about)	2,470 m ²	$2,540 \text{ m}^2$	$+70 \text{ m}^2$
Proposed total GFA (about)	8,645m ²	10,888m ²	+1,998 m ² (+25.9%)
Domestic GFA	8,645m ²	10,668m ²	+2,023m ² (+23.4%)
Non-domestic GFA	NA	$220m^{2}$	$+220m^{2}$
Max No. of Storeys	25	25	-
No. of Building Blocks		2	NA
Site Coverage (about)		Not more than 33.33%	NA
Total Plot Ratio (maximum)	3.5	4.287	+0.787 (+22.48%)
Domestic PR	nil	4.2	+0.7 (+20.0%)
Non-domestic PR	Nil	0.087	+0.087
Building height of residential tower		Not more than 101mPD	NA

Table 3.1 Key Development Parameters

Buildi	ng height of retail block		Not more than 13mPD	NA
No. of	f Flats/population	290	345/966	+55/+154
Number of blocks			2 (additional one non-domestic)	1 (retail block)
No. of	Parking Spaces and L/UL spaces:			As per high
i.	Private car (residents)		i. 44 nos.	side in
ii.	Private car (visitors)		ii. 5 nos.	HKPSG
iii.	HGV/LGV (L/UL)		iii. 1 no. each	
iv.	Bicycles		iv. 23 nos.	
v.	Motorcycle		v. 3 nos.	

Note*: including Government land 235m² but excluding strip of land 161.7 m² due to land encumbrances

3.1.3 There is a strip of Government land in-between Tai Shu Ha Road East and the private lots. This strip of Government land is zoned "R(B)" which included as part of the Subject Site so that the housing potential can be optimized and allowing flexibility for the future road widening.

3.2 Traffic Arrangement

3.2.1 The Subject Site access is via Tai Shu Ha Road East. The parking provision for the whole development follows the high side of the HKPSG for 49 spaces at grade (including 5 nos. for visitors); and 2 loading/unloading bays for goods vehicle. The Traffic Impact Assessment reveals the internal transport provision and confirmed negligible traffic impact as generating 8 and 5 additional pcu (2-way) in AM and PM peaks respectively in the Appendix 1 of Traffic Impact Assessment. Regarding junction performance, the current situation will be similar no matter there is small percentage increase in pcu generated.

3.3 Sewerage and Drainage Arrangement

- 3.3.1 No change to the original sewerage system as minor 55 flats are accommodated on top of the planned residential buildings. All the sewage arising from the proposed development will be discharged via public sewer. (Appendix 3: Sewerage Impact Assessment)
- 3.3.2 Since the built form has not been changed, the same surface run-off is expected to be collected by perimeter drainage and discharged to the existing drainage system.

4 PLANNING MERITS AND JUSTIFICATIONS

4.1 In-Line with Government Policy - Immediate Increasing Housing Supply by 20%

4.1.1 As continued shortage of land supply for housing development in short term, the CE's 2014 Policy Address has already announced that except for the north of Hong Kong Island and Kowloon Peninsula, the Government considers, if not at the expense of current infrastructure, the generally increase of maximum domestic plot ratio in the Territory by around 20% as appropriate. This Policy applies to both public and private housing sites. The proposed minor relaxation of residential development is just 20% increase up to domestic PR4.2. 4.1.2 In the latest Policy Address 2021, the Government put emphasis "to boost the short, medium and long-term supply of residential care services through a multi-pronged approach".

4.2 Planning and Design merits

- 4.2.1 On top of the increase in housing supply, local retail support (convenient service) in the vicinity (due to the planning control applied under "R(B)" zone) is a well-being facility and improved street scape for nearby residents. This will also enhancing local economy and create a pedestrian friendly environment. A small scale of land use survey was carried out in August 2022 (**Appendix 2**) to demonstrate the need for such service. The approval of retail could allow some daily necessity goods to be made available for the local residents.
- 4.2.2 From an environmental perspective, it is encouraging to reduce vehicular trips. The proposed convenience stores are well-located to serve the community, and a proper green roof enhances the open-air space. Furthermore, from a carbon emission reduction perspective, if fewer vehicular shopping trips are needed, better air quality can be achieved.
- 4.2.3 It is a better utilization of land resources, particularly for Lot 1753sBRP, where residential development potential can be fully implemented under the "R(B)" zone despite the small land size of about 340m². Additionally, the proposed development could allow flexibility for future road widening, if needed, on both Tai Tong Road and Tai Shu Ha Road East, as shown in **Figure 3a2**. This flexibility entails reserving some portions of the Subject Site as non-building areas. For instance, the proposed building block would be set back by 3.7m from Tai Shu Ha Road East (Figure 3.3 in **Appendix 1 TIA**). Also, 235m² of Government land has been fully utilized within the "R(B)" zone. On the other hand, there is a need for a utilities tunnel to serve nearby developments, and effort has been made through private arrangements to allow permanent pedestrian access for the subject development as well as for nearby villagers.

4.3 Low-rise and no visual impact of single storey retail block

4.3.1 The additional low-rise single storey building of 5m tall at the corner will not induce adverse visual impact instead it could create some local aesthetic and livelihood elements at the corner and providing some interesting streetscape.

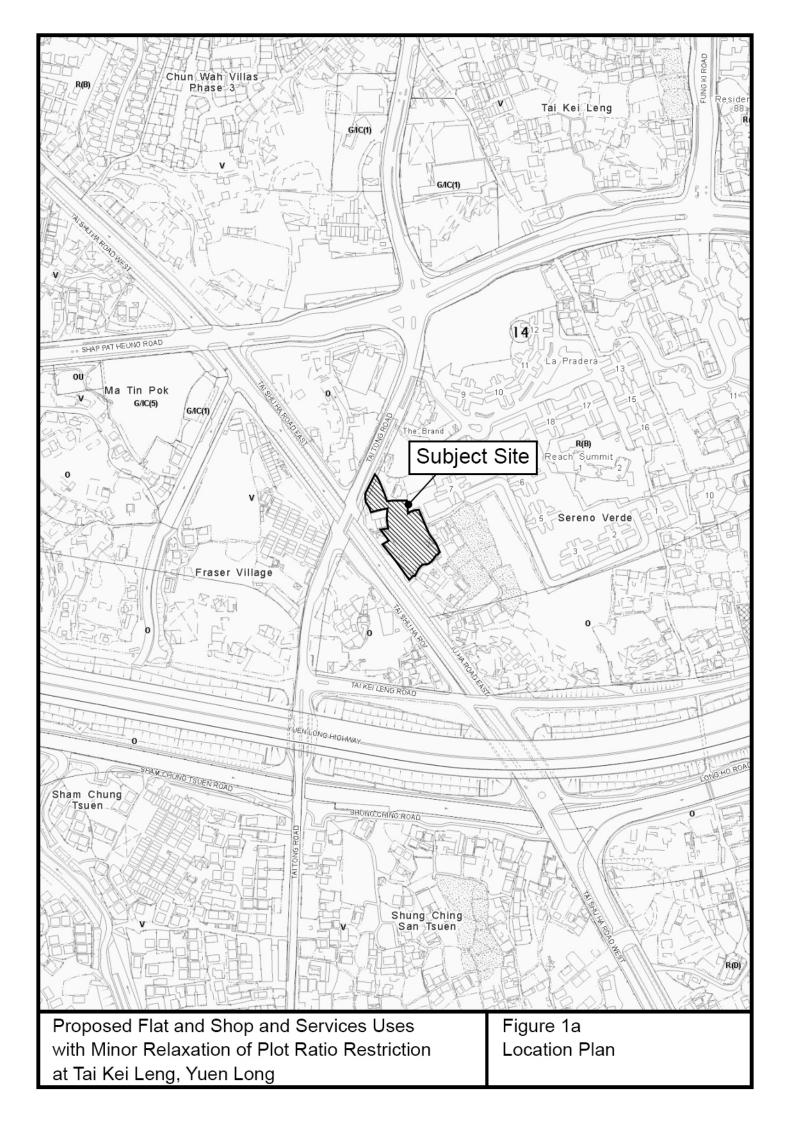
4.4 No Significant Adverse Impact

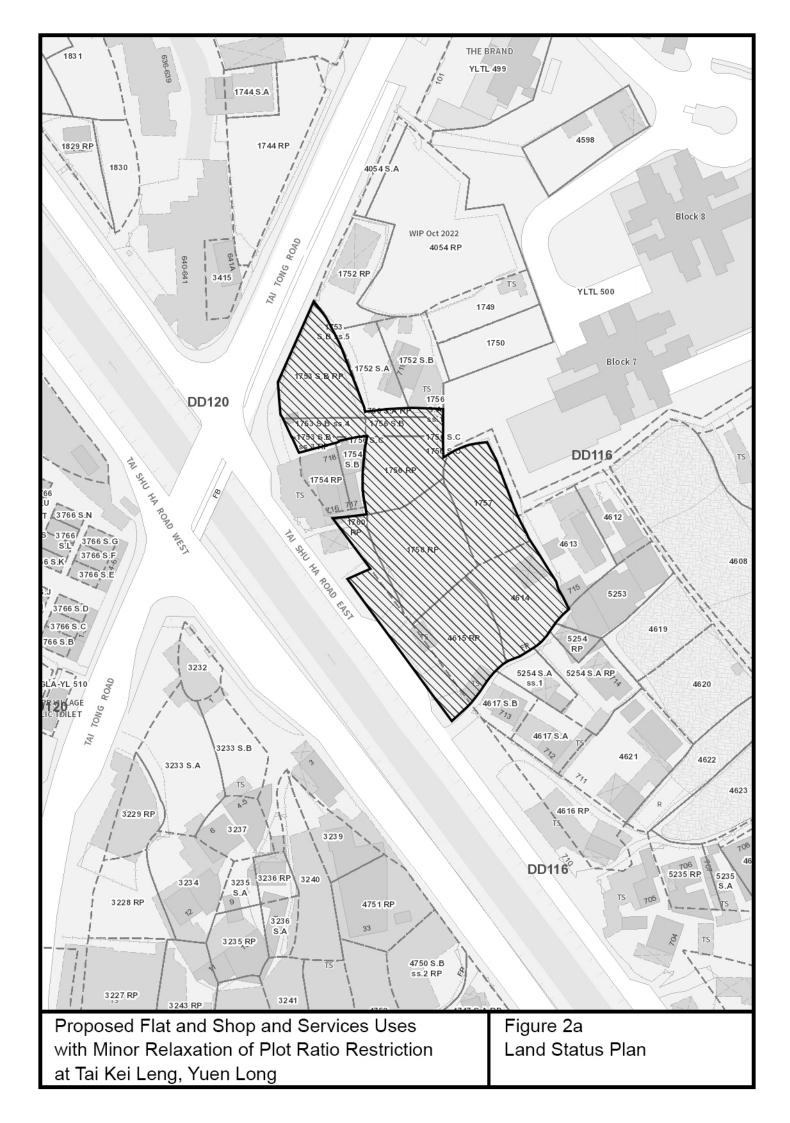
4.4.1 There is minimal daily traffic generated and no significant adverse impact on public utilities as there is only an increase of 55 flats and the small shopping area of 220m². Also there is no significant adverse air quality and noise impacts (**Appendixes 4 and 5 respectively**).

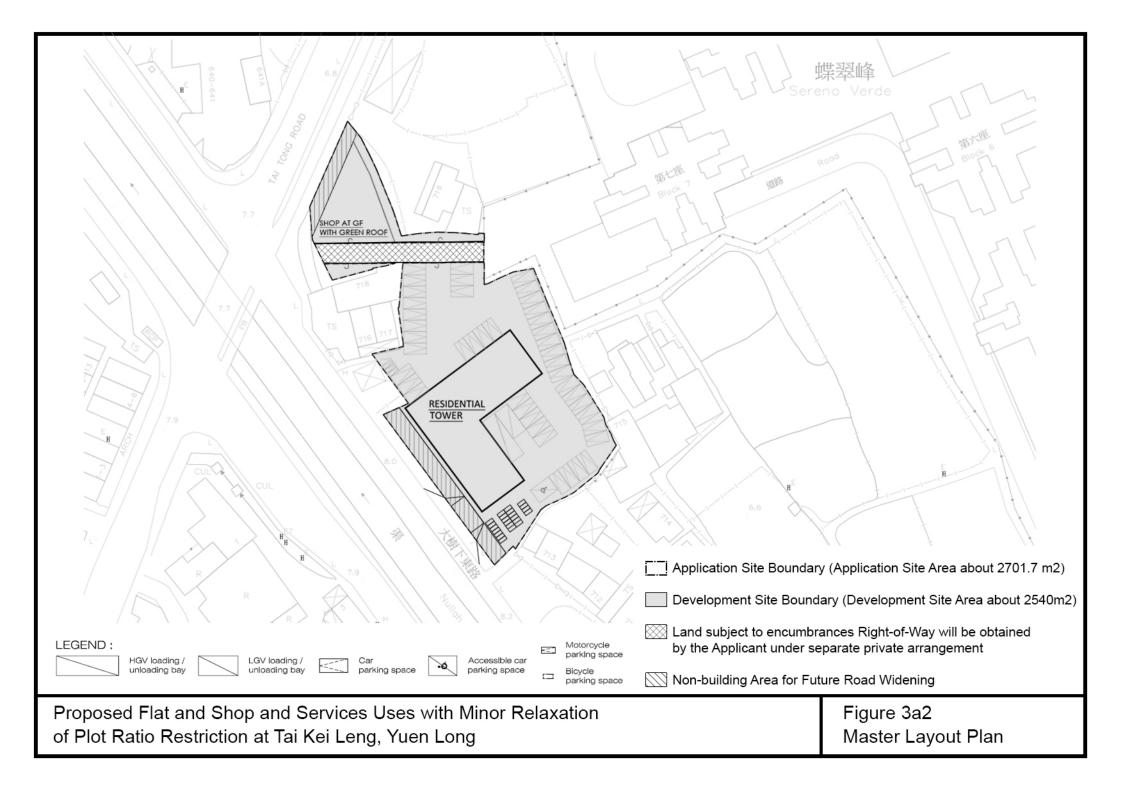
5 CONCLUSION

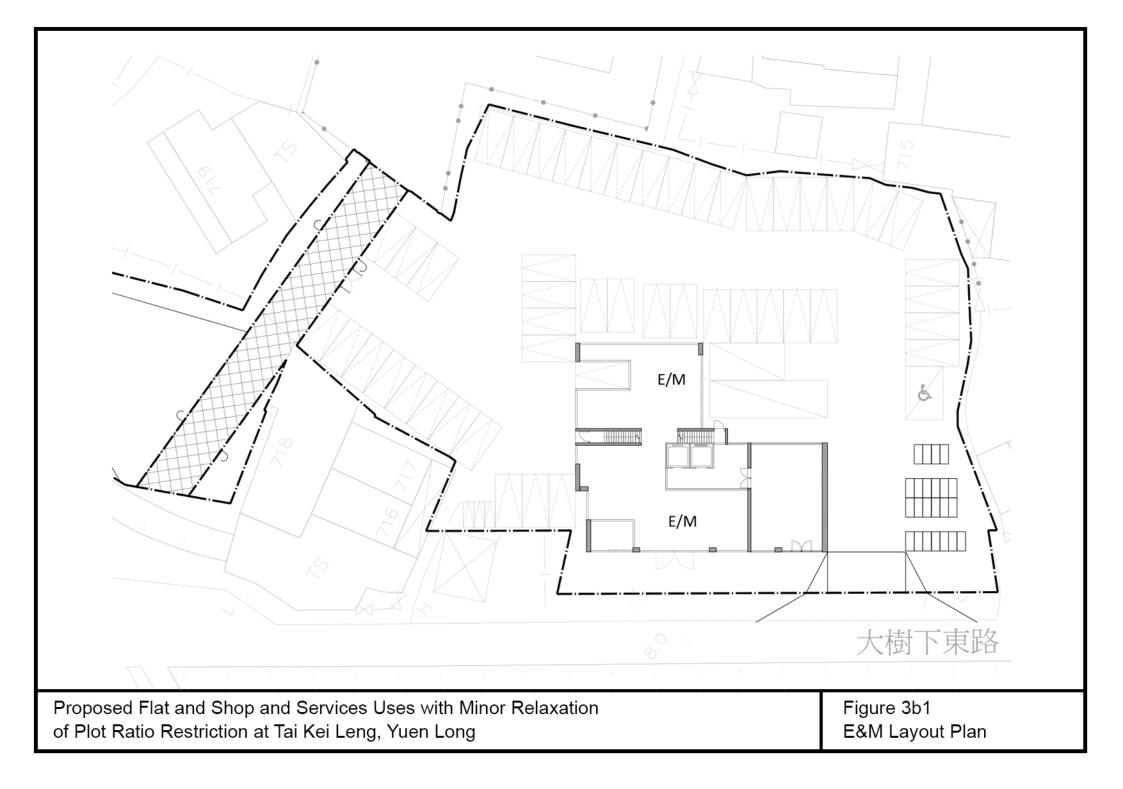
5.1 The proposed development would provide additional 55 flats and convenient retails in a form of 'shops and services'. The retail block offers streetscape without significant visual impact. In addition, it also allows flexibility for future road widening in Tai Tong Road and Tai Shu Ha Road East when needed.

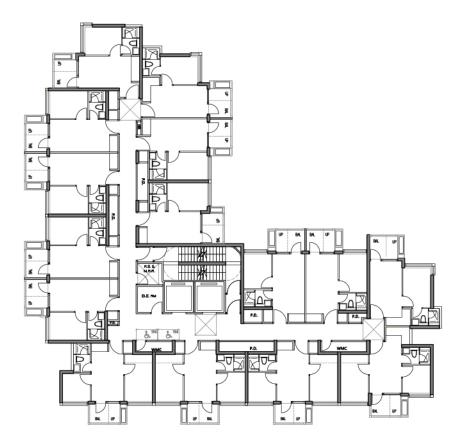
- **5.2** During implementation, a Quantitative Risk Assessment (QRA) to evaluate the risk due to the nearby high-pressure gas pipeline would be carried out by the applicant. The applicant will coordinate with Hong Kong and China Gas Company Limited in the detailed design stage and complete the QRA to ensure that any necessary mitigation measures are in place.
- **5.3** Members of the TPB are requested to favourably consider the application.







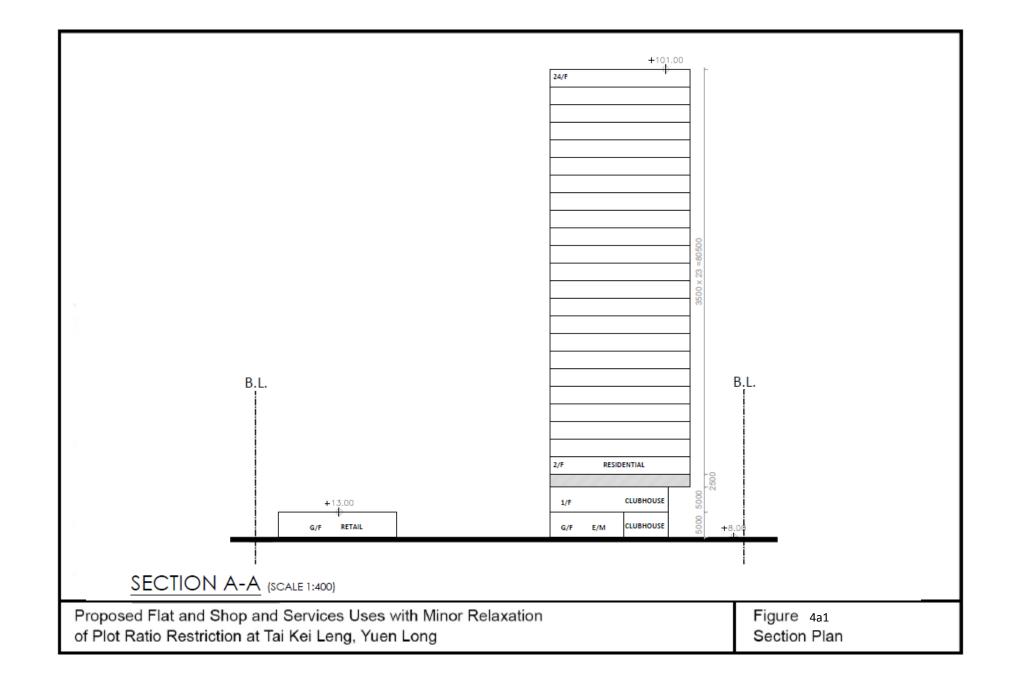


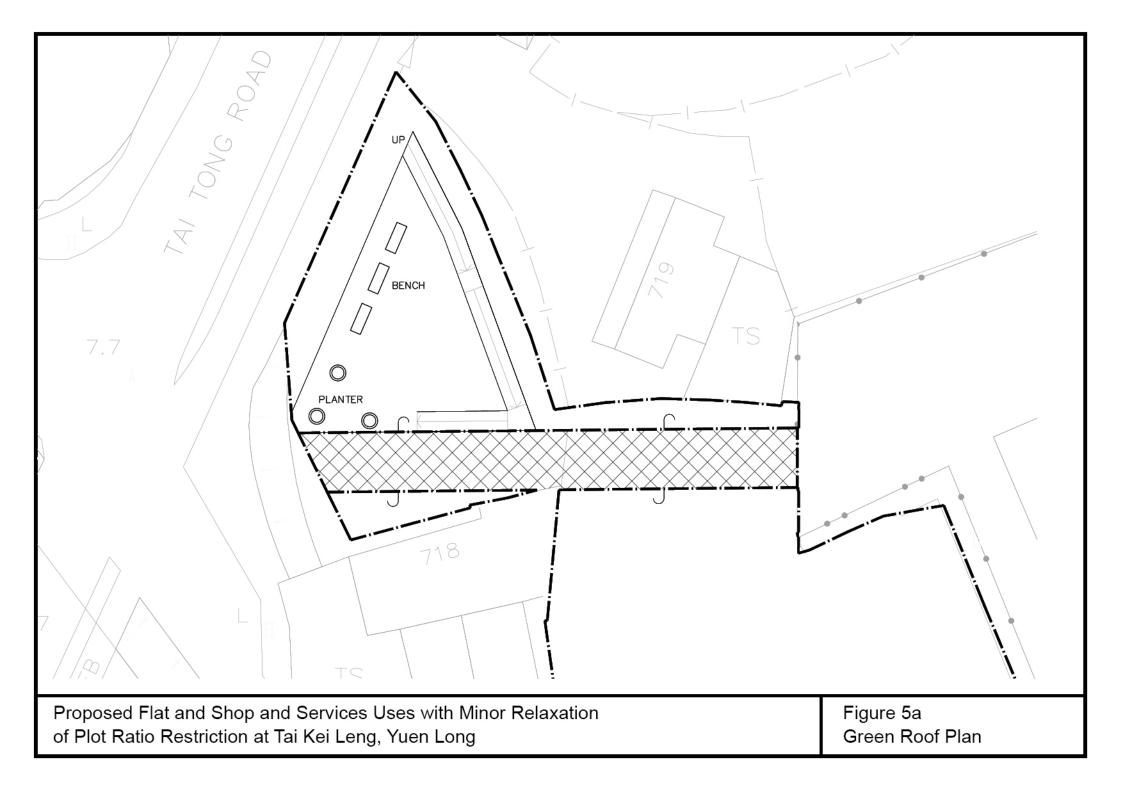




Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

Figure 3c1 Typical Floor Plan





Traffic Impact Assessment

Final Report September 2024

Prepared by: CKM Asia Limited

Prepared for: Onfine Development Limited

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1.0 INTRODUCTION

Background

- 1.1 The subject site is located at the south-east corner of the junction of Tai Tong Road / Tai Shu Ha Road East / Tai Shu Ha Road West in Yuen Long. The location of the subject site is shown in **Figure 1.1**.
- 1.2 The subject site is zoned R(B) and the construction of a residential development with plot ratio of 3.5 is permitted (the "Permitted Scheme"). The Owner of the subject site is seeking for the relaxation of the maximum plot ratio for the residential development by 20% (the "Proposed Development").
- 1.3 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Owner to conduct a traffic study in support of the Proposed Development. This report presents the findings and recommendations of the traffic study for the Proposed Development.

Structure of Report

1.4 The report is structured as follows:

Chapter One	 Gives the background of the project;
Chapter Two	 Describes the existing situation;
Chapter Three	 Presents the Proposed Development;
Chapter Four	- Describes the traffic impact analysis; and
Chapter Five	- Describes the impact to public transport services; and
Chapter Six	- Describes the pedestrian impact analysis; and
Chapter Seven	- Gives the overall conclusion.

2.0 EXISTING SITUATION

Site and Road Network

- 2.1 The subject site is bounded by Tai Tong Road to the north, and Tai Shu Ha Road East to the west. Tai Tong Road is single carriageway 2-lane road running northsouth direction, with local widening at its junction with Shap Pat Heung Road. Footpaths and bus stops are provided along Tai Tong Road.
- 2.2 The section of Tai Shu Ha Road East to the west of the subject site is a single carriageway 1-way southbound road running along the eastern-side of the nullah.

Existing Traffic Flows

- 2.3 To quantify the traffic flows in the vicinity of the subject site, manual classified counts were conducted between the AM and PM peak periods of 0700 0900 and 1715 1915 on Wednesday, 19th October 2022, and re-conducted on Thursday, 1st June and Friday, 2nd June 2023. The surveyed junctions include the following:
 - J1: Shap Pat Heung Road / Tai Tong Road;
 - J2: Shap Pat Heung Road / Fung Ki Road;
 - J3: Shap Pat Heung Road / Tai Kei Leng Road;
 - J4: Shap Pat Heung Interchange;
 - J5: Tai Tong Road / Tai Shu Ha Road East / Tai Shu Ha Road West; and
 - J6: Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West.
- 2.4 The locations of these junctions are shown in **Figure 2.1** and the layouts are shown in **Figures 2.2 2.7** respectively.
- 2.5 The traffic counts are classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. The AM and PM peak hours identified from the surveys are found to be between 0730 0830 hours and 1745 1845 hours respectively. The existing AM and PM peak hour traffic flows in pcu/hour are presented in **Figure 2.8**.

Existing Junction Performance

2.6 The existing junction performance of the surveyed junctions are calculated based on the existing traffic flows, and the analysis was undertaken using the methods outlined in Volume 2 of the Transport Planning and Design Manual ("TPDM"). The results are summarised in **Table 2.1** and the detailed calculations are found in **Appendix A**.

Ref.	Junction	Junction Type (Parameter)	AM Peak	PM Peak
J1	Shap Pat Heung Road / Tai Tong Road	Signal (RC)	15%	22%
J2	Shap Pat Heung Road / Fung Ki Road	Signal (RC)	49%	49%
J3	Shap Pat Heung Road / Tai Kei Leng Road	Signal (RC)	37%	18%
J4	Shap Pat Heung Interchange	RA (DFC)	0.88	0.95
J5	Tai Tong Road / Tai Shu Ha Road East / Tai Shu Ha Road West	Priority (DFC)	0.44	0.70
J6	Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road	Priority (DFC)	0.97	>1.20
	West			

 TABLE 2.1
 EXISTING JUNCTION PERFORMANCE

Note: RC – reserve capacity; DFC – design flow/capacity ratio; RA – Roundabout

2.7 The above results indicate that the surveyed junctions currently operate with capacities during the AM and PM peak hours, except for J4 and J6, i.e., junction of Shap Pat Heung Road Interchange and Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West.

Public Transport Facilities

2.8 The subject site is located close to public transport services, including franchised buses and public light buses which operate within 350 metres or some 6-minutes' walk away. Some of these are feeder services to Yuen Long town and Long Ping MTR station. Details of the public transport facilities provided in the vicinity of the subject site are presented in **Table 2.2** and shown in **Figure 2.9**.

TABLE 2.2ROAD-BASEDPUBLICTRANSPORTSERVICESOPERATINGCLOSE TO THE SUBJECT SITE

Route	Routing
KMB 968 ⁽¹⁾	Yuen Long Park – Causeway Bay
KMB 268C (1)	Yuen Long Park – Kwun Tong
KMB 68E	Yuen Long Park – Tsing Yi Station
KMB 68F	Yuen Long Park – Park Yoho
MTRB K66	Tai Tong – Long Ping Station
GMB 73	Long Ping Station – Sung Shan San Tsuen
	Yuen Long Kau Yuk Road – Tong Tau Po Tsuen
RMB	Tai Tong – Hung Min Wai
	Tai Tong – Yuen Long MTR Station
Note: KMB - Kow	Ioon Motor Bus MTRB – MTR Feeder Bus

Note: KMB – Kowloon Motor Bus MTRB – MTR Feeder Bus GMB – Green Minibus RMB – Red Minibus

⁽¹⁾ Morning Special Services only

Occupancy Survey on the Public Transport in the Vicinity

2.9 Survey on public transport services listed in Table **2.3** was conducted during the AM and PM Peak periods on Thursday, 1st June and Friday, 2nd June 2023 at the stops near the subject site. The survey locations and the pedestrian routes to these stops from the subject site are shown in **Figure 2.9**. The survey results are summarized in **Table 2.3** and the detailed information are shown in **Appendix B**.

TABLE 2.3	OCCUPANCY	OF	existing	PUBLIC	TRANSPORT	SERVICES
	OPERATING N	EAR	THE SUBJEC	CT SITE		

Direction		AM Peak			PM Peak	
	No. of Passenger		Occupancy	No. of Passenger		Occupancy
	Capacity [a]	Occupied [b]	[c]=[b]/[a]	Capacity [d]	Occupied [e]	[f]=[e]/[d]
To Yuen Long Town and other districts	4,215	3,162	75%	1,636	622	38%
From Yuen Long Town and other districts	2,261	632	30%	2,476	2,042	82%

2.10 The above results indicate that the surveyed public transport services currently operate with spare capacities during the AM and PM peak hours.

Existing Footpath Level-Of-Service

- 2.11 To quantify the existing pedestrian flows, pedestrian counts were conducted during the AM and PM Peak periods on Thursday, 1st June and Friday, 2nd June 2023 at footpaths which are located in the vicinity of Proposed Development, and the observed peak 15-minute pedestrian flows are shown in **Figure 2.10**.
- 2.12 The Level-Of-Service ("LOS") of a pedestrian footpath depends on its width and number of pedestrians using the facility. Description of the LOS at walkway is obtained from Volume 6 of the TPDM and is presented in **Table 2.4**.

LOS	Flow Rate (ped/min/m)	Description
А	≤ 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
В	16 – 23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
С	23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	33 – 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.
E	49 – 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.
F	> 75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

TABLE 2.4DESCRIPTION OF PEDESTRIAN FOOTPATH LOS

Source: Volume 6 Chapter 10 of the TPDM

2.13 The observed peak 15-minute pedestrian flows LOS assessment is presented in **Table 2.5**.

TABLE 2.5EXISTING LOS ASSESSMENT

Location	Clear Width ⁽¹⁾ [Effective Width] (m)	Peak Period	Flow (ped/ 15 min)	Flow rate (ped/min/m)	LOS
P1. Western Footpath of Tai Tong Road	2.1[1.6]	AM	11	0.5	А
		PM	52	2.2	А
P2. Eastern Footpath of Tai Tong Road	2.6[2.1]	AM	3	0.1	А
		PM	32	1.0	А

⁽¹⁾ The width excludes railing and obstructions.

2.14 The above results indicate that the surveyed footpaths currently operate with LOS A during the AM and PM peak. As stated in the TPDM, LOS A to C is considered as an acceptable level of service: "In general, LOS C is desirable for most design at streets with dominant 'living' pedestrian activities".

3.0 THE PROPOSED DEVELOPMENT

Key Parameters

3.1 The Permitted Scheme and Proposed Development key parameters are presented in **Table 3.1**.

TABLE 3.1 KEY PARAMETERS

ltem	Permitted Scheme	Proposed Development
Domestic Plot Ratio	3.5	4.2
Domestic GFA	8,647.52 m ²	10,667.77 m ²
Non-Domestic GFA	N/A	220 m ²
No. of Flats	290	345

Provision of Internal Transport Facilities

3.2 The internal transport facilities for the Proposed Development are provided in accordance with the recommendations of the Hong Kong Planning Standards and Guidelines ("HKPSG") and are presented in **Table 3.2**.

TABLE 3.2	PROVISION	OF	INTERNAL	TRANSPORT	FACILITIES	FOR
	PROPOSED E	DEVEL	OPMENT			

Facility	HKPSG Recommendation	Provision
Car Parking Space	For Residents: Parking Requirement = GPS x R1 x R2 x R3 Global Parking Standard (GPS): 1 car parking space per 4 - 7 flats Demand Adjustment Ratio (R1): 0.5 for flat size $\leq 40 \text{ m}^2$ GFA Accessibility Adjustment Ratio(R2): 1.0 outside 500m-radius of rail station Development Intensity Adjustment Ratio (R3): 1.0 for Plot Ratio 2.0 - 5.0For 345 flats with flat size $\leq 40 \text{ m}^2$ GFA 	44 nos. @ 5.0m (L) x 2.5m (W) x 2.4m (H) = HKPSG maximum
	For Visitors: Visitor car parking for private residential developments with more than 75 units per block should be provided at 5 visitor spaces per block in addition to the recommendations, or as determined by the Authority. For 1 block with 345 flats: 5 nos.	5 nos . (3 nos. @ 5.0m(L) x 2.5m(W) x 2.4m(H) + 2 nos. @ 5.0m(L) x 3.5m(W) x 2.4m(H) for person with disabilities) = HKPSG maximum
	For Non-domestic Uses: Retail: 1 car space per $150 - 300m^2$ GFAFor $220m^2$ road-side retail shop Minimum: $220 / 300 = 0.73$, say 1 nos. Maximum: $220 / 150 = 1.47$, say 2 nos.	2 nos . @ 5.0m(L) x 2.5m(W) x 2.4m(H) = HKPSG maximum
	Total Car Parking Space: Minimum = $25 + 5 + 2 = 32$ nos. Maximum = $44 + 5 + 2 = 51$ nos. Note: For total no. of car parking space in lot = $51 - 150$ nos., the Building (planning) regulation 72 require provision of 2 accessible car parking spaces	51 nos. (including 2 accessible car parking spaces)

TABLE 3.2PROVISION OF INTERNAL TRANSPORT FACILITIES FOR THE
PROPOSED DEVELOPMENT (CONT'D)

Facility	HKPSG Recommendation	Provision
Motorcycle Parking Space	For Residential Uses:TD Comment:1 motorcycle parking space shall be provided for every 83 flats	5 nos. @ 2.4m (L) x 1.0m (W) x Min. 2.4m (H) = fulfil TD Comment, OK
	$\frac{\text{For 345 flats:}}{345 / 83} = 4.2, \text{ say 5 nos.}$ For Non-domestic Uses:	
	5% - 10% of total private car provision for Non-residential development.	1 nos. @ 2.4m (L) x 1.0m (W) x Min. 2.4m (H) = HKPSG Maximum, OK
	For 2 car parking spaces for Non-domestic Uses:Minimum: $2 \times 5\%$ = 0.1, say 1 no.Maximum: $2 \times 10\%$ = 0.2, say 1 no.	
	<u>Total Motorcycle Parking Space:</u> Minimum = 5 + 1 = 6 nos. Maximum = 5 + 1 = 6 nos.	6 nos.
Goods Vehicle Loading/ Unloading Bay	For Residential Uses: Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority.	1 no. @ 11.0m (L) x 3.5m (W) x Min. 4.7m (H) = HKPSG minimum, OK
	For 1block with 345 flats: <u>1 no.</u> <u>For Non-domestic Uses:</u> Retail: 1 loading/unloading bay for goods vehicles for every 800 – 1,200m ² GFA.	1 no. @ 7.0m (L) x 3.5m (W) x Min. 3.6m (H) = HKPSG Maximum, OK
	Minimum: 220 / 1,200 = 0.18, say 1 no. Maximum: 220 / 800 = 0.28, say 1 no.	
	Total Goods Vehicle Loading/ Unloading Bay: Minimum: 1+1 = 2 Maximum: 1+1 = 2	2 nos. (1 no. of HGV loading / unloading bay and 1 no. of LGV loading / unloading bay)
Bicycle Parking Spaces	For Residential Uses: TD Comment: 1 space per 7.5 flats = 345 ÷ 7.5 = 46 nos.	46 nos. = comply HKPSG, OK

- 3.3 **Table 3.2** shows that the internal transport facilities provided comply with the recommendations of the HKPSG, except for the proportion of goods vehicle loading / unloading bays provided.
- 3.4 The G/F layout plans of the Proposed Development are shown in **Figure 3.1**.

Extension of the Lay-by abutting to Run-in/out of the Proposed Development

3.5 To cater for the ease of manoeuvring of heavy goods vehicle leaving the Proposed Development, a section of the lay-by abutting to run-in/out of the Proposed Development will be extended by converting footpath to the south of the run-in/out to road carriageway as shown in **Figure 3.2**.

Potential Road Widening Works at Tai Shu Ha Road East

3.6 To accommodate potential road widening works, a 3.7m-wide strip (approximate) along Tai Shu Ha Road East as highlighted in green in **Figure 3.3** is reserved as

non-building area within the Proposed Development.

Swept Path Analysis

3.7 The CAD-based swept path analysis programme, Autodesk Vehicle Tracking, was used to check the ease of manoeuvring of vehicles within the Proposed Development, and the swept path analysis drawings are found in **Appendix C** Vehicles are found to have no manoeuvring problems.

4.0 TRAFFIC IMPACT

Design Year

4.1 The Proposed Development is expected to be completed in 2028, and the design year adopted for the traffic assessment is whichever later of the 2: (i) at least 3 years after the planned completion of the development, i.e., 2031, or (ii) 5 years from the date of this application, i.e., 2028. Therefore, Year 2031 is adopted for junction capacity analysis.

Traffic Forecasting

4.2 Year 2031 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to the BDTM; (ii) estimated growth from 2026 to 2031; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) expected traffic generation by the 2 cases, i.e., Permitted Scheme and Proposed Development.

Estimated Traffic Growth Rate from 2026 to 2031

- 4.3 Reference is made to the (i) the Annual Average Daily Traffic ("AADT") found in the Annual Traffic Census published by Transport Department, of the core stations which are located in the vicinity, (ii) Population and Employment of "2019-based Territorial Population and Employment Data Matrix" (the "TPEDM") from the Planning Department for Yuen Long, and (iii) the Hong Kong Population Projection published by Census and Statistics Department.
- 4.4 The above information is presented in **Tables 4.1 4.3** respectively.

, ,			
Station	6055	5017	Overall
Road	Shap Pat Heung Rd	Tai Tong Road	-
From	Shap Pat Heung Int	Hop Yick Road	-
То	Tai Tong Road	Sam Chung	-
2010		12,070*	33,040
2011	20,860	12,180*	26,060
2012	17,000	9,060	26,470
2013	16,830*	9,640	27,260
2014	17,540*	9,720*	27,050
2015	17,430*	9,620*	32,560
2016	23,020	9,540*	32,620
2017	21,960	10,660	32,330
2018	21,810*	10,520	33,280
2019#	22,500*	10,780*	34,110
2020#	26,860	10,270*	37,130
2021#	29,360	11,110	40,470
Average Annual Growth (2010-2018)	0.95%	-1.52%	0.09%

TABLE 4.1AADT OF THE CORE STATIONS IN THE VICINITY OF THE
SUBJECT SITE

Note: * Estimated by Growth Factor

[#] Excluded due to the impact of the public events in 2019 and COVID-19 pandemic in 2020 and 2021.

POPULATION AND EMPLOYMENT FROM THE TPEDM FOR TABLE 4.2 YUEN LONG

Year	2019-based TPEDM	1 for Yuen Long
	Population	Employment
2026	172,350	70,700
2031	159,850	70,250
Average Annual Growth (2026 to 2031)	-1.49%	-0.13%

TABLE 4.3	HONG KONG POPULATIO	N PROJECTIONS	FROM CENSUS
	AND STATISTICS DEPARTMEN	١T	

Year	Population in Hong Kong (thousands)
2026	7,806.3
2031	7,945.8
Average Annual Growth (2026 – 2031)	0.35%

Table 4.1 shows that the annual average traffic growth of 0.09%. Table 4.2 4.5 shows that the average annual population growth and employment growth between 2026 - 2031 of -1.49% and -0.13% in Yuen Long. Table 4.3 shows that the annual population growth between 2026 – 2031 is 0.35%. To be conservative, the annual growth rate of 0.35% is adopted for 2026 – 2031.

Additional Planned/ Committed Developments Near the Subject Site

The additional planned/ committed developments near the Subject Site which 4.6 are not considered in the BDTM are included in the forecast. The major additional planned / committed developments are listed in Table 4.4 and the locations are presented in Figure 4.1.

TABLE 4.4	THE	MAJOR	ADDITIONAL	Planned	/	COMMITTED
	DEVE	LOPMENTS	5 NEAR THE SUB	JECT SITE		

Ref	Address	Use	Parameters
А	Yuen Long South New Development Area (Phases 1 and 2) ⁽¹⁾	PRH	16,900 flats
В	Shap Pat Heung Public Housing (1)	PRH	4,400 flats
С	Tai Kei Leng Public Housing ⁽¹⁾	PRH	2,300 flats
D	Shap Pat Heung Road Public Housing ⁽¹⁾	HOS	910 flats
E	Yuen Lung Street Public Housing ⁽²⁾	HOS	720 flats
F	Lot 5384 in D.D. 116 ⁽³⁾	Residential	409 flats
G	Lot 4054 in D.D. 116 ⁽³⁾	Residential	63 flats
Н	Private Subsidized Housing at Lam Hi Road ⁽⁴⁾	Residential	312 flats
Ι	Lot 4041 in D.D. 120, Fraser Village ⁽⁵⁾	Residential	16 houses
J	Po Leung Kuk Lee Shau Kee Youth Oasis ⁽⁶⁾	Hostel	1248 rooms
Κ	Lot 1846 RP in D.D. 120 and adjoining Government Land, Ma Tin Pok ⁽⁷⁾	RCHE	197 places
L	Lots 1695 S.D RP, 1741 RP(Part) and 1394 S.B RP (Part) in D.D. 120 and adjoining Government land, Tai Kei Leng ⁽⁸⁾	RCHE	380 places
м	Lots 1695 S.E ss.1 RP, 1695 S.F ss.1 and 1695 S.H RP (Part) in D.D. 120 and adjoining Government land, Tai Kei Leng ⁽⁹⁾	RCHE	281 places
Ν	Lots 1694, 1695 S.F RP (Part) and 3721 in D.D. 120, Tai Kei Leng ⁽¹⁰⁾	Kindergarten	356 students
		Church	680 seats
Note:	PRH – Public Rental Housing HOS – Home Ownersh	ip Scheme	

RCHE - Residential Care Home for the Elderly

Sources of information:

⁽¹⁾ Appendices C and D

⁽³⁾ Online Information

⁽⁵⁾ Approved Planning Application A/YL/185

⁽⁷⁾ Approved Planning Application A/YL/276

⁽⁹⁾ Approved Planning Application A/YL/289

⁽²⁾ Approved Planning Application A/YL/298

⁽⁴⁾ Approved Rezoning Application Y/YL/18

⁽⁶⁾ Official website of youth hostel

⁽⁸⁾ Approved Planning Application A/YL/263

⁽¹⁰⁾ Approved Planning Application A/YL/252

Yuen Long South New Development Area

4.7 According to the official website of the Yuen Long South New Development Area ("YLSNDA"), road improvements will be completed gradually from 2023 to 2031. Since the design year adopted for the traffic impact assessment is 2031, the road improvements which are scheduled to be opened in or before 2031 have been included in the traffic forecast. Details are enclosed in the **Appendix D**.

<u>Site Formation and Infrastructure Works for Proposed Public Housing</u> Developments at Sha Po, Shap Pat Heung and Tai Kei Leng

- 4.8 According to the Yuen Long District Council Documents (Nos. 36 39/2022) for the meeting held on 25th Oct 2022, the road improvements in the Yuen Long will be completed gradually before 2031. Since the design year adopted for the traffic impact assessment is 2031, the road improvements which are scheduled to be opened in or before 2031 have been included in the traffic forecast. Details are enclosed in the **Appendix E.**
- 4.9 Apart from junction improvements shown in **Appendices D and E**, it is understood that the improvement at junction of Tai Kei Leng / Tai Shu Ha Road East / Tai Shu Ha Road West is still under investigation. Therefore, existing layout of the junction shown in **Figure 2.7** is adopted for 2031 junction assessment.

Traffic Generation of Permitted Scheme

4.10 The traffic generations of Permitted Scheme is calculated by adopting the mean trip rate of residential use from the TPDM, and the adopted traffic generation rates and the calculated traffic generation are presented in **Table 4.5**.

TABLE 4.5	ADOPTED	TRIP	RATES	AND	TRAFFIC	GENERATION	FOR
_	PERMITTED	SCHE	ME				

Permitted Scheme	Parameter	AM Peak		PM Peak	
		GEN	ATT	GEN	ATT
290 flats with flat size	Trip Rates (pcu/ flat/ hr)	0.0718	0.0425	0.0286	0.0370
less than 60m ² GFA	Traffic Generations (pcu/ hr)	21	13	9	11
Note: CEN generation /	TT attraction				

Note: GEN – generation ATT – attraction

Traffic Generation of Proposed Development

4.11 The traffic generation of the Proposed Development is calculated by adopting the mean traffic generation rate of residential and retail uses from the TPDM. The adopted traffic generation rates and the calculated traffic generation are presented in **Table 4.6**.

TABLE 4.6ADOPTEDTRIPRATESANDTRAFFICGENERATIONFORPROPOSEDDEVELOPMENT

Proposed Development	AM	Peak	PM Peak		
	Generation	Attraction	Generation	Attraction	
Trip Rates					
Residential Use with avg. 60m ² (pcu/ flat/ hr)	0.0718	0.0425	0.0286	0.0370	
Retail Use (pcu/ 100m²/ hr)	0.2296	0.2434	0.3100	0.3563	
Traffic Generations (pcu/ hr)	-		<u> </u>		
345 flats with flat size less than 60m ² GFA	25	15	10	13	
Non-domestic Use (220m ² GFA)	1	1	1	1	
Total	26	16	11	14	

4.12 The net increase in traffic generation between the Proposed Development and the Permitted Scheme is presented in **Table 4.7**.

Scheme	Traffic Generation (pcu/ hr)						
	AM Peak PM Pea			PM Peak			
	Generation	Attraction	Generation	Attraction			
Proposed Development (from Table 4.6) [a]	26	16	11	14			
Permitted Scheme (from Table 4.5) [b]	21	13	9	11			
Net Increase in Traffic Generation [a] – [b]:	+ 5	+3	+ 2	+ 3			
	+	8	+	5			

TABLE 4.7 NET INCREASE IN TRAFFIC GENERATION

4.13 **Table 4.7** shows that compared with the Permitted Scheme, the Proposed Development is expected to generate 8 and 5 additional pcu (2-way) in AM peak and PM peak respectively.

Year 2031 Traffic Flows

4.14 Year 2031 traffic flows for the following cases are derived:

Year 2031 With Permitted = Traffic flows derived with reference to 2026 NTW2 BDTM + Scheme [A] estimated traffic growth between 2026 and 2031 + estimated traffic generation of the planned / committed developments after 2015 + estimated traffic generation for Permitted Scheme

Year 2031 With Proposed = [A] + net increase in traffic generation by Proposed Development Development [B]

4.15 Year 2031 peak hour traffic flows for the above two cases are shown in **Figures 4.2 and 4.3** respectively.

Year 2031 Junction Capacity Analysis

4.16 Year 2031 junction capacity analysis for the cases, i.e., with Permitted Scheme and with Proposed Development are summarised in **Table 4.8** and detailed calculations are found in the **Appendix A**.

Ref	Junction Type of Junction (Parameter)		2031 Perm Sche	itted	2031 With Proposed Development		
			AM Peak	PM Peak	AM Peak	PM Peak	
J1	Shap Pat Heung Road / Tai Tong Road	Signal (RC)	12%	25%	12%	25%	
J2	Shap Pat Heung Road / Fung Ki Road	Signal (RC)	34%	39%	33%	39%	
J3	Shap Pat Heung Road / Tai Kei Leng Road	Signal (RC)	52%	41%	52%	41%	
J4	Shap Pat Heung Interchange	RA (DFC)	0.78	0.67	0.78	0.67	
	Tai Tong Road / Tai Shu Ha Road East / Tai Shu Ha Road West	Priority (DFC)	0.43	0.63	0.43	0.63	
-	Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West	Priority (DFC)	>1.20	>1.20	>1.20	>1.20	

TABLE 4.8YEAR 2031 JUNCTION PERFORMANCE

Note: RC - reserve capacity; RA - Roundabout, DFC - design flow/capacity ratio

- 4.17 **Table 4.8** shows that the net increase in traffic generation by the Proposed Development has negligible traffic impact to the road junctions analysed, except J6, i.e., junction of Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West.
- 4.18 The 2031 assessment for the case with the Permitted Scheme for the junction of Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West encountered capacity issues for the following movements:
 - Tai Shu Ha Road West northbound turn right to Tai Kei Leng Road;
 - Tai Kei Leng Road westbound turn left to Tai Shu Ha Road East;
 - Tai Kei Leng Road straight ahead on both eastbound and westbound

Gazetted Improvement at Junction of Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West

- 4.19 Improvement at junction of Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West was gazetted on 25 May 2023. **Figure 4.4** shows the possible improvement based on the gazetted plan, which include the following:
 - Widening of Tai Kei Leng Road to 4-lane single carriageway at the western arm and 2-lane dual carriageway the eastern arm of the junction of Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West.
 - Additional right turn only traffic lane is provided by converting Tai Shu Ha Road West to one-way northbound;
 - Additional left turn traffic lane for Tai Kei Leng Road westbound to Tai Shu Ha Road East;
 - Signalise the junction
- 4.20 Based on the above, Year 2031 junction performance of Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West is presented as **Table 4.9** and detailed calculations are found in the **Appendix A**.

TABLE 4.9YEAR 2031 JUNCTION PERFORMANCE AT TAI KEI LENG ROAD
/ TAI SHU HA ROAD EAST / TAI SHU HA ROAD WEST WITH
GAZETTED JUNCTION IMPROVEMENT

Junction		Junction		Junction Type of Junction				2031 With Proposed Development		
		(Parameter)	AM Peak	PM Peak	AM Peak	PM Peak				
Tai Kei Leng Road / Tai	existing layout	Priority (DFC)	>1.20	>1.20	>1.20	>1.20				
Shu Ha Road West	with improvement	Signal (RC)	37%	29%	36%	29%				
5	Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West	Tai Kei Leng Road / Tai Shu Ha Road East / Tai	Junction (Parameter) Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West existing layout Priority (DFC) with improvement Signal (RC)	Junction (Parameter)PermitteeTai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road Westexisting layoutPriority (DFC)> 1.20with improvementSignal (RC)37%	Junction (Parameter) Permitted Scheme AM Peak PM Peak Tai Kei Leng Road / Tai existing layout Priority (DFC) > 1.20 Shu Ha Road East / Tai intermediate Since (ABC) 2000	Junction (Parameter) Permitted Scheme Develo AM Peak PM Peak AM Peak Tai Kei Leng Road / Tai Shu Ha Road East / Tai existing layout Priority (DFC) >1.20 >1.20				

Note: DFC – design flow/capacity ratio RC – Reserve Capacity

4.21 With the planned junction improvement, **Table 4.9** shows that (1) the junction would have sufficient capacity in Year 2031 for the cases with Permitted Scheme and with Proposed Development; and (2) the additional traffic generation associated with the Proposed Development has negligible traffic impact.

5.0 IMPACT TO PUBLIC TRANSPORT SERVICES

Estimated Peak Hour Mechanised Trip Generation of Subject Site and Planned / Committed Developments in the Vicinity

5.1 The mechanised trip generation of the Subject Site and planned / committed developments in the vicinity, i.e., Lot 5384 and Lot 4054 in D.D. 116, are estimated with reference to Travel Characteristic Survey 2011 and are presented in **Table 5.1**.

TABLE 5.1ESTIMATED PEAK HOUR MECHANISED TRIP GENERATION OF
THE SUBJECT SITE AND PLANNED / COMMITTED
DEVELOPMENTS IN THE VICINITY

Parameter	Calculation	Unit	The Subject Site Permitted Proposed		Lot 5384 in	Lot 4054 in
			Scheme	Development	D.D.116	D.D.116
No. of Flats	A	flats	290	345	409	63
Average domestic household size in Yuen Long ⁽¹⁾	В	persons/ flat	2.8	2.8	2.8	2.8
Population	$C = B \times A$	persons	812	966	1146	177
Average Daily Mechanised Trips ⁽²⁾	D	trips/ persons/day	1.83	1.83	1.83	1.83
Peak hour factor of Daily Mechanised Trips ⁽³⁾	E	N/A	12%	12%	12%	12%
Estimated Peak Hour Mechanised Trip Generation	D= A x B x C	persons/ hr	179	213	252	39

1 Extracted from Census and Statistic Department website

2 From Table 3.3, Travel Characteristics Survey 2011 Final Report

3 From Para. 3.3.7, Travel Characteristics Survey 2011 Final Report

Estimated Public Transport Demand Generated by the Subject Site and Planned / Committed Developments in the Vicinity

5.2 The transport mode of the Subject Site and planned / committed developments in the vicinity is assumed with reference to Travel Characteristic Survey 2011 and is presented in **Table 5.2**, and the estimated public transport demand is calculated and shown in **Table 5.3**.

TABLE 5.2TRANSPORT MODE OF THE SUBJECT SITE AND PLANNED /
COMMITTED DEVELOPMENTS IN THE VICINITY

Transport Mode	Ratio ⁽¹⁾		The Subje	Lot 5384 in	Lot 4054 in	
		Permitted Proposed		Net Increase in	D.D.116	D.D.116
		Scheme	Development	Passenger Demand		
		[a]	[b]	[b] – [a]		
Private Car / Taxi	18%	32	38	+6	45	7
Public Transport	82%	147	175	+28	207	32
Total	100%	179	213	+34	252	39

⁽¹⁾ From Table 3.6, Travel Characteristics Survey 2011 Final Report

TABLE 5.3ESTIMATED PUBLIC TRANSPORT DEMAND GENERATED BY
THE SUBJECT SITE AND PLANNED / COMMITTED
DEVELOPMENTS IN THE VICINITY

	Development	Public Transport Demand (persons / hour)				
		AM	Peak	PM Peak		
		GEN	ATT	GEN	ATT	
The	Permitted Scheme: 290 Flats [a]	133	14	14	133	
Subject	Proposed Development: 345 Flats [b]	158	17	17	158	
Site	Net increase of Passenger Demand	+25	+3	+3	+25	
[b] – [a]		+28 (2-way)		+28 (2-way)		
Lot 5384	Lot 5384 in D.D.116		20	20	187	
Lot 4054 in D.D.116		29	3	3	29	

GEN – Generation ATT – Attraction

5.3 **Tables 5.3** shows that compared with the Permitted Scheme, the public transport demand associated with the Proposed Development is expected to generate additional 28 persons per hour (2-way) during both AM and PM peak hours.

Annual Passenger Demand Growth Rate between 2023 – 2031

- 5.4 To establish the Passenger Demand growth rate from 2023 to 2031, reference is made to the (i) "Projections of Population Distribution 2021 2029" produced by the Planning Department and (ii) "Hong Kong Population Projection 2020 2069" published by Census and Statistic Department.
- 5.5 The population projection for 2 Tertiary Planning Units ("TPU"), i.e. 523 and 529, "Projections of Population Distribution 2021 – 2029", which covers the broader near around the Proposed Development, are found in **Table 5.4**. The Hong Kong population projection from 2025 to 2031 is found in **Table 5.5**.

Year	TPU 523	TPU 529	Total
2023	10,600	20,700	31,300
2025	10,500	20,400	30,900
Average Annual Growth 2023 to 2025	-0.47%	-0.73%	-0.64%

TABLE 5.4POPULATION PROJECTIONS OF THE 2 TPU

TABLE 5.5	HONG KONG POPULATION PROJECTION FROM CENSUS AND
	STATISTICS DEPARTMENT

Year	Hong Kong Resident Population ('000)
2025	7,774.8
2031	7,945.8
Average Annual Growth 2025 to 2031	0.36%

- 5.6 **Table 5.4** shows that the average annual population growth in TPU 523 and 529 between 2023 2025 and -0.64%. Therefore, a growth rate of 0% per annum is adopted between 2023 2025.
- 5.7 **Table 5.5** shows that the average annual population growth in Hong Kong between 2025 2031 is 0.36%. Based on the above and to be conservative, the growth rate of 0.36% per annum is adopted between 2025 2031.

2031 Public Transport Occupancy

- 5.8 Year 2031 public transport occupancies were derived with reference to the (i) observed public transport trips in **Table 2.3**; (ii) annual passenger demand growth rate; and (iii) expected passenger demand due to the planned / committed developments between 2023 2031, Permitted Scheme and Proposed Development.
- 5.9 Year 2031 peak public transport occupancies were derived as follows:

2031 without the Proposed Development [A]	=	2023 observed occupancy + adopted passenger demand growth from 2023 to 2031 + estimated passenger demand due to the planned / committed developments + passenger demand of the Permitted Scheme
2031 with the Proposed Development [B]	=	[A] + Net increase of Passenger Demand due to Proposed Development

- 5.10 The Year 2031 public transport occupancies for the cases without and with the Proposed Development are summarised in **Tables 5.6 5.7** respectively.
 - TABLE 5.6YEAR 2031 PUBLIC TRANSPORT OCCUPANCY OPERATING
NEARBY DURING PEAK HOURS WITHOUT THE PROPOSED
DEVELOPMENT

Direction		AM Peak		PM Peak			
	No. of Passenger		Occupancy	No. of Passenger		Occupancy	
	Capacity	Occupied	[c]=[b]/[a]	Capacity	Occupied	[f]=[e]/[d]	
	[a]	[b]		[d]	[e]		
To Yuen Long Town and other districts	4,215	3,548	84%	1,636	659	40%	
From Yuen Long Town and other districts	2,261	680	30%	2,476	2,303	93%	

TABLE 5.7YEAR 2031 PUBLIC TRANSPORT OCCUPANCY OPERATING
NEARBY DURING PEAK HOURS WITH THE PROPOSED
DEVELOPMENT

Direction	AM Peak			PM Peak			
	No. of Passenger		Occupancy	No. of P	Occupancy		
	Capacity [a]	Occupied [b]	[c]=[b]/[a]	Capacity [d]	Occupied [e]	[f]=[e]/[d]	
To Yuen Long Town and other districts	4,215	3,573	85%	1,636	662	40%	
From Yuen Long Town and other districts	2,261	675	30%	2,476	2,328	94%	

5.11 **Tables 5.6 and 5.7** show that passenger demand associated with the Proposed Development has negligible impact to the public transport services operating in the vicinity in Year 2031.

6.0 PEDESTRIAN IMPACT

Peak 15-minute Pedestrian Generation of by the Proposed Development and Adjacent Planned/ Committed Developments

6.1 Based on public transport demand presented in **Table 5.2**, the peak 15-minute pedestrian generations of adjacent planned/ committed developments are shown in **Table 6.1**.

TABLE 6.1	PEDESTRIAN	GENERATIONS	OF	THE	SUBJECT	SITE	AND			
_	PLANNED/ COMMITTED DEVELOPMENTS IN THE VICINITY									

	Developments	Pedestrian Generations (ped / 15 mins					
		AM	Peak	PM Peak			
		GEN	ATT	GEN	ATT		
The Subject Site	Permitted Scheme: 290 Flats [a]	45	5	5	45		
	Proposed Development: 345 Flats [b]	52	6	6	52		
	Net Increase of Pedestrian Generation [b] – [a]	<u>+7</u>	<u>+1</u>	<u>+1</u>	<u>+7</u>		
Lot 5384 in D.D.116		62	7	7	62		
Lot 4054 in D.D.116		10	1	1	10		

GEN – Generation ATT – Attraction

6.2 **Tables 6.1** shows that compared with the Permitted Scheme, the pedestrian generations associated with the Proposed Development is expected to generate addition 8 persons per hour (2-way) during both AM and PM peak 15 minutes.

Annual Pedestrian Growth Rate between 2023 – 2031

6.3 As mentioned in **Paragraphs 5.6 – 5.7**, a growth rate of 0% per annum between 2023 – 2025 and 0.36% per annum between 2025 – 2031 is adopted.

Year 2031 Pedestrian Flows

- 6.4 Year 2031 pedestrian flows are produced with reference to (i) the observed 2023 pedestrian flows, (ii) annual pedestrian growth rate, (iii) expected pedestrian demand due to the planned / committed developments between 2023 2031 and the Subject Site.
- 6.5 Year 2031 pedestrian flows for the footpath analysis were derived as follows:

2031 without the Proposed <i>=</i> Development [A]	2023 observed pedestrian flows + Adopted pedestrian growth from 2023 to 2031 + pedestrian generations due to the planned / committed developments + pedestrian generation of Permitted Scheme
2031 with the Proposed =	[A] + Net Increase of Pedestrian Generation due to
Development[B]	Proposed Development

Year 2031 LOS Analysis

6.6 Year 2031 peak 15-minute pedestrian flows for the scenario of 2031 without and with the Proposed Development are estimated as shown in **Figure 6.1** and the corresponding LOS assessment is presented in **Table 6.2**.

Location	Clear Width ⁽¹⁾ [Effective	Peak Period	2031 without Proposed Development			2031 with Proposed Development		
	Width] (m)		Flow (ped/ 15 min)	Flow rate (ped/ min/m)	LOS	Flow (ped/ 15 min)	Flow rate (ped/ min/m)	LOS
P1. Western Footpath of Tai	2.1[1.6]	AM	12	0.5	А	12	0.5	А
Tong Road		PM	54	2.3	А	54	2.3	А
P2. Eastern Footpath of Tai	2.6[2.1]	AM	38	1.2	А	43	1.4	А
Tong Road		PM	81	2.6	А	89	2.8	А

TABLE 6.2YEAR 2031 LOS ASSESSMENT

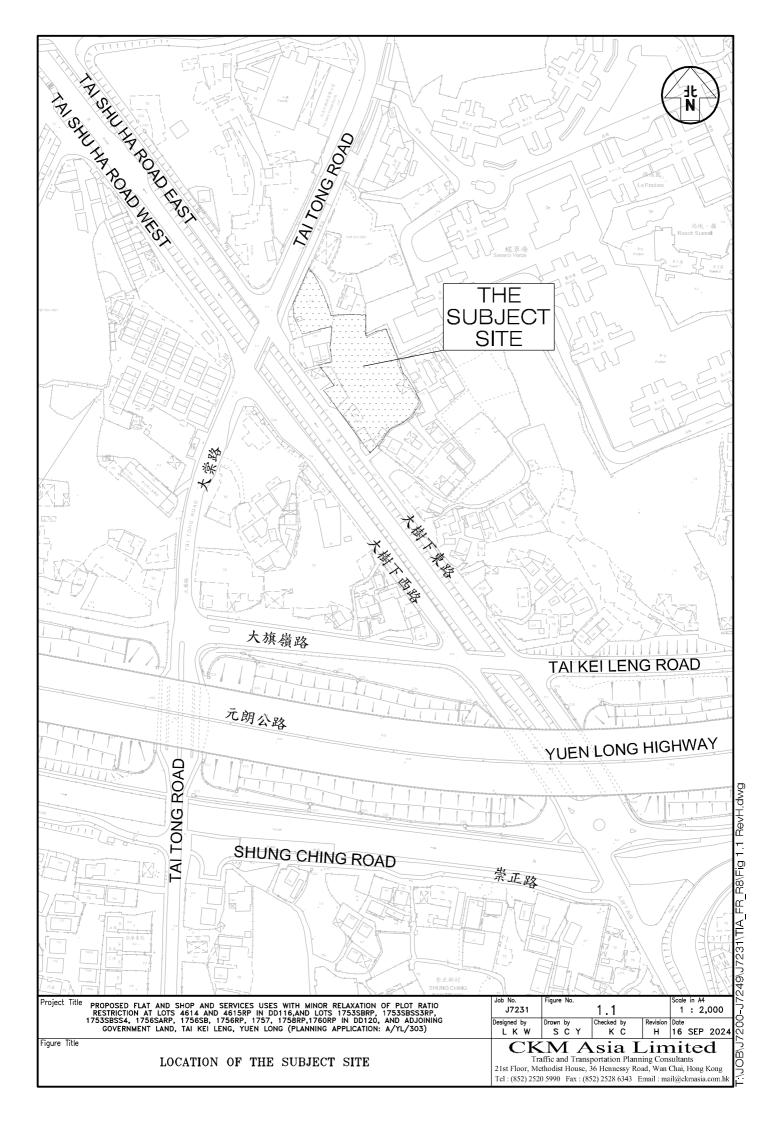
Note: ⁽¹⁾ The width excludes railing and obstructions.

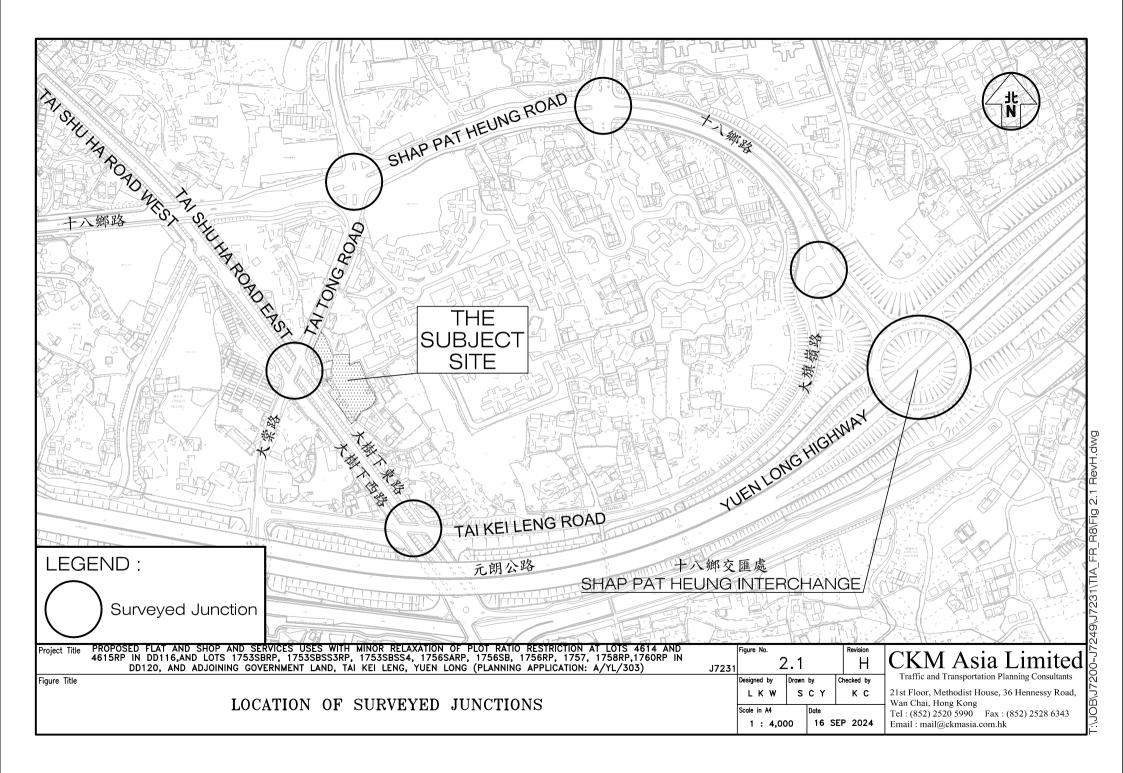
6.7 The results in **Table 6.2** show that the assessed footpaths operate with LOS A, i.e., have sufficient capacity to accommodate the expected pedestrian growth and additional pedestrian generated due to Proposed Development.

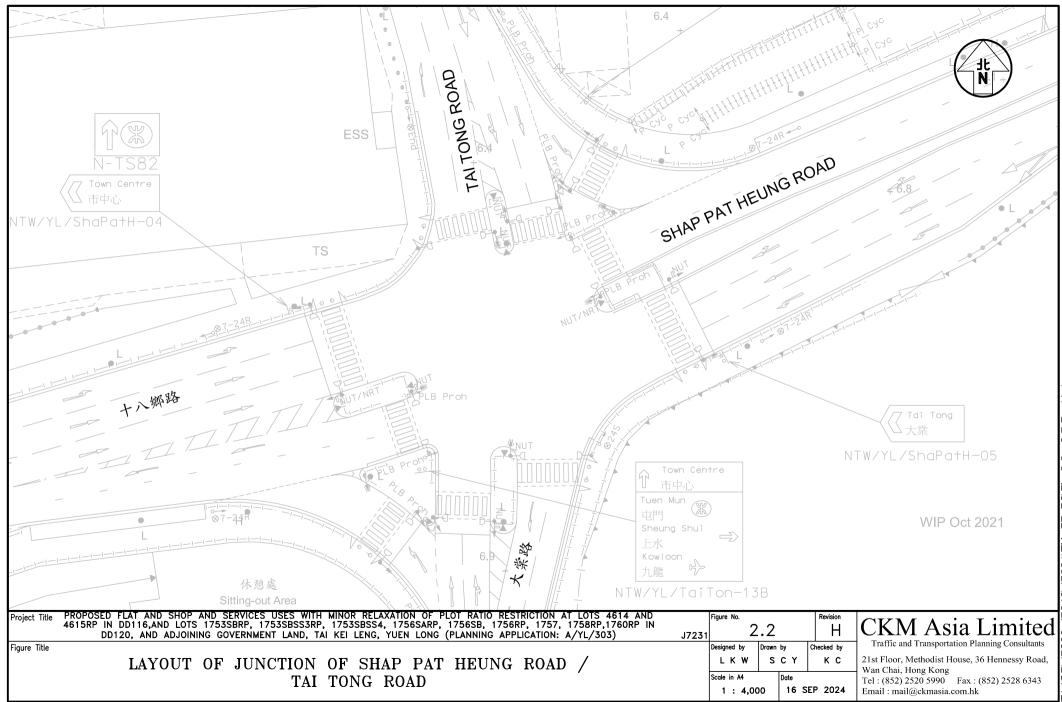
7.0 SUMMARY

- 7.1 The subject site is located at the south-east corner of the junction of Tai Tong Road / Tai Shu Ha Road East / Tai Shu Ha Road West in Yuen Long. The Owner of the subject site is seeking the relaxation of the maximum plot ratio of the Proposed Development by 20%.
- 7.2 Manual classified counts were conducted at junctions which are located in the vicinity in order to establish the existing traffic flows during AM Peak and PM peak hours.
- 7.3 The internal transport facilities provided for residential and non-domestic uses comply with recommendations of the HKPSG.
- 7.4 Year 2031 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to the BDTM; (ii) estimated traffic growth from 2026 to 2031; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) expected traffic generation by the 2 cases, i.e., Permitted Scheme and Proposed Development.
- 7.5 The 2031 traffic assessment assumed completion of the Yuen Long South New Development Area Phases 1 and 2 and its associated improvement works at junction of Tai Kei Leng Road / Tai Shu Ha Road East / Tai Shu Ha Road West.
- 7.6 Compared to the Permitted Scheme, the Proposed Development will generate only 8 and 5 additional pcu (2-way) in AM peak and PM peak respectively.
- 7.7 The assessment on nearby public transport services found that the Proposed Development has negligible impact. The assessment of footpaths found that the Proposed Development has negligible impact.
- 7.8 This TIA concluded that the net increase in traffic generation by the Proposed Development has negligible traffic impact to the surrounding road network, and, is acceptable from traffic terms.

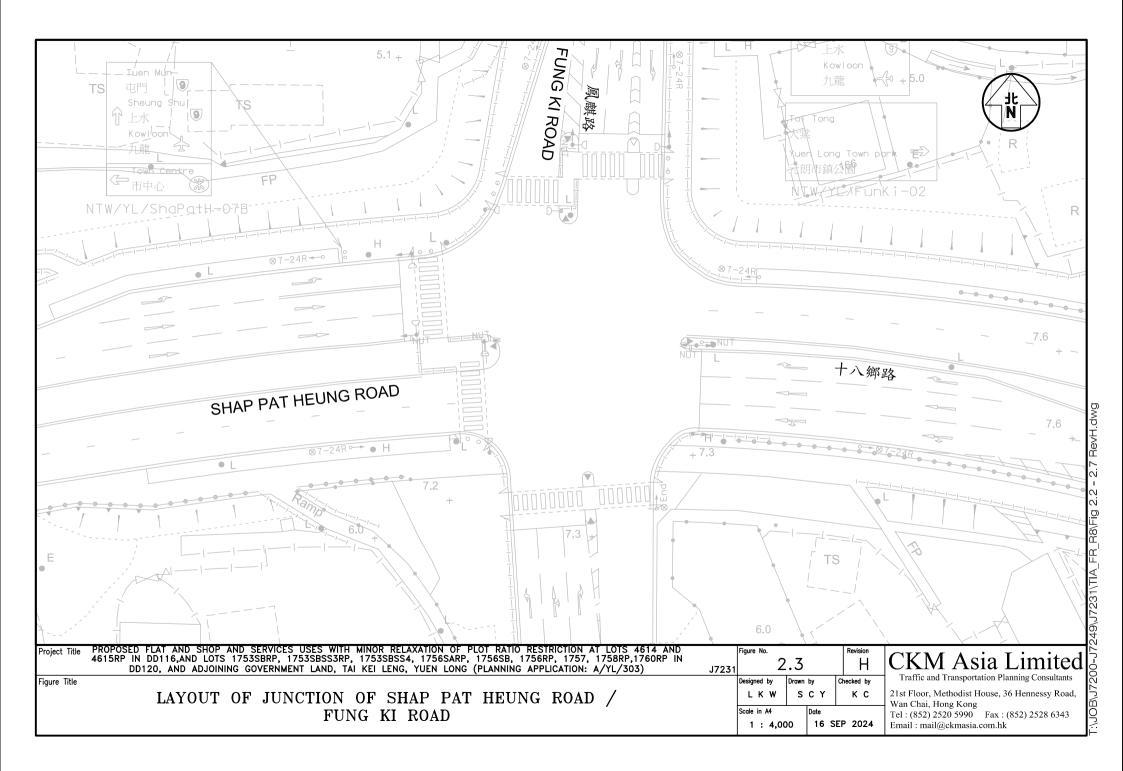
Figures

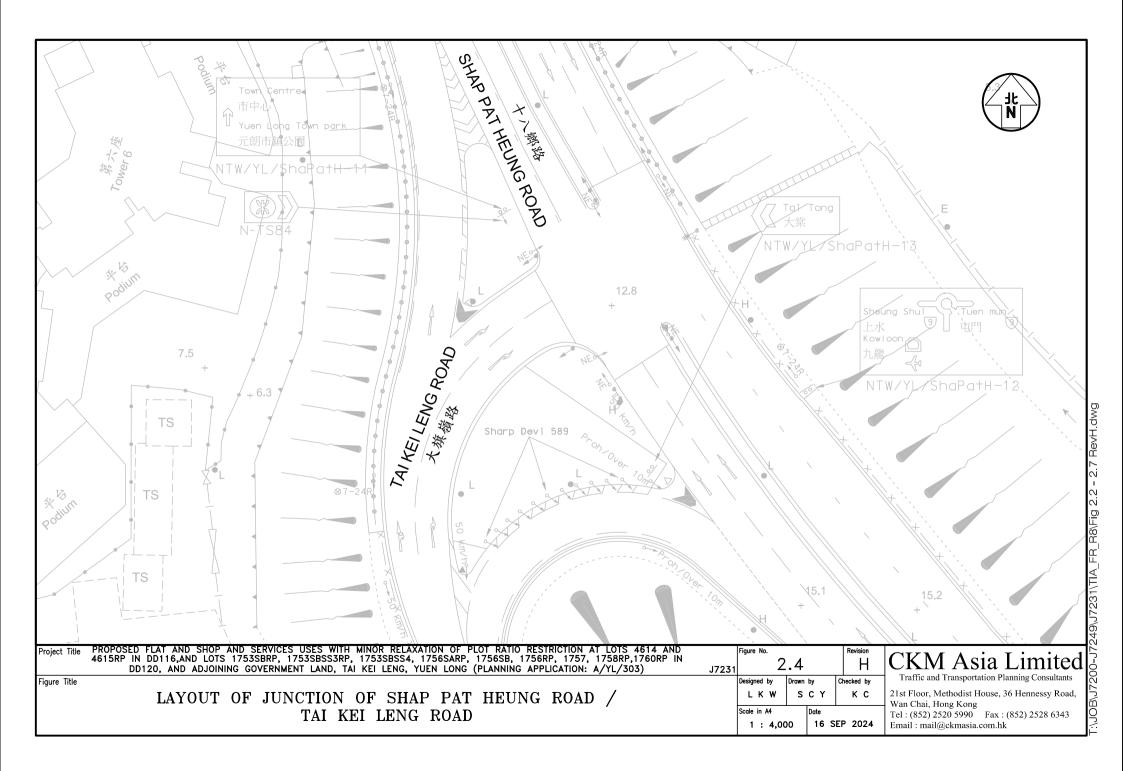


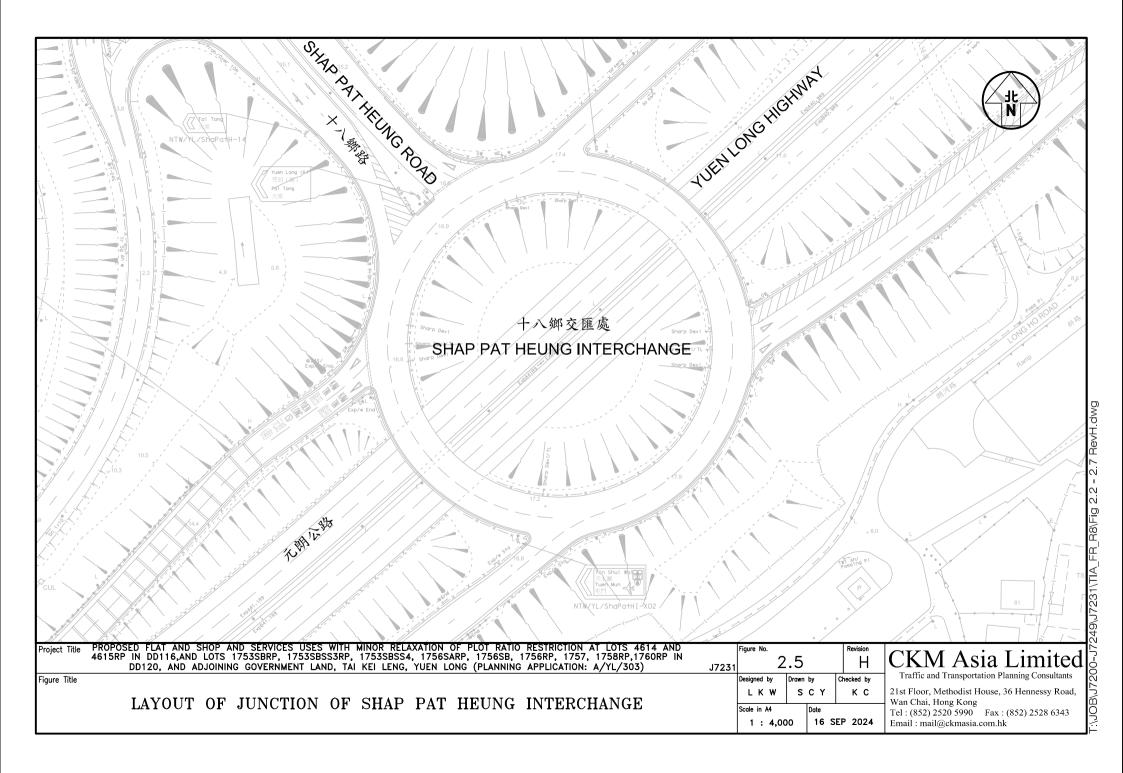


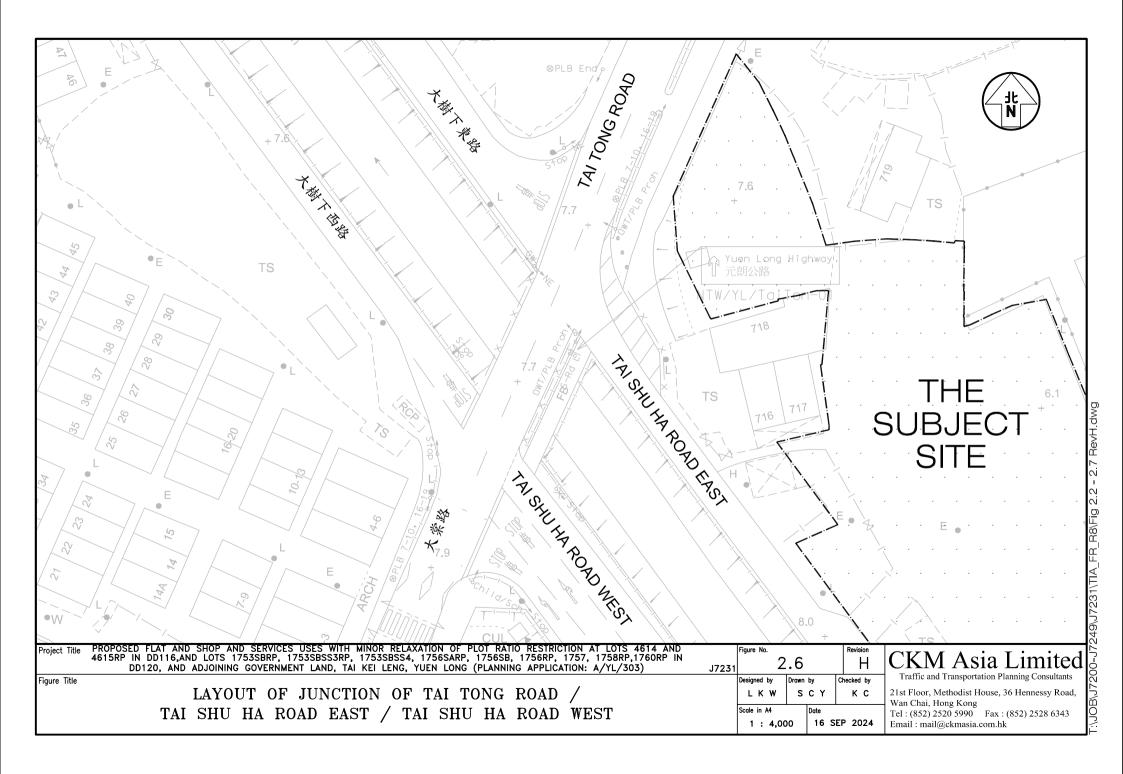


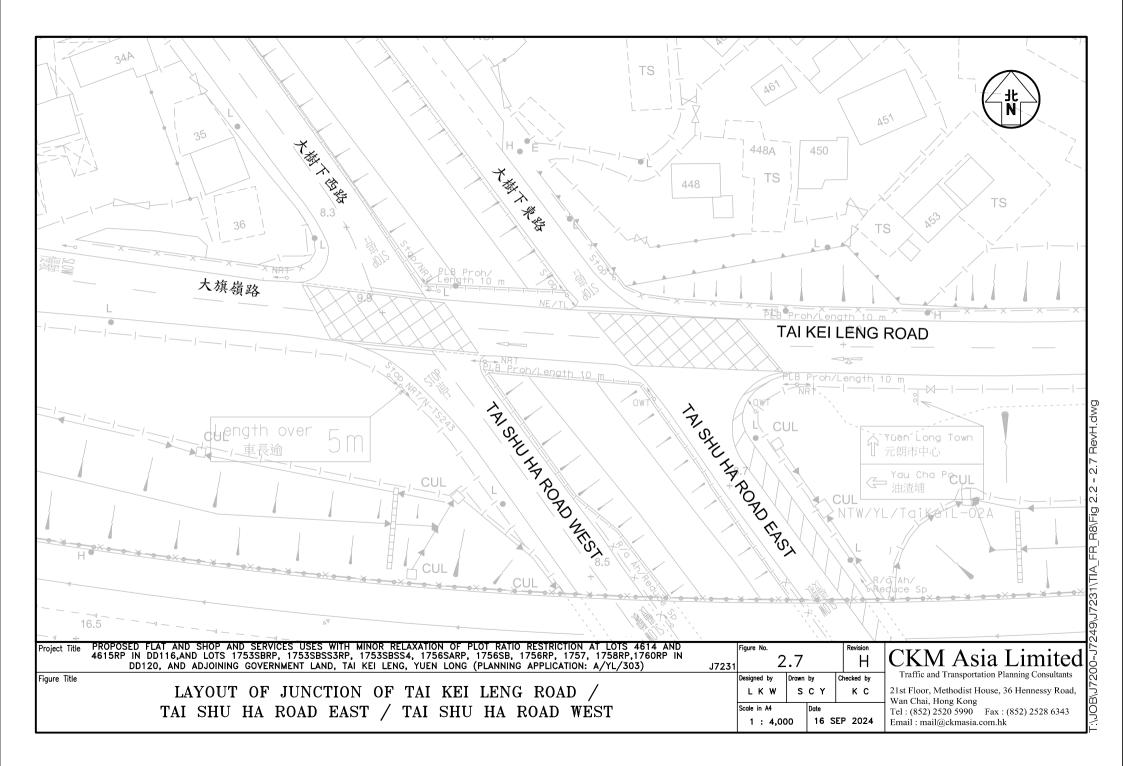
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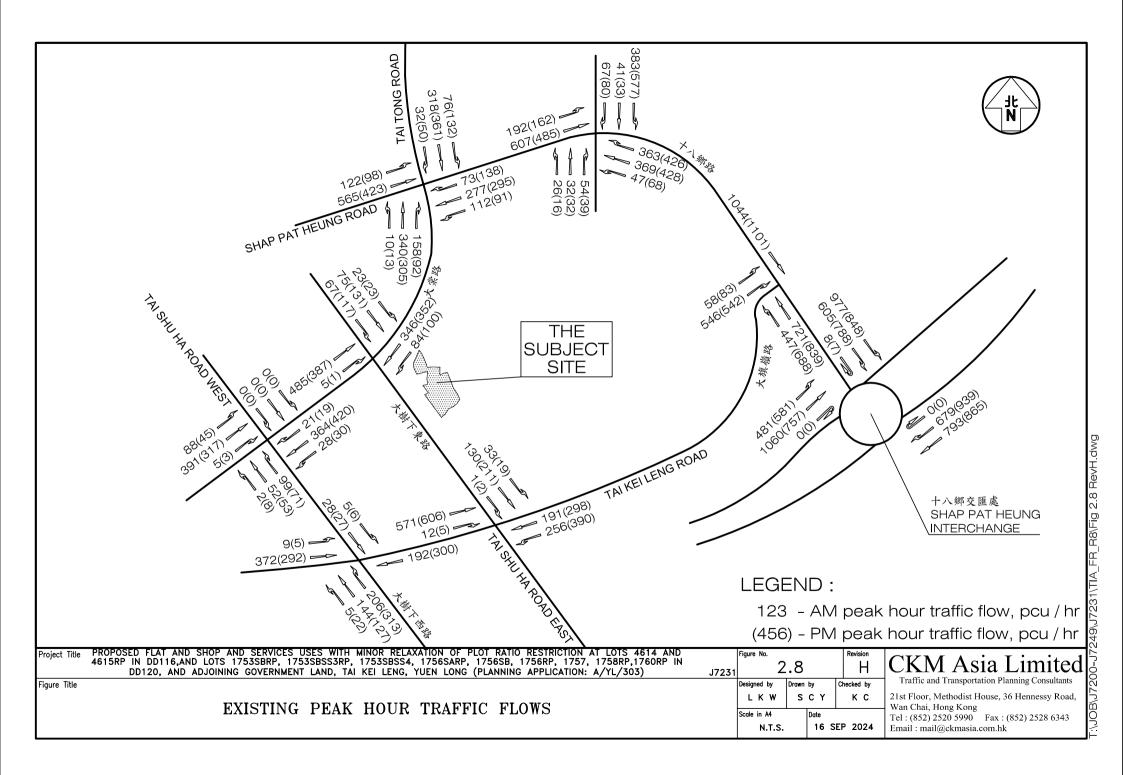


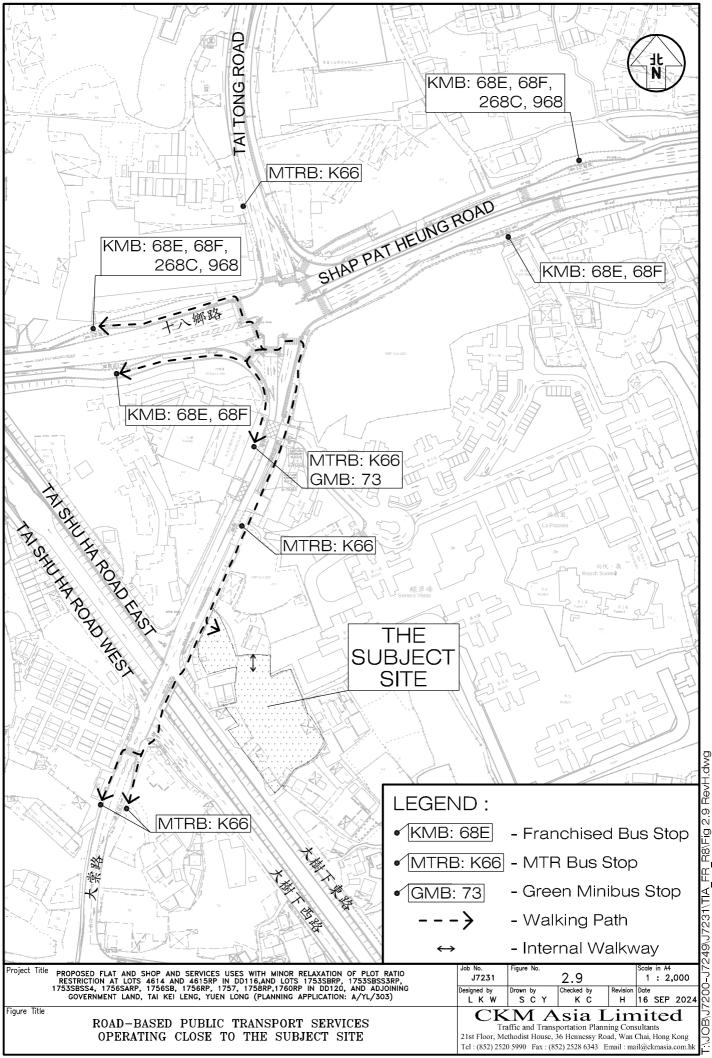




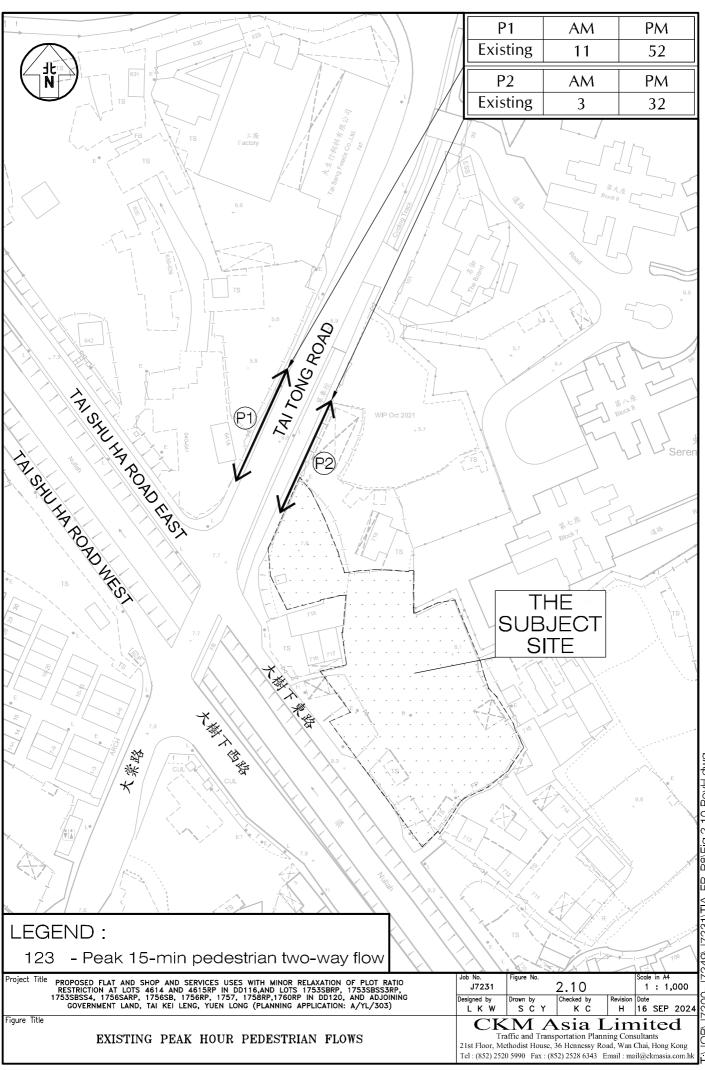


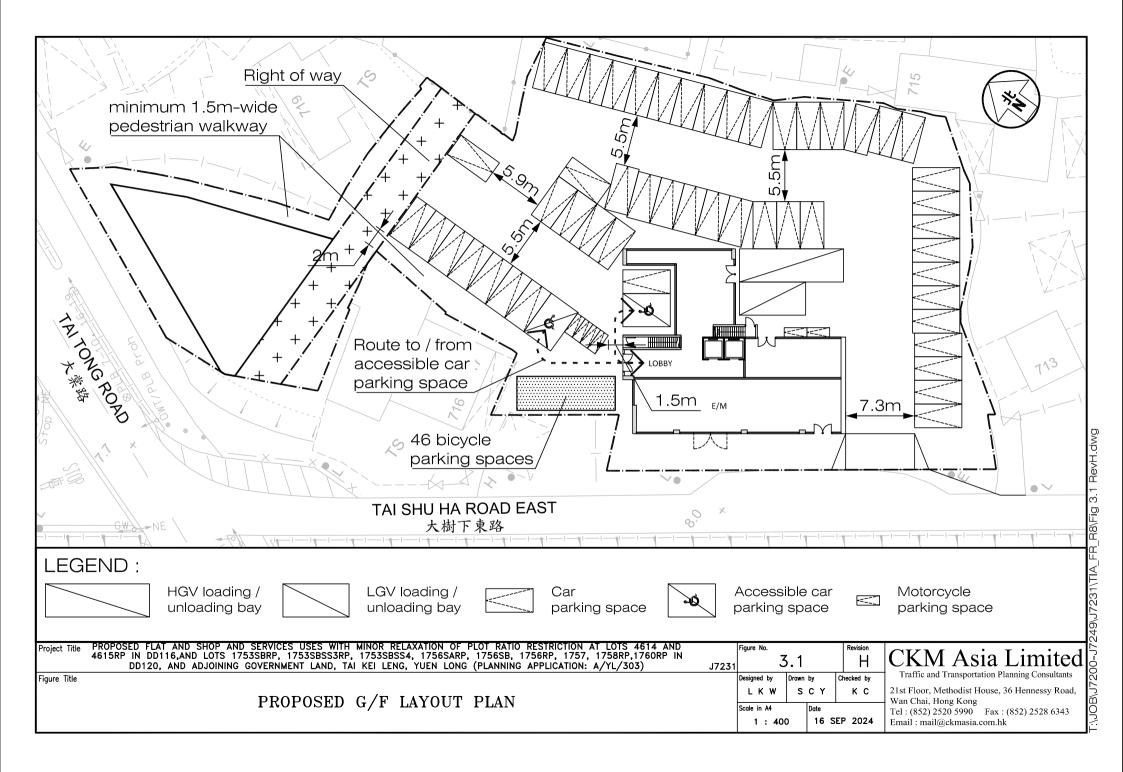


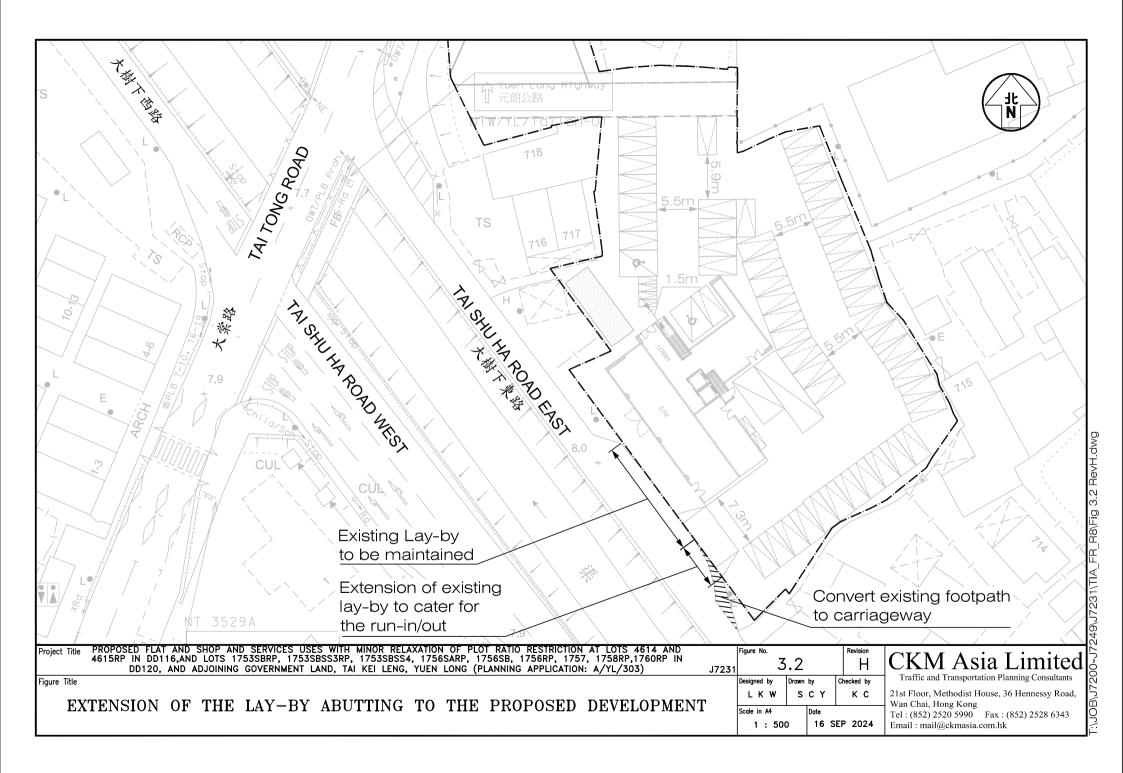


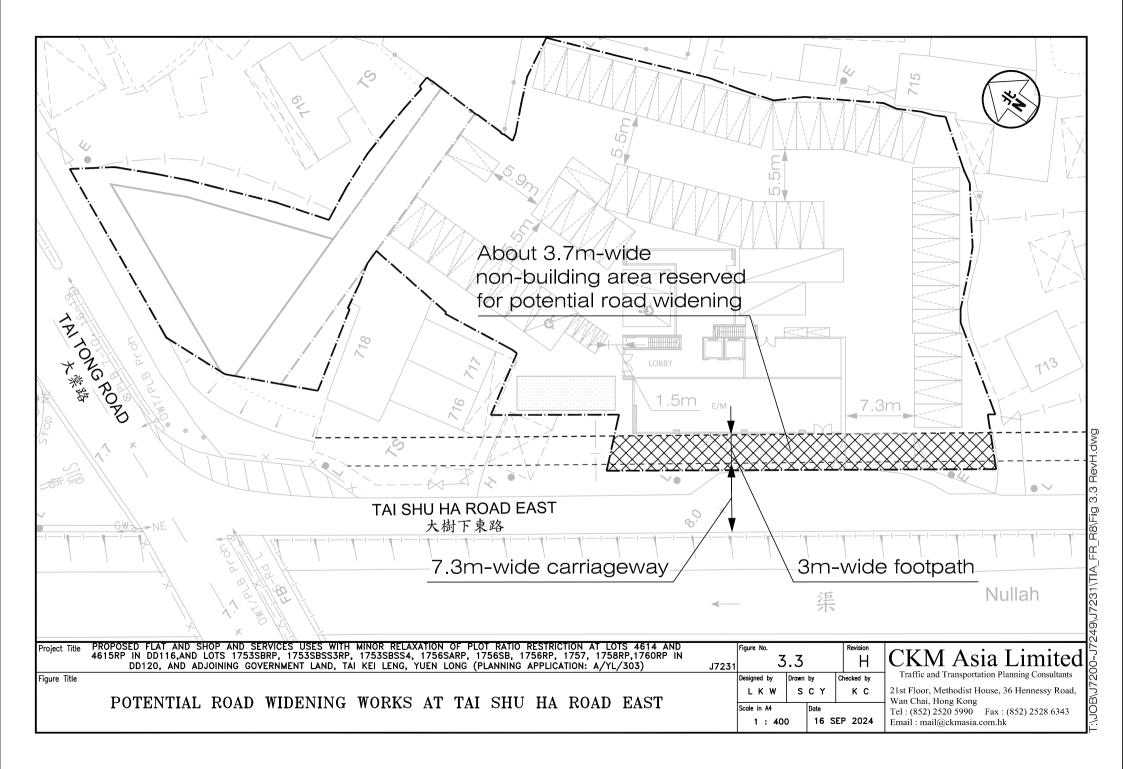


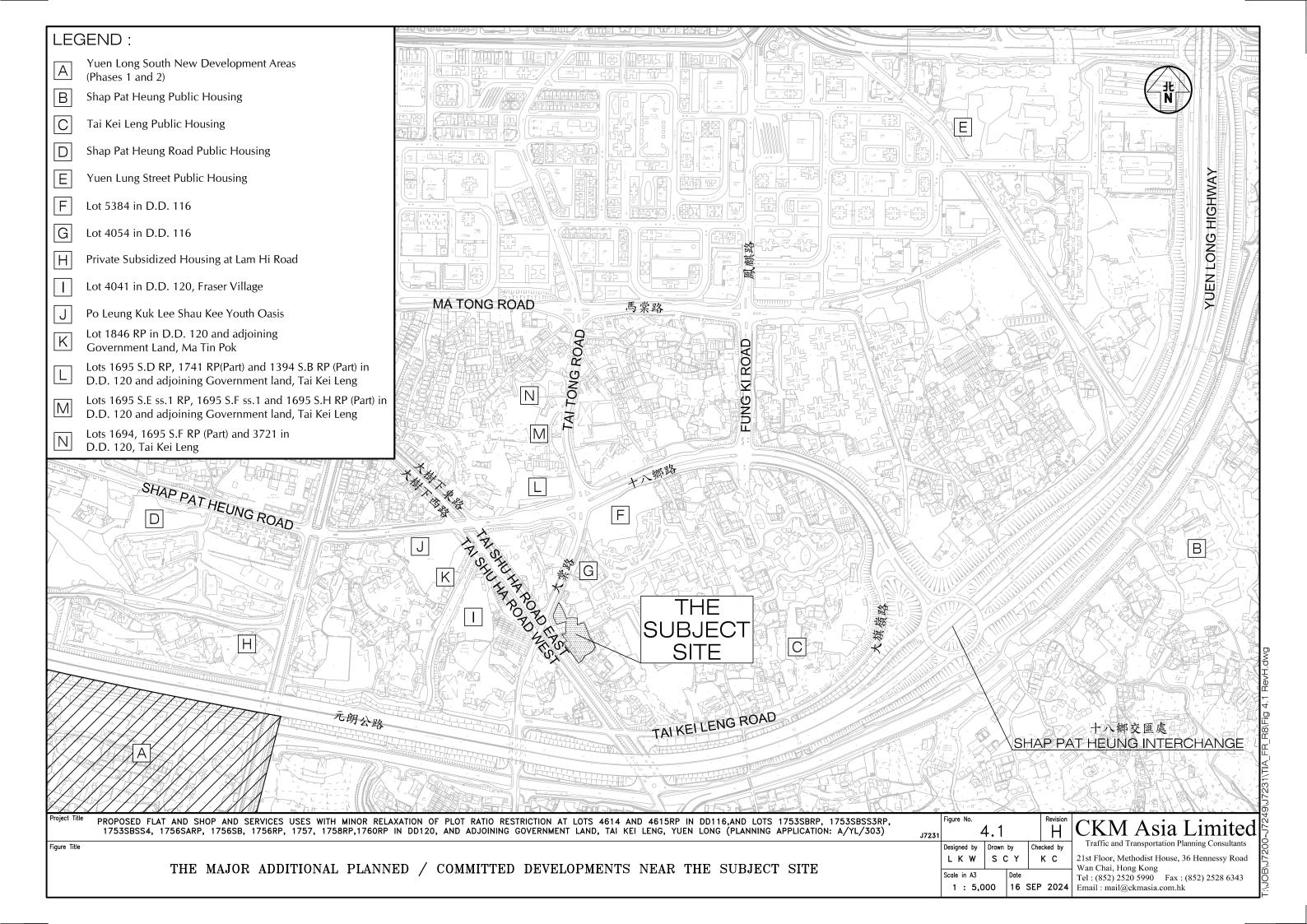
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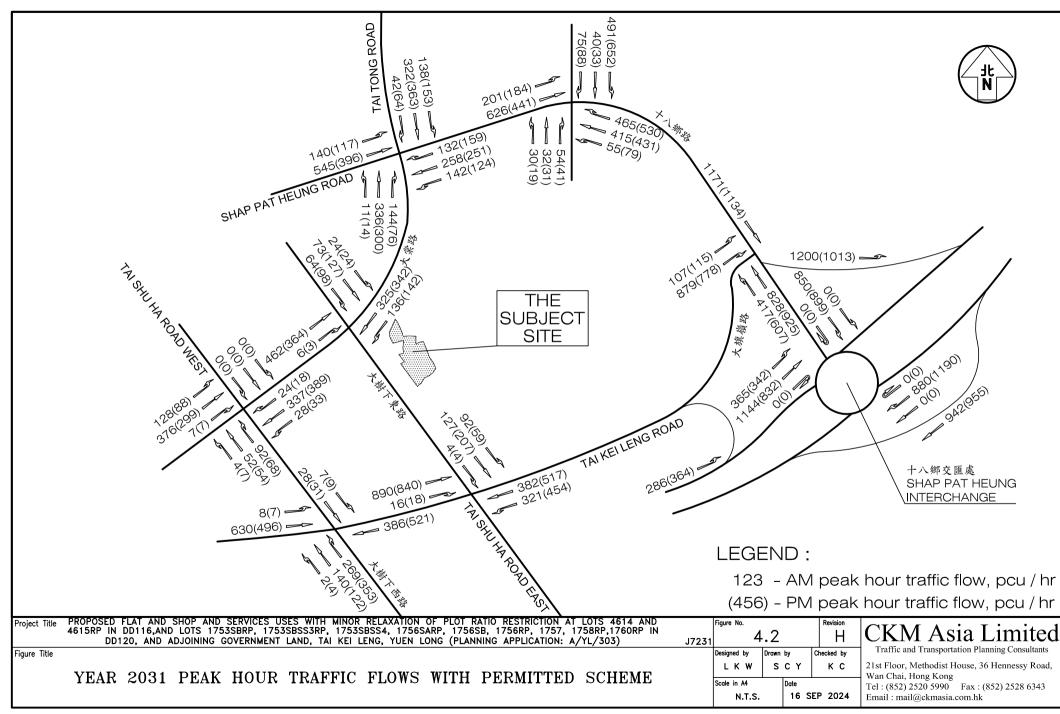




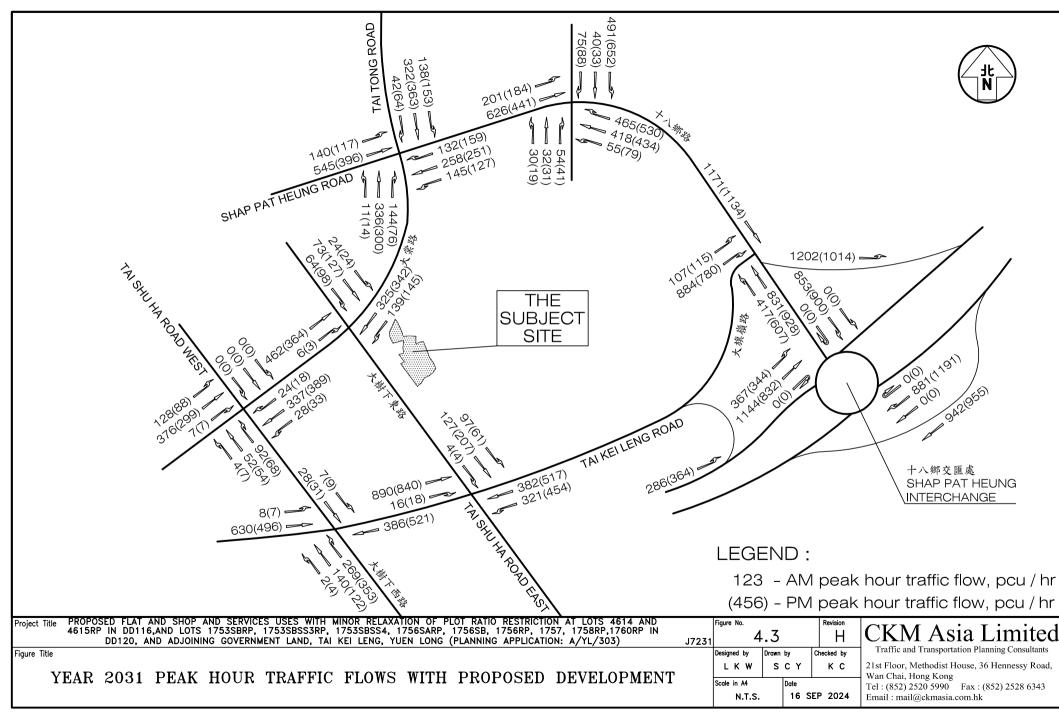




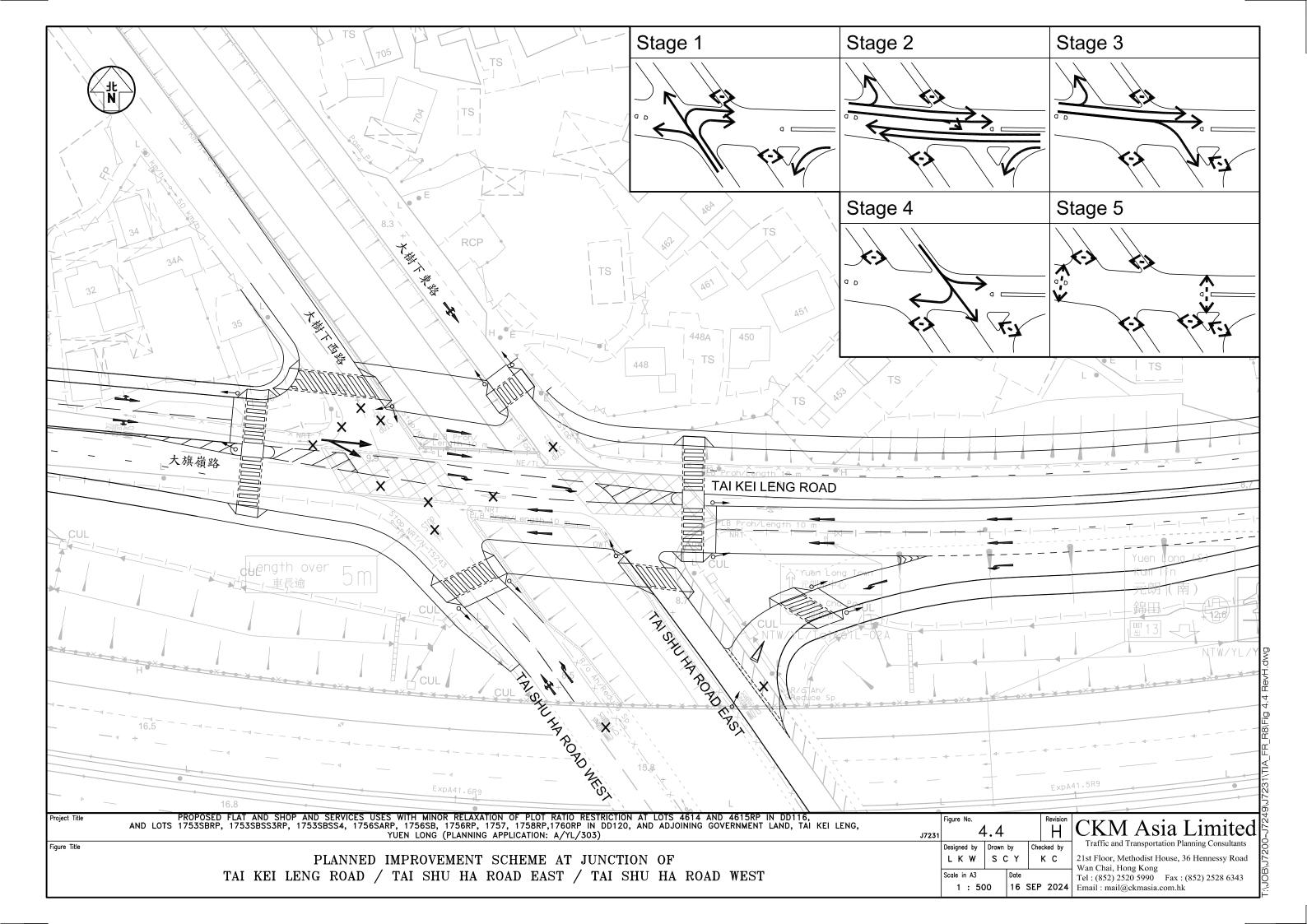


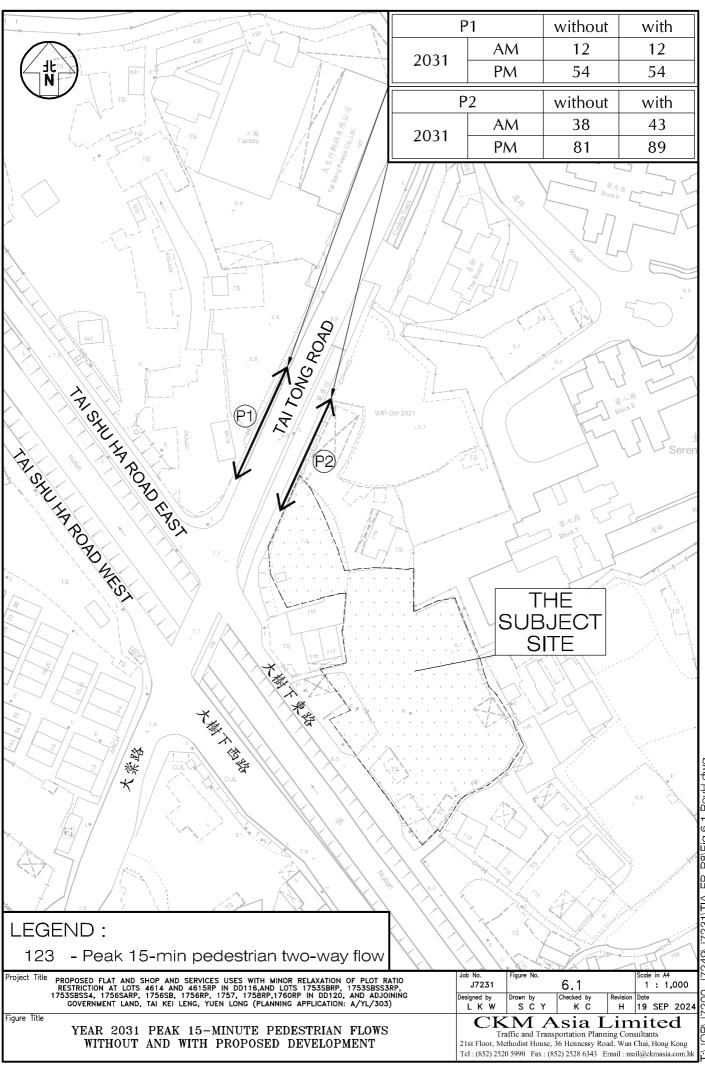


JOB\J7200-J7249\J7231\TIA_FR_R8\Fig 4.2 RevH.dwg



JOB\J7200-J7249\J7231\TIA_FR_R8\Fig 4.3 RevH.dwg





OB\J7200-J7249\J7231\TIA_FR_R8\Fig 6.1 RevH.dwg

Appendix A – Junction Capacity Analysis

Junction:	Shap Pat H		/ Tai To	ng Road	1										Job Nu		J7231
Scenario:	Existing Co	ndition														Ρ.	1
Design Year:	2022	Designe	ed By:				•	Checke	d By:				-	Date:	31	Aug 20	023
	Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill	Turning %	Sat. Flow	AM Peak Flow	y value	Critical y	Turning %	Sat. Flow	PM Peak Flow	y value	Critical y
					. ,		Gradient	-	(pcu/hr)	(pcu/hr)		Ontioary	_	(pcu/hr)	(pcu/hr)		Childary
Shap Pat Heu	ng Road	LT	A1	1	3.60	10.0		100	1717	122	0.071		100	1717	98	0.057	
EB		SA	A2	1	3.60				2115	283	0.134	0.134		2115	212	0.100	0.100
		SA	A3	1	3.60				2115	282	0.133			2115	211	0.100	
Tai Tong Road		LT+SA	B1	2	3.50	25.0		33	2027	508	0.251	0.251	26	2027	410	0.202	0.202
		+RT*	ы	2	3.50	20.0		- 33	2021	506	0.231	0.231	20	2021	410	0.202	0.202
Shap Pat Heu	ng Road	LT	C1	3	3.60	15.0		100	1795	112	0.062		100	1795	91	0.051	
WB	ig itoda	SA	C2	3	3.60				2115	180	0.085			2115	227	0.107	0.107
		SA+RT	C3	3	3.60	10.0		43	1987	170	0.086	0.086	67	1922	206	0.107	
		-											-				
Tai Tong Road	d SB	LT+SA*	D1	4	3.70	25.0		36	2013	209	0.104	0.104	49	2013	267	0.133	0.133
		SA+RT	D2	4	3.70	15.0		15	2094	217	0.104		18	2087	276	0.132	
pedestrian pha	ase		Ep	1, 3, 4		min c	rossing	time =	6	sec	GM +	6	sec F	GM =	12	sec	
			Fp	1, 3, 4		min c	rossing	time =	7	sec	GM +	7	sec F	GM =	14	sec	
			Gp	1, 2			rossing		8		<u>GM +</u>	8	sec F		16	sec	
			Hp Ip	1, 2, 4 3, 4			rossing rossing		10 8		<u>GM +</u> GM +	10 8	sec F sec F		20 16	sec sec	
			Jp	1, 2, 3			rossing		6		GM +	8	sec F		14	sec	
			Кр	1, 2, 3		min c	rossing	time =	6	sec	GM +	6	sec F	GM =	12	sec	
			Lp	4			rossing		9		<u>GM +</u>	6	sec F		15	sec	
			Mp Np	2, 3, 4			rossing rossing		10 8		<u>GM +</u> GM +	6 6	sec F sec F		16 14	sec sec	
	<i>(</i>		пр												Note:	000	
AM Traffic Flor			Ν	PM Tra	Iffic Flow	/ (pcu/hr	<i>`</i>		IN		00(W–3.25	,	S=2080+10	• •			<i>f</i> lana
	32		\uparrow			50	↓ →	132	\uparrow	S _M =S÷(1+	1.5f/r)	:	S _M =(S–230)	÷(1+1.5f/r)	Single	iane with	nare
122	31	18			98 1		361				AM	Peak	PM	Peak			
	▶ 565				→	423					1+2+3+4		1+2+3+4				
		73 1						138 1		Sum y	0.574		0.542				
		277					295	←		L (s)	34		34				
	340	112				305		91		C (s)	128		128				
10	0 ← 🕇 → 158				13		92			practical y	0.661		0.661				
										R.C. (%)	15%		22%				
1		2				3				4	1			5			
1 A1	Jp.*	r		0.5	Jp.≭			0.5	Jp 🛪	∳ ◄	<u>-:-</u> + +	┤┢					
A1 A2 A3	Jp.≭ ▲	wp₁ ▼	t	∢ -"→	*	Mp¦ ▼		∢ - ⁱ →	∡ Ip	Mp¦ ▼		D2 D1	lp				
		мр	I 7 D4		†			*	<u> </u>			*	+				
_	Hp. ↓ Gp_		ы •				-	C3 C2	<u> </u>		-		ייים. ליי				
Ep. * •	p • • •		•+	→		Ep,	. ≠		t	Ep	. ≠ 	+					
						-				¥				L	-		
AM G =		G = 5	G =		I/G =	11	G =		I/G =	11	G =		I/G =	11	G =		
G =		<u>G =</u>	G =		I/G =		G =		I/G =		G =		I/G =		G =		
	- 1/0	G = 5	G =		I/G =	11	G =		I/G =	11	G =		I/G =	11	G =		
PM G = G =		G = 5	G =		I/G =		G =		I/G =		G =		I/G =		G =		

Junction:	Shap Pat He	eung Road	/ Tai To	ng Road	1										Job Nu	mber:	J7231
Scenario:	Future Cond															Ρ.	2
Design Year:	2031	Designe	ed By:				-	Checke	d By:				-	Date:	31	Aug 20	23
	Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	Turning %	Sat. Flow	AM Peak Flow	y value	Critical y	Turning %	Sat. Flow	PM Peak Flow	y value	Critical y
Shap Pat Heu	ng Road	LT	A1	1	3.60	10.0	Gradieni	100	(pcu/hr) 1717	(pcu/hr) 140	0.082		100	(pcu/hr) 1717	(pcu/hr) 117	0.068	
EB	3	SA	A2	1	3.60				2115	273		0.129		2115	198	0.094	0.094
		SA	A3	1	3.60				2115	272	0.129			2115	198	0.094	
Tai Tong Road	d NB	LT+SA +RT*	B1	2	3.50	25.0		32	2027	491	0.242	0.242	23	2027	390	0.192	0.192
Shap Pat Heu	ng Road	LT	C1	3	3.60	15.0		100	1795	142	0.079		100	1795	124	0.069	
WB		SA	C2	3	3.60				2115	205	0.097	0.097		2115	217	0.103	0.103
		SA+RT	C3	3	3.60	10.0		71	1911	185	0.097		82	1883	193	0.102	
Tai Tong Road	d SB	LT+SA*	D1	4	3.70	25.0		56	2013	246	0.122	0.122	54	2013	285		0.142
		SA+RT	D2	4	3.70	15.0		16	2092	256	0.122		22	2079	295	0.142	
pedestrian pha	ase		Ep	1, 3, 4			rossing		6		GM +	6	sec F		12	sec	
			Fp Gp	1, 3, 4 1, 2			rossing rossing		7		GM + GM +	7 8	sec F sec F		14 16	sec sec	
			Hp	1, 2, 4			rossing		10		GM +	10		GM =	20	sec	
			lp	3, 4			rossing		8		GM +	8	sec F		16	sec	
			Jp Kp	1, 2, 3 1, 2, 3			rossing rossing		6 6		<u>GM +</u> GM +	8	sec F sec F		14 12	sec sec	
			Lp	4			rossing		9	-	GM +	6	sec F		15	sec	
			Mp	2, 3, 4			rossing		10		GM +	6		GM =	16	sec	
			Np	1, 2			rossing	ume =	8	sec	GM +	6	Sec F	GM =	14	Sec	
AM Traffic Flo	u /		Ν	PM Tra	ffic Flov	/ (pcu/hr			11		00(W-3.25		S=2080+10		Note:	بالأنب مستعام	61a
140	42		\uparrow		447	64	↔	153	\uparrow	S _M =S÷(1+	1.5f/r)	5	S _M =(S–230)	÷(1+1.5f/r)	Single	ane with	nare
140	32	22			117		363				AM	Peak	PM	Peak			
	▶ 545	132				396		159			1+2+3+4		1+2+3+4				
	2	258					251	Î		Sum y	0.590		0.530				
	336	142				300	201	↓ 124		L (s)	34 128		34 128				
1.	1 + + + 144	142			14	4	76	124		C (s) practical y	0.661		0.661				
							10			R.C. (%)	12%		25%				
1		2				3				4				5			
1	Jp.#	+		0	Jp.≭	. †		0	Jp.≭	↑ ◄	<u>_</u> , +	┨┢╸					
A1 A2	Gp ↓	IVIP	ł	< ^{Gp} →	*	wp₁ ▼		< <u>Gp</u>	⊾ ∕ Ip	^{IVID} I ▼		D2 D1	lp				
→ A3	+	ир	r 7 B1		↑ Hp;			★ C3	<u> </u>	_		*	Hp				
E.			1	_	, I.d ▲		Fn	C2	←		Fn		• ip: ▼				
Ep. * • Fi	Ľ →		•	→		Ep	. # 4 <u>⊥</u> P	C1	ŧ	Ep	. # 4 ≟₽.	*					
AM G =		G = 5	G =		I/G =	11	G =		I/G =	11	G =		I/G =	11	G =		
G =		G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		
PM G =		G = 5	G =		I/G =	11	G =		I/G =		G =		I/G =	11	G =		
G =	= 1/0	G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		
L																	

Junction:	Shap Pat He					A									Job Nu	mber:	
Scenario: Design Year:	Future Conc 2031	Designe						Checke	d Bv:					Date:	31	P. Aug 20	
		- 5	,						,							- g	
	Approach		Phase	Stage	Width (m)	Radius (m)		Turning %	Sat. Flow	AM Peak Flow	y value	Critical y	Turning %	Sat. Flow	PM Peak Flow	y value	Critical y
Shap Pat Heur	ng Road	LT	A1	1	3.60	10.0	Gradient	100	(pcu/hr) 1717	(pcu/hr) 140	0.082		100	(pcu/hr) 1717	(pcu/hr) 117	0.068	
EB	ng Road	SA	A2	1	3.60	10.0		100	2115	273	0.129	0.129	100	2115	198	0.094	0.094
		SA	A3	1	3.60				2115	272	0.129	020		2115	198	0.094	0.001
Tai Tong Road	d NB	LT+SA	B1	2	3.50	25.0		33	2027	491	0.242	0.242	23	2027	390	0.192	0.192
		+RT*															
Shap Pat Heur	ng Road	LT	C1	3	3.60	15.0		100	1795	145	0.081		100	1795	127	0.071	
WB		SA	C2	3	3.60				2115	205	0.097	0.097		2115	217	0.103	0.103
		SA+RT	C3	3	3.60	10.0		71	1911	185	0.097		82	1883	193	0.102	
Tai Tong Road	d SB	LT+SA*	D1	4	3.70	25.0		56	2013	246	0.122	0.122	54	2013	285	0.142	0.142
		SA+RT	D2	4	3.70	15.0		16	2092	256	0.122		22	2079	295	0.142	
pedestrian pha	ase		Ep	1, 3, 4		min c	rossing	time =	6	sec	GM +	6	sec F	GM =	12	sec	
			Fp	1, 3, 4			rossing		7		GM +	7		GM =	14	sec	
			Gp	1, 2			rossing		8 10		<u>GM +</u> GM +	8 10	sec F		16	sec	
			Hp Ip	1, 2, 4 3, 4			rossing rossing		8		GM + GM +	8		GM = GM =	20 16	sec sec	
			Jp	1, 2, 3			rossing		6		GM +	8		GM =	14	sec	
			Kp Lp	1, 2, 3			rossing rossing		6 9		GM +	6 6		GM =	12 15	sec	
			<u> </u>	4 2, 3, 4			rossing		9 10		<u>GM +</u> GM +	6	sec F sec F	GM =	15	sec sec	
			Np	1, 2			rossing		8		GM +	6		GM =	14	sec	
AM Traffic Flov	w (pcu/hr)		N	PM Tra	ffic Flov	v (pcu/hr	r)		N	S=1940+1	00(W-3.25	i)	S=2080+10	0(W-3.25)	Note:		
	42 ◀↓	→ 138	TN			64		153	IN	S _M =S÷(1+			S _M =(S-230)	÷(1+1.5f/r)	* Single	lane with	flare
140	32				117		363				АМ	Peak		Peak			
,	► 545					396					1+2+3+4	- Cak	1+2+3+4	Gak			
		132						159		Sum y	0.590		0.530				
	2	258 +					251	←		L (s)	34		34				
	336	↓ 145				300		↓ 127		C (s)	128		128				
11	1 ← 144				14	+ ↓ →	76			practical y	0.661		0.661				
										R.C. (%)	12%		25%				
1		2				3				4				5			
1	Jp.#	+		0-	Jp.≠	†		0-	Jp.≭	▲ ◄	Lp 🗲	┨┠╸					
A1 A2	↓ GP ↓ ▲	wp₁	•	 Gp Image: A = Image: A	*	Mp; ▼		∢	⊾ ∕ ID	wp _I ▼		D2 D1	al				
A3	un [†]	qи v	R1		↑ Hp;			¢ C3				*	Hp				
	, ₄ <u>G</u> p_, '''',		, †		191 ▼		Fn	C2	←		Fo		• •				
	<i>,</i>	1	•	→		Ep	. ≭ 4	C1	ţ	Ep	. ≉ ∢ <u>⊢</u> p	→					
Ep Fr	· →																
$A1$ $A1$ $A2$ $A3$ $Ep. \checkmark \bullet F!$ $AM \qquad G =$	· →	3 = 5			I/G -	11	G -		I/G =	11	G -		I/G -	11	G -		
AM G =	- I/G	G = 5	G = G =		I/G = I/G =		G = G =		I/G = I/G =	11	G = G =		I/G = I/G =	11	G = G =		
Ep. ✓ AM G = G = PM G =	: I/G	G = 5 G = G = 5	G = G = G =		I/G = I/G = I/G =		G = G = G =		I/G = I/G = I/G =		G = G = G =		I/G = I/G = I/G =		G = G = G =		

Junction:		Heung Road	Fung ł	(i Road											Job Nu	mber:	
Scenario: Design Year:	Existing C 2022	Designe	ed By:				-	Checke	d By:					Date:	31	P. Aug 20	
										AM Peak					PM Peak		
	Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	Flow (pcu/hr)	y value	Critical
Shap Pat Heur	ng Road	LT+SA	A1	1	3.50	14.0		51	1863	375	0.201	0.201	53	1859	303	0.163	0.163
EB		SA	A2	1	3.50				2105	424	0.201			2105	344	0.163	
Shap Pat Heur	ng Road	LT+SA	B1	2	3.50	9.0		12	1926	387	0.201	0.201	15	1917	456	0.238	
WB	3	SA+RT	B2	2	3.50	18.0		93	1954	392	0.201		91	1957	466	0.238	
Fung Ki Road	CD.	LT	C1	2,3	3.50	13.0		100	1762	383	0.217		100	1762	577	0.327	0.32
	36	SA+RT	C2	3	3.50	22.0		27	2067	56	0.027	0.027	43	2045	58	0.028	0.32
		RT	C3	3	3.50	19.0		100	1951	52	0.027		100	1951	55	0.028	
Fung Ki Road	NB	LT	C1	4	3.50	10.0		100	1709	26	0.015		100	1709	16	0.009	
		ST+RT	C2	4	3.50	14.0		30	2039	46	0.023		16	2070	38	0.018	0.01
		RT	C3	4	3.00	11.0		100	1808	40	0.022		100	1808	33	0.018	
pedestrian pha	ise		Fp	1, 4		min c	rossing	time =	7	Sec	GM +	10	sec F	GM =	17	sec	
			Gp	2, 3, 4			rossing		5		GM +	10		GM =	15	sec	
			Нр	1		min c	rossing	time =	5	sec	GM +	9	sec F	GM =	14	sec	
			lp	1		min c	rossing	time =	10	sec	GM +	9	sec F	GM =	19	sec	
			Jp	3		min c	rossing	time =	5	sec	GM +	8	sec F	GM =	13	sec	
AM Traffic Flov	w (pcu/hr)		N	PM Tra	ffic Flov	/ (pcu/hr	.)		N	S=1940+1	00(W-3.25)	S=2080+10	0(W-3.25)	Note:		
	67 ←	→ 383	\uparrow			80	\leftrightarrow	577	\uparrow	S _M =S÷(1+	1.5f/r)	5	S _M =(S−230)	÷(1+1.5f/r)			
192 1		41			162 1		33				AM	Peak	PM	Peak			
	607				162	485		100			1+2+3		1+2,3+4				
		363					400	426		Sum y	0.429		0.509				
	22	369				22	428	68		L (s)	37		20				
26	32 54 → 54				16	32	39	60		C (s) practical y	128 0.640		128 0.759				
20					10		00			R.C. (%)	49%		49%				
1		2				3				4				5			
t	< ^{Fp} →			- → C3		∢ Jp	→ ← C1	→ → C2 C3				Fp→					
A1 A2	NP		Gp. ↓				Gp.				Gp <mark>∲</mark>						
Hp			·	B2	↓		•				• D1 D2 D3	3					
lp ◄ -	° →			B1							זיני 1 ר ך	, ►					
AM G =	:	I/G = 6	G =		I/G =	5	G =		I/G =	9	 G =	12	I/G =	8	G =		
G =		I/G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		
PM G =		I/G = 6	G =		I/G =		G =		I/G =	9	G =		I/G =	8	G =		
G =		I/G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		

Scenario:	Future Cor	ndition (With	Permitte	ed Sche	me)											Ρ.	5
Design Year:	2031	Designe	ed By:				-	Checke	d By:					Date:	31	Aug 20	23
	Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill	Turning %	Sat. Flow	AM Peak Flow	y value	Critical y	Turning %	Sat. Flow	PM Peak Flow	y value	Critical
		17.04					Gradient		(pcu/hr)	(pcu/hr)		,		(pcu/hr)	(pcu/hr)		
Shap Pat Heur B	ng Road	LT+SA SA	A1 A2	1	3.50 3.50	14.0		52	1861 2105	388 439	0.208	0.209	63	1841 2105	292 333	0.159	0.15
D		04	ΠZ		3.30				2105	433	0.203	0.203		2105	555	0.130	
Shap Pat Heur	ng Road	LT+SA	B1	2	3.50	9.0		12	1926	465	0.241	0.241	15	1917	510	0.266	
VB		SA+RT	B2	2	3.50	18.0		99	1945	470	0.242		100	1943	530	0.273	
	0.5				0.50	40.0		400	1700	10.1	0.070		100	4700	050	0.070	0.07
ung Ki Road	SB	LT SA+RT	C1 C2	2,3	3.50 3.50	13.0 22.0		100 32	1762 2060	491	0.279	0.029	100 47	1762 2040	652 62	0.370	0.37
		RT	C2	3 3	3.50	19.0		32 100	2060 1951	59 56	0.029	0.029	47 100	1951	62 59	0.030	
ung Ki Road	NB	LT	C1	4	3.50	10.0		100	1709	30	0.018		100	1709	19	0.011	
	IND	ST+RT	C1 C2	4	3.50	14.0		30	2039	46	0.018		18	2065	38	0.011	
		RT	C3	4	3.00	11.0		100	1808	40	0.022		100	1808	34	0.019	0.01
								-		-			-				
edestrian pha	ase		Fp	1, 4		min c	rossing	time =	7	sec	GM +	10	sec F	GM =	17	sec	
			Gp	2, 3, 4		min c	rossing	time =	5	sec	GM +	10	sec F	GM =	15	sec	
			Нр	1			rossing		5		GM +	9		GM =	14	sec	
			lp Jp	1			rossing t rossing t		10 5		<u>GM +</u> GM +	9 8		GM = GM =	19 13	sec sec	
_																	
M Traffic Flov	w (pcu/hr)		N	PM Tra	ffic Flov	v (pcu/hr	.)		N	S=1940+1	00(W–3.25) :	S=2080+10	0(W–3.25)	Note:		
	75 ←		\uparrow			88	++→	652	\uparrow	S _M =S÷(1+	1.5f/r)	5	S _M =(S−230)	÷(1+1.5f/r)			
201		40			184		33		I		AM	Peak	PM	Peak			
	► 626	465			>	441		530			1+2+3		1+2,3+4				
		415					431	T		Sum y	0.479		0.547				
	32	55				31	101	↓ 79		L (s)	37 128		20 128				
3(0 ↓ 54				10	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓	41	15		C (s) practical y	0.640		0.759				
00					10					R.C. (%)	34%		39%				
		2		Ļ		3 ∢- …	•	┥┕		4				5			
				C3		Jþ	C1 Gp;	C2 C3			Gp <mark>∲</mark>	< ^{Fp} →					
A1 A2	<- ^{Fp} →		Gp <u>;</u>				Gp.										
A1 A2 Hp			Gp <mark></mark> ↓	B2			€p. ★				• D1 D2 D3	3					
A1 A2 Hpţ			Gp. ↓	B2 B1			⊌ •					3					
Hp, 	₽ 	//G = 6	G =		↓ I/G =		G =		I/G =	9	D1 D2 D3 ▲]	•	I/G =		G =		
Hp ↓ ↓	₽ - → - I				•				I/G = I/G = I/G =	9		•	I/G = I/G = I/G =		G = G = G =		

Scenario:	Future Co	ndition (With	Propose	ed Deve	lopment	:)										P.	6
Design Year:	2031	Designe	ed By:				-	Checke	d By:					Date:	31	Aug 20	23
	Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill	Turning %	Sat. Flow	AM Peak Flow	y value	Critical y	Turning %	Sat. Flow	PM Peak Flow	y value	Critical
Chan Dat Llau	an Daad	17.04		4	2.50	44.0	Gradient		(pcu/hr)	(pcu/hr)			62	(pcu/hr)	(pcu/hr)		0.45
Shap Pat Heur EB	ng Road	LT+SA SA	A1 A2	1	3.50 3.50	14.0		52	1861 2105	388 439	0.208	0.209	63	1841 2105	292 333	0.159	0.15
_D		34	R2		3.50				2105	439	0.209	0.209		2105	333	0.150	
Shap Pat Heur	ng Road	LT+SA	B1	2	3.50	9.0		12	1926	467	0.242	0.242	15	1917	513	0.268	
VB	3	SA+RT	B2	2	3.50	18.0		99	1945	471	0.242		100	1943	530	0.273	
Fung Ki Road	SB	LT	C1	2,3	3.50	13.0		100	1762	491	0.279		100	1762	652	0.370	0.37
		SA+RT	C2	3	3.50	22.0		32	2060	59		0.029	47	2040	62	0.030	
		RT	C3	3	3.50	19.0		100	1951	56	0.029		100	1951	59	0.030	
Fung Ki Road	NB	LT	C1	4	3.50	10.0		100	1709	30	0.018		100	1709	19	0.011	
		ST+RT RT	C2 C3	4	3.50 3.00	14.0 11.0		30 100	2039 1808	46 40	0.023		18 100	2065 1808	38 34	0.018	0.01
pedestrian pha	ase		Fp	1, 4		min c	rossing	time =	7	sec	GM +	10	sec F	GM =	17	sec	
			Gp	2, 3, 4		min c	rossing	time =	5		GM +	10		GM =	15	sec	
			Нр	1			rossing		5		GM +	9		GM =	14	sec	
			lp Jp	1 3			rossing rossing		10 5		<u>GM +</u> GM +	9 8		GM = GM =	19 13	sec sec	
AM Traffic Flov			N	PM Tra	Iffic Flov	v (pcu/hr			N	S=1940+1	00(W–3.25)	S=2080+10	0(W–3.25)	Note:		
	75 🔶	491	\uparrow			88	+++	652	\uparrow	S _M =S÷(1+	1.5f/r)	\$	S _M =(S–230)	÷(1+1.5f/r)			
201 1	• 626	40			184		33		I		AM	Peak	PM	Peak			
	626	465				441		520			1+2+3		1+2,3+4				
		465					424	5 <u>3</u> 0 ←		Sum y	0.480		0.547				
		55					434	79		L (s)	37		20				
	32) ←	55			10	31 ↓ ↓		79		C (s)	128		128				
30	54				19		41			practical y R.C. (%)	0.640 33%		0.759 39%				
1		2		Ļ		3	•	┥┕		4				5			
A1 A2	< ^{Fp} →		~ †	C3		Jp	C1 Gp	C2 C3			Gp <mark>∲</mark>	∢ ^{Ep} →					
→ A2 Hp			Gp. ∳		•		Gp. ★				Gp. ★						
) →			B2 B1	↓	-					D1 D2 D3 ◆1 ┝• Г	3 ►					
AM G =		I/G = 6	G =		↓ I/G =	5	G =		I/G =	9	 G =	12	I/G =	8	G =		
G =		I/G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		
PM G =		I/G = 6	G =		I/G =		G =		I/G =	9	G =		I/G =	8	G =		
G =		I/G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		

Junction:		at Heung Road	/ Tai Ke	i Leng F	Road									-	Job Nu	mber:	J7231
Scenario:	Existing	g Condition												-		Ρ.	7
Design Year:	2022	Designe	ed By:				_	Checke	ed By:				-	Date:	31	1 Aug 20)23
										AM Deals					D11 Deals		
	Approach	Nearside	Phase	Stage	Width (m)) Radius (m)	i) % Up-hill	Turning %			y value	Critical y	Turning %	Sat. Flow		y value	Critical y
Shap Pat Heu	ing Road	SA	A1	1	4.00	+	Gradient		(pcu/hr) 2015	(pcu/hr) 504	0.250			(pcu/hr) 2015	(pcu/hr) 532	0.264	
SB	Ily Road	SA		1	4.00	<u> </u>	+	1	2155	540	0.251		1	2155	569	0.264	
50			~~	<u> </u>	4.00	+	+	<u> </u>	2100	340	0.201			2100	505	0.207	
Shap Pat Heu	ing Road	LT+SA	A3	1	4.00	15.0	+	77	2152	584	0.271	0.271	91	2128	759	0.357	0.357
NB	Ily Noau	SA		1	4.00	10.0	+	<u>''</u>	2152	584	0.271	0.27 1	31	2125	768	0.356	0.007
IND		00	/\4	-	4.00				2100	504	0.211			2100	100	0.000	
Tai Kei Leng F	Pood	LT+RT*	B1	2	3.65	15.0		100	1800	604	0.336	0.336	100	1800	625	0 347	0.347
EB	Clau	LITIN		<u> </u>	0.00	10.0		100	1000	00-	0.000	0.000	100	1000	020	0.0-11	0.047
ED			<u> </u>		+	+	+	<u> </u>									
					+	+	+										
					+	+	+'										
 					+	+	+									┼───┘	
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pedestrian pha	ase		──	──	—	──			──						──	 '	
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																<u> </u>	<u> </u>
AM Traffic Flor	ow (pcu/hr)	N	PM Tra	affic Flov	<i>w</i> (pcu/h	r)		N	S=1940+1	100(W–3.25	5)	S=2080+10	00(W-3.25)	Note:		
			N				,		5	S _M =S÷(1+					*Adjuste	ed based o	on site
											1				Factor		
I	+ 1044		I			• 1101			I	1		Peak		Peak	ł		
	10-11		I			1101			I	┣──	1+2		1+2		ł		
		721 +					839	· •	-	Sum y	0.607		0.704		ł		
		ŧ	I				000	ŧ	I	L (s)	10		10	┼───	•		
_		447	I					688	I	C (s)	128	──	128	┨────	4		
58	8	546	I		83		542		I	practical y	0.830	<u> </u>	0.830	──	4		
	<u> </u>			<u> </u>						R.C. (%)	37%	L	18%				
1		2				3				4				5			
A1 A2																	
	A4 A3																
		`↓		B1													
			•	T													
AM G =		I/G = 7	G =	<u> </u>	I/G =	5	G =		I/G =		G =		I/G =	<u> </u>	G =		
G =		I/G = 7	G =		I/G =		G =		I/G =		G =		I/G =		G =		
PM G =		I/G = 7	G =		I/G =		G =		I/G =		G =		I/G =		G =		
гм G = G =		I/G = 7	G =		I/G =		G =		I/G =		G =		I/G =		G =		
-			-				-				-				-		

Junction:	Shap Pat	Heung Road /	/ Tai Ke	i Leng F	₹oad									_	Job Nu	imber:	J7231
Scenario:	Future Co	ondition (With	Permitte	ed Sche	me)											P.	8
Design Year:	2031	Designe	ed By:				_	Checke	ed By:				_	Date:	31	1 Aug 20)23
				_	_	_					_	_			_	_	
	Approach		Phase	Stage	Width (m)	Radius (m)) % Up-hill	Turning %	Sat. Flow		y value	Critical y	Turning %			y value	Critical y
			\vdash	\vdash	+	┼───	Gradient	┣───	(pcu/hr)	(pcu/hr)		'	 '	(pcu/hr)	(pcu/hr)		┼──┤
Shap Pat Heu	ng Road	SA		1	4.00		──′	┣───	2015	566	0.281	'	├ ───'	2015	548	0.272	
SB		SA	A2	1	4.00		───′	┨────	2155	605	0.281	'	 '	2155	586	0.272	┨───┦
		·=	<u> </u>	\vdash	+	<u> </u>	──′	<u> </u>					<u> </u>		<u> </u>		╉───┦
Shap Pat Heu	ng Road	LT+SA		1	4.00	15.0	───′	67	2169	625	0.288	0.288	79	2148	765	0.356	
NB		SA	A4	1	4.00	<u> </u>	───┘	──	2155	620	0.288	'	 '	2155	767	0.356	0.356
			├ ───'	───	──		──'	──		'		'	 '	'			──┦
Tai Kei Leng F	₹oad	LT+RT		2	4.50	15.0	<u> '</u>	100	1877	480	0.256		100	1877	435	0.232	
EB		RT	B2	2	4.50	13.0	<u> '</u>	100	1977	506	0.256	0.256	100	1977	458	0.232	0.232
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pedestrian pha	200	i	<u> </u>	<u> </u>	<u> </u>	<u> </u>	·	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>	<u> </u>	<u> </u>	<u> </u>
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				├──									├──				
┣────			<u>├</u> ───'	──	┼───								──				
			<u> </u>														
AM Traffic Flo	w (pcu/hr)			PM Tra	affic Flov	v (pcu/hr	r)		N	S=1940+1	100(W-3.25	i)	S=2080+10)0(W-3.25)	Note:		
									R	S _M =S÷(1+′	1.5f/r)		S _M =(S–230))÷(1+1.5f/r)			
			\sim						\mathbf{i}		AM	Peak	PM	Peak	1		
	+ 1171		ŀ		 →	1134			I	'	1+2		1+2		1		
			l						I	Sum y	0.544		0.588	1	1		
		828 +	l				925	•		L (s)	10		10	1	1		
		↓ 417	ł					↓ 607	I	C (s)	128		128		1		
10	7		ŀ		115	←→	778		I				0.830		1		
107		19	l		110		110		I	practical y R.C. (%)	52%		41%		1		
				<u> </u>		<u>_</u>					J2 /0			لــــــــــــــــــــــــــــــــــــ	<u> </u>		
1		2				3				4			I	5			
													I				
A1 A2													I				
	A4 ← A3 ←												I				
		↓		B1 B2									I				
			-										I				
AM G =		I/G = 7	G =	· ·	I/G =	5	G =		I/G =		G =		I/G =		G =		
G =		I/G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		
		I/G = 7			I/G =		G =		I/G =		G =		I/G =		G =		
PM G =			G =														
G =	-	I/G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		

Junction:	Shap Pat He	eung Road	/ Tai Ke ⁱ	i Leng F	Road									-	Job Nu	imber:	J7231
Scenario:	Future Cond	lition (With	Propose	ed Deve	lopment	t)										P.	. 9
Design Year:	2031	Designe	ed By:				_	Checke	∋d By:				_	Date:	31	1 Aug 20)23
	Approach	ļ	Phase	Stage	Width (m)) Radius (m)		Turning %	Sat. Flow	AM Peak Flow	y value	Critical y	Turning %			y value	Critical y
Shap Pat Heu	na Poad	SA	A1	1	4.00	+	Gradient		(pcu/hr) 2015	(pcu/hr) 566	0.281	<u> </u>		(pcu/hr) 2015	(pcu/hr) 548	0.272	+
SB	ng ruau	SA		1	4.00				2015	605	0.281	<u>├</u> ──'		2015	586	0.272	
<u> 20</u>		37	HZ	\vdash	4.00	+			2100	000	0.201	┝───┘		2100	500	0.212	
Shap Pat Heu		LT+SA	A3	1	4.00	15.0		67	2169	626	0.289	0.289	79	2148	766	0.357	0.357
	Ný rudu	LT+SA SA		1	4.00	10.0		07	2169	620	0.289	0.205	13	2148	769	0.357	1
NB		37	A4		4.00				2100	022	0.205	<u>├</u> ──'		2100	109	0.557	+
Tai Kei Leng F	Poad	LT+RT	B1	2	4.50	15.0		100	1877	483	0.257	<u>├</u> ───'	100	1877	436	0.232	+
EB	loau	RT		2	4.50	13.0		100	1977	403 508	0.257	0.257		1977	459	0.232	
ED			52		4.00	13.0		100	1911	500	0.201	0.201	100	1911	400	0.202	0.202
											<u> </u>	<u>├</u> ──'					++
					+	+					<u> </u>	'					++
					+	+					<u> </u>	'					++
			I		+	+					<u> </u>	<u>├</u> ──'					++
					+	+						'					++
 			—		+	+						┝───┘					++
┣────		——I	<u>г</u>	├──	 	 	┼──	├──			├	┝───┘	├──			┼──	++
┣────		——I	<u>г</u>	├──	 	 	┼──	├──			├	┝───┘	├──			┼──	++
		l	—	├	┼──	┼──		├			├	├ ───'	├				┨───┦
				├───		┼───	┼───	┣───	├───	├───	├──	┝───┘	┣───	├───	├───	┼───	╂───┦
		———————————————————————————————————————	<u>г</u>	┝───				┣──			├───	├ ───'	┣───				
				├───	┼───	┼───	┼───	┣───			├───	├ ───'	╂───			┼───	┼──┤
l trian alt		I	<u>г</u>	├───	┼───	┼───	L	<u> </u>	┝───	┝───	<u> </u>	┝────┘	┞───	<u> </u>	┢────	┝───	
pedestrian pha	ase	———————————————————————————————————————	<u>г</u>	┝───								├───					
				├───	┼───	┼───						├───	├───			┼───	+
		ł	\vdash	├───	┼──	┼──										┼───	+
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		I	┢───┘	├	┼──	┼──			──	──		──	──		──	┨────	
		l	⊢	├───	┼──	┼──										┼───	+
┣────		ļ	⊢ '	├	┼──	┼──			───	───		├	──			┼───	
			<u> </u>	<u> </u>													
AM Traffic Flor	w (pcu/hr)		Ν	PM Tra	affic Flov	w (pcu/hr	r)		Ν	S=1940+1	100(W-3.25)	S=2080+10)0(W-3.25)	Note:		
				1					R	S _M =S÷(1+	1.5f/r)	·	S _M =(S–230))÷(1+1.5f/r)	1		
			Ì	1					Ì		AM	Peak	PM	Peak	1		
│ ──	+ 1171			1		1134			ļ	_	1+2		1+2		1		
			1	1					I	Sum y	0.546		0.589		1		ļ
	8	331 -	1	1			928	•	. '	L (s)	10		10		1		ļ
		↓ 417	1	1				↓ 607	I	C (s)	128		128		1		
10 ⁻	7 ← → 884			1	115	;←→	780		I	practical y	0.830		0.830		1		
			_!	l _					 	R.C. (%)	52%		41%		1		
1		2				3				4				5			
1		2				3				4				5			
→ A1																	
→ A2	A4 🗲																
	A3 🗲			21 00													
	•		•	B1 B2													
┣────																	
AM G =	= I/G	G = 7	G =		I/G =	5	G =		I/G =		G =		I/G =		G =		
G =	<u>= I/G</u>	3 =	G =		I/G =		G =		I/G =		G =		I/G =		G =		
PM G =	= I/G	G = 7	G =		I/G =	5	G =		I/G =		G =		I/G =		G =		
G =	= I/C	G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		

Roundabout Analysis

Junction:	Shap Pat H	eung Interchange		Jol	b Number: J7231
Scenario:	Existing Co	ndition			P. 10
Design Year:	2022	Designed By:	Checked By:	Date:	31 Aug 2023

AM Peak

AIVI Feak					
Arm	To A	To B	To C	Total	q _c
From A	8	977	605	1590	1060
From B	679	0	793	1472	613
From C	481	1060	0	1541	687
Total	1168	2037	1398	4603	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	7	848	788	1643	757
From B	939	0	865	1804	795
From C	581	757	0	1338	946
Total	1527	1605	1653	4785	

Legend

Legena	
Arm	Road (in clockwise order)
Α	Shap Pat Heung Road SB
В	Slip Road WB
С	Slip Road EB
D	
Е	
F	
G	
н	

Geometric Parameters

Geometrik		513					
Arm	e (m)	v (m)	r (m)	L (m)	D (m)	Ø (°)	S
From A	10.0	7.3	20.0	5.0	100	45	0.9
From B	8.5	7.3	30.0	3.0	100	40	0.6
From C	10.0	7.3	40.0	5.0	100	50	0.9
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_cq_c)$

eulctiv	$e = quation q_E = n(1 - 1_c q_c)$
Q_E	Entry Capacity
q _c	Circulating Flow across the Entry
К	= 1-0.00347(Ø-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	$= 0.210t_{D}(1+0.2x_{2})$
t _D	= 1+0.5/(1+M)
М	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)

Limitation

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

Ratio-of-Flow to Capacity (RFC)

= 1.6(e-v)/L

s

							Q _E		Entry Flow		RFC	
Arm	x ₂	М	t _D	К	F	f _c	AM	PM	AM	PM	AM	PM
From A	8.29	54.60	1.01	0.95	2511.79	0.56	1815.14	1977	1590	1643	0.88	0.83
From B	7.83	54.60	1.01	0.98	2371.37	0.54	2000.68	1904	1472	1804	0.74	0.95
From C	8.29	54.60	1.01	0.96	2511.79	0.56	2029.37	1890	1541	1338	0.76	0.71
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Shap Pat I	Heung Interchange	Job	Job Number: J7231		
Scenario:	Future Cor	ndition (With Permitted Schem		P. 11		
Design Year:	2031	Designed By:	Checked By:	Date:	31 Aug 2023	

AM Peak

AIVI Feak					
Arm	To A	To B	To C	Total	q _c
From A	0	0	850	850	1144
From B	880	0	0	880	850
From C	365	1144	0	1509	880
				0	2389
Total	1245	1144	850	3239	

PM Peak

Arm	To A	To B	To C	Total	(
From A	0	0	899	899	83
From B	1190	0	0	1190	89
From C	342	832	0	1174	11
				0	23
Total	1532	832	899	3263	

Legend

Legena	
Arm	Road (in clockwise order)
Α	Shap Pat Heung Road SB
В	Slip Road WB
С	Slip Road EB
D	
Е	
F	
G	
н	

Geometric Parameters

Geometri		513					
Arm	e (m)	v (m)	r (m)	L (m)	D (m)	Ø (°)	S
From A	10.0	7.3	20.0	5.0	100	45	0.9
From B	8.5	7.3	30.0	3.0	100	40	0.6
From C	10.0	7.3	40.0	5.0	100	50	0.9
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_cq_c)$

eulcuv	$e = Qualion Q_E = N(1 - 1_c Q_c)$
Q_E	Entry Capacity
q _c	Circulating Flow across the Entry
Κ	= 1-0.00347(Ø-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	$= 0.210t_D(1+0.2x_2)$
t _D	= 1+0.5/(1+M)
М	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)

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

Ratio-of-Flow to Capacity (RFC)

= 1.6(e-v)/L

S

							Q _E	Entry Flow			RFC	
Arm	x ₂	М	t _D	К	F	f _c	AM	PM	AM	PM	AM	PM
From A	8.29	54.60	1.01	0.95	2511.79	0.56	1770	1937	850	899	0.48	0.46
From B	7.83	54.60	1.01	0.98	2371.37	0.54	1874	1848	880	1190	0.47	0.64
From C	8.29	54.60	1.01	0.96	2511.79	0.56	1926	1759	1509	1174	0.78	0.67
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Junction:	Shap Pat H	leung Interchange		Job	Number: <u>J7231</u>
Scenario:	Future Cor	dition (With Proposed Develop	oment)		P. 12
Design Year:	2031	Designed By:	Checked By:	Date:	31 Aug 2023

AM Peak

AWITEAK					
Arm	To A	To B	To C	Total	q _c
From A	0	0	853	853	1144
From B	881	0	0	881	853
From C	367	1144	0	1511	881
				0	2392
Total	1248	1144	853	3245	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	0	900	900	832
From B	1191	0	0	1191	900
From C	344	832	0	1176	1191
				0	2367
Total	1535	832	900	3267	

Legend

S

Logona	
Arm	Road (in clockwise order)
А	Shap Pat Heung Road SB
В	Slip Road WB
С	Slip Road EB
D	
Е	
F	
G	
н	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	Ø (°)	S
From A	10.0	7.3	20.0	5.0	100	45	0.9
From B	8.5	7.3	30.0	3.0	100	40	0.6
From C	10.0	7.3	40.0	5.0	100	50	0.9
From D							
From E							
From F							
From G							
From H							

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

culcuv	$e = cquation q_E = r(1 - 1_c q_c)$
Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
К	= 1-0.00347(Ø-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	$= 0.210t_D(1+0.2x_2)$
t _D	= 1+0.5/(1+M)
М	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)

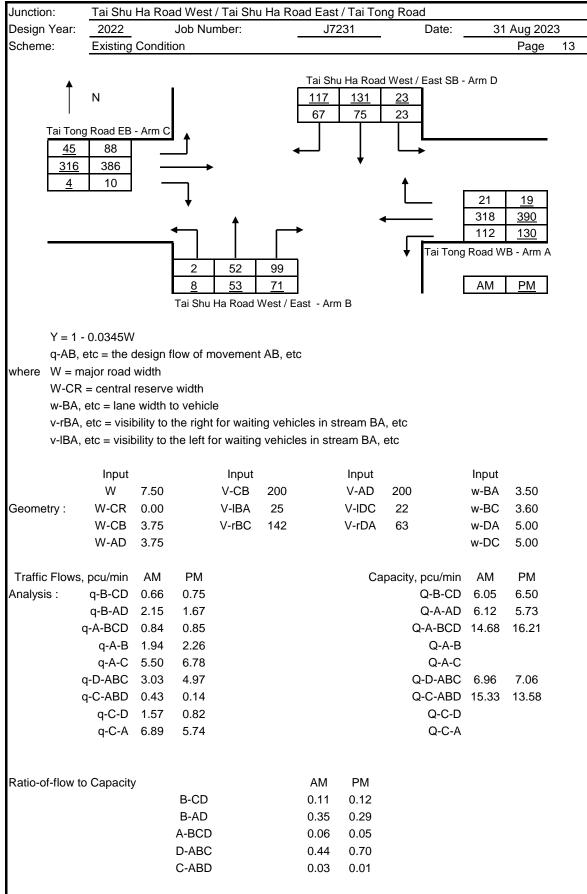
Limitation

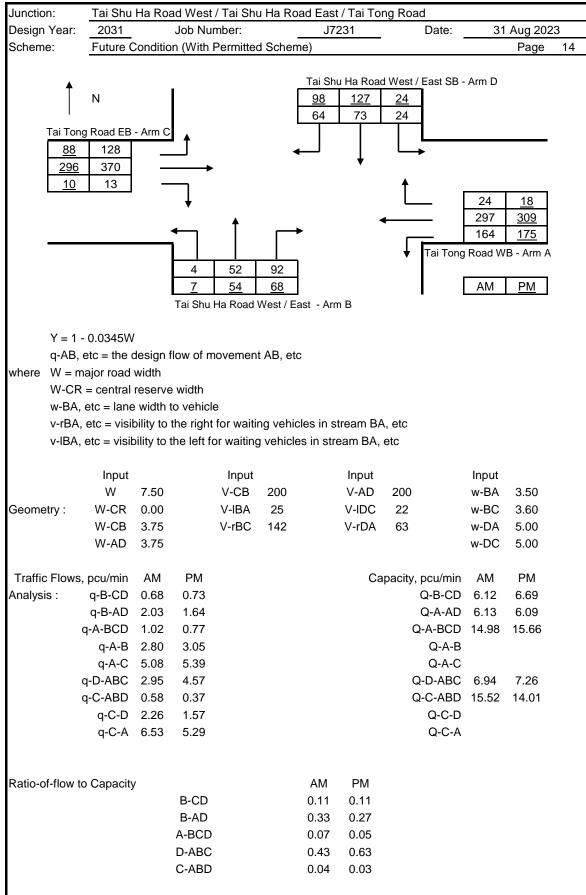
е	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
Ø	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

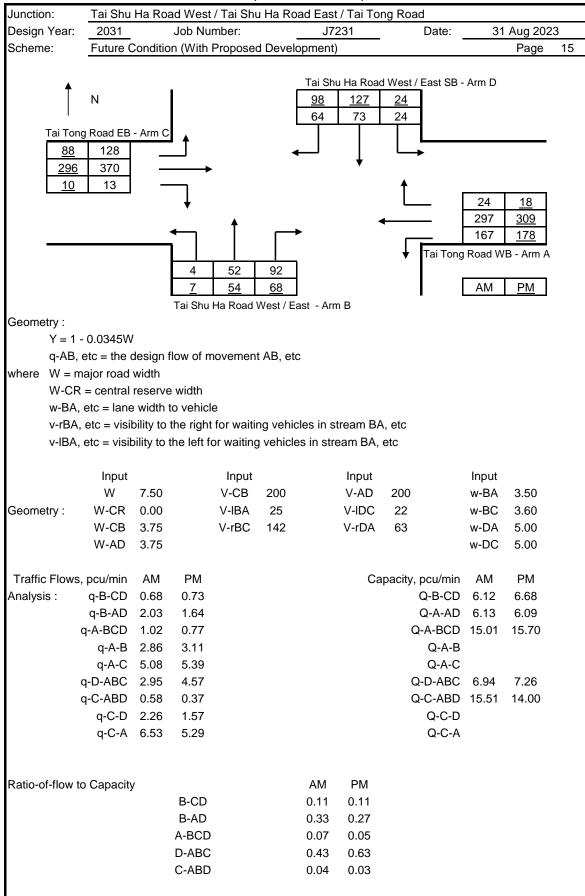
Ratio-of-Flow to Capacity (RFC)

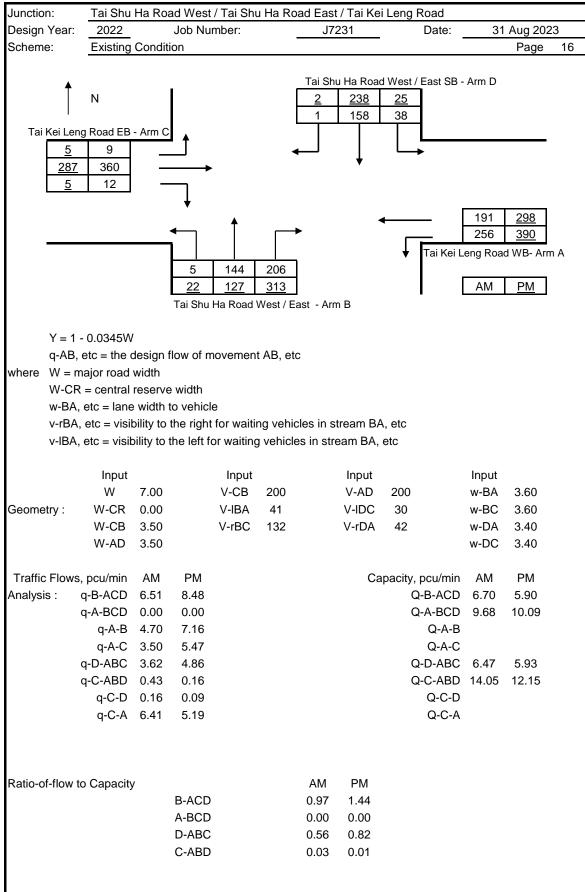
= 1.6(e-v)/L

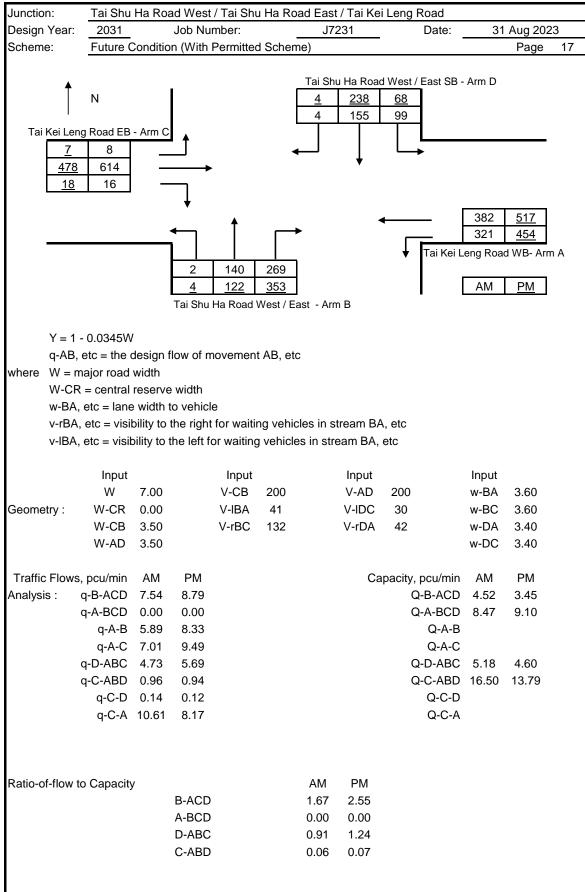
							Q _E		Entry Flow		RFC	
Arm	x ₂	М	t _D	К	F	f _c	AM	PM	AM	PM	AM	PM
From A	8.29	54.60	1.01	0.95	2511.79	0.56	1770	1937	853	900	0.48	0.46
From B	7.83	54.60	1.01	0.98	2371.37	0.54	1873	1848	881	1191	0.47	0.64
From C	8.29	54.60	1.01	0.96	2511.79	0.56	1925	1758	1511	1176	0.78	0.67
From D												
From E												
From F												
From G												
From H												

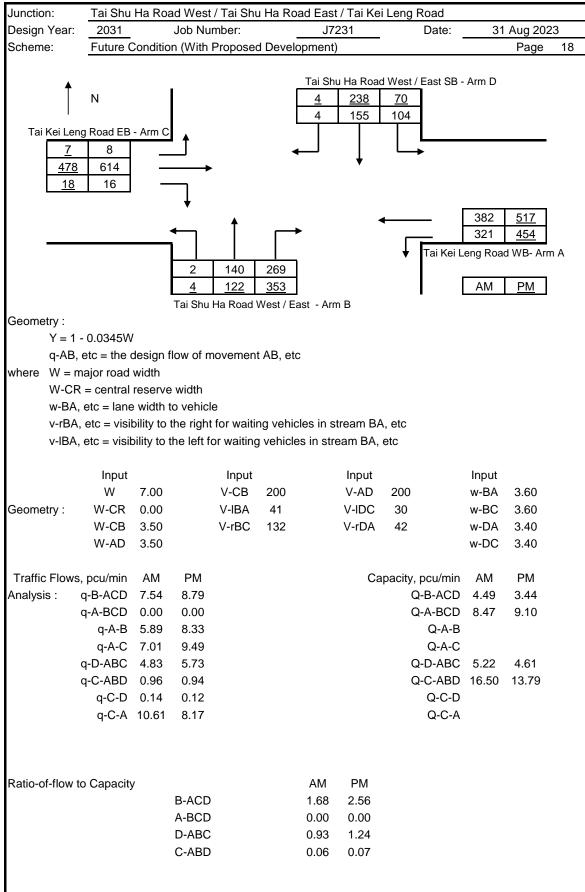












Junction:	Tai Shu Ha	a Road West	/ Tai Sł	nu Ha R	oad Eas	t / Tai K	ei Leng	Road							Job Nu	mber:	J7231	
Scenario:	Future Cor	ndition with R	load Im	proveme	ent Sche	me (Wit	th Permi	tted Sch	eme)							P. 17		
Design Year:	2031	Design	ed By:				-	Checke	d By:					Date:	31	Aug 20	23	
	Approach Nea	arside	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	Turning %	Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	y value	Critical y	
Tai Kei Leng R	Road	LT	A1	1,2	4.50	20.0	Gradient	100	1921	321	0.167		100	1921	454	0.236		
WB	louu	SA	A2	2	3.80	2010			2135	191	0.089			2135	259	0.121	0 121	
110		SA	A3	2	3.80				2135	191	0.089			2135	258	0.121	0.121	
		UA	7.0	2	0.00				2100	101	0.000			2100	200	0.121		
Tai Shu Ha Ro	ad East	LT+SA	B1	4	4.00	15.0		40	1938	258	0 1 2 2	0.133	23	1970	310	0.157	0 157	
SB		+RT	ы	4	4.00	15.0		40	1900	230	0.133	0.155	25	1970	510	0.157	0.157	
50																		
Tai Kei Leng R	Poad	LT+SA	C1	2,3	3.65	10.0		2	1974	334	0 160	0.169	3	1971	266	0.135		
	loau	SA+RT		2,3		10.0		5	1890			0.103	7					
EB		SA+RI	62	2,3	3.65			5	1690	320	0.169		1	1890	255	0.135		
Tai Chu Lla Da		17.04	DI	4	2.05	12.0		22	4007	200	0.440	0.440	40	4074	0.44	0.400	0.400	
Tai Shu Ha Ro	bad East	LT+SA +RT	D1	1	3.65	13.0		33	1907	209	0.110	0.110	49	1874	241	0.129	0.129	
NB																		
		RT	D2	1	3.65	10.0		100	1843	202	0.110		100	1843	238	0.129		
pedestrian pha	ase		Fp	5			rossing		7		GM +	11		GM =	18	sec		
			Gp	4,5			rossing		10		GM +	15		GM =	25	sec		
			Hp Ip	1,2,3,5 5			rossing rossing		6 8		<u>GM +</u> GM +	6 10		GM = GM =	12 18	sec sec		
			Jp	2,3,4,5			rossing		10		GM +	10	sec F		20	sec		
			Lp	3,4,5			rossing		7		GM +	8		GM =	15	sec		
			Np	1,5		min c	rossing	time =	8	sec	GM +	8	sec F	GM =	16	sec		
AM Traffic Flov	w (pcu/hr)		N	PM Tra	ffic Flow	(pcu/hr			1.4	S=1940+1	00(W-3.25) :	S=2080+10	0(W–3.25)	Note:			
	4 🛶	₩ 99	\uparrow			4	\leftrightarrow	68	\uparrow	S _M =S÷(1+	1.5f/r)	s	_M =(S–230)	÷(1+1.5f/r)				
8 ≜	1	55			Ŧ		238				AM	Peak	PM	Peak				
	► 630				\rightarrow	496					1+2,3+4+5		1+2+4+5					
+ 16					↓ 18					Sum y	0.412		0.407					
		382					517	←		L (s)	48		53					
	140	↓ 321				122		↓ 454		C (s)	128		128					
2	2 + + 26				4	→	353			practical y	0.563		0.527					
-							000			R.C. (%)	37%		29%					
4	I													-				
1	Hp	2		H p	+	3		H p	•	4	Gp			5	Gp	+ ↓ Hp	•	
		↑ .	~			t.	~					B1		+			•	
			C2				C2										lp	
		•		A3	←									F₽			¦ ♥	
	A1 🗸	- .	Jp	A2 A1	Ē		Jp		►.Lp		Jp		►.Lp		Jp		► Lp	
	∢ –·→ Np				•				A				4			∢ → Np	4	
AM G =		/G = 10	G =		I/G =		G =		I/G =	9	G =		I/G =	12	G =		G= 2	
G =		/G =	G =		I/G =		G =		I/G =		G =		I/G =		G =		G=	
AM G =		/G = 10	G =		I/G =	5	G =		I/G =	9	G =		I/G =	12	G =		G= 2	
G =		/G = 10	G =		I/G =	5	G =		I/G =	5	G =		I/G =		G =		G= 2 G=	
6=	· .		6 =		"G =		9 =		#G =		6 =		1/G =		6 =	I/	<u> </u>	

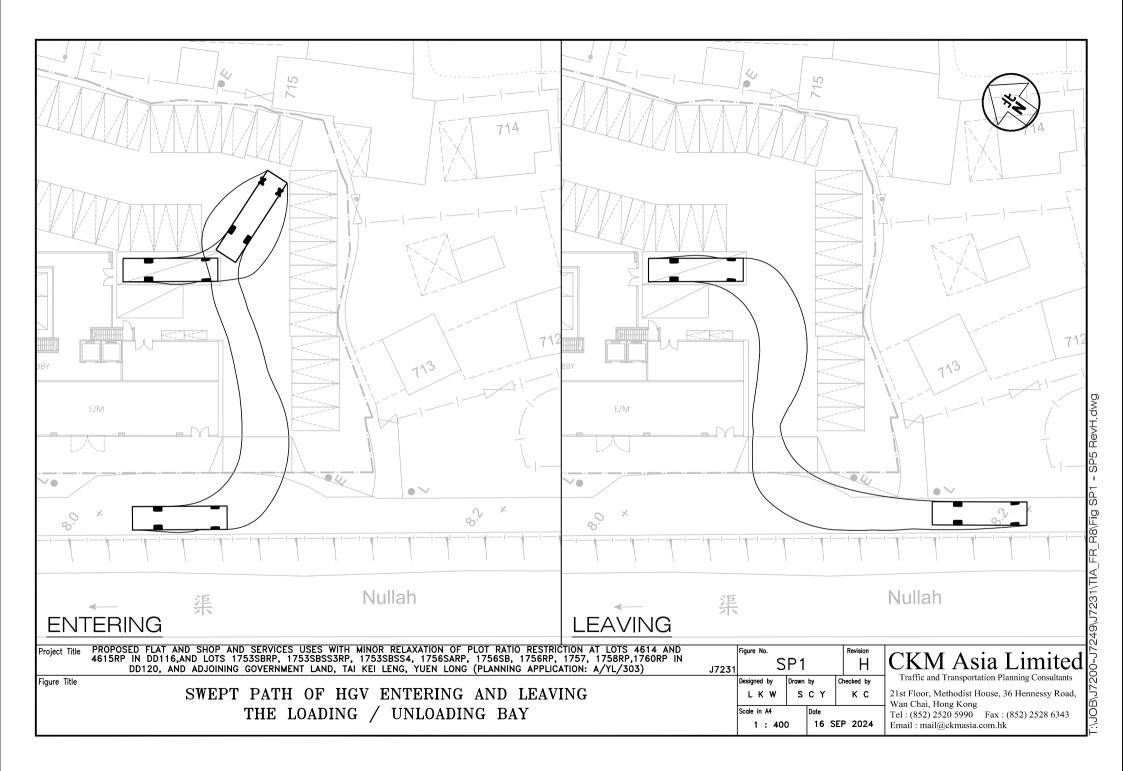
Junction:		Road West													Job Nu	mber:	J7231
Scenario:	Future Con	dition with R															18
Design Year:	2031	Design	ed By:				-	Checke	d By:					Date:	31	Aug 20)23
	Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	Turning %	Sat. Flow (pcu/hr)	AM Peak Flow	y value	Critical y	Turning %	Sat. Flow (pcu/hr)	PM Peak Flow	y value	Critical
Tai Kei Leng R	Road	LT	A1	1,2	4.50	20.0	Gradient	100	1921	(pcu/hr) 321	0.167		100	(pcu/iii) 1921	(pcu/hr) 454	0.236	
WB		SA	A2	2	3.80				2135	191	0.089			2135	259	0.121	0.12
		SA	A3	2	3.80				2135	191	0.089			2135	258	0.121	
Tai Shu Ha Ro	oad East	LT+SA	B1	4	4.00	15.0		41	1936	263	0.136	0.136	24	1968	312	0.159	0.15
SB		+RT															
Tai Kei Leng R	Road	LT+SA	C1	2,3	3.65	10.0		3	1971	334	0 169	0.169	3	1971	266	0.135	
EB	toad	SA+RT		2,3	3.65	10.0		5	1890	320	0.169	0.100	7	1890	255	0.135	
				,=				-									
Tai Shu Ha Ro	oad East	LT+SA	D1	1	3.65	13.0		33	1907	209	0.110	0.110	49	1874	241	0.129	0.12
NB		+RT															
		RT	D2	1	3.65	10.0		100	1843	202	0.110		100	1843	238	0.129	
pedestrian pha	ase		Fp	5		min c	rossing	time =	7	sec	GM +	11	sec F	GM =	18	sec	
			Gp	4,5		min c	rossing	time =	10		GM +	15	sec F	GM =	25	sec	
			Hp	1,2,3,5			rossing		6 8		GM +	6 10		GM =	12	sec	
			lp Jp	5 2,3,4,5			rossing rossing		0 10		<u>GM +</u> GM +	10		GM = GM =	18 20	sec sec	
			Lp	3,4,5			rossing		7	sec	GM +	8		GM =	15	sec	
			Np	1,5		min c	rossing	time =	8	sec	GM +	8	sec F	GM =	16	sec	
AM Traffic Flov	w (pcu/hr)		N	PM Tra	ffic Flow	/ (pcu/hr)		N	S=1940+1	00(W–3.25) :	S=2080+10	0(W-3.25)	Note:		
	4 🛶	→ 104	\uparrow			4	\leftrightarrow	70	~	S _M =S÷(1+	1.5f/r)	s	_M =(S–230)	÷(1+1.5f/r)			
8	1	55			7		238				AM	Peak	PM	Peak			
,	► 630				\rightarrow	496					1+2,3+4+5		1+2+4+5				
+ 16					↓ 18					Sum y	0.415		0.408				
	:	382					517	↓		L (s)	48		53				
	140	321				122		454		C (s)	128		128				
2	2 ← 🕇 → 269	9			4		353			practical y	0.563		0.527				
										R.C. (%)	36%		29%				
1	Hp ◀╶∵╺►	2		Hp		3		_ Hp		4	Gp			5	Gp	Нр	
	4	† .	~	•	-	t.	~	•				B1		+	•		•
			C1 C2				C1 C2										lp
	,	_		A3 A2										Fp			÷
D/ 50		- 1		HZ	·		Jp		▼.Lp		Jp		►.Lp		Jp		►.Lp
		•	►	AI	+	•			4	· ·			4	•			
D1 D2 ← ↑ AM G =	∢ → Np	G = 10	 G =	AI	↓ I/G =	•	≯ G =		4 I/G =	9	- G =		4 I/G =	12	- ·	▲→ Np 18 ^{1/}	/G=
†	→ Np = I/	G = 10 G =			↓ I/G = I/G =	_	- · → G = G =		▲ I/G = I/G =	9	G = G =		▲ I/G = I/G =	12	G = G =	18 1/	/G= /G=
AM G =	→ Np = 1/			AI		5										18 /	

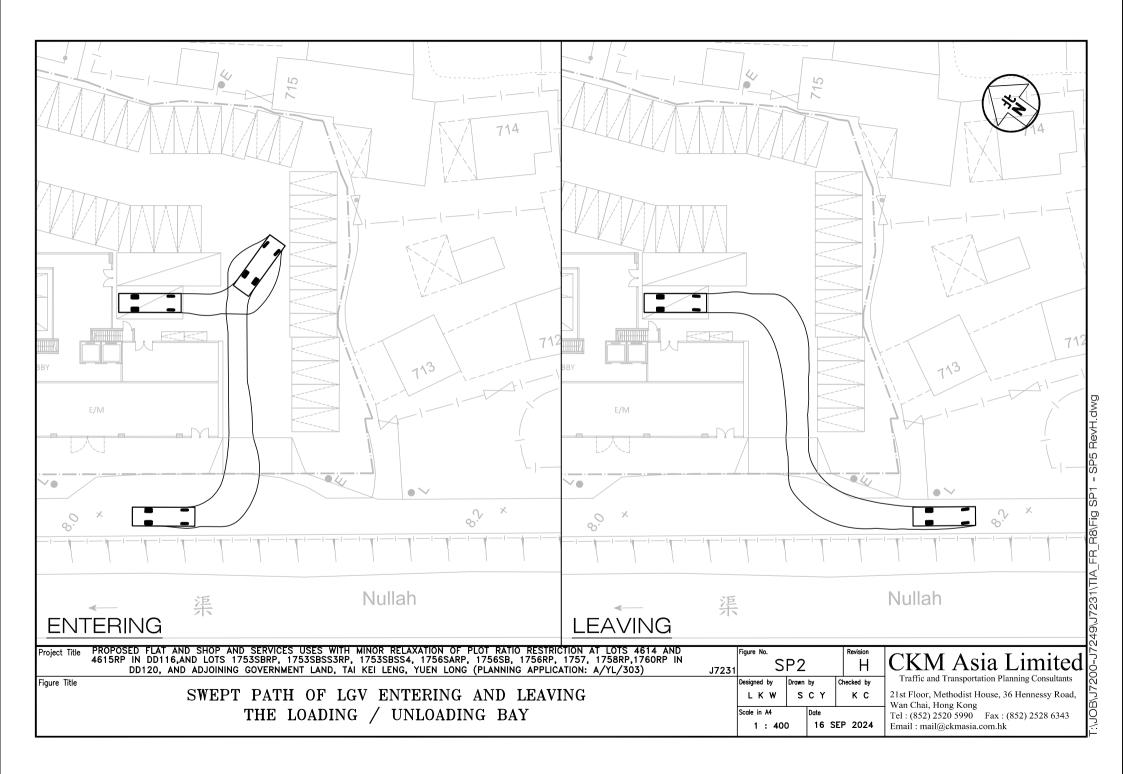
Appendix B – Public Transport Survey Result

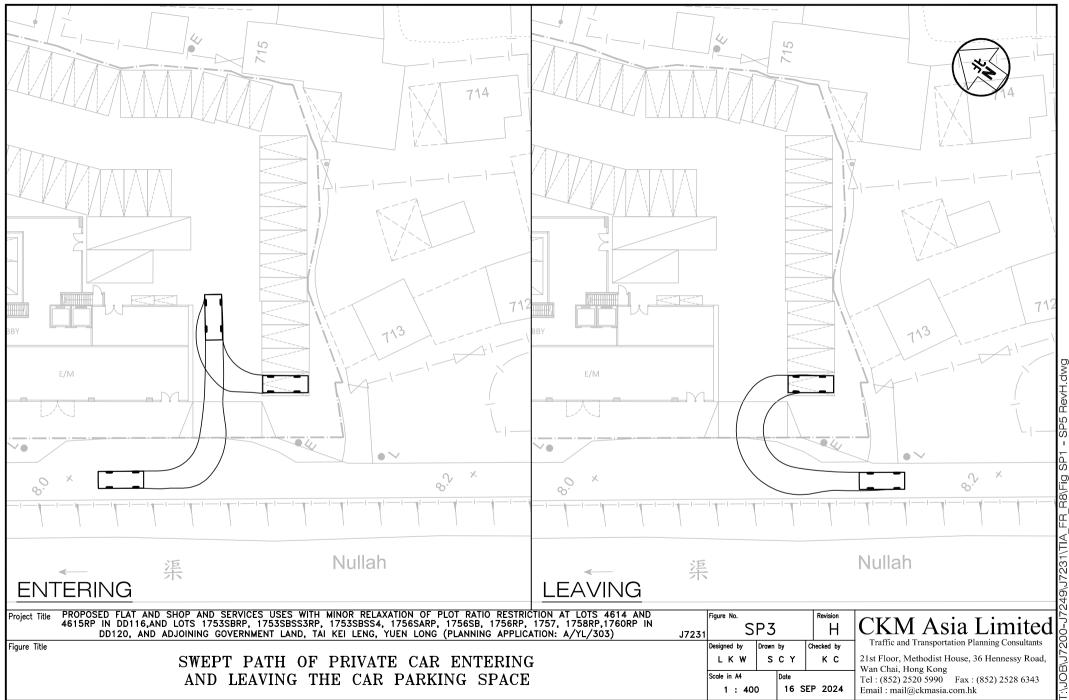
TABLE B1DETAILED INFORMATION OCCUPANCY SURVEY RESULT ON THE
PUBLIC TRANSPORT NEAR THE SUBJECT SITE

Direction	Routes		ļ	АМ		РМ						
		No. of	No. of P	assenger	Occu-	No. of	No. of P	assenger	Occu-			
		Trips	Capacity	Occupied	pancy	Trips	Capacity	Occupied	pancy			
			[a]	[b]	[c]=[b]/[a]		[a]	[b]	[c] = [b]/[a]			
To Yuen	KMB 68E	4	544	404	74%	2	146	60	41%			
Long Town	KMB 68F	2	143	45	31%	2	143	40	28%			
and other	KMB 268C	3	420	377	90%	/	/	/	/			
districts	KMB 968	7	989	869	88%	/	/	/	/			
	MTRB K66	7	875	317	36%	5	625	125	20%			
	GMB 73	20	323	265	82%	8	128	79	62%			
	RMB	57	921	885	96%	37	594	318	54%			
	Total	101	4215	<u>3162</u>	75%	55	<u>1636</u>	<u>622</u>	38%			
From Yuen	KMB 68E	2	266	127	48%	3	403	283	70%			
Long Town	KMB 68F	2	143	45	31%	3	207	125	60%			
and other	KMB 268C	/	/	/	/	/	/	/	/			
districts	KMB 968	/	/	/	/	/	/	/	/			
	MTRB K66	4	500	219	44%	7	875	710	81%			
	GMB 73	16	256	81	32%	15	240	213	89%			
	RMB	67	1096	160	15%	46	751	711	95%			
	Total	91	2261	632	28%	74	<u>2476</u>	2042	82%			

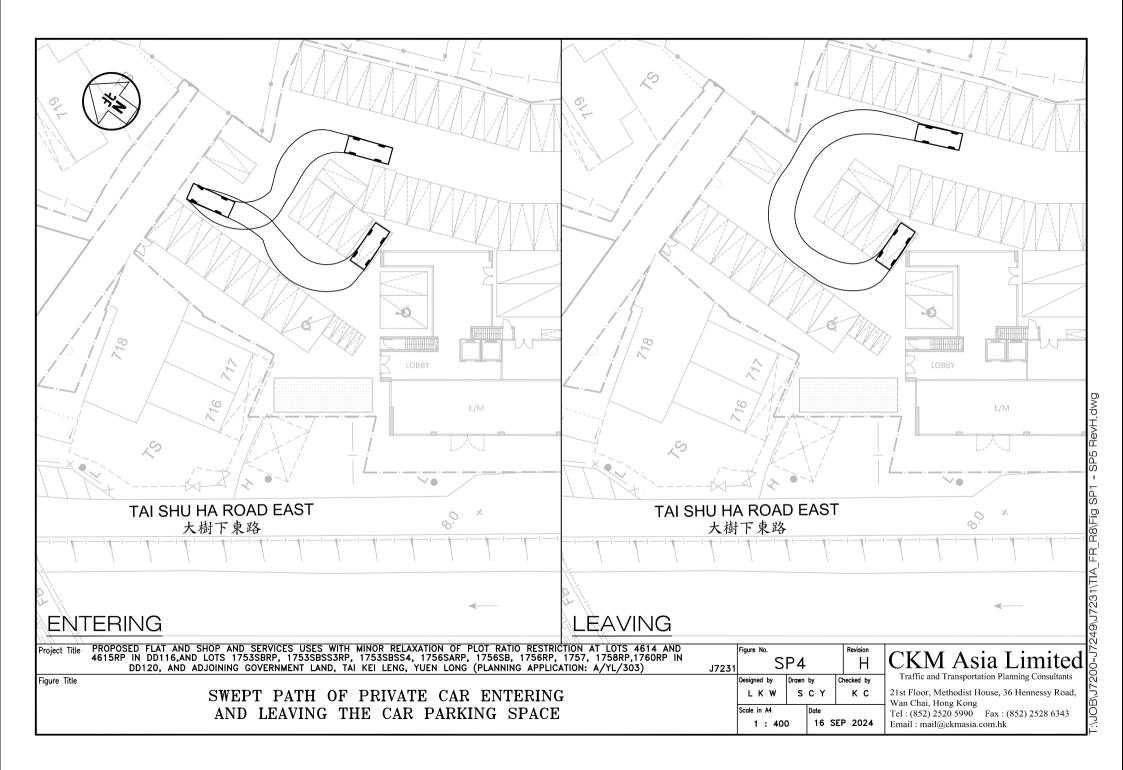
Appendix C – Swept Path Analysis

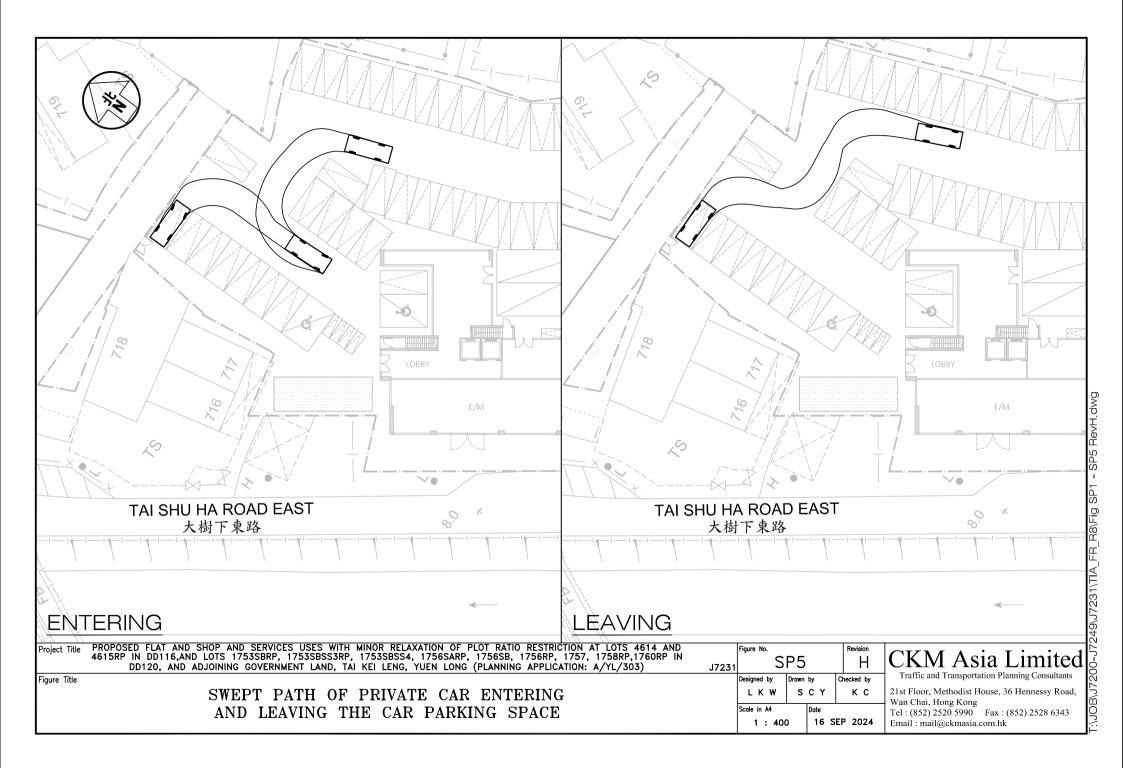






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Appendix D – Yuen Long South NDA



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Yuen Long South Development Area

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Positioning of Yuen Long South Development Area

<u>Planning, Urban and</u> <u>Landscape Design Concepts</u>

Revised Recommended Outline Development Plan

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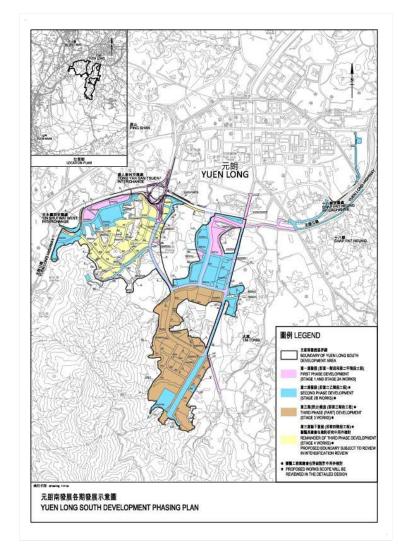
Last Review Date: 20/04/2022



YUEN LONG SOUTH DEVELOPMENT AREA

Development Phasing

The phasing plan and key figures of the Yuen Long South Development key figures are provided below:



Download

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<u>YUEN</u>元 LONG朗 SOUTH南 DEVELOPMENT 發展

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Last Review Date: 20/04/2022

Yuen Long South Development Area | Yuen Long South Development |

	First Phase Development	Second Phase Development	Third Phase Development [#]	Entire Development [#]
Development area	22 ha	63 ha	100 ha	185 ha
Housing yield (public/private)	4 300 units (4 300/Nil)	12 600 units (12 600/Nil)	16 000 units (5 400/10 600)	32 900 units (22 300/10 600)
Estimated new population	13 200	38 500	47 000	98 700
Industrial gross floor area	218 400 m ²	278 500 m ²	N/A	496 900 m ²
Commercial gross floor area	16 600 m ²	48 400 m ²	164 900 m ²	229 900 m ²
Estimated new employment	1 700	4 100	7 900	13 700
Private land to be resumed for Development area	15 ha [*]	135 ha		150 ha
Government land to be cleared for Development area	7 ha [*]	28	3 ha	35 ha
No. of households to be cleared	95	4	62	557
No. of business undertakings to be cleared	220	6	344	864
Active farmland to be affected	0.5 ha	4.	5 ha	5 ha (Based on the site survey conducted in 2013 under the "Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation")
Timing for site formation and engineering infrastructure works	2022 - 2028	2025 - 2031 tentative	2029 – 2033/2038 tentative	2022 - 2038 tentative

Footnote:

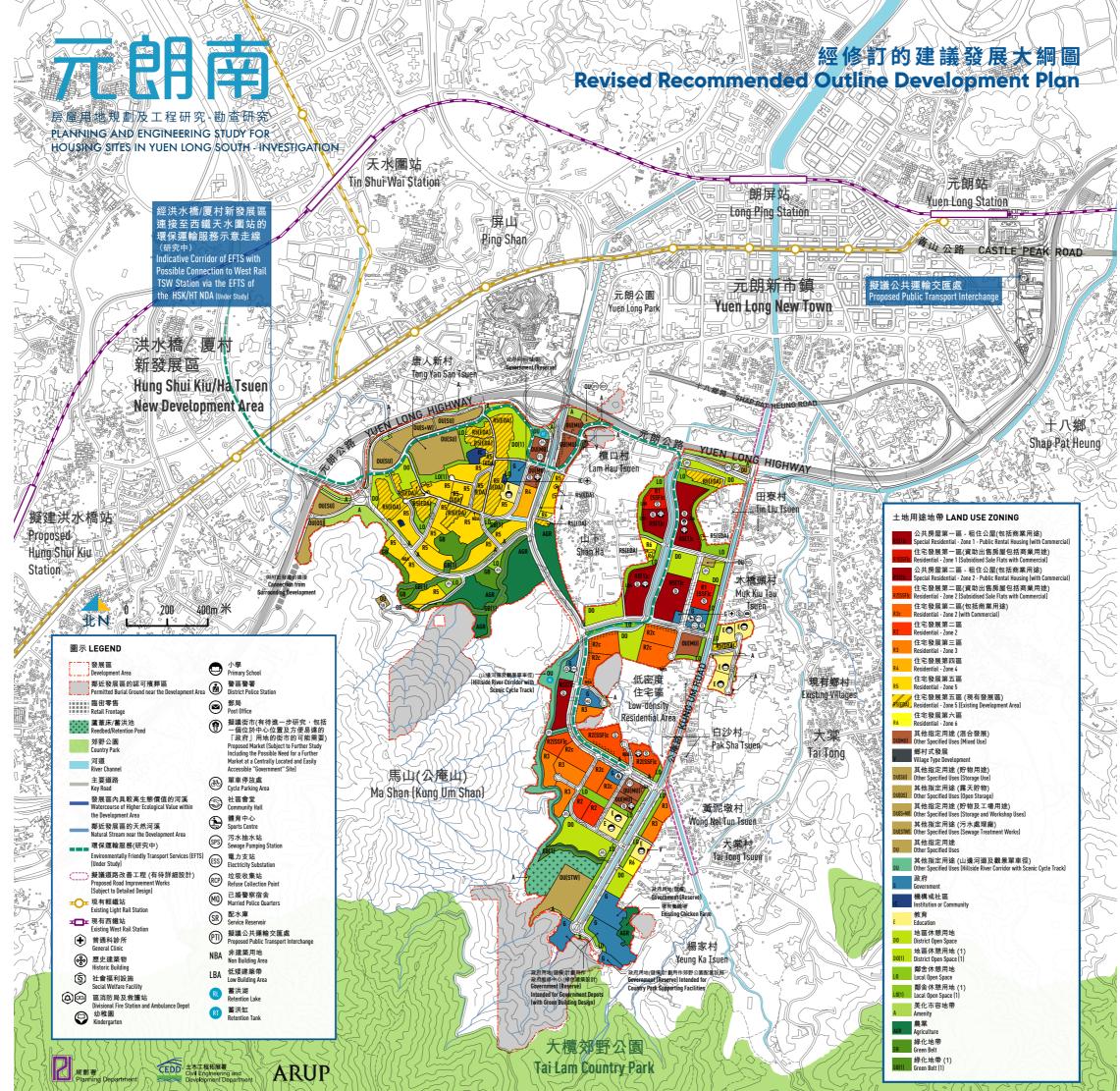
[#] The development area, development intensity and flat yield of the Third Phase development and accordingly the entire development will be subject to change pending the Intensification Review.

* Not including about 31 ha of affected area (27 ha government land and 4 ha private land) mainly for roadworks outside the boundary of YLS Development.

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Appendix E – Extract of Site Formation and Infrastructure Works for Proposed Public Housing Developments at Sha Po, Shap Pat Heung and Tai Kei Leng

<u>元朗區議會會議</u>

<u>擬議修訂《錦田北分區計劃大綱核准圖編號 S/YL-KTN/9》</u> <u>及</u> 元朗沙埔公營房屋發展計劃

1. 目的

本文件旨在向各議員徵詢有關《錦田北分區計劃大綱核准圖編號 S/YL-KTN/9》(下稱《大綱圖》),就元朗沙埔棕地群作公營房屋及 社區用地發展計劃所擬議的修訂項目(圖1),以及該公營房屋發 展計劃(圖2)的意見。

2. <u>前言</u>

- 2.1 2017年4月,規劃署展開《新界棕地使用及作業現況研究一可 行性研究》(下稱《棕地研究》),以掌握新界各處棕地的狀況、 了解有關主要行業的運作細節,以及探討相關的主要課題。2019 年11月,規劃署公布《棕地研究》的結果,該研究指出在1579 公頃棕地當中,共有450公頃未有發展計劃、但具較高發展潛 力的棕地。
- 2.2 為配合行政長官於《2019 年施政報告》中提出增加土地供應以 回應市民對房屋迫切需要的目標,規劃署分階段檢視這 450 公 頃棕地,以評估當中有多少適合作短、中期公營房屋發展。規劃 署於 2019 年完成檢視首階段 160 公頃較接近現有基建設施的棕 地,並於元朗、屯門及大埔物色了八組具潛力在短、中期作較高 密度公營房屋發展的棕地群,位於元朗沙埔的棕地群是其中之 一。
- 2.3 2020年7月,土木工程拓展署(下稱土拓署)就擬議在元朗沙 埔棕地群發展公營房屋及社區用地的計劃展開工程可行性研究。 有關研究已進行一系列技術評估,以確保擬議的發展計劃在實 施所需的緩解措施後不會帶來重大的影響。

2.4 上述的發展計劃位於元朗沙埔村以北,新田公路及新潭路以東, 模範鄉以南及逢吉鄉以西。擬議發展用地在《大綱圖》上現劃為 「工業(丁類)」地帶及「農業」地帶,現時主要為一些棕地作業 (包括露天貯物場、工場和倉庫)及鄉郊民居。擬議發展用地面 積約為 15.9 公頃,當中約 11.8 公頃的土地為擬議公營房屋發 展用地,其總地積比率為 6.7 倍,預計可興建約 16 300 個公營 房屋單位。

3. 擬議《大綱圖》修訂項目及相關發展計劃

3.1 擬議發展的初步主要發展參數¹ 概述如下(公營房屋發展計劃概
 念設計見圖 2):

怒送發展田地西 建	约 15 0 八 陌		
擬議發展用地面積	約 15.9 公頃		
擬議房屋發展用地面積	約 11.8 公頃		
擬議房屋發展總地積比率	不超過 6.7 倍		
擬議樓宇高度	不高於主水平基準上 185 米		
擬建單位數目	約 16 300 個單位		
預計人口	約 46 000 人		
康樂設施	參照《香港規劃標準與準則》的指		
	引,提供休憩及兒童遊樂設施、綠		
	化空間等。		
泊車設施	參照《香港規劃標準與準則》的指		
	引,提供附屬泊車設施。		
其他設施	擬議發展用地內提供一間小學、		
	消防局、警局、康樂體育中心、小		
	型足球場、綜合公共交通交匯處、		
	零售設施、停車場、幼稚園及社會		
	福利設施。		
公營房屋發展的預計竣工年份	2031 ²		

¹ 發展參數及附件只供參考,有關公營房屋及社區用地發展計劃的細節尚待詳細規劃 及於設計階段與相關部門磋商。

² 公營房屋發展的預計竣工年份須視乎實際情況或須有所修訂,例如有關地盤能否如 期移交香港房屋委員會等。

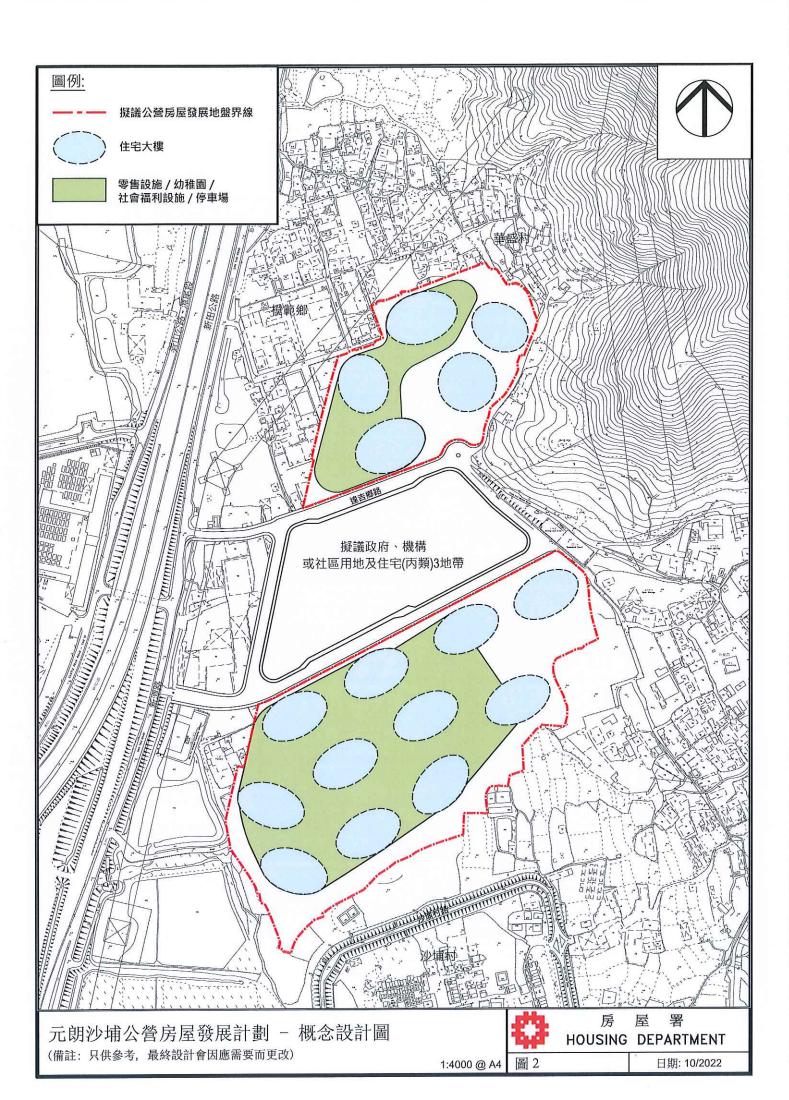
- 3.2 為配合上述發展計劃,政府當局現建議把該用地由「工業(丁類)」 地帶及「農業」地帶改劃為「住宅(甲類)」地帶(修訂項目 A 項)及「政府、機構或社區」地帶(修訂項目 B項)(圖 3)。此 外,我們建議把不被納入發展計劃的「上將府」等建築物的用地 由「工業(丁類)」地帶改劃作「住宅(丙類)3」地帶(修訂項目 C項)(圖 3),以反映有關建築物目前的用途。
- 3.3 根據土拓署所委託顧問進行的工程可行性研究,預期元朗沙埔公 營房屋及社區用地發展項目不會對附近地區的交通及運輸、環境、 排污、排水、供水、視覺、景觀及空氣流通等方面帶來無法克服 的技術問題。交通及運輸影響評估結果顯示,在實施了建議的交 通改善措施後,擬議發展對整體交通及運輸不會帶來重大的影響。 在視覺及空氣流通方面,透過合適的布局、座向和間距規劃,擬 議建築物會保持相當的通透性。適當的園林及建築設計亦會為居 民提供理想的生活環境。

歡迎各位議員對上述擬議《大綱圖》修訂項目及公營房屋發展計劃 提出意見。議員就《大綱圖》修訂項目提出的意見,將會與修訂項 目和政府部門的意見一併提交城市規劃委員會(下稱「城規會」) 轄下的鄉郊及新市鎮規劃小組委員會(下稱「小組委員會」)考慮。 如小組委員會同意有關擬議修訂項目,城規會將根據《城市規劃條 例》第5條展示涵蓋有關修訂項目的分區計劃大綱草圖作公眾諮詢, 為期兩個月。屆時,公眾人士可對修訂項目提出申述。至於議員對 公營房屋發展計劃的意見,房屋署會在詳細規劃及設計階段考慮。

- 5. 附件
 - **圖1** 位置圖
 - **圖 2** 擬議公營房屋發展計劃-概念設計圖
 - **圖 3** 擬議修訂項目

規劃署、土木工程拓展署及房屋署

2022 年 10 月



<u>元朗區議會會議</u>

<u>擬議修訂《元朗分區計劃大綱核准圖編號 S/YL/25》</u> <u>及</u> 元朗大旗嶺公營房屋發展計劃

1. <u>目的</u>

本文件旨在向各議員徵詢有關《元朗分區計劃大綱核准圖編號 S/YL/25》(下稱《大綱圖》),就元朗大旗嶺棕地群作公營房屋發 展計劃所擬議的修訂項目(圖1),以及該發展計劃(圖2)的意見。

2. <u>前言</u>

- 2.1 2017年4月,規劃署展開《新界棕地使用及作業現況研究一可 行性研究》(下稱《棕地研究》),以掌握新界各處棕地的狀況、 了解有關主要行業的運作細節,以及探討相關的主要課題。2019 年11月,規劃署公布《棕地研究》的結果。該研究指出在1,579 公頃棕地當中,共有450公頃未有發展計劃、但具較高發展潛 力的棕地。
- 2.2 為配合行政長官於《2019 年施政報告》中提出增加土地供應以 回應市民對房屋迫切需要的目標,規劃署分階段檢視這 450 公 頃棕地,以評估當中有多少適合作短、中期公營房屋發展。規劃 署於 2019 年完成檢視首階段 160 公頃較接近現有基建設施的棕 地,並於元朗、屯門及大埔物色了八組具潛力在短、中期作較高 密度公營房屋發展的棕地群,當中包括位於元朗大旗嶺的棕地 群。
- 2.3 2020年7月,土木工程拓展署(下稱土拓署)就擬議在元朗大 旗嶺棕地群發展公營房屋的計劃展開工程可行性研究。有關研 究已進行一系列技術評估,以確保擬議的發展計劃在實施緩解 措施後不會帶來重大的影響。

2.4 擬議發展計劃位於元朗新市鎮的東南面,元朗公路和大旗嶺路以 北,及十八鄉交匯處以西。此發展用地在《大綱圖》上現主要劃 為「休憩用地」地帶及小部分為「住宅(乙類)」地帶,現時主要 為一些棕地作業(包括露天貯物場、停車場、汽車維修工場和倉 庫等)及鄉郊民居。擬議發展用地面積及總地積比率分別約為1.8 公頃及 6.7倍,預計可興建約2,300個公營房屋單位。

3. 擬議《大綱圖》修訂項目及相關發展計劃

3.1 擬議發展的初步主要發展參數¹ 概述如下(公營房屋發展計劃概
 念設計見圖 2):

約 1.8 公頃		
不超過 6.7 倍		
不高於主水平基準上 185 米		
約 2 300 個 單 位		
約 6 440 人		
將參照《香港規劃標準與準則》的		
指引,提供休憩及兒童遊樂設施、		
綠化空間等。		
將參照《香港規劃標準與準則》的		
指引,提供附屬泊車設施。		
房屋發展用地外提供巴士專用		
區。房屋發展用地內提供幼稚園、		
零售設施、停車場及社會福利設		
施。		
2031 ²		

 3.2 為配合上述元朗大旗嶺公營房屋發展計劃,政府當局現建議把該 用地由「休憩用地」地帶及「住宅(乙類)」地帶改劃為「住宅(甲 類)6」地帶(修訂項目A項)(圖3)。

¹發展參數及附件只供參考,有關公營房屋發展計劃的細節尚待詳細規劃及於設計階 段與相關部門磋商。

² 公營房屋發展的預計竣工年份須視乎實際情況或須有所修訂,例如有關地盤能否如 期移交香港房屋委員會等。

3.3 根據土拓署所委託顧問進行的工程可行性研究,預期該發展計劃 不會對附近地區的交通及運輸、環境、排污、排水、供水、視覺、 景觀及空氣流通等方面帶來無法克服的技術問題。根據交通及運 輸影響評估結果顯示,在實施了建議的交通改善措施後,擬議發 展計劃對整體交通及運輸不會帶來重大的影響。在視覺及空氣流 通方面,透過合適的布局、座向和間距規劃,擬議建築物會保持 相當的通透性。適當的園林及建築設計亦會為居民提供理想的生 活環境。

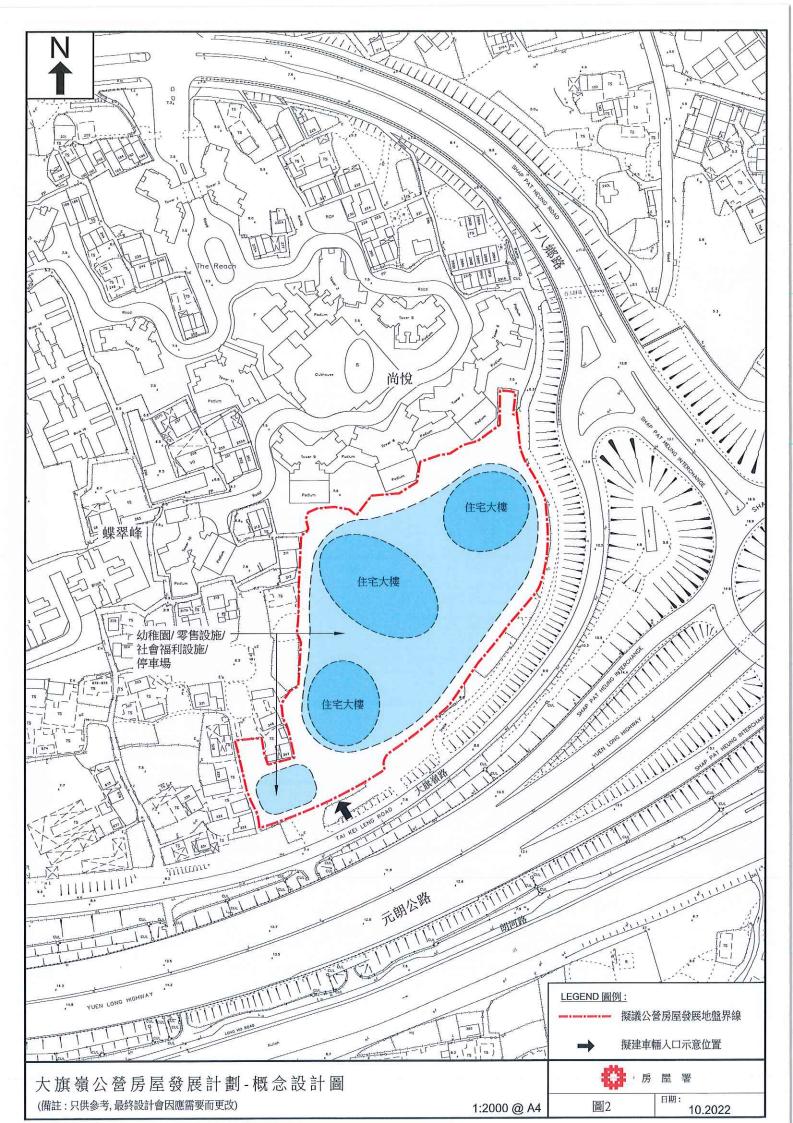
4. 徵 詢 意 見

歡迎各位議員對上述擬議《大綱圖》修訂項目及公營房屋發展計劃 提出意見。議員就《大綱圖》有關修訂項目提出的意見,會與修訂 項目和政府部門的意見一併提交城市規劃委員會(下稱「城規會」) 轄下的鄉郊及新市鎮規劃小組委員會(下稱「小組委員會」)考慮。 如小組委員會同意有關擬議修訂項目,城規會將根據《城市規劃條 例》第5條展示涵蓋有關修訂項目的分區計劃大綱草圖作公眾諮詢, 為期兩個月。屆時,公眾人士可對修訂項目提出申述。至於議員對 公營房屋發展計劃的意見,房屋署會與相關政府部門商討,及在詳 細規劃及設計階段考慮。

5. 附件

- **圖 1** 位置圖
- **圖 2** 擬議公營房屋發展計劃-概念設計圖
- **圖 3** 平面圖

規劃署、土木工程拓展署及房屋署 2022 年 10 月



區議會文件 2022/第 39 號

(於25.10.2022會議討論)

元朗區議會

工務計劃項目第 B875CL, B874CL 號及 B873CL 號

<u>元朗沙埔、十八鄉和大旗嶺公營房屋發展</u>

<u>之工地平整和基礎設施工程</u>

<u>- 諮詢擬建公共道路及污水設施</u>

<u>目的</u>

本文件旨在向元朗區議會介紹土木工程拓展署(土拓署)因應元 朗沙埔、十八鄉和大旗嶺公營房屋發展計劃所擬建公共道路及排污設 施工程。土拓署計劃在進行詳細設計前,徵詢各委員對上述擬建公 共道路及排污設施工程的意見。

<u>項目背景</u>

2. 因應社會對公營房屋的殷切需求,政府在不同地區物色適合發展公營房屋的土地,以善用土地資源,推動房屋政策。這些用地包括一幅位於元朗沙埔村以北,新田公路及新潭路以東,模範鄉以南及逢吉鄉以西的用地、一幅位於元朗竹新村以南,元朗公路、十八鄉交匯處及元朗排水繞道以東的用地及一幅位於元朗新市鎮的東南面,元朗公路和大旗嶺路以北,及十八鄉交匯處以西的用地,以發展公營房屋。(位置圖請參閱<u>附件一及附件二</u>)。

3. 為配合上述發展計劃,土拓署已於二零二二年七月展開 《元朗沙埔、十八鄉和大旗嶺公營房屋發展之工地平整及基礎設施 工程-勘查研究、設計及建造》的顧問合約。有關基礎設施工程包 括建造新道路、優化發展用地周邊道路設計及增建連接發展用地與 周邊地區的行人過路設施、排污設施及食水和沖廁水供應設施等。 為配合上述發展計劃,有關的基礎設施工程將會在公營房屋發展項 目入伙前完成。 4. 凝建工地平整及基礎設施工程主要包括以下項目(位置圖載於<u>附</u>件一及附件二):

- (i) 在發展用地進行工地平整,包括土力及斜坡穩固工程以 及興建擋土牆;
- (ii) 興建相關公共道路,包括行車道及行人道等工程,以連接擬建發展;
- (iii) 推展有關發展的相關交通改善工程,包括改善附近的道路、路口及行人過路設施等,以滿足因發展項目所產生的交通需求;及
- (iv) 相關的排水、排污及水務工程。

擬建公共道路、道路改善措施及公共運輸設施工程

(一) <u>沙埔</u>

5. 顧問公司的初步交通及運輸影響評估中所提出的道路改善措施主要包括將一段由近青山公路 – 潭美段/新潭路交界處至錦綉花園迴旋處的新潭路由雙線行車擴闊至三到四線不分隔公共行車道(約長2,000米),及擴闊於錦綉花園迴旋處的出入口,以連接計劃中的發展用地和現有公共道路。此外,政府亦會為受道路擴闊工程影響之行人天橋進行改善工程。(位置圖載於<u>附件一</u>)。

6. 為應付擬建發展計劃所增加的交通流量,本工程亦將會包括 以下道路及路口改善工程(位置圖載於<u>附件一</u>):

- (i) 於錦綉花園迴旋處,擴闊青山公路 潭尾段(北行)及新田公路支路(南行)的迴旋處入口,以及增設由新田公路支路(北行)進入青山公路 潭美段(南行)的專用左轉行車路;
- (ii) 於凹頭迴旋處增設一段往青山公路 元朗段東行線的 行車路;
- (iii) 擴闊一段由逢吉鄉路往新潭路的連接路; 及
- (iv) 於擬建發展用地內增設一條新連接路往新潭路。

此外,擬建發展計劃將因應詳細需求研究提供公共運輸交匯
 ,以配合該發展項目的公共交通需求。

(二) 十八鄉和大旗嶺

8. 顧問公司的初步交通及運輸影響評估中所提出的道路改善措施主要包括於擬建發展用地內增設一條連接路及擴闊一段通過元 朗排水繞道的行車路,以連接計劃中的元朗十八鄉發展用地和現 有公共道路。此外,為應付擬議發展計劃所增加的交通流量,有 關工程包括改善十八鄉交匯處、大樹下西路/大樹下東路/大旗 嶺路交界處、及大樹下西路/大樹下東路/朗河路迴旋處,以配 合將來的交通需求(位置圖載於<u>附件二</u>)。

9. 此外,擬建發展計劃將於十八鄉發展用地及於大旗嶺發展用 地分別興建巴士總站及巴士專用區,以配合該發展項目的公共交通需 求。

10. 為配合上述三項擬議房屋發展及周邊地區的暢達性,政府亦建議於合適位置提供公共運輸工具使用的上落客設施。

11. 總括而言,根據初步交通評估結果,若能在整體公營房屋發展項目入伙前完成相關道路改善工程,預計區內將不會因擬建公營房 屋發展項目出現不可接受的交通影響。

擬建排污設施工程

(一) 沙埔

12. 排污影響評估顯示,這項公營房屋發展所產生的污水可以收 集至公共污水管道,並輸送至元朗污水處理廠。為配合擬建發展 計劃的污水排放需求,現時的沙埔污水泵房需要進行擴建工程。 該污水泵房現時採用全封閉模式,並在擴建後繼續採取全封閉模 式運作,以減少噪音和氣味的影響。因此,只要採用了建議的污 水收集系統及污水處理策略後,擬建房屋發展項目將不會對污水 系統方面產生負面影響。有關擬建排污設施的位置圖,請參閱<u>附</u> 件一。

13. 沙埔污水泵房屬於《環境影響評估條例》(第 499 章)的指定工程項目。現時,沙埔污水泵房的建造和營運已根據《環境影響評估條例》取得環境許可證。顧問公司將會在工程的勘查研究、設計及建造階段就沙埔污水泵房擴建工程按照《環境影響評估條例》進行評估程序,確保沙埔污水泵房擴建工程不會對附近環境造成負面影響,並向環境保護署申請更改現有環境許可證後才施工。根據在可行性研究階段已完成的初步環境評審報告,沙埔污水泵房擴建工程預計不會對附近環境造成負面影響。

(二) 十八鄉和大旗嶺

14. 排污影響評估顯示,這項公營房屋發展所產生的污水可以經 擬建的污水管道收集至現有公共污水管道,並輸送至新圍污水處理 廠,而現有污水網絡可以承受擬議發展項目所增加的污水流量。因 此,只要採用了建議的污水收集系統及污水處理策略後,擬建公營 房屋發展項目將不會對污水系統方面產生負面影響。有關擬建污水 排放設施的位置圖,請參閱附件二。

15. 在施工期間,區內部分道路會分階段實施臨時交通安排。土拓 署會要求承建商採取適當措施,包括分階段施工及依據路政署的 "道路工程的照明、標誌及防護工作守則"提供足夠及清晰的臨時 交通指示等,務求把工程對附近道路交通的影響減至最低。

16. 上述擬建排污設施工程將會於公營房屋發展項目入伙前完成。

土地徵收

17. 為了落實有關的基礎設施工程,當局會根據相關條例,收回工 程範圍內的有關的私人土地,並會按現行政策及法例向受影響的土 地業權人及有關人士作出補償。 18. 政府計劃就上述擬建的基礎設施工程,預計於二零二三年上 半年按《道路(工程、使用及補償)條例》(第 370 章)和《水污染管 制(排污設備)規例》(第 358AL 章附屬法例)刋登憲報以諮詢公眾。 在工程獲批准後,上述工地平整及基礎設施工程預計在二零二五年 動工,並於二零二六年至二零三一年分階段完成,及把平整後的工 地轉交給房屋署進行公營房屋發展工程。

19. 土拓署現正進行勘測、設計工作包括進一步的詳細交通影響評估,待法定程序和詳細設計完成後,會向立法會提出撥款申請建造有關擬建工地平整及基礎設施工程,以配合這項公營房屋發展計劃。

意見徵詢

20. 歡迎各位議員對上述擬建公共道路、道路改善措施、公共運輸設施及排污設施工程提供寶貴意見。

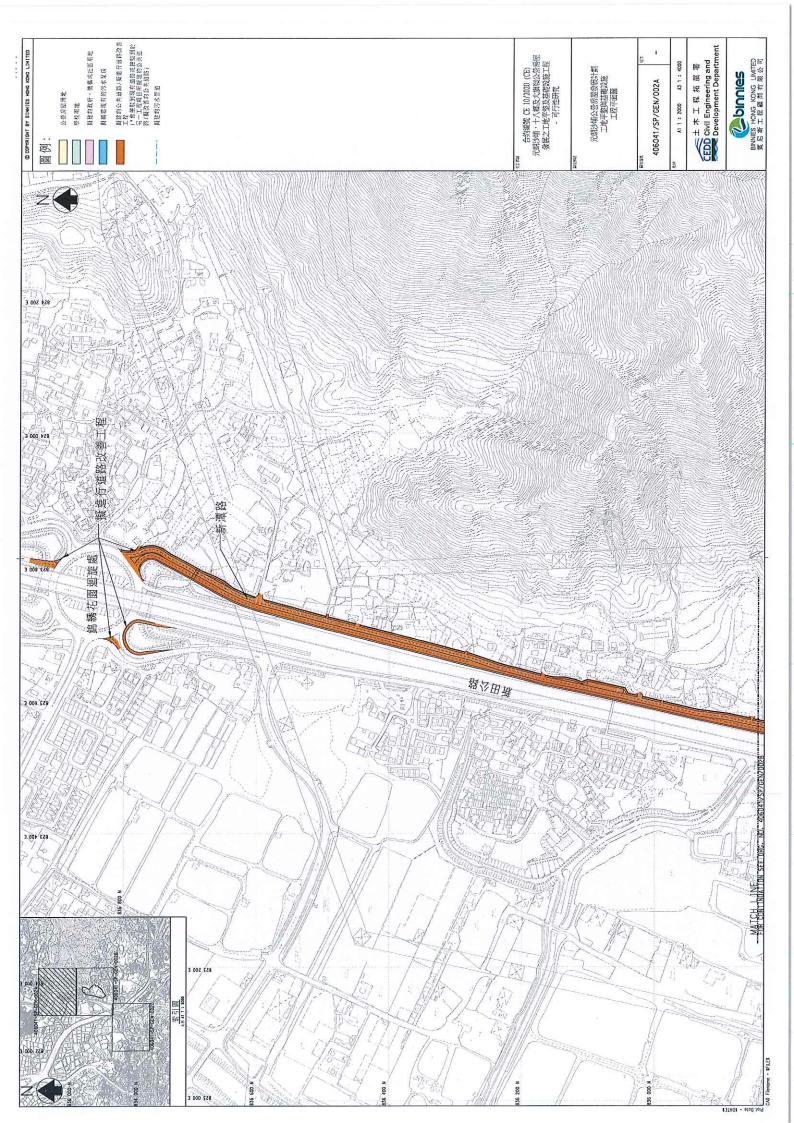
附件

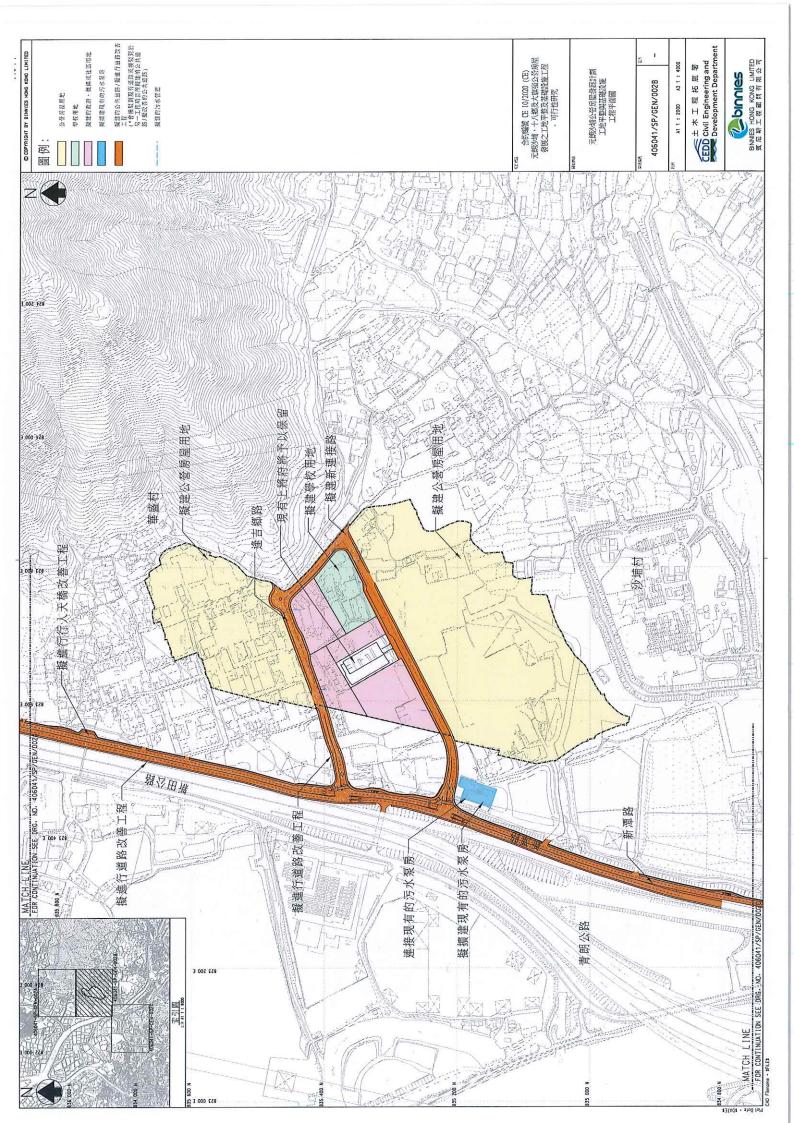
附件一 元朗沙埔公營房屋發展之工地平整和基礎設施工程平面圖

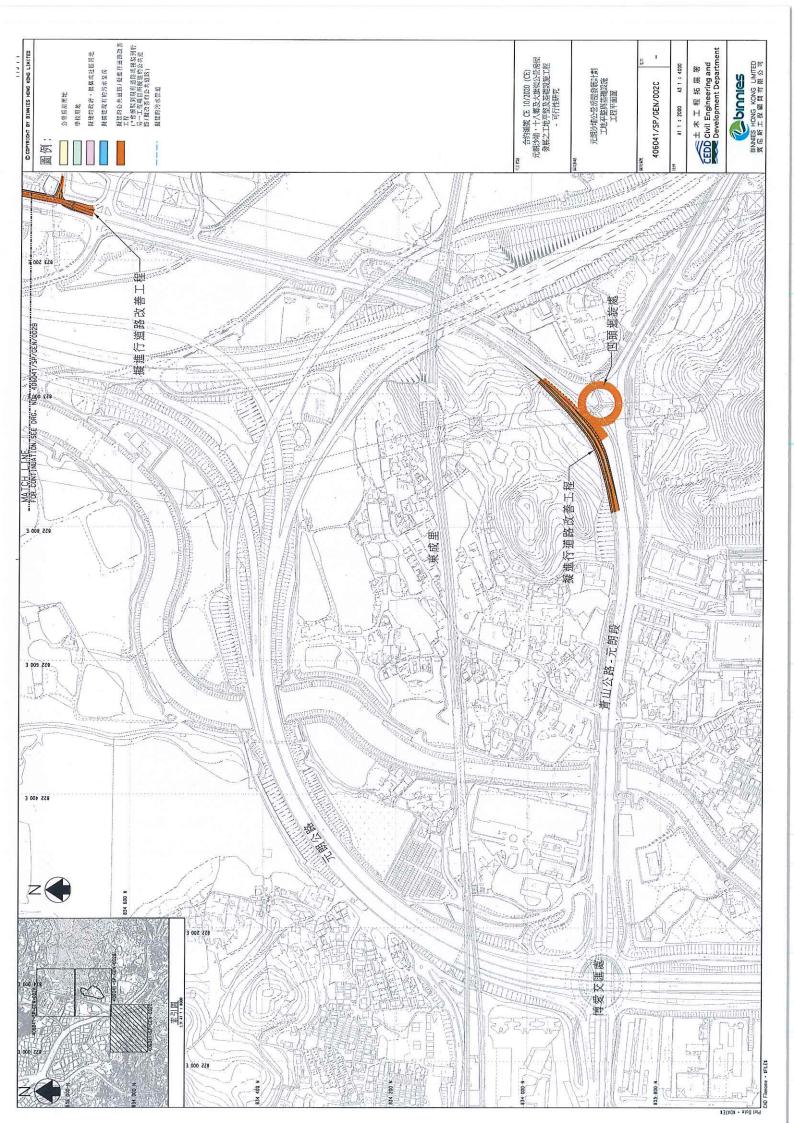
附件二 元朗十八鄉和大旗嶺公營房屋發展之工地平整和基礎設施工 程平面圖

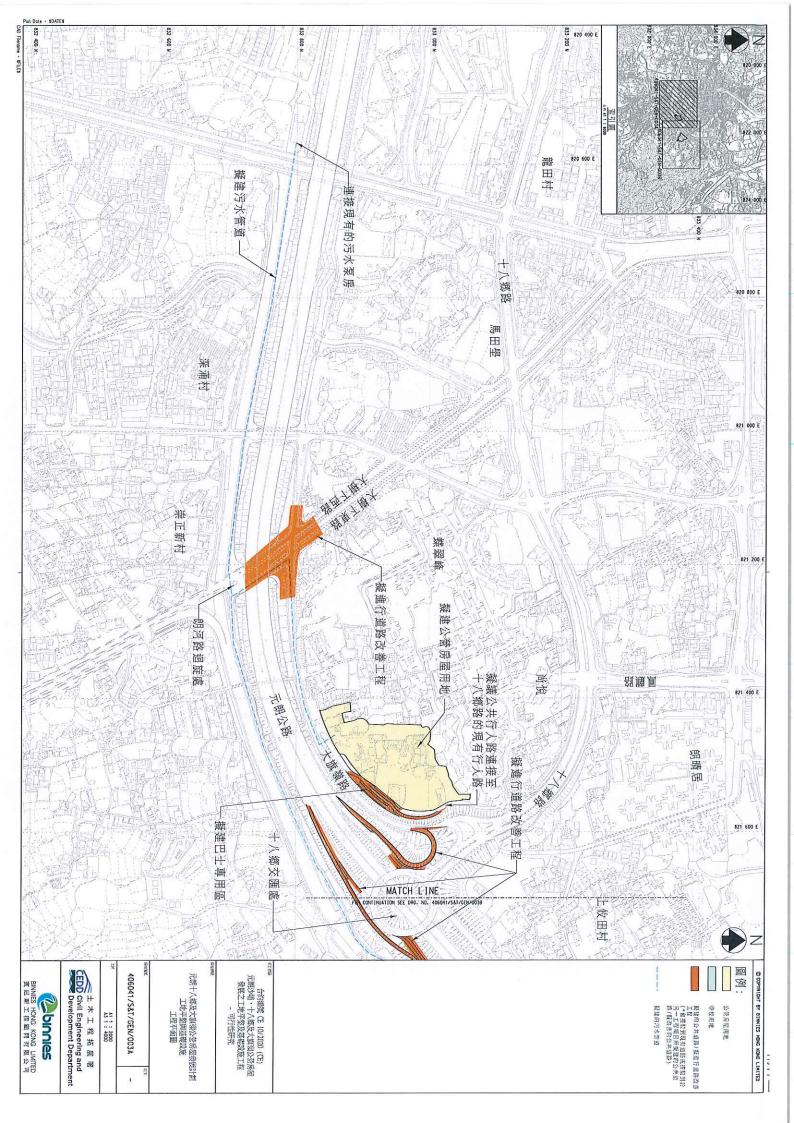
土木工程拓展署

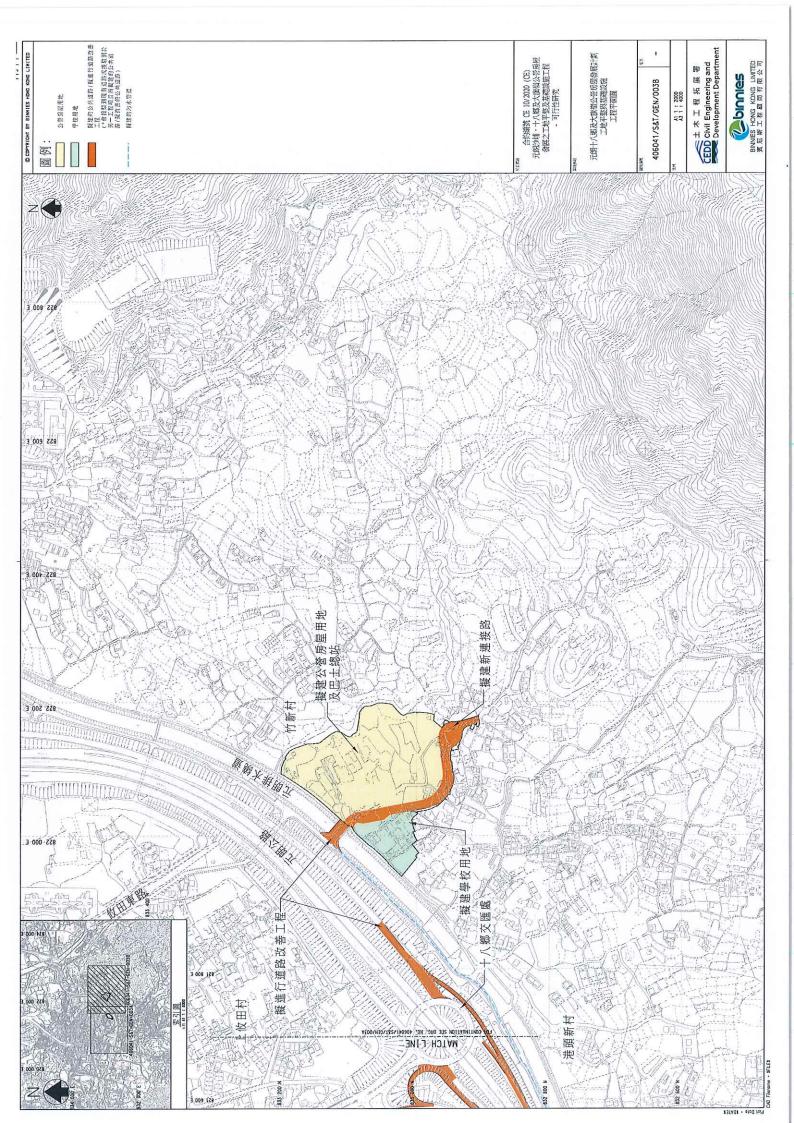
二零二二年十月



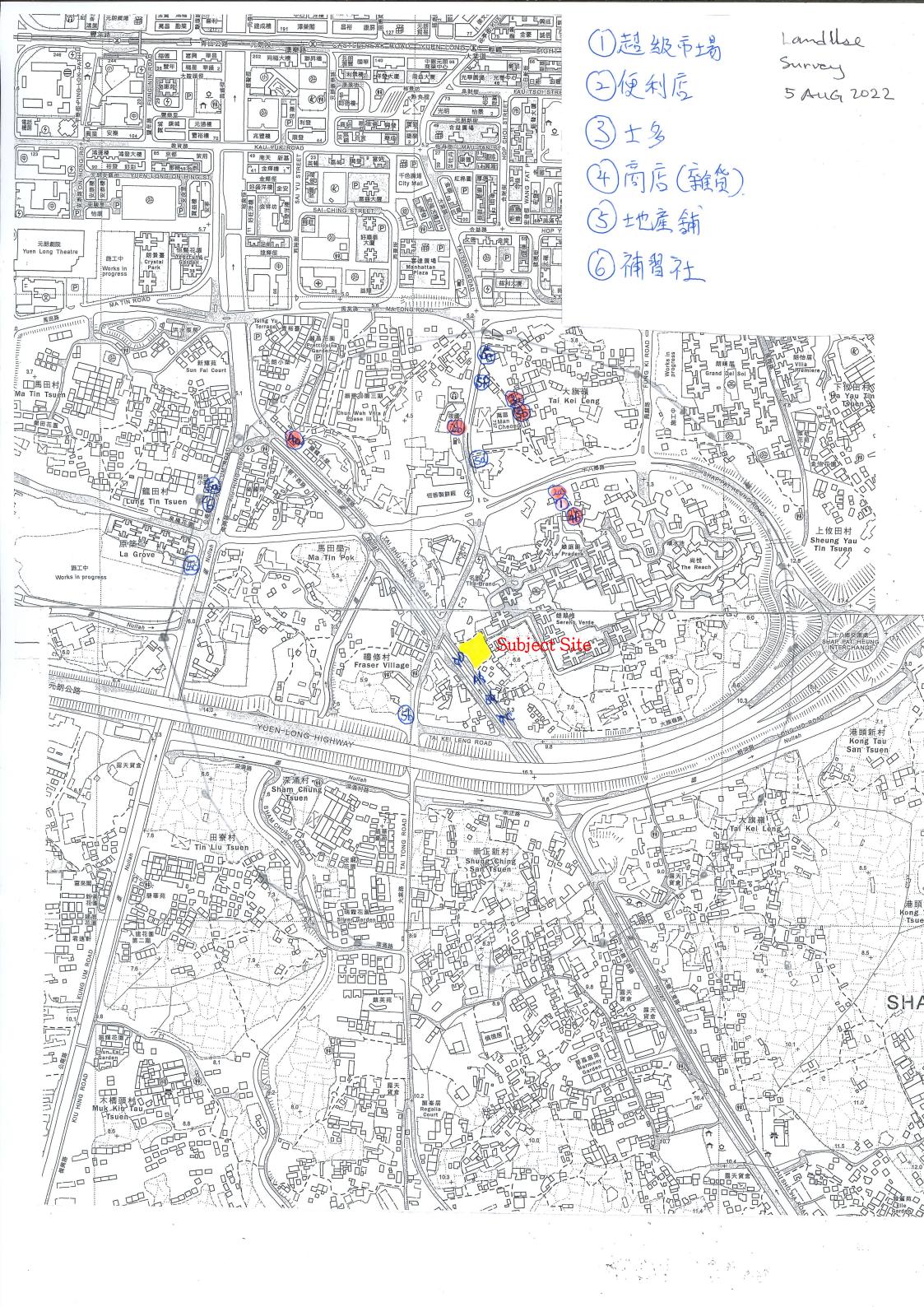








Appendix 2 Land Use Survey



大档下来路地数地围停车场出入口

5/8/2022











5/8/2022 便利后一元朝十八卿路尚悦方地下 3a) A **Hann** THE R FEEL ELEVE i wellcome 7CAFÉ)

①超级市场-元朝+八娜强尚悦、方地下



19/8/2022





50 地產铺一元開大業路







5日地產舖一元明大荣路





(36)士多一元朗大旗嶺





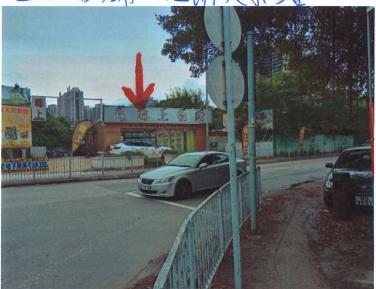
17/8/2022 (近龍田村) (玉山) (近龍田村)

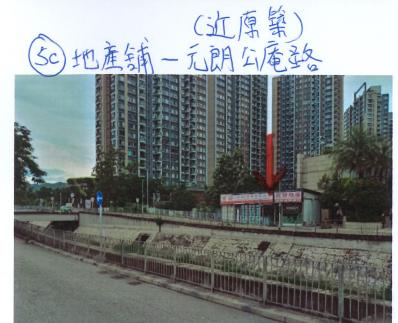


石。高店(雜貨)-元朝大樹下東路









④高虑(難負)-元朝尚悦·方附近





Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long

Sewerage Impact Assessment (Revision D1)

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> Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long

Sewerage Impact Assessment (Revision D1)

Issue and Revision Record

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1 Introduction

1.1 Background

- 1.1.1 Mott MacDonald Hong Kong Limited (hereinafter as "MMHK") was commissioned by the Applicant to prepare a Sewerage Impact Assessment (SIA) in support of the proposed minor relaxation of statutory planning control of plot rate of PR3.5 up to PR4.287 for additional residential development and small retail service application abutting Tai Tong Road and Tai Shu Ha Road East, Yuen Long. The location of the development is shown in Appendix A.
- **1.1.2** This report will demonstrate that the additional flats of 55 together with the planned residential development is feasible in terms of its impact on the sewerage system.

1.2 Key Development Parameters

1.2.1 The location and layout of the proposed development is provided in **Appendices A** and **B** and the Development data is given in **Table 1.1** and **Table 1.2** below:-

Items	Details
Area	Approximately 2,701.7 m ²
Proposed Domestic GFA	10,668 m ²
Proposed Plot Ratio	4.287 (minor relaxation of DPR0.7 and NDPR0.087above permitted 3.5)
No. of Blocks	1
Nos. of Units	Approximately 345 (including 55 additional flats)
Anticipated Intake Year	2028

Table 1.1: Data of the Proposed Residential Development

Table 1.2: Data of the Proposed Retail Building

Items	Details
Area	Approximately 220 m ²
No. of Blocks	1
No. of storey	1
Anticipated Completion Year	2028

1.3 Objectives of Report

1.3.1 This SIA report aims to identify the existing and planned sewerage systems in vicinity of the proposed development, to assess the sewerage impacts arising from the proposed

development and to identify the required sewerage works, if required, to support the development.

1.4 Structure of the Report

1.4.1 This SIA report contains the following sections in addition to this introduction (Section 1):-

Section 2 – Methodology and Design Parameters for Sewerage Impact Assessment

Covers the approach of the SIA and the parameters used in the assessment.

Section 3 – Existing Sewerage and Estimation of Sewage Flow for the Existing Condition

Discuss the sewage flow under the existing condition and the existing sewerage system.

Section 4 – Estimation of Sewage Flow for the Proposed Development

Discuss the sewage flow generated from the Development.

Section 5 – Sewerage Impact Assessment and Sewage Discharge Arrangement

Discuss the sewerage impact arising from the Development and the potential sewage disposal option for the Development.

Section 6 – Conclusion

Summarise the findings and conclude the sewerage impact arising from the Development.

2 Methodology and Design Parameters for Sewerage Impact Assessment

2.1 General Approach

2.1.1 The SIA is carried out to identify and assess if there are any potential adverse sewerage impacts arising from the proposed development.

2.2 Methodology

Assessment Approach

- **2.2.1** The following approach and methodology have been adopted in this sewerage impact assessment:-
 - Carry out desktop study to collect the relevant information for the assessment. Relevant information for the assessment collected included drainage record plans from Drainage Services Department (DSD) and information as listed in Section 2.2.3;
 - Estimate the sewage flow generated from the existing site and the proposed development; and
 - Assess the sewerage impacts arising from the proposed development and formulate option to mitigate the sewerage impacts identified. Sewage disposal arrangement for the proposed development will also be proposed.
- **2.2.2** For the existing and proposed sewerage in vicinity of the proposed development, Colebrook-White equation has been used to assess the hydraulic conditions of the sewerage network.

Design Standards, Guidelines and Reference

- **2.2.3** The sewage flow generated from the proposed development is estimated based on the following standards, guidelines and references for the sewerage design:-
 - Sewerage Manual published by Drainage Services Department (DSD);
 - Guidelines for Estimating Sewage Flows (GESF) for Sewerage Infrastructure published by Environmental Protection Department (EPD); and
 - Commercial and Industrial Floor Space Utilisation Survey conducted by Planning Department (PlanD).

2.3 **Design Parameters and Assumptions**

Unit Flow Factors

2.3.1 The category of the components of the Unit Flow Factors adopted in the assessment are indicated in **Table 2.1**.

Table 2.1: Unit Flow Factors

Scenario	Category / Use	Unit	Unit Fle Facto			
For existing developments and	Domestic Flow for Private Housing (R2)	Housing m ³ /d per resident		(i)		
proposed	J4 Wholesale & Retail	m ³ /d per employee	0.28	(ii)		
development	J10 Restaurants & Hotels	m ³ /d per employee	1.58	(iii)		
	J11 Community, Social & Personal Services	m ³ /d per employee	0.28	(iv)		
Remark:-						
 According to the Guidelines for Estimating Sewage Flows (GESF) issued by EPD, unit flow factor for private housing unit (R2) are 0.27 m³/d. 						

- According to the Guidelines for Estimating Sewage Flows (GESF) issued by EPD, unit flow factor for Wholesale & Retail (J4) is 0.28 m³/h/d.
- (iii) According to the Guidelines for Estimating Sewage Flows (GESF) issued by EPD, unit flow factor for Restaurants & Hotels (J10) is 1.58 m³/h/d.
- (iv) According to the Guidelines for Estimating Sewage Flows (GESF) issued by EPD, unit flow factor for Community, Social & Personal Services (J11) is 0.28 m³/h/d.

Catchment Inflow Factors

- 2.3.2 The Catchment Inflow Factors (P_{CIF}) cater for the net overall ingress of water or wastewater to the sewerage system. They are catchment-dependent and applicable to major sewerage facilities of a catchment. It is not applicable to new catchments which have no connection from existing sewerage system which are deemed to be free from misconnections and pipe defects. Therefore, the PCIF is not applicable in estimating the total flows from the new development project.
- **2.3.3** With reference to EPD Technical Paper Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (GESF) Table T-4, for the existing sewerage system in Yuen Long, the P_{CIF} of 1.0 for catchments will be adopted.

Peaking Factors

2.3.4 Peaking factors cater for seasonal / diurnal fluctuation and normal amount of infiltration and inflow. The peaking factors shall be in accordance with Table T-5 of the GESF and are shown in **Table 2.2**.

Population Range	Peaking Factor (including stormwater allowance) for facility with existing upstream sewerage	Peaking Factor (excluding stormwater allowance) for facility with new upstream sewerage
(a) Sewers		
< 1,000	8	6
1,000 - 5,000	6	5
5,000 - 10,000	5	4
10,000 - 50,000	4	3
> 50,000	Max (7.3/N ^{0.15} , 2.4)	Max (6/N ^{0.0175} , 1.6)
(b) Sewage Treatment	Works, Preliminary Treatment Works and P	umping Stations
< 10,000	4	3
10,000 – 25,000	3.5	2.5
25,000 - 50,000	3	2
> 50,000	Max (3.9/N ^{0.065} , 2.4)	Max (2.6/N ^{0.065} , 1.6)

Table 2.2: Peaking Factors for Various Population Ranges

Note:

N = Contributing population in thousands

Contributing Population = $\frac{\text{Calculated total average flow (m³/day)}}{0.27 (m³/\text{person/day)}}$

2.3.5 Peaking factors (excluding stormwater allowance) are applicable to planning sewerage facilities flow from new upstream sewerage systems which essentially have no misconnections and defects for infiltration. Thus, peaking factor excluding stormwater allowance has been used for the proposed sewers. For existing sewers, peaking factor including stormwater allowance has been adopted.

Roughness

2.3.6 For the proposed sewerage network, polyethylene pipe will be used. A roughness value of 1.5 mm, similar to uPVC material pipe under poor slimed condition in accordance with Sewerage Manual – Table 5, has been adopted for polyethylene pipe. For existing clayware sewer, a roughness value of 3mm for slimed sewer in poor condition has been adopted.

2.4 Planned Population and Employee Data of the Proposed Development

2.4.1 The development parameters and design population of the proposed development are shown in **Table 2.3** and **Table 2.4** below. The layout plan of the proposed development could be referred to **Appendix A1**.

Table 2.3: Design Parameters for the Proposed Development

About 2,701.7
4.2
About 345
966
About 220 (Retail and Restaurant)

Remarks:

Table 2.4: Estimated Employee Number and Serving Population for the Development

Туре	Category / Use	Population / No. of Staff
Proposed Residential Development		
Residential	R2	966
Residential - Employee	J11	18 ⁽ⁱ⁾ ⁽ⁱⁱ⁾
Proposed Retail Building		
Retail - Employee ^(v)	J4	4 ⁽ⁱⁱⁱ⁾
Restaurant - Employee ^(v)	J10	6 ^(iv)
		•

Remarks:-

(i) It is assumed there would be 2 security guards and 2 managing staffs for housing block.

(ii) For the club house, it is assumed there would be 3.3 workers per GFA (in 100 m²) for Community, Social & Personal Services according to Figure 9: Worker Density by Industry Group of "Commercial and Industrial Floor Space Utilization Survey" published by Plannings Department.

(iii) It is assumed there would be 3.5 workers per GFA (in 100 m²) for Retail Trade according to Figure 9: Worker Density by Industry Group of "Commercial and Industrial Floor Space Utilization Survey" published by Plannings Department.

(iv) It is assumed there would be 5.1 workers per GFA (in 100 m²) for Restaurants according to Figure 9: Worker Density by Industry Group of "Commercial and Industrial Floor Space Utilization Survey" published by Plannings Department.

(V) It is assumed that 50% of the GFA of the Retail Building is retail and 50% of the GFA of the Retail Building is restaurant.

⁽i) The population is estimated with the average number of occupants, 2.8 occupants per unit for Yuen Long according to 2021 Population Census.

3 Existing Sewerage and Estimation of Sewage Flow for the Existing Condition

3.1 Existing Sewerage System

- **3.1.1** There is no existing public sewerage system serving the Site. Based on sewerage record from DSD, there is a 200mm to 450mm diameter sewage pipeline located along Tai Tong Road at the north of the proposed site. The existing sewage pipeline along Tai Tong Road collects sewage from The Brand (via Existing Manhole FMH1035400) and joins with another set of 200mm to 300mm diameter sewage pipeline along Shap Pat Heung Road at existing manhole FMH1036051. The sewage collected by two sets of sewage pipeline along Tai Tong Road and along Shap Pat Heung Road will be discharged to 750mm diameter sewers along Shap Pat Heung Road via a 300mm diameter sewer (ID: FWD1043910) and a 450mm diameter sewer (ID: FWD1043909).
- 3.1.2 According to drawings from Building Department, there is a sewage treatment plant within Sereno Verde to handle and treat the sewage generated from Sereno Verde. The treated effluent from Sereno Verde is then discharged to the existing channel next to Tai Shu Ha Road East. It is also observed that the sewage generated from Reach Summit is discharged to existing manhole FMH1064703 for discharge based on drawings from Building Department.
- 3.1.3 The existing sewerage system near to the proposed development is shown in AppendixB. The catchments of existing sewerage system are presented in Appendix B1.

3.2 Estimated Sewage Flow from the Existing Site Area

3.2.1 At present, the site area is a paved car park with no sewerage facilities. Thus, no sewage flow generation is expected under existing condition within the site area.

4 Estimation of Sewage Flow for the Proposed Development

4.1 Estimated Sewage Flow for the Proposed Development

4.1.1 Based on the Development parameters and sewage unit flow factors as mentioned in Section 2, the estimated Average Dry Weather Flow (ADWF) for the proposed development with associated facilities is approximately 276.5 m³/day. Details of the sewage flow estimation are given in **Table 4.1** below.

Table 4.1: Sewage Flow Estimation for Proposed Development

Туре	Population / No. of Staff (nos.)	Unit Flow Factor (m ³ /h/d)	Average Dry Weather Flow (m³/d)
Proposed Residential Develop			
Residential (R2)	966	0.27	260.82
Residential - Employee (J11)	18	0.28	5.04
		Sub-total =	265.86
Proposed Retail Building			
Retail - Employee (J4)	4	0.28	1.12
Restaurant – Employee (J10)	6	1.58	9.48
		Sub-total =	10.60
		Total =	276.46

5 Sewerage Impact Assessment and Sewage Discharge Arrangement

5.1 Sewage Discharge Arrangement

- **5.1.1** As discussed in Section 3, there is a 200mm to 450mm diameter sewage pipeline located along Tai Tong Road at the north of the proposed site.
- **5.1.2** Also, as mentioned in Section 4, the ADWF generated from the proposed development is 276.46 m³/d. The sewage generated from the proposed residential development is proposed to be discharged to the proposed manhole FMH-01 and the sewage generated from the retail building will be discharged to the proposed manhole FMH-02.
- **5.1.3** For conveying the sewage flow from the Development to the existing manhole FMH1035400, new polyethylene sewers of 280mm outside diameter (OD) (i.e. 250 mm internal diameter) are proposed to collect sewage from the proposed development to the existing manhole FMH1035400 via proposed pipes FMD-P1, FMD-P2 and FMD-P3. The proposed sewage discharge arrangement refers to **Appendix C**.

5.2 Sewerage Impact Assessment

5.2.1 The hydraulic capacities of the proposed sewers for the proposed development have been assessed using Colebrook-White equation. The results are summarised in Table
 5.1 below and details of the calculation are attached in Appendix D.

Table 5.1: Hydraulic Capacities of Existing Sewers along Tai Tong Road underExisting and Proposed Flow Condition

Upstream Manhole	Downstream Manhole	Internal Pipe Size (mm)	Utilization under Existing Condition	Utilization under Proposed Condition	Utilization under Proposed Condition with upgrading works		
Sewerage Netwo	ork along Tai Tong	Road (Sub-catchi	ment 1)				
FMH1035400*	FMH1064703	200	9%	90%^	44%^		
FMH1064703	FMH1035401	450	24%	37%	37%		
FMH1035401	FMH1036053	450	7%	11%	11%		
FMH1036053	FMH1036051	450	27%	42%	42%		
Sewerage Netwo	ork along Shap Pa	t Heung Road (Su	b-catchment 2)				
FMH1060002	FMH1060022	250	10%	10%	10%		
FMH1060022	FMH1060023	250	12%	12%	12%		
FMH1060023	FMH1060024	250	11%	11%	11%		
FMH1060024	FMH1060062	250	9%	9%	9%		
FMH1060062	FMH1060063	250	7%	7%	7%		
FMH1060063 @	FMH1036052	200	10%	10%	10%		
FMH1036052	FMH1036051	300	7%	7%	7%		
	300mm and 450mm diameter sewers (ID: FWD1043910 & FWD1043909) along Shap Pat Heung Road (Sub-catchments 1 & 2)						
FMH1036051	FMH1036050	300	26%	41%	41%		
FMH1036051	FMH1036049	450	12%	18%	18%		

Upstream Manhole	Downstream Manhole	Internal Pipe Size (mm)	Utilization under Existing Condition	Utilization under Proposed Condition	Utilization under Proposed Condition with upgrading works
Remark: -					

1. * The downstream existing manhole connected to the proposed pipe (i.e. FMD-P1, FMD-P2 and FMD-P3).

2. @ For FMD1002480, it consists of two 200mm pipes. it is assumed that the cumulative peak sewage flow is equally divided between 2 pipes.

3. ^ In light of the high utilization under the proposed condition for the sewer between manholes FMH1035400 and FMH1064703, it is proposed that to upgrade that existing sewer from 200mm to 250mm in internal diameter (i.e. 280mm OD PE pipe).

- **5.2.2** Based on the hydraulic calculation, the existing sewers along Tai Tong Road and Shap Pat Heung Road are below 50% except the 200mm sewer between manholes FMH1035400 and FMH1064703 which is about 90% and the sewers are capable of discharging sewage flow generated from the proposed Development. In light of the high utilization under the proposed condition for the 200mm diameter sewer between manholes FMH1035400 and FMH1064703, it is proposed to upgrade the existing sewer from 200mm to 250mm in internal diameter (i.e. 280mm OD PE pipe). After the proposed upgrading works, the utilization of the existing sewer between manholes FMH1035400 and FMH1064703 will be decreased from 90% to 44%.
- 5.2.3 For the proposed sewers (PE pipes) connecting the proposed Development to the existing sewers along Tai Tong Road, the hydraulic result is summarised in Table 5.2 below and details of the calculation are attached in Appendix D. A reduction in flow area has also been added to check for the proposed sewers for future rehabilitation if necessary.

Table 5.2: Hydraulic Capacities of Proposed Sewers to Sewers along Tai Tong Road under Proposed Flow Condition

Upstream Manhole	Downstream Node	Pipe Size (mm)	Utilization under Proposed Flow Condition	Utilization under Proposed Flow Condition with Flow Area Reduced for Rehabilitation
FMH-01*	FMH-02	250	50%	57%
FMH-02 [@]	FMH-03	250	48%	55%
FMH-03	FMH1035400	250	48%	55%

Remark: -

1. * The discharge manhole for the proposed residential development.

2. @ The discharge manhole for the proposed retail building.

5.2.4 Based on the hydraulic calculation, the sewage flow from the proposed development is well within the capacity of the existing and proposed sewage pipelines with utilisation below or equal to 57% even taking account of reduced size for proposed sewers taking account of future rehabilitation. Thus, it is considered that there is no adverse sewerage impact arising from the Development. The construction of the proposed sewers (i.e. FMD-P1, FMD-P2 and FMD-P3) and proposed upgraded pipe between manholes FMH1035400 and FMH1064703 will be carried out by the project proponent.

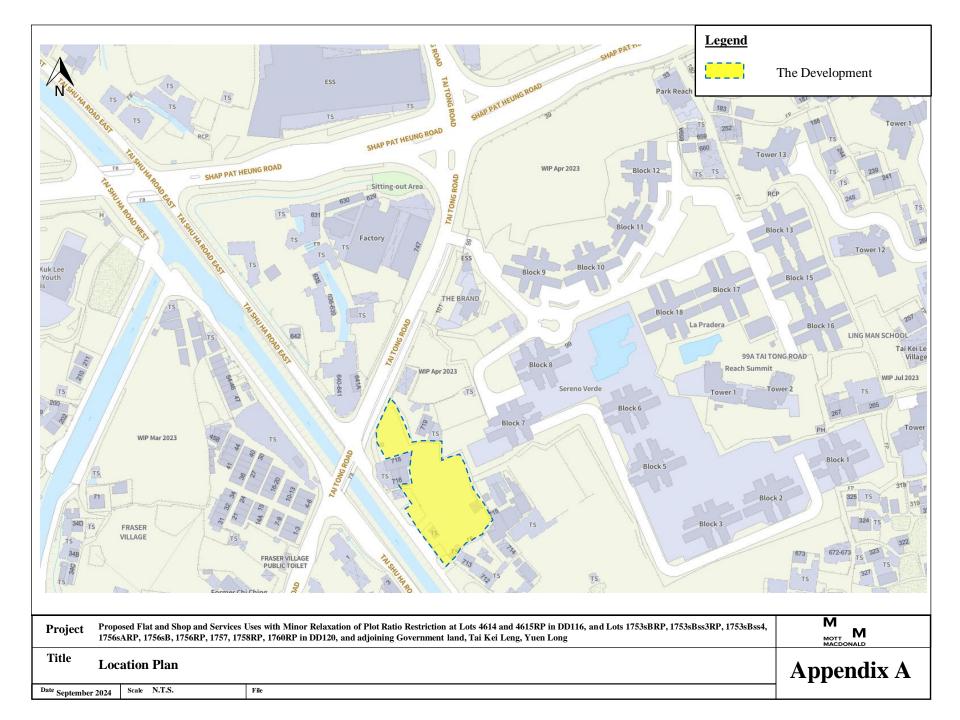
6 Conclusion

- **6.1.1** The estimated Average Dry Weather Flow (ADWF) for the proposed whole development is approximately 276.5 m³/day. The sewage generated will be discharged at a proposed manhole FMH-01. Sewage flow is then conveyed by three proposed 250mm internal diameter PE pipes (i.e. 280mm outside diameter) connecting the existing manhole FMH1035400, and then to 200mm to 450mm diameter sewage pipeline along Tai Tong Road and Shap Pat Heung Road. In light of the high utilization under the proposed condition for the 200mm diameter sewer between manholes FMH1035400 and FMH1064703, it is proposed to upgrade the existing sewer from 200mm to 250mm in internal diameter (i.e. 280mm OD PE pipe). After the proposed upgrading works, the utilization of the existing sewer FWD1042941 will be decreased from 90% to 44%.
- 6.1.2 The construction of three proposed 250mm internal diameter PE pipe (i.e. 280mm outside diameter) and the proposed upgrading works of the existing sewer between FMH1035400 and FMH1064703 will be constructed on the cost of the Applicant and the completed works will be handed back to DSD for maintenance.
- **6.1.3** Based on the hydraulic calculation, the sewage flow from the proposed development is within the capacity of the existing and proposed sewage pipelines. However, it should be noted that the additional impact for the 55 flats and 220m² retail building generate sewage flow of 52.2 m³/d only which is 19% of the whole planned development. In view of the nearby development, possible upgrade is anticipated. The minor increase in the sewerage flow of 52.2m³/d is very minor and thus, it is considered that there is no adverse sewerage impact arising from the Development site.

Appendices

- Appendix A Location Plan of the Development
- Appendix A1 Layout Plan of the Development
- Appendix B Existing Sewerage System
- Appendix B1 Existing Catchment Plan
- Appendix B2 Proposed Catchment Plan
- Appendix C Proposed Sewerage System
- Appendix D Hydraulic Calculation
- Appendix E Distribution of Flow from Existing Manhole FMH1036051 To Existing Sewers FWD1043910 and FWD1043909 Under Existing and Proposed Conditions

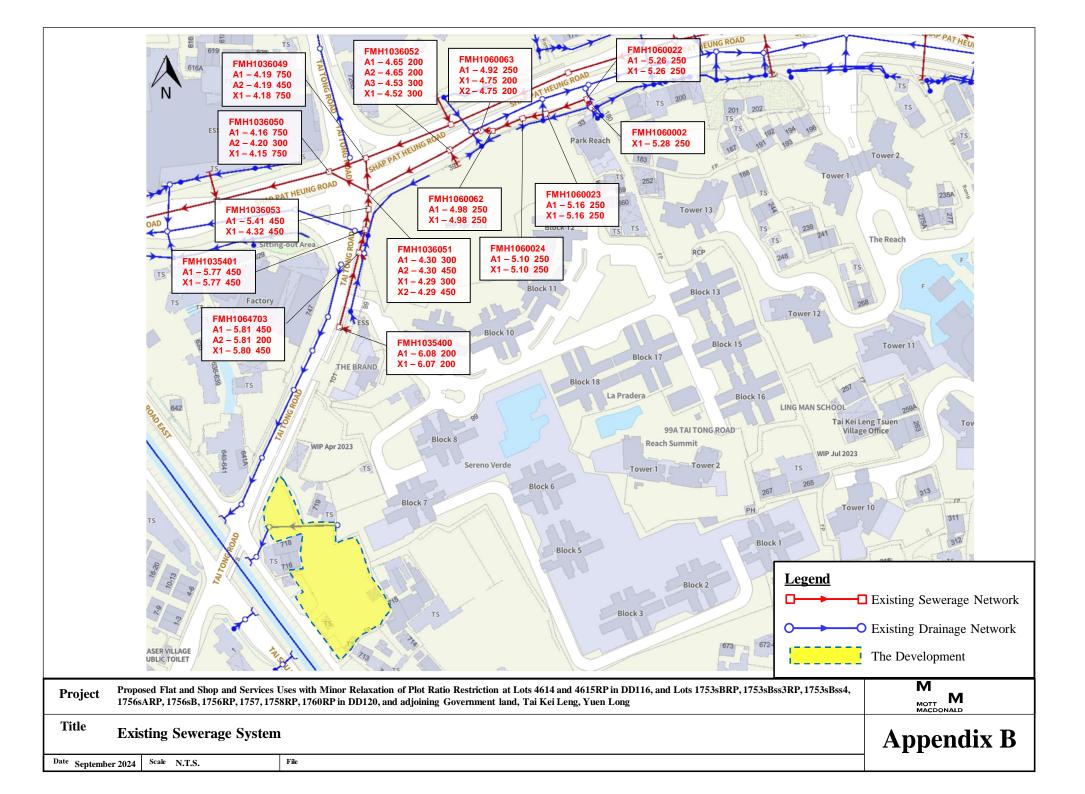
Appendix A Location Plan of the Development



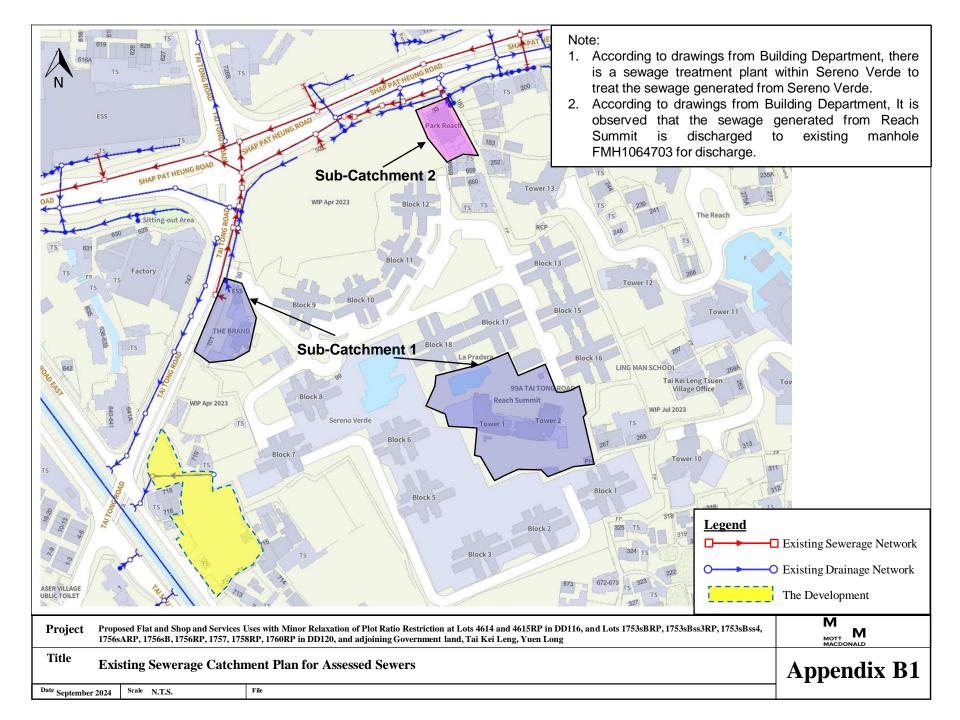
Appendix A1 Layout Plan for the Development

N N Series Verde Verde Verde Verde	ent Site Area about 2540m2) -Way will be obtained
HGV loading / LGV loading / LGV loading bay LG	
Project Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4,	M
Tide	
Layout Plan of the Development	Appendix A1
Date September 2024 Scale N.T.S. File	

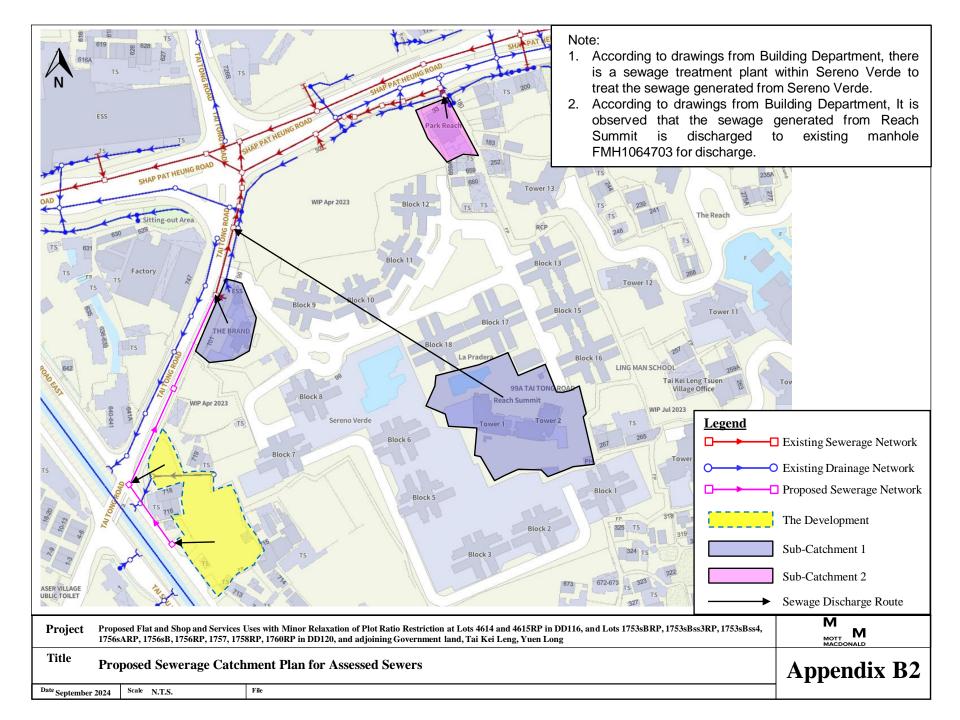
Appendix B Existing Sewerage System



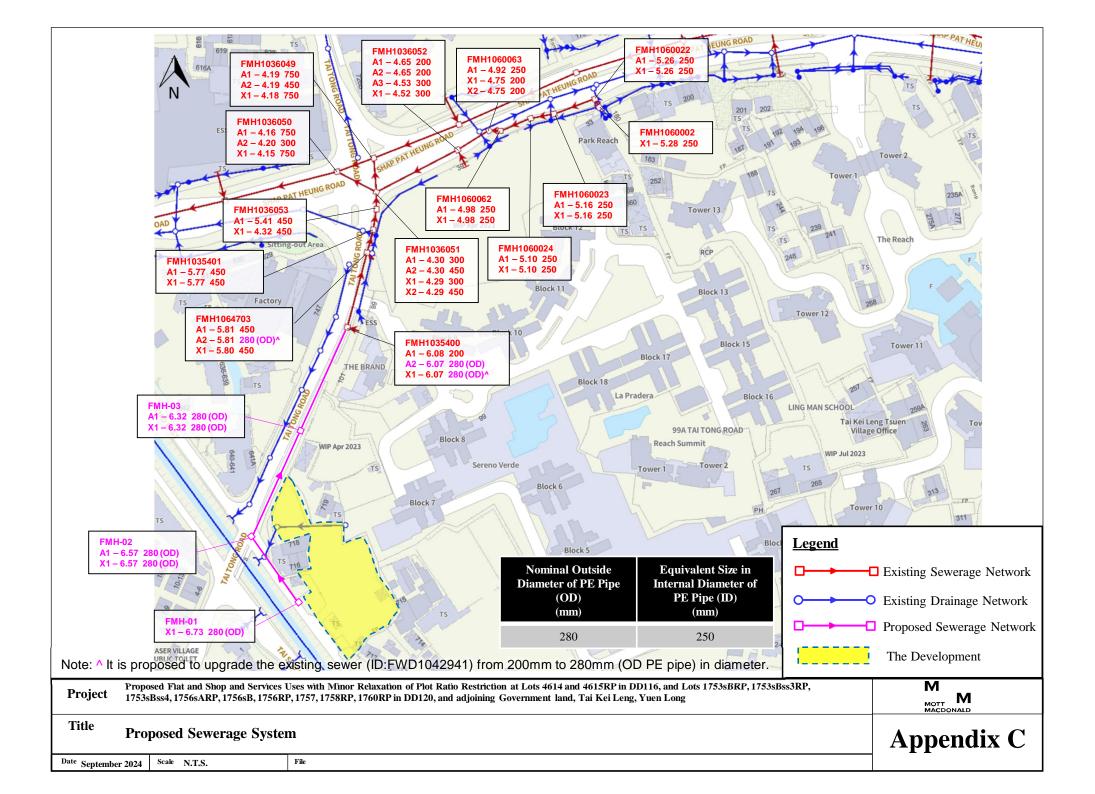
Appendix B1 Existing Catchment Plan



Appendix B2 Proposed Catchment Plan



Appendix C Proposed Sewerage System



Appendix D Hydraulic Calculation

Appendix D.1 - Sewage Flow for Existing Condition

Sub-Catchment 1

The Brand

Reach Summit

	Residential	
Estimated No. of Flats =	28	Flats
Average Household Size =	2.8	Persons per Flat
Population =	79	Persons
Global Unit Flow Factors =	0.27	m ³ /d per person
Sewage Flow (ADWF) =	21.33	m³/d
	0.25	l/s
	Residential	
Estimated No. of Flats =	504	Flats
Average Household Size =	2.8	Persons per Flat
Population =	1412	Persons
Global Unit Flow Factors =	0.27	m ³ /d per person
Sewage Flow (ADWF) =	381.24	m³/d
	4.41	l/s
y Pool		
	Swimming Pool	
Pool Volume =	264	m ³
Turnover Rate =	6	hrs
Surface Loading Rate of Filter =	48	m ³ /m ² /hr
Filter Areas Required =	0.92	m ²
Backwash Duration =	3	min/day
Backwash Flow Rate =	30	m ³ /m ² /hr
erage Design Flow for swimming pool backwashing =	1.38	m³/day
	0.02	l/s
Instant peak flow =	27.50	m³/hr
	7.64	l/s

Residential

According to 2021 Population Census, average household size in Yuen Long is 2.8 persons per flat.

Domestic Flow Private Housing (R2)

According to 2021 Population Census, average household size in Yuen Long is 2.8 persons per flat.

Domestic Flow Private Housing (R2)

Assumed 1.2m deep Filtration Rate = 48 m³/m²/h

Reach Summit Swimming

	Swimming FOOI	
Pool Volume =	264	m ³
Turnover Rate =	6	hrs
Surface Loading Rate of Filter =	48	m ³ /m ² /hr
Filter Areas Required =	0.92	m ²
Backwash Duration =	3	min/day
Backwash Flow Rate =	30	m ³ /m ² /hr
Average Design Flow for swimming pool backwashing =	1.38	m³/day
	0.02	l/s
Instant peak flow =	27.50	m³/hr
	7.64	l/s

Sub-Catchment 2 Park Reach

	Residential	
Estimated No. of Flats =	63	Flats
Average Household Size =	2.8	Persons per Flat
Population =	177	Persons
Global Unit Flow Factors =	0.27	m ³ /d per person
Sewage Flow (ADWF) =	47.79	m³/d
_	0.55	l/s

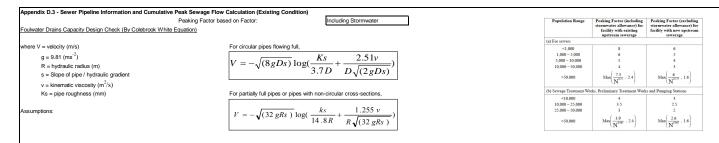
According to 2021 Population Census, average household size in Yuen Long is 2.8 persons per flat.

Domestic Flow Private Housing (R2)

Appendix D.2 - Sewage Flow for Proposed Condition

Sewage Flow from proposed residential and retail development

Estimated No. of Flats = Average Household Size = Population = Global Unit Flow Factors = Sewage Flow (ADWF) =	Residential Building 345 2.8 966 0.27 260.82 3.02	Flats Persons per Flat Persons m ³ /d per person m ³ /d	According to 2021 Population Census, average household size in Yuen Long is 2.8 persons per flat. Domestic Flow Private Housing (R2)
Population = J11 Community, Social & Personal Services- Global Unit Flow Factors = Sewage flow =	Residential Building 4 0.28 1.12 0.01	Persons m ³ /d per employee m³/d _//s	It is assumed there would be 2 security guards and 2 managing staffs for housing block.
Estimated GFA of Building =	Clubhouse 420.00	m²	It is assumed there would be 3.3 workers per GFA (in 100 m2) for Community, Social & Personal Services according to Figure 9: Worker Density by Industry Group of "Commercial and Industrial Floor Space Utilization Survey" published by
Population = J11 Community, Social & Personal Services- Global Unit Flow Factors = Sewage flow =	14 0.28 3.92 0.05	Persons m ³ /d per employee m³/d _//s	Plannings Department.
Sewage Discharge to	FMH-01 Retail Building (Retail)		
Estimated GFA of Building =	110.00	m²	50% of the GFA of Retail Building It is assumed there would be 3.5 workers per GFA (in 100 m2) for Retail Trade according to Figure 9: Worker Density
Population = J4 Wholesale & Retail - Global Unit Flow Factors = Sewage flow =	4 0.28 1.12 0.01	Persons m ³ /d per employee m³/d l/s	by Industry Group of "Commercial and Industrial Floor Space Utilization Survey" published by Plannings Department.
Estimated GFA of Building =	Retail Building (Restaur 110.00	ant) m ²	50% of the GFA of Retail Building
Estimated GFA of Building = Population = J10 Restaurants & Hotels - Global Unit Flow Factors = Sewage flow =	6 1.58 9.48 0.11	Persons m ³ /d per employee m³/d _//s	It is assumed there would be 5.1 workers per GFA (in 100 m2) for Restaurants according to Figure 9: Worker Density by Industry Group of "Commercial and Industrial Floor Space Utilization Survey" published by Plannings Department.
Sewage Discharge to	FMH-02		



Pipe roughness for Proposed PE Pipeline = Pipe roughness for Existing Sewage Pipeline (<=600 dia.) = (Similar roughness value of uPVC material pipe under poor slimed condition in accordance with Sewerage Manual - Table 5 has been adopted for polyethylene pipe) (Refer to Sewerage Manual Part 1 - Table 5: Clayware)

Transitional flow and water at 15 degree celsius, i.e. kinematic viscosity is 1.14 x 10 ⁻⁶ m²/s

Hydraulic Calculation and Utilisation for 200mm to 450mm Existing Sewers along Tai Tong Road

1.5 mm

3 mm

	Pipe Information From To Size Length U.S. D.S. Gradient Cumulative Catchment Cumulative Daily Contributing Peaking Instant Peak Cumulative Cumulative Invest Lovel Invest Lovel Invest Lovel Invest Lovel International Daily Services Elever Services Elever Technology Beak Services															Result			
Pipe no.	From	То	Size (mm)	Length (m)	U.S. Invert Level (mPD)	D.S. Invert Level (mPD)	Gradient 1 in	Cumulative Daily Sewage Flow	Catchment Inflow Factor	Sewage Flow with Catchment	Contributing Population	Peaking Factor	Instant Peak Flow from Swimming Pool	Cumulative Peak Sewage Flow (I/s)	Cumulative Peak Sewage Flow (m ³ /s)	Pipe Full Flow Capacity (I/s)	Pipe Full Flow Velocity (m/s)	Utilization (%)	Flow Capacity Check
Sewerage Network along Tai Tong Road	e Network along Tai Tong Road (Sub-catchment 1)																		
FWD1042941																ОК			
FWD1094193	FMH1064703	FMH1035401	450	9.0	5.80	5.77	300	4.66	1.00	4.66	1491	6.00	7.64	35.60	0.0356	149	0.94	24%	OK
FWD1043890	FMH1035401	FMH1036053	450	9.8	5.77	5.41	27	4.66	1.00	4.66	1491	6.00	7.64	35.60	0.0356	497	3.12	7%	OK
FWD1043891	FMH1036053	FMH1036051	450	7.9	4.32	4.30	393	4.66	1.00	4.66	1491	6.00	7.64	35.60	0.0356	130	0.82	27%	OK

Hydraulic Calculation and Utilisation for 200mm to 300mm Existing Sewers along Shap Pat Heung Road

	Pipe Information From To Size Length U.S. Gradient Cumulative Catchment Cumulative Daily Contributing Peaking Instant Peak Cumulative Invert Level Invert Level 1 ni Daily Sewage Inflow Sewage Flow Population Factor Flow from Peak Sewage Flow Peak Sewage Flow Peak Sewage Flow Maintring Pool (l/s) (m ³ /s)																		
Pipe no.	From	То		Length (m)	U.S. Invert Level (mPD)			Daily Sewage	Inflow	Sewage Flow	•		Flow from	Peak Sewage Flow	Peak Sewage Flow	Pipe Full Flow Capacity (I/s)	Pipe Full Flow Velocity (m/s)	Utilization (%)	Flow Capacity Check
Sewerage Network along Shap Pat He	ung Road (Sub-catchmer	nt 2)						(l/s)		Inflow Factor (I/s)			(l/s)				. ,		
FWD1081043	FMH1060002	FMH1060022	250	3.2	5.28	5.26	159	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	43	0.87	10%	OK
FWD1081044	FMH1060022	FMH1060023	250	21.5	5.26	5.16	215	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	37	0.75	12%	OK
FWD1081062	FMH1060023	FMH1060024	250	11.3	5.16	5.10	189	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	39	0.80	11%	OK
FWD1081063	FMH1060024	FMH1060062	250	15.5	5.10	4.98	129	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	47	0.97	9%	OK
FWD1081064	FMH1060062	FMH1060063	250	4.8	4.98	4.92	80	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	60	1.23	7%	OK
FMD1002480 (1)	FMH1060063	FMH1036052	200	18.9	4.75	4.65	189	0.55	1.00	0.55	177	8.00	0.00	2.21	0.0022	22	0.69	10%	OK
FWD1043892	FMH1036052	FMH1036051	300	47.3	4.52	4.30	215	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	60	0.85	7%	OK

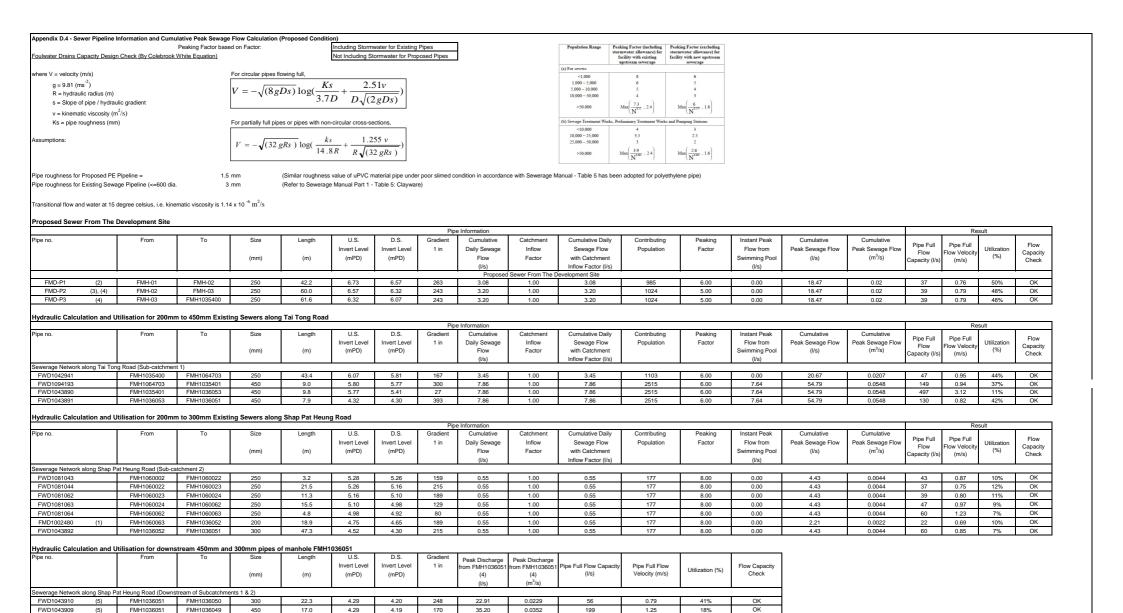
Hydraulic Calculation and Utilisation for downstream 450mm and 300mm pipes of manhole FMH1036051

8	Pipe no.		From	То	Size (mm)	Length (m)	U.S. Invert Level (mPD)	D.S. Invert Level (mPD)	Gradient 1 in	Peak Discharge from FMH1036051 (2) (l/s)	Peak Discharge from FMH1036051 (2) (m ³ /s)	Pipe Full Flow Capacity (I/s)	Pipe Full Flow Velocity (m/s)	Utilization (%)	Flow Capacity Check
	Sewerage Network along	Shap Pat Heun	g Road (Downstream of	Subcatchments 1 & 2	2)										
	FWD1043910	(2)	FMH1036051	FMH1036050	300	22.3	4.29	4.20	248	14.49	0.0145	56	0.79	26%	OK
	FWD1043909	(2)	FMH1036051	FMH1036049	450	17.0	4.29	4.19	170	24.42	0.0244	199	1.25	12%	OK

Remarks:

1. For FMD1002480, it consists of two 200mm pipes. it is assumed that the cumulative peak sewage flow is equally divided between 2 pipes.

2. The peak discharges from existing manhole FMH1036051 to two existing sewers (i.e. FWD1043910 & FWD1043909) are calculated in Appendix E.



Remarks:

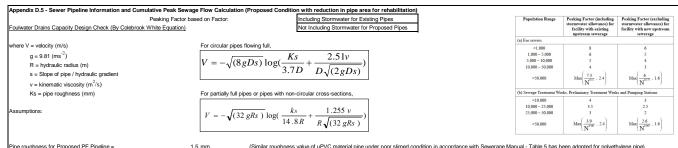
1. For FMD1002480, it consists of two 200mm pipes. it is assumed that the cumulative peak sewage flow is equally divided between 2 pipes.

2. The sewage generated from the proposed residential development will be discharged into proposed manhole FMH-01.

3. The sewage generated from the proposed retail building will be discharged into proposed manhole FMH-02.

4. The cumulative peak sewage flows for FMD-P2 and FMD-P3 are 15.99 l/s. In view of this the upstream sewage flow of those two pipes is 18.47 l/s (i.e. cumulative peak sewage flow of FMD-P1) which is greater than that of FMD-P2 and FMD-P3, cumulative peak sewage flow of 18.47 l/s is adopted for FMD-P2 and FMD-P3.

5. The peak discharges from existing manhole FMH1036051 to two existing sewers (i.e. FWD1043910 & FWD1043909) are calculated in Appendix E.



Pipe roughness for Proposed PE Pipeline = Pipe roughness for Existing Sewage Pipeline (<=600 dia.) (Similar roughness value of uPVC material pipe under poor slimed condition in accordance with Sewerage Manual - Table 5 has been adopted for polyethylene pipe) (Refer to Sewerage Manual Part 1 - Table 5: Clayware)

1. Assumed the lining thickness for rehabilitation is 6mm for 250mm diameter pipe.

2. Transitional flow and water at 15 degree celsius, i.e. kinematic viscosity is 1.14 x 10 $^{-6}$ m^2/s

Proposed Sewer From The Development Site

							Pipe	e Information									Re	sult	
Pipe no.	From	То	Size After Rehabilitation	Length	U.S. Invert Level	D.S. Invert Level	Gradient 1 in	Cumulative Daily Sewage	Catchment Inflow	Cumulative Daily Sewage Flow	Contributing Population	Peaking Factor		Cumulative Peak Sewage Flow	Cumulative Peak Sewage Flow	Pipe Full Flow	Pipe Full Flow Velocity	Utilization	Flow Capacity
			(mm)	(m)	(mPD)	(mPD)		Flow (I/s)	Factor	with Catchment Inflow Factor (I/s)			Swimming Pool (I/s)	(l/s)	(m³/s)	Capacity (l/s)	(m/s)	(%)	Check
								Proposer	d Sewer From The D	evelopment Site									
FMD-P1 (2)	FMH-01	FMH-02	238	42.2	6.73	6.57	263	3.08	1.00	3.08	985	6.00	0.00	18.47	0.02	33	0.73	57%	OK
FMD-P2 (3), (4)	FMH-02	FMH-03	238	60.0	6.57	6.32	243	3.20	1.00	3.20	1024	5.00	0.00	18.47	0.02	34	0.76	55%	OK
FMD-P3 (4)	FMH-03	FMH1035400	238	61.6	6.32	6.07	243	3.20	1.00	3.20	1024	5.00	0.00	18.47	0.02	34	0.76	55%	OK

Hydraulic Calculation and Utilisation for 200mm to 450mm Existing Sewers along Tai Tong Road

3 mm

	Pipe Information From To Size Length U.S. D.S. Gradient Cumulative Catchment Cumulative Daily Contributing Peaking Instant Peak Cumulative Cumulative From To Size Length Invert Level 1 in Daily Sewage Inflow Sewage Flow Population Factor Flow from Peak Sewage Flow Peak Sewage Flow Miniming Pool (l/s) (m ³ /s)																sult		
Pipe no.	From	То		Length (m)	Invert Level	Invert Level	Gradient 1 in	Daily Sewage	Inflow	Sewage Flow			Flow from		Cumulative Peak Sewage Flow (m ³ /s)	Pipe Full Flow Capacity (l/s)	Pipe Full Flow Velocity (m/s)	Utilization (%)	Flow Capacity Check
Sewerage Network along Tai Tong	erage Network along Tai Tong Road (Sub-catchment 1)																		
FWD1042941	FMH1035400	FMH1064703	238	43.4	6.07	5.81	167	3.45	1.00	3.45	1103	6.00	0.00	20.67	0.0207	41	0.92	51%	OK
FWD1094193	FMH1064703	FMH1035401	450	9.0	5.80	5.77	300	7.86	1.00	7.86	2515	6.00	7.64	54.79	0.0548	149	0.94	37%	OK
FWD1043890	FMH1035401	FMH1036053	450	9.8	5.77	5.41	27	7.86	1.00	7.86	2515	6.00	7.64	54.79	0.0548	497	3.12	11%	OK
FWD1043891	FMH1036053	FMH1036051	450	7.9	4.32	4.30	393	7.86	1.00	7.86	2515	6.00	7.64	54.79	0.0548	130	0.82	42%	OK

Hydraulic Calculation and Utilisation for 200mm to 300mm Existing Sewers along Shap Pat Heung Road

	Pipe Information From To Size Length U.S. D.S. Gradient Cumulative Catchment Cumulative Daily Contributing Peaking Instant Peak Cumulative Cumulative Invert Level Invert Level Into Daily Sewage Inflow Sewage Flow Population Factor Flow from Peak Sewage Flow Peak Sewage Flow																Result		
Pipe no.	From	То	Size	Length		D.S. Invert Level										Pipe Full Flow	Pipe Full Flow Velocity	Utilization	Flow
			(mm)	(m)	(mPD)	(mPD)		Flow	Factor	with Catchment			Swimming Pool	(l/s)	(m ³ /s)	Capacity (I/s)		(%)	Capacity Check
								(l/s)		Inflow Factor (I/s)			(l/s)		I	1			<u> </u>
ewerage Network along Shap Pat Heung Road (Sub-catchment 2)																			
FWD1081043	FMH1060002	FMH1060022	250	3.2	5.28	5.26	159	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	43	0.87	10%	OK
FWD1081044	FMH1060022	FMH1060023	250	21.5	5.26	5.16	215	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	37	0.75	12%	OK
FWD1081062	FMH1060023	FMH1060024	250	11.3	5.16	5.10	189	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	39	0.80	11%	OK
FWD1081063	FMH1060024	FMH1060062	250	15.5	5.10	4.98	129	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	47	0.97	9%	OK
FWD1081064	FMH1060062	FMH1060063	250	4.8	4.98	4.92	80	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	60	1.23	7%	OK
FMD1002480 (1)	FMH1060063	FMH1036052	200	18.9	4.75	4.65	189	0.55	1.00	0.55	177	8.00	0.00	2.21	0.0022	22	0.69	10%	OK
FWD1043892	FMH1036052	FMH1036051	300	47.3	4.52	4.30	215	0.55	1.00	0.55	177	8.00	0.00	4.43	0.0044	60	0.85	7%	OK

Hydraulic Calculation and Utilisation for downstream 450mm and 300mm pipes of manhole FMH1036051

Pipe no.		From	То	Size	Length	U.S. Invert Level	D.S. Invert Level	Gradient 1 in	Peak Discharge from FMH1036051	Peak Discharge from FMH1036051	Pipe Full Flow Capacity		Utilization (%)	Flow Capacity Check
				(mm)	(m)	(mPD)	(mPD)		(4) (l/s)	(4) (m ³ /s)	(l/s)	(m/s)		Check
Sewerage Network a	long Shap P	at Heung Road (Downst	ream of Subcatchme	nts 1 & 2)										
FWD1043910	(5)	FMH1036051	FMH1036050	300	22.3	4.29	4.20	248	22.91	0.0229	56	0.79	41%	OK
FWD1043909	(5)	FMH1036051	FMH1036049	450	17.0	4.29	4.19	170	35.20	0.0352	199	1.25	18%	OK

Remarks:

1. For FMD1002480, it consists of two 200mm pipes. it is assumed that the cumulative peak sewage flow is equally divided between 2 pipes.

2. The sewage generated from the proposed residential development will be discharged into proposed manhole FMH-01.

3. The sewage generated from the proposed retail building will be discharged into proposed manhole FMH-02.

4. The cumulative peak sewage flows for FMD-P2 and FMD-P3 are 15.99 l/s. In view of this the upstream sewage flow of those two pipes is 18.47 l/s (i.e. cumulative peak sewage flow of FMD-P1) which is greater than that of FMD-P2 and FMD-P3, cumulative peak sewage flow of 18.47 l/s (i.e. cumulative peak sewage flow of FMD-P1) which is greater than that of FMD-P2 and FMD-P3.

5. The peak discharges from existing manhole FMH1036051 to two existing sewers (i.e. FWD1043910 & FWD1043909) are calculated in Appendix E.

Appendix E

Distribution of Flow from Existing Manhole FMH1036051 To Existing Sewers FWD1043910 and FWD1043909 Under Existing and Proposed Conditions

Appendix E	Peaking Factor based on Factor											
1.Determine the distribution of flow from existing manhole FMH1036051 to existing sewers FWD1043910 and FWD1043909 under existing condition												
Cumulative Daily Sewage Flow with Catchment Inflow Factor from FWD1043891 and FWD1043892 under Existing Condition = Contribution Population = Peaking Factor =	5.21 1668 6	l/s	(from Appendix D.3)									
Instant Peak Flow from Swimming Pool from FWD1043891 and FWD1043892 = Cumulative Peak Flow Discharge to Existing Sewers FWD1043910 and FWD1043909 under Existing Condition =	7.64 38.91	l/s l/s	(from Appendix D.3)									
Assumptions:												

1. The hydraulic is designed based on Colebrook-White equation and Wallingford charts.

2. Pipe roughness = 3 mm (Refer to Sewerage Manual Part 1 - Table 5: Clayware)

4. Transitional flow and water at 15 degree Celsius

Pipe Information Discharge						Capacity and Velocity Check			Partial Flow Calculation					
Pipe No.	From	То	Pipe Diameter mm	Gradient 1 in	Design Discharge I/s	Pipe Partial Flow Velocity m/s	Pipe Full Flow Capacity I/s	Pipe Full Flow Velocity m/s	Capacity Check	% utilization	Calculated Proportional Discharge	From Chart Proportional Depth	From Chart Proportional Velocity	Actual Water Depth m
FWD1043910	FMH1036051	FMH1036050	300	247.8	14.49	0.68	56	0.79	OK	26	0.26	0.351	0.86	0.105
FWD1043909	FMH1036051	FMH1036049	450	169.8	24.42	0.85	199	1.25	OK	12	0.12	0.233	0.68	0.105

Including Stormwater

2. Determine the distribution of flow from existing manhole FMH1036051 to existing sewers FWD1043910 and FWD1043909 under Proposed condition

Cumulative Daily Sewage Flow with Catchment Inflow Factor from FWD1043891 and FWD1043892 under Proposed Condition =	8.41	l/s	(from Appendix D.4)
Contribution Population =	2691.6		
Peaking Factor =	6		
Instant Peak Flow from Swimming Pool from FWD1043891 and FWD1043892 =	7.64	l/s	(from Appendix D.4)
Cumulative Peak Flow Discharge to Existing Sewers FWD1043910 and FWD1043909 under Proposed Condition =	58.11	l/s	

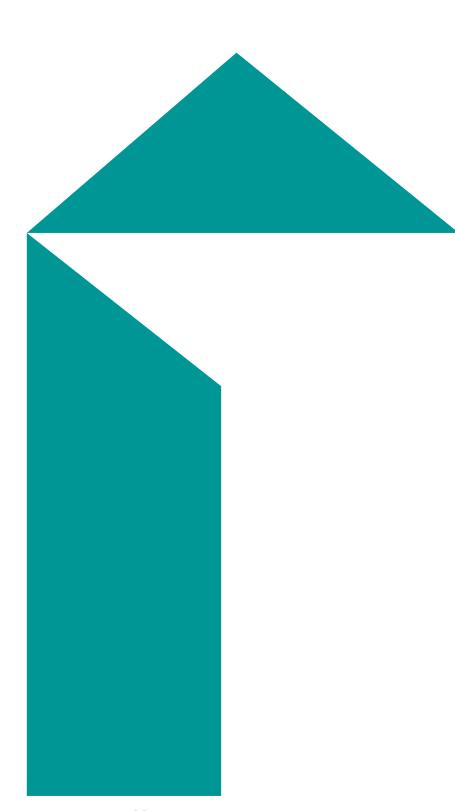
Assumptions:

1. The hydraulic is designed based on Colebrook-White equation and Wallingford charts.

2. Pipe roughness = 3 mm (Refer to Sewerage Manual Part 1 - Table 5: Clayware)

4. Transitional flow and water at 15 degree Celsius

Pipe Information Discharge					Discharge	Capacity and Velocity Check				Partial Flow Calculation					
Pipe No.	From	То	Pipe Diameter mm	Gradient 1 in	Design Discharge I/s	Pipe Partial Flow Velocity m/s	Pipe Full Flow Capacity I/s	Pipe Full Flow Velocity m/s	Capacity Check	% utilization	Calculated Proportional Discharge	From Chart Proportional Depth	From Chart Proportional Velocity	Actual Water Depth m	
FWD1043910	FMH1036051	FMH1036050	300	247.8	22.91	0.75	56	0.79	OK	41	0.41	0.446	0.95	0.134	
FWD1043909	FMH1036051	FMH1036049	450	169.8	35.20	0.96	199	1.25	OK	18	0.18	0.297	0.77	0.134	



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AQIA Report

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

Prepared for

Henderson Land Development Company Limited

Prepared by

Ramboll Hong Kong Limited

PROPOSED FLAT AND SHOP AND SERVICES USES WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION AT LOTS 4614 AND 4615RP IN DD116, AND LOTS 1753SBRP, 1753SBSS3RP, 1753SBSS4, 1756SARP, 1756SB, 1756RP, 1757, 1758RP, 1760RP IN DD120, AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

QUALITATIVE AIR IMPACT ASSESSMENT



AQIA Report	Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long
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AQIA Report

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

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Appendix 1.1	Master Layout Plans and Sections of the Proposed Development
Appendix 2.1	Site Survey Checklist
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INTRODUCTION 1.

1.1 Project Background

The Proposed Development is located at Residential Group B under the approved Yuen 1.1.1 Long Outline Zoning Plan (OZP) No. S/YL/27 which is designated for residential use. Below is the extract of the notes of the Yuen Long OZP for the use.

	0	
-	0	-

S/YL/27

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre,	Eating Place
Post Office only)	Educational Institution
House	Government Refuse Collection Point
Library	Government Use (not elsewhere specified)
Residential Institution	Hospital
School (in free-standing purpose-designed	Hotel
building only)	Institutional Use (not elsewhere specified)
Utility Installation for Private Project	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility

RESIDENTIAL (GROUP B)

1.1.2 Under the Column 1, flat and residential institution "i.e. residential use" is always permitted to be constructed at the Subject Site. The plot ratio of the residential use under the OZP is 3.5 and with a maximum building height of 25 storeys (excluding basement car park). As such, existing residential development "Sereno Verde" is located immediate east of the Subject Site.



- 1.1.3 Figure 1.1 shows the location of the Subject Site and the surrounding developments.
- 1.1.4 During the land exchange application, as per the Transport Department's request, a strip of land along the Tai Shu Ha Road East has to be reserved as non-building area of the proposed development. This strip of land is reserved with a view not to jeopardizing the potential road widening works in the future, if necessary. Under current status, there is no program for the road widening of Tai Shu Ha Road East from neither the Transport Department nor the project proponent. Similarly, there is also another non-building area along Tai Tong Road reserved for road widening if there is a plan in future.
- 1.1.5 Under this current planning application, the Applicant proposed to have 20% plot ratio relaxation, i.e. to have an additional 4 storeys increase from 20 storeys to 24 storeys.
- 1.1.6 Ramboll Hong Kong Limited (the Consultant) has been commissioned by the Applicant to conduct this qualitative air quality impact assessment in relation to the planning application. Architectural drawings and technical information of the Subject Site were provided by project proponent.
- 1.2 Subject Site and its Environs
- 1.2.1 The Subject Site is located at the junction of Tai Tong Road and Tai Shu Ha Road East. The site is currently zoned as "Residential Group B (R(B))".
- 1.2.2 The Subject Site is bounded by road carriageways, Tai Tong Road to the north and Tai Shu Ha Road East to the southwest of the Subject Site. Tai Shu Ha Road West is located further southwest of the Subject Site; while Yuen Long Highway is located further south of the Subject Site. An existing residential development "Sereno Verde" is located to the northeast of the Subject Site.
- 1.2.3 Figure 1.1 shows the location of the Subject Site and the surrounding environs.
- 1.3 The Proposed Development
- 1.3.1 The Proposed Development will mainly comprise of 1 residential tower with 25 storeys (the maximum building height is 101 mPD). As shown in the section, club house and E/M use are located at ground floor and 1st floor. Residential storeys start from 2/F to 24/F.
- 1.3.2 Master layout plans and sections of the Proposed Development are shown in Appendix1.1.



2. AIR QUALITY IMPACT ASSESSMENT

2.1 Introduction

- 2.1.1 This air quality impact assessment is prepared to evaluate potential air quality impact on the Proposed Development as well as potential impact to the surroundings, if any.
- 2.2 Construction Phase Air Quality Impact

Impact Brought during Construction Phase

- 2.2.1 The construction site area is ~ 2,540 m². The scale of dusty activities would not be huge since the site formation area is around ~ 928 m² (including both domestic building and retail block). Also, the scale of excavation work would not be huge since there are no basements in the proposed scheme, i.e. only typical foundation work for buildings will be carried out.
- 2.2.2 For the construction machinery operating on-site, the number of this is anticipated to be around 3 to 5 as the construction site is small. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, excavator, crawler crane, bulldozer, and etc.) with a proper label are allowed to be used in the construction site. The Contractor is also required to use mains electricity supply for construction equipment as far as practicable and to Ultra-low sulphur diesel (ULSD) for all diesel-operated plants and equipment on Site and place any diesel or petroleum fuelled equipment away from nearby sensitive receivers as practicable. Therefore, with the implementation of machinery regulation, the air quality impact due to operation of machinery is anticipated to be insignificant.
- 2.2.3 Travelling of the dump trucks is another potential source of construction dust and gaseous emissions. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, 2m depth ground soil would be excavated for pile cap construction of the residential tower. Therefore, the volume of excavated materials to be handled would be around (~ 928m² x 2m) 1,855m³. The period of excavation is anticipated to be around or less than 1 month. The number of dump trucks is anticipated to be around 10 trucks/ day (assuming each truck can carry 15 tons and there is around 18 working days in 1 month), based on the current available information of the proposed development. To further reduce the air quality impact from excavation and site formation, phasing of the excavation is suggested to avoid relatively large scale of excavation at the same period. Fugitive dust will be the only potential major source of air quality impact during the construction phase of the proposed development. It is anticipated that unacceptable impacts from the criteria pollutants – NO2, SO2, CO, etc. are unlikely to be significant.
- 2.2.4 The ASRs closed to the project site are mainly residential buildings, such as Sereno

Verde and Reach Summit as well as the adjacent village houses. Also, an educational facility called Ling Man School is also identified as ASRs. Section 2.2.6 shows the location of the ASRs.

2.2.5 With relatively short distance from the closest ASRs, mitigation measures are suggested to be implemented. Construction Dust Mitigation Measures are presented in section 2.2.7 below.

Representative Air Sensitive Receivers (ASRs)



Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

2.2.6 The Subject Site is located in rural area. There are a number of village and residential developments in the vicinity, which are considered as ASRs. These representative ASRs are shown in Table 2.1 and tabulated below. Figure 2.2 shows the location of these existing ASRs.

ASR	Description	Туре	Approximate Horizontal Distance to the Proposed Development
ASR01	Sereno Verde Block 7	R(B)	~18m to the northeast
ASR02	Sereno Verde Block 6	R(B)	~85m to the northeast
ASR03	Sereno Verde Block 5	R(B)	~98m to the northeast
ASR04	Sereno Verde Block 3	R(B)	~110m to the southeast
ASR05	Village near the Tai Shu Ha Road West	V	~38m to the southwest
ASR06	Village near the Tai Shu Ha Road West	V ~1m to the south	
ASR07	Village near the Tai Shu Ha Road West	V	~1m to the southeast
ASR08	Village near the Tai Shu Ha Road West	V ~1m to the northwest	

Table 2.1Summary of Representative Air Sensitive Receivers

Mitigation Measures for Fugitive Dust Emission

2.2.7 Fugitive dust emission and gas emission arising from construction activities can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulations. With the adoption of good practices, it is expected that emission of construction dust can be kept at an acceptable level. The recommended dust mitigation measures are described below. In addition, EPD's recommended pollution control clause for construction contracts will be incorporated and required in future tender document to ensure that all relevant environmental protection and pollution control ordinances are observed and complied.

General Site Management

- 2.2.8 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.
- 2.2.9 Under the Air Pollutant Control (Non-road Mobile Machinery) (Emission) Regulation,

only approved or exempted non-road mobile machineries (including mobile generator, air compressor, crawler crane, bulldozer, etc.) with a proper label are allowed to be used in the construction site, which would meet the prescribed emission standards and requirement. According to the requirements stipulated in the Air Pollution Control (Fuel Restriction) Regulation and its amendment, using liquid fuel with a sulphur content of less than 0.005% by weight (such as Ultra Low Sulphur Diesel) for the equipment should be fulfilled in order to control the emissions of SO₂. In addition, dust potentially generated as a result of the concreting works for the construction of superstructure, floor slab, etc. would be minimized as the concrete would be pre-mixed and delivered to the Proposed Development Sites by concrete lorry mixer.



will be generated during the operation of the concrete lorry mixer (i.e. unloading of concrete) within the Proposed Development Sites. However, the time for the concrete lorry mixer operated within the Proposed Development Sites for unloading the concrete would be limited. Therefore, it is anticipated that the emissions from the concrete lorry mixer will be limited. In addition, as the haul roads will be paved and watered for the reduction of the dust on the haul roads, it is anticipated that the dust generated during the movement of the concrete lorry mixer on the haul roads will be reduced and minimized.

- 2.2.10 Frequent mist/water spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and humidity. The amount of water spraying should be just enough to dampen the material without over-watering which could result in surface water runoff.
- 2.2.11 Hoarding of not less than 2.4m high from ground level along site boundary, which is next to a road or other public area should be provided.

Vehicles and Unpaved Site Roads

2.2.12 Dust emission from unpaved roads comes predominantly from travelling of vehicles. Areas within the site where there are regular vehicle movements should have an approved hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designed roadways within the site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges of the side and tail boards. Wheel-wash troughs and hoses should be provided at exit points of the site.

Material Stockpiling and Handling

- 2.2.13 The amount of stockpiling should be minimised where possible. Construction material or debris should be covered and stored inside enclosed areas. Other control measures such as enclosed or semi-enclosed windboard should be used, where applicable, to minimise dust emission. Regular watering is needed at areas such as storage piles, where there could be potential dust emission. Placing dusty material storage piles near ASRs should be prevented.
- 2.2.14 Moreover, as the Subject Site is close to the nearby ASRs (i.e. Sereno Verde Block 3, 5, 6 and 7 and village near Tai Shu Ha Road West). The following control measures are suggested to minimise the potential construction impact to the nearby ASRs:
 - Plan site layout so that machineries, dust causing activities and stockpiling are away from receptors as far as possible;
 - Higher site hoarding (>=3m) should be implemented where there are receptors at close proximity to the construction site and dusty activities;
 - Haul road shall be away from the project boundary as much as possible.

Concurrent Project

- 2.2.15 There are 2 potential concurrent projects "An Exquisite Boutique Residence for Young Families and Urbanites" and R(A)6 identified within the 500m study area from the site boundary which would contribute to the cumulative impact during the construction phase. The location of the potential concurrent project is shown in Figure 2.1.
- 2.2.16 For the "An Exquisite Boutique Residence for Young Families and Urbanites", according to the available public information, the tentative completion year of this potential concurrent project would be 2025/26, while the tentative completion year of the proposed development is 2028, i.e. the start of the construction phase of the proposed development may be in 2025/2026. The overlapping of the construction period of two



projects may not be over a year, and the construction work of the Young Families and Urbanites in year 2025/2026 may be building works that the major construction activities would be carried out at indoor area. No major construction dust is expected to be generated from indoor construction works of the Young Familites and Urbanites construction site. Nevertheless, with the adoption of good practices as mentioned in section 2.2.7 above, it is expected that construction fugitive dust and gas emission of both consutcution site can be kept to an acceptable level, and the nearby ASRs of the two construction site, i.e. the nearby village houses and Seeno Verde, would not be subject to adverse construction air quality impact.

- 2.2.17 For the R(A) 6 site to east of the proposed development, there is no public available information of its construction program. This R(A) 6 site is about 350m east of the proposed development with residential uses (village houses, Sereno Verde, Reach Summit) located in between. Typical construction mitigation measure works will be implemented at each construction site to minimize the potential construction dust impact. With the long separation distance between the two construction sites, the potential cumulative construction air quality impact upon the existing ASRs is expected not to be significant after the implementation of mitigation measures.
- 2.2.18 In addition, the applicant will liaise with the relevant parties of the concurrent project, if any, to avoid any heavy dusty activities to be conducted at the same time to minimize the cumulative air quality impact at the area.
- 2.2.19 For example, the project proponent/contractor shall liaise with relevant parties of the concurrent projects to avoid any heavy dusty activities to be conducted at the same time. Also, dust and gaseous emission generated can be further minimized with the implementation of appropriate dust control measures and requirements listed in the Air Pollution Control (Construction Dust) Regulation of the APCO as well as good site practices. With the implementation of these mitigation measures/ control and relatively small construction area, adverse cumulative air quality impact is not anticipated.

2.3 Operational Phase Air Quality Impact

Industrial Emission Impact

- 2.3.1 The Subject Site is surrounded by residential developments (to the Northeast and Southeast of the Subject site), Open Space (to the Southwest and Northwest of the Subject Site), and Village Type Development (to the West of the Subject Site).
- 2.3.2 According to the observation in desktop review and the site visit carried out in October 2023 (See Appendix 2.1), there is no emission source such as chimney stack or any other emission like fluff, odour, smoke identified within 200m from the Subject Site. In addition, during the site visit, no air/odour nuisance from the nearby areas (e.g., Tai Sang Feeds Co., Ltd, nearby nullah and workshops) was found at the site boundary of the proposed development.
- 2.3.3 No adverse air quality impact due to industrial emission and any other emission from

fixed sources is expected.

Vehicular Emission Impact

- 2.3.4 The Subject Site is surrounded by Tai Shu Ha Road East to the west, and Tai Tong Road to the North.
- 2.3.5 Table 3.1 in Chapter 9 of Hong Kong Planning Standards and Guidelines (HKPSG) has been referenced (shown below as Table 2.2) for provision of buffer separation from identified air pollution sources in the vicinity.



Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

Pollution Source	Parameter	Buffer Distance	Permitted Uses	
Road and		Type of Road		
Highways	Trunk Road	>20m	Active and passive recreation uses	
	and Primary	3 - 20m	Passive recreational uses	
	Distributor	<3m	Amenity areas	
	District	>10m	Active and passive recreational uses	
	Distributor	<10m	Passive recreational uses	
	Local	>5m	Active and passive recreational uses	
	Distributor	<5m	Passive recreational uses	
	Under Flyovers	<5m	Passive recreational uses	

Table 2.2	HKPSG's Recommended Minimum Buffer Distance from Roads
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- 2.3.6 The endorsement of the road type of the adjacent road from Transport Department is attached in Appendix 2.2. It is clarified that there is no road widening road and road type of Tai Shu Ha Road East and Tai Tong Road. As mentioned in Section 1.1.4, there is a strip of non-building area along the existing road kerb of the Tai Shu Ha Road East and Tai Tong Road. The non-building areas are reserved with a view not to jeopardizing the potential road widening works in the future, if necessary. Under current status, there is no planning for the road widening of Tai Shu Ha Road East and Tai Tong Road from neither the Transport Department nor the project proponent.
- 2.3.7 In accordance with above table as stipulated in HKPSG, the minimum requirements on the buffer distance from Tai Tong Road is >5m, from Tai Shu Ha East Road is >5m.

Table 2.3	Buffer Distance between Kerb Sid of Concerned Road Links and
	Proposed Air Sensitives Uses

Road Name	Road Type	Recommended Buffer Distance (m)	Shortest Horizontal Distances Between Kerb Side of Concerned Road Links and the Sensitive use of Application Site (m)
Tai Tong Road	Local Distributor	>5m	>5m
Tai Shu Ha East	Feeder Road	>5m	>5m

- 2.3.8 As shown in Table 2.3 and Figure 2.3, the recommended buffer distance requirement for Tai Tong Road and Tai Shu Ha Road in the HKPSG would be complied. Besides, it is confirmed that there no air-sensitive uses of the proposed development including openable window, fresh air intake and recreational use in the open space located within the relevant buffer distance 5m of local road requirement stipulated in Table 3.1 of Chapter 9- Environment.
- 2.3.9 Therefore, it is considered that the future occupant would not be subject to adverse air quality impact.
- 2.4 Conclusion
- 2.4.1 Potential air quality impacts arising during construction phase of the Proposed Development have been assessed. With the implementation of effective environmental



mitigation measures, the potential impacts are anticipated to be insignificant. In conclusion, it is envisaged that construction phase environmental impacts arising from the Proposed Development would be insignificant.

- 2.4.2 As confirmed by site survey in Oct 2023, there is no industrial emission identified within 200m from the Proposed Development, which meets the buffer distance requirement under the HKPSG. In addition, the relevant HKPSG vehicular buffer distance to the Proposed Development is fulfilled.
- 2.4.3 Furthermore, the air sensitive uses in the Proposed Development including fresh air intake location, openable window and recreational uses in open space are designed to meet the buffer distance requirement with respect to the nearest existing carriageways.
- 2.4.4 Therefore, no adverse air quality impact during both construction and operational phases for the Proposed Development are anticipated.



AQIA Report Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

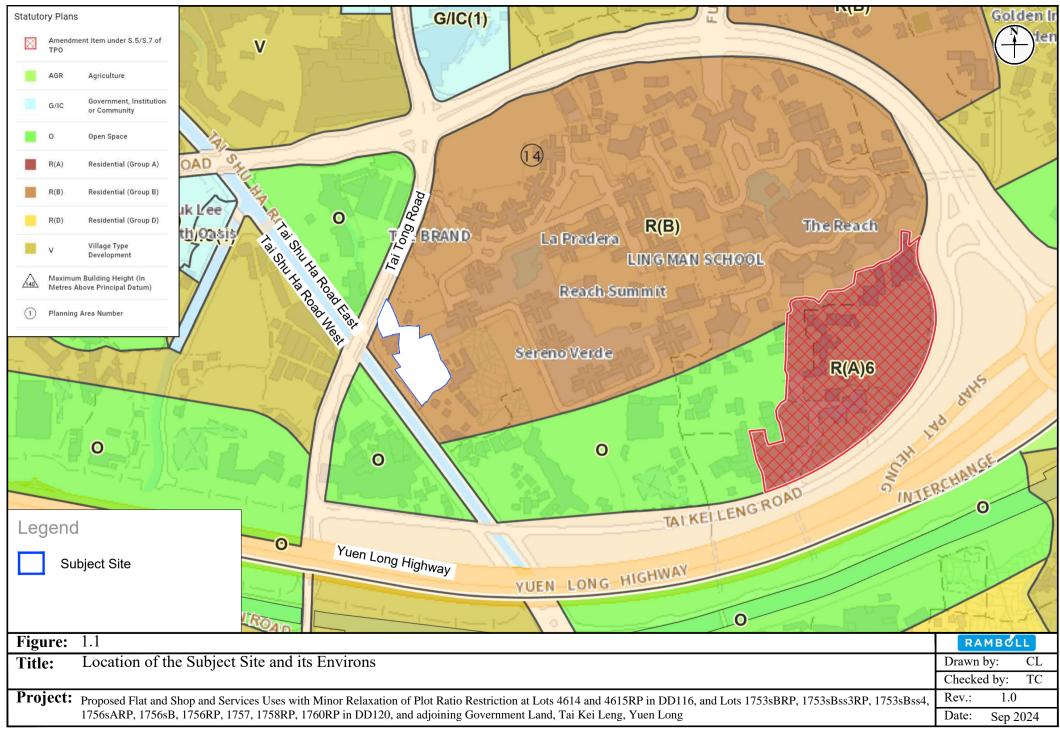
3. CONCLUSION

- 3.1.1 The Proposed Development is located at Residential Group B under the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 which is designated for residential use. The current planning application is to apply for the minor plot ratio relaxation, i.e. an increase of the residential floors. According to the project proponent, there will be an increase of four residential floors on top of the proposed development.
- 3.1.2 A strip of land along the Tai Shu Ha Road East and Tai Tong Road have to be reserved as non-building area of the proposed development. The non-building areas are solely reserved with a view not to jeopardizing the potential road widening works in the future, if necessary. Under current status, there is no planning for the road widening of Tai Shu Ha Road East and Tai Tong Road from neither the Transport Department nor the project proponent.
- 3.1.3 Both constructional and operational air quality impacts of the proposed development are reviewed in this qualitative assessment study.
- 3.1.4 With adequate construction phase mitigation measures, the potential construction air quality impact from the Proposed Development to the adjacent Air Sensitive Receivers would be minimized.
- 3.1.5 As confirmed by site survey in Oct 2023, there is no industrial emission identified within 200m from the Proposed Development, which meets the buffer distance requirement under the HKPSG. In addition, the relevant HKPSG vehicular buffer distance to the Proposed Development is fulfilled.
- 3.1.6 As mentioned above, the air sensitive uses in the Proposed Development including fresh air intake location, openable window, and recreational use in the open space are designed to meet the buffer distance requirement with respect to the nearest existing carriageways.
- 3.1.7 Therefore, no adverse air quality impact during both construction and operational phases for the Proposed Development are anticipated.

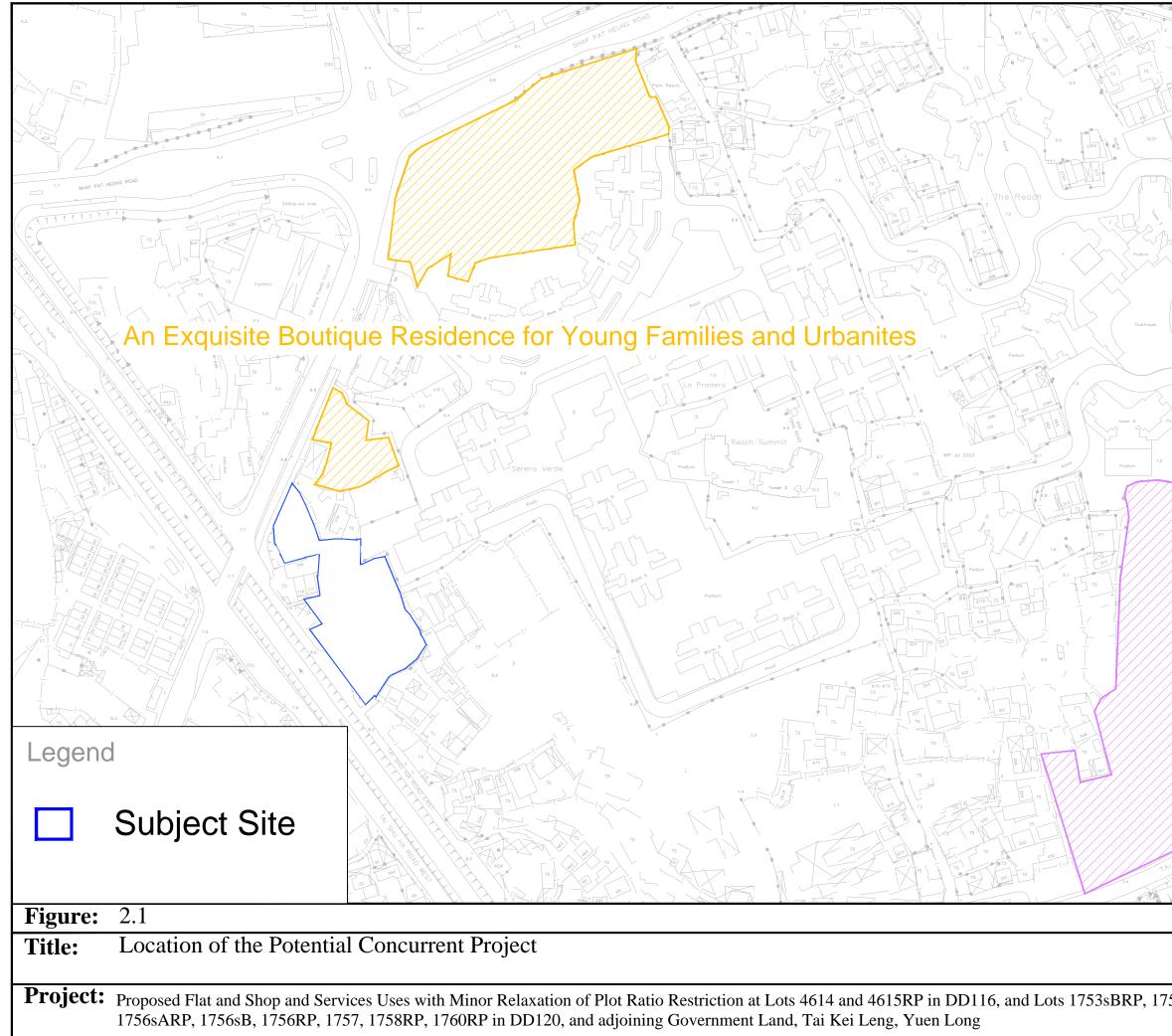


Figures



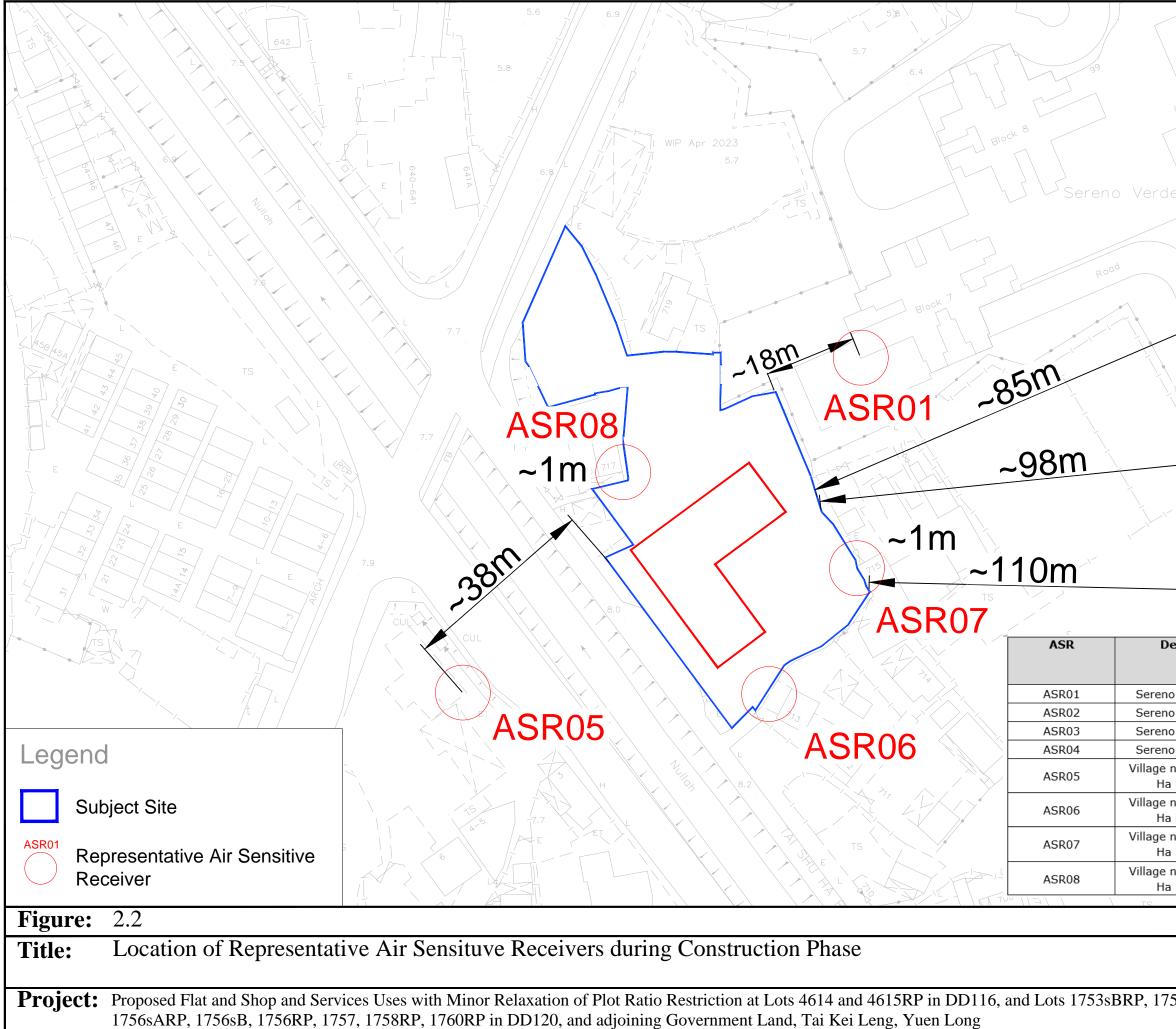


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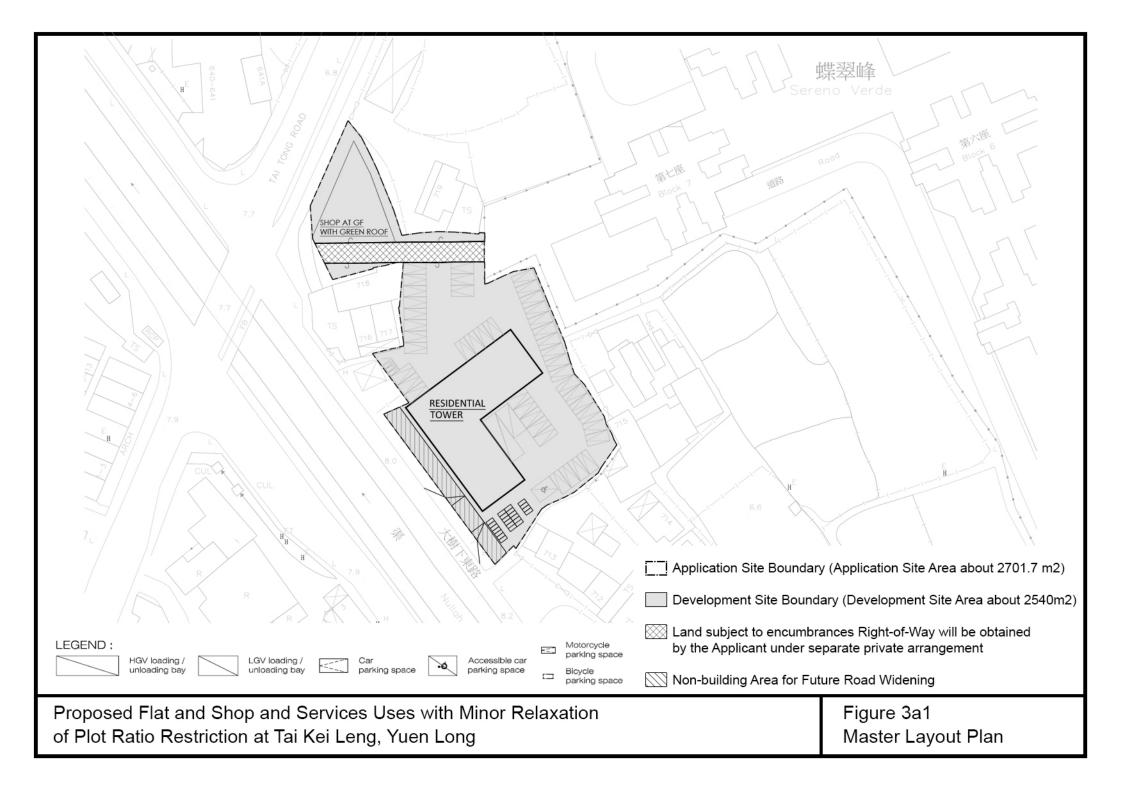
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escription	Туре	Approximate Horizontal Distance to the Proposed Development	11
o Verde Block 7	R(B)	~18m to the northeast	
o Verde Block 6	R(B)	~85m to the northeast	
o Verde Block 5	R(B)	~98m to the northeast	
o Verde Block 3	R(B)	~110m to the southeast	
near the Tai Shu a Road West	v	~38m to the southwest	
near the Tai Shu a Road West	v	$\sim 1 m$ to the south	
near the Tai Shu a Road West	v	$\sim 1 m$ to the southeast	
near the Tai Shu a Road West	v	~1m to the northwest	
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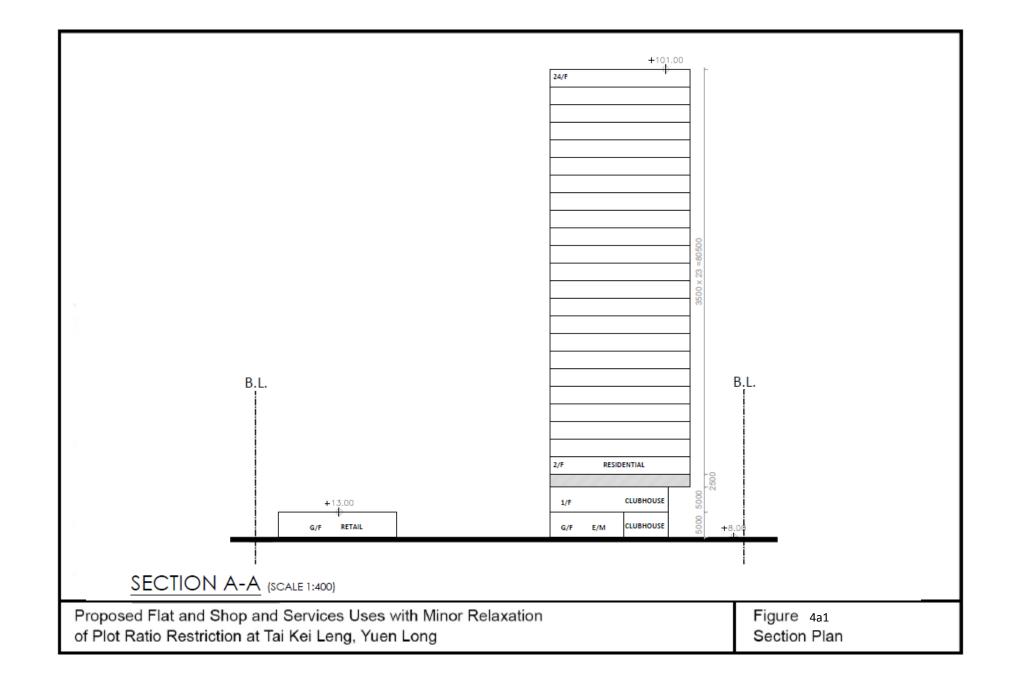
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recreational used in open space located within the relevant buffer distance 5m of local road requirement stipulated in Table 3.1 of Chapter 9- Environment.		E LICUL
Figure: 2.3		MBCLL
Title: Distance Between the Proposed Development and Surrounding Roads	Drawn	
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Project: Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 46151 in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756rP, 1757, 1758RP, 1760RP	in Rev.: Date:	1.2 Sep 2024
DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long	Date:	Sep 2024

Appendix 1.1 Master Layout Plans and Sections of the Proposed Development

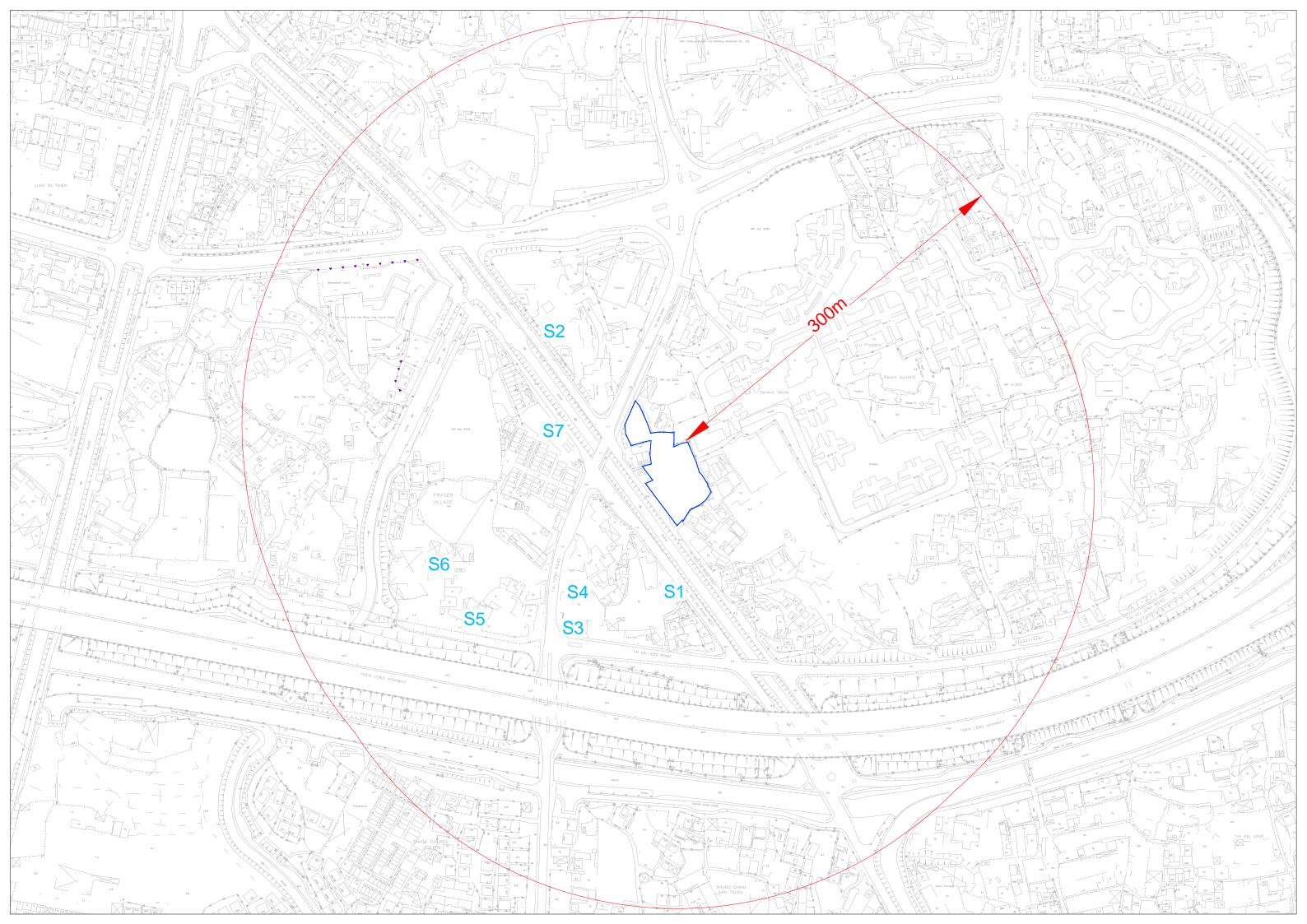






Appendix 2.1 Site Survey Checklist





Appendix 2.2Transport Department's (TD) endorsement on Road Type of
Adjacent Road of Subject Site



CKM ASIA LIMITED 陳錦敏亞洲有限公司



Traffic and Transportation Planning Consultants 交通及運輸策劃顧問

Our Ref: J7231/2

22 August 2023

Transport Department, NT Regional Office Traffic Engineering (NTW) Division Yuen Long 1 Section 7/F, Mongkok Government Offices, 30 Luen Wan Street, Mongkok, Kowloon.

Attn: Mr. IP Chi Wai, Louis (Engr /Yuen Long South)

(BY POST & Email: chiwaiip@td.gov.hk)

Dear Mr. IP,

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP (part), 1753sBss3 (part), 1756sA (part), 1756RP (part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long (TPB Application Nos. A/YL/303)

Road Type for Environmental Assessment

The Environmental Protection Department ("EPD") requested Transport Department to endorse the road type for Tai Shu Ha Road East adopted in the Environmental Assessment for the captioned.

We have checked the Annual Traffic Census ("ATC") published by Transport Department and unable to find the road type for Tai Shu Ha Road East. With reference to the Transport Planning and Design Manual, we are of the view that Tai Shu Ha Road East should be classified as feeder road because this road connect villages or more remote settlements to a Rural Road which is known as Tai Tong Road.

We would greatly appreciate it if your department could confirm agreement to the road type of Tai Shu Ha Road East adopted, i.e., feeder road.

Should you have any queries, please do not hesitate to contact our Mr. Willy LAI or the undersigned.

Thank you for your attention.

Yours sincerely,

CHIN Kim Meng Director cc: Client & Design Team (by e-mails) KIM\LKW

21st Floor, Methodist House, 36 Hennessy Road, Wanchai, Hong Kong 香港灣仔軒尼詩道36號循道衛理大廈21樓

By Fax and by Post 2528 6343



: (NNSZ2) in TD NR157/161/YLDD-120 本習檔案 Our Ref. 來函檔號 Your Ref. : J7231/2 雷 話 : 2399 2565 Tel. : 2381 3799 圖文傳真 Fax : chiwaiip@td.gov.hk 電 郵 Email

28 August 2023

CKM Asia Limited 21st Floor, Methodist House, 36 Hennessy Road, Wanchai, Hong Kong (Attn: Mr. CHIN Kim Meng)

Dear Mr. CHIN,

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP DD116, and Lots 1753sBRP (part), 1753sBss3(part), 1756sA (part), 1756RP(part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long (TPB Application Nos. A/YL/303)

Road Type for Environmental Assessment

We refer to your letter dated 22 August 2023 regarding the captioned. We have no comment on your proposed road type, i.e. the road section of Tai Shu Ha Road East abutting the Application Site as Feeder Road.

Yours faithfully,

(Louis IP) for Commissioner for Transport

新界分區辦事處 NT Regional Office 九龍聯運街三十號旺角政府合署七樓 7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon. 國文傳真 Fax No.: 2381 3799 (新界區) (NTRO) 網址 Web Site: http://www.td.gov.hk CKM ASIA LIMITED 陳錦敏亞洲有限公司



Traffic and Transportation Planning Consultants 交通及運輸策劃顧問

Our Ref: J7231/6

23 April 2024

Transport Department, NT Regional Office Traffic Engineering (NTW) Division Yuen Long 1 Section 7/F, Mongkok Government Offices, 30 Luen Wan Street, Mongkok, Kowloon.

Attn: Mr. IP Chi Wai, Louis (Engr /Yuen Long South)

(BY POST & Email: chiwaiip@td.gov.hk)

Dear Mr. IP,

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP (part), 1753sBss3 (part), 1756sA (part), 1756RP (part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long (TPB Application Nos. A/YL/303)

Road Type of Tai Tong Road for Environmental Assessment

The Environmental Protection Department ("EPD") requested Transport Department to endorse the road type of Tai Tong Road which is adopted in the Environmental Assessment for the captioned. The comment from EPD comment is as follows:

"Please obtain TD's agreement to confirm Tai Tong Road could be considered as LD or provide the peak traffic flow of Tai Tong Road to justify it can be considered as a LD with low traffic."

In the Annual Traffic Census ("ATC"), the section of Tai Tong Road between Hop Yick Road and Sham Chung Road, is regarded as a **<u>Rural Road</u>**.

Based on a number of reasons, we are of the view that the concerned section of Tai Tong Road could be considered as a local distributor ("LD") for Environmental Assessment including the following:

Reason 1 Agree with the TPDM Definition of LD:

We refer to the description of LD found in Paragraph 3.2.2.4 of Transport Planning and Design Manual ("TPDM") Volume 2, Chapter 3:

"Roads within Districts linking developments to the District Distributor Roads."

The concerned section of Tai Tong Road link developments along both sides and then connect with 2 District Distributors at its <u>northern-end</u>, i.e., Hop Yick Road (ATC

21st Floor, Methodist House, 36 Hennessy Road, Wanchai, Hong Kong 香港灣仔軒尼詩道36號循道衛理大廈21樓 stations <u>6030</u> refers), and Tai Tong Road between Hop Yick Road and Kau Tuk Road (ATC stations <u>5636</u> refers).

Reason 2 Correspond with the HKPSG Definition of LD:

According to the Hong Kong Planning Standard and Guideline ("HKPSG") Chapter 8, LD is:

"Generally single carriageway roads with direct frontage access. Stopping restrictions may be required, but normally only in the vicinity of junctions. On-street parking provision may be permitted."

The concerned section of Tai Tong Road has the characteristics which correspond with the definition of LD in the HKPSG, including:

- 1. It provides direct frontage access to developments, especially Sereno Verde, the Brand, Tai Sang Feeds Co., Ltd., lot 1744 S.A and 1744RP in D.D.120 and planned residential development at lot 4054 RP in D.D.120.
- 2. 24-hour stopping restrictions are found near the junction of Tai Tong Road / Shap Pat Heung Road.

In view of the above 2 reasons, we are of the view that the concerned section of Tai Tong Road could be regarded as LD.

We would greatly appreciate it if your department could confirm agreement to the road type for the section of Tai Tong Road being regarded as LD for Environmental Assessment.

Should you have any queries, please do not hesitate to contact our Mr. Willy LAI or the undersigned.

Thank you for your attention.

Yours sincerely,

CHIN Kim Meng Director cc: Client & Design Team (by e-mails) KIM\LKW



本署檔案 Our Ref. : (NQMAV) in TD NR157/161/YLDD-120 來函檔號 Your Ref. : J7231/6 電 話 Tel. : 2399 2565 圖文傳真 Fax : 2381 3799 電 郵 Email : chiwaiip@td.gov.hk

17 May 2024

CKM Asia Limited 21st Floor, Methodist House, 36 Hennessy Road, Wanchai, Hong Kong (Attn: Mr. CHIN Kim Meng)

Dear Mr. CHIN,

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP DD116, and Lots 1753sBRP (part), 1753sBss3(part), 1756sA (part), 1756RP(part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long (TPB Application Nos. A/YL/303)

Road Type of Tai Tong Road for Environmental Assessment

We refer to your letter dated 23 April 2024 regarding the captioned.

We have no comment on your proposed road type, i.e. the road section of Tai Tong Road between Shap Pat Heung Road and Tai Shu Ha Road East which abutting the subject development as Local Distributor, for environmental assessment purpose.

Yours faithfully,

(Louis IP) for Commissioner for Transport

新界分區辦事處 NT Regional Office 九龍聯運街三十號旺角政府合署七樓 7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon. 圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO) 網址 Web Site: http://www.td.gov.hk Prepared by Ramboll Hong Kong Limited

PROPOSED FLAT AND SHOP AND SERVICES USES WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION AT LOTS 4614 AND 4615RP IN DD116, AND LOTS 1753SBRP, 1753SBSS3RP, 1753SBSS4, 1756SARP, 1756SB, 1756RP, 1757, 1758RP, 1760RP IN DD120, AND ADJOINING GOVERNMENT LAND, TAI KEI LENG, YUEN LONG

NOISE IMPACT ASSESSMENT



NIA Report	Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long
Date	July 2024
Prepared by	Kyle Kam
	Assistant Environmental Consultant
Signed	Kon
Approved by	Tony Cheng
	Senior Manager
Signed	E.
Project Reference	HENYLTSHEIOO
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Document No.	R9172_v1.3

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NIA Report

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

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INTRODUCTION 1.

1.1 Project Background

The Proposed Development is located at Residential Group B under the approved Yuen 1.1.1 Long Outline Zoning Plan (OZP) No. S/YL/27 which is designated for residential use. Below is the extract of the notes of the Yuen Long OZP for the use.

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S/YL/27

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Ambulance Depot
Government Use (Police Reporting Centre,	Eating Place
Post Office only)	Educational Institution
House	Government Refuse Collection Point
Library	Government Use (not elsewhere specified)
Residential Institution	Hospital
School (in free-standing purpose-designed	Hotel
building only)	Institutional Use (not elsewhere specified)
Utility Installation for Private Project	Off-course Betting Centre
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	Social Welfare Facility
	Training Centre

RESIDENTIAL (GROUP B)

1.1.2 Under the Column 1, flat and residential institution "i.e. residential use" is always permitted to be constructed at the Subject Site. The plot ratio of the residential use under the OZP is 3.5 and with a maximum building height of 25 storeys (excluding basement car park). As such, existing residential development "Sereno Verde" is located immediate east of the Subject Site.



- 1.1.3 Figure 1.1 shows the location of the Subject Site and the surrounding developments.
- 1.1.4 During the land exchange application, as per the Transport Department's request, a strip of land along the Tai Shu Ha Road East has to be reserved as non-building area of the proposed development. This strip of land is reserved with a view not to jeopardizing the potential road widening works in the future, if necessary. Under current status, there is no planning for the road widening of Tai Shu Ha Road East from neither the Transport Department nor the project proponent.
- 1.1.5 Under this current planning application, the Applicant proposed to have 20% plot ratio relaxation, i.e. to have an additional 4 storeys increase from 20 storeys to 24 storeys.
- 1.1.6 Ramboll Hong Kong Limited (the Consultant) has been commissioned by the Applicant to conduct this noise impact assessment in relation to the planning application. Architectural drawings and technical information of the Subject Site were provided by project proponent.
- 1.2 Subject Site and its Environs
- 1.2.1 The Subject Site is located at the junction of Tai Tong Road and Tai Shu Ha Road East. The site is currently zoned as "Residential Group B (R(B))".
- 1.2.2 The Subject Site is bounded by road carriageways, Tai Tong Road to the north and Tai Shu Ha Road East to the southwest of the Subject Site. Tai Shu Ha Road West is located further southwest of the Subject Site, while Yuen Long Highway is located further south of the Subject Site. An existing residential development "Sereno Verde" is located to the northeast of the Subject Site.
- 1.2.3 Figure 1.1 shows the location of the Subject Site and the surrounding environs.
- 1.3 The Proposed Development
- 1.3.1 The Proposed Development will mainly comprise of 1 residential tower with 25 storeys (the maximum building height is 101 mPD). As shown in the section, club house and E/M use are located at ground floor and 1st floor. Residential storeys start from 2/F to 24/F.
- 1.3.2 Master layout plans and sections of the Proposed Development are shown in Appendix 1.1.
- 1.4 Environmental Appraisal of the Proposed Developments
- 1.4.1 Assessment on road traffic noise impact, industrial noise impact will be discussed in Sections 2 and 3 respectively.



2. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Introduction

2.1.1 This road traffic noise impact assessment is prepared to address potential road traffic noise impact on the noise sensitive uses of the Proposed Developments Site and to recommend mitigation measures, where necessary.

2.2 Assessment Criteria

- 2.2.1 Noise standards are recommended in Chapter 9, "Environment", of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible noise impact from road traffic, railway and aircrafts.
- 2.2.2 For the Proposed Development, only dwellings will rely on openable window for ventilation purpose. The clubhouse will be provided with air-conditioning system and will not be provided with any openable windows / openings for ventilation.
- 2.2.3 According to the guidelines, the criterion for road traffic noise impact on domestic premises (habitable rooms) is $L_{10(1-hour)}$ 70dB(A). This criterion applies to uses which rely on openable windows for ventilation.

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 Application Site. Calculation of predicted road traffic noise were based on the worst-case peak hour traffic flows projected within a 15-year period from the target completion date (Year 2028) of the Proposed Development. For worst-case scenario evaluation, the assessment year was chosen to be year 2043, which has the maximum forecasted traffic flow within the 15-year period. The year 2043 traffic forecast data is prepared by the project traffic consultant and attached in Appendix 2.1.
- 2.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" (CRTN) has been applied 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 criterion (i.e., L_{10(1-hour)} 70dB(A)).
- 2.4 Road Characteristics and Contribution
- 2.4.1 Appendix 2.1 presents the predicted 2043 peak hour traffic data (i.e., road speed, traffic volume and percentage of heavy vehicle) on the main road carriageways surrounding the Subject Site. Tai Kei Leng Road and Yuen Long Highway are considered to be the dominant road traffic noise sources contributing on the Proposed

Development. All roads surfacing is assumed to be bitumen with a speed limit of 50 km/h. However, the road surfacing of Yeun Long Highway is assumed to be Low Noise Road Surface material with a speed limit of 70 km/h. Existing noise barriers along Yuen Long Highway and Shap Pat Heung Road have also been included in the road noise model. Appendix 2.4 shows the location of the Low Noise Road Surface material for Yuen Long Highway from Centralised Environmental Database (CED).



- 2.5 Noise Sensitive Receivers
- 2.5.1 All representative NSRs have been selected and assigned with assessment points. All assessment points were taken at 1.2m above the floor and 1m away from the facade of openable windows in rooms of sensitive use.
- 2.5.2 Figure 2.1 shows the location of the representative NSRs of dwellings for road traffic noise impact assessment.
- 2.6 Road Traffic Impact Assessment Result (Base Case)
- 2.6.1 The predicted road traffic noise impact on the selected NSRs under base case scenario is presented in Appendix 2.2.
- 2.6.2 According to the results, noise exceedances are found at residential units under the base case scenario. Maximum predicted noise level is 75 dB(A), which exceeds the 70 dB(A) noise criterion as listed in HKPSG for residential units. Below section advise the mitigation measures recommended for the design of the proposed development.
- 2.7 Proposed Noise Mitigation Measures
- 2.7.1 The predicted maximum traffic noise level at the proposed development is 75 dB(A) as shown in Appendix 2.2. To address this road traffic noise exceedance on the noise sensitive uses, the following noise mitigation measures are proposed as design guideline for detailed typical layout development during detailed design stage. As OZP zoning of the Subject Site is Residential Group B, submission of the noise impact assessment for the detailed layout would be one of OZP requirements.
- 2.7.2 Locations of the proposed noise mitigation measures for the road traffic noise impact assessment of Subject Site is shown in Figure 2.2.

Acoustic Window (Baffle Type) (AW(BT))

- 2.7.3 The baffle type acoustic window refers to the type of window that has a sliding glass panel behind an outer window, both readily openable, for creating an air gap for the supply of fresh air with noise mitigation effect. It comprises of two glazing
 - (i) the outer window system with side hung openable window; and
 - (ii) the inner sliding panel.
- 2.7.4 In accordance with the "Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact" ("PropPECC PN 5/23"), noise reduction of 6 dB(A) can be achieved when AW(BT) is adopted at the proposed NSRs.

Enhanced Acoustic Balcony (Baffle Type) (EAB(BT))

2.7.5 Enhanced Acoustic Balcony (EAB) is specially designed balcony which adopt a combination of mitigation measures to further enhance the noise reduction ability of balcony. In this proposed development, the EAB (Baffle Type) which mentioned in the

Practice Note would be adopted.

- 2.7.6 Similar to the acoustic window (baffle type) mentioned in the Section 2.7.3 above, the noise reduction mechanism of EAB(BT) is to prevent noise directly enter into indoor environment.
- 2.7.7 With reference to the PropPECC PN 5/23, the provision of EAB can achieve a sound attenuation up to 8 dB(A).
- 2.7.8 In this assessment, the provision of AW(BT) or EAB (BT) would be recommended for all recommended development sites.



Fixed Glazing with/without Maintenance Window

2.7.9 For those window façades that are not necessary to serve ventilation purpose yet exposed to adverse road traffic noise, Fixed Glazing with/without Maintenance Window is proposed. A special locking device (e.g. removable handle or key lock, allen key) would be installed to the fixed glazing. The fixed glazing needs are not opened for ventilation and could be opened by the key for cleansing and maintenance purposes only. The above information should also be stated in the Deed of Mutual Covenant (DMC) and Sales Brochure to let the future occupants be well aware of its intended purpose, appropriate use and correct setting as appropriate.

2.8 Assessment Result under Mitigated Scenario

2.8.1 With the application of the noise mitigation measures, no noise exceedance is found at Subject Site, i.e. 100% compliance rate. The predicted road traffic noise impact on the selected NSRs under mitigated scenario is presented in Appendix 2.3. The presented predicted noise level after adopting the noise mitigation measures does not necessarily represent the noise level at 1m from the external façade, but the equivalent noise level at 1m from the external façade after accounting the reduction in noise level inside the room offered by the noise mitigation measures.

2.9 Conclusion

2.9.1 The assessment results indicate that the HKPSG road traffic noise standard can be met at all representative NSRs in the Proposed Developments with the application of the proposed mitigation measures. As OZP zoning of the Subject Site is Residential Group B, submission of the noise impact assessment for the detailed layout would be one of OZP requirements.



3. INDUSTRIAL NOI SE IMPACT ASSESSMENT

3.1 Introduction

NIA Report

3.1.1 The aim of this study is to assess potential noise impacts on the Proposed Development arising from the existing and planned fixed noise sources. Practicable noise mitigation measures would be recommended where necessary.

3.2 Assessment Criteria

- 3.2.1 In accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), and reference has been made to the "Technical Memorandum For The Assessment Of Noise From Places Other Than Domestic Premises, Public Places Or Construction Sites" (IND-TM) issued under the NCO, the airborne noise shall comply with the Acceptable Noise Level (ANL), which depends on the Area Sensitive Rating (ASR).
- 3.2.2 According to the IND-TM, four (4) types of areas are defined and including: Rural Area, Low Density Residential Area, Urban Area and Area Other Than Those Above. The Subject Site is located in Yeun Long area and considered not rural, low density residential or urban.
- 3.2.3 With reference to the traffic census of Year 2022 published by Transport Department (TD), the AADT of Yuen Long Highway (between Shap Pat Heung INT and Tong Yan San Tsuen INT) to the west is around 90,880 vehicles per day. However, there are roadside noise barrier along the Yuen Long Highway. Therefore, the NSRs of the Proposed Development at the level where no shielding provided by the roadside noise barrier are assigned with an ASR of "C"; while the rest, i.e. located within the protection zone from the noise barrier, are assigned with an ASR of "B". The corresponding Acceptable Noise Levels (ANLs), in Leq (30min) dB(A), during day & evening-time and night-time periods are shown in Table 3.1 and Appendix 3.3.

Time Period	ANL (ASR of "C"), L _{eq (30min)} dB(A)	ANL (ASR of "B"), L _{eq (30min)} dB(A)	
Day (0700 to 1900 hours)	70	65	
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	60	55	

Table 3.1	Acceptable Noise Levels
-----------	-------------------------

3.3 Industrial Noise Sources

3.3.1 According to the desktop study and site survey conducted in Sep 2023, Mar 2024, Apr

2024 and May 2024, there are some enclosed workshops located in the study area. Residential premises in terms of village houses and middle-rise residential developments are also surrounding these enclosed workshops. Location of potential industrial noise sources in 300m assessment area is shown in Appendix 3.1 and summarized in Table 3.2.



3-1

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining

Table 3.2 Potential Industrial Noise Sources

Noise Source	Observations	Source I D
恆香蓮蓉廠	<u>General Description and Characteristics</u> As observed from site surveys, the plant is enclosed without any opening at the top and sides. The main openings were located at the entrance / exit in front of Tai Shu Ha West Road. <u>Time Period of Operation</u> No daytime and night-time operation were being observed.	S1
Thai Restaurant	General Description and Characteristics No Fixed Noise Sources were identified during the site visit.	S2
華記車房	General Description and Characteristics As observed from site surveys, the plant is semi-enclosed by ceiling and side walls. The main openings were located at the entrance/exit in front of Tai Tong Road. There was no direct line of sight from the Subject Site. <u>Time Period of Operation</u> No night-time operation was being observed.	S3
長江車房	General Description and Characteristics As observed from site surveys, the plant is semi-enclosed by ceiling and side walls. The main openings were located at the entrance/exit in front of Tai Tong Road. There was no direct line of sight from the Subject Site. <u>Time Period of Operation</u> No night-time operation was being observed.	S4



Government Land, Tai Kei Leng, Yuen Long

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

		1
油樂園機油專門店	General Description and Characteristics During the site surveys, the plant is semi-enclosed by ceiling and side walls. The main openings were located at the entrance/exit in front of Tai Kei Leng Road. There was no direct line of sight from the Subject Site. <u>Time Period of Operation</u> No night-time operation was being observed.	S5
JY workshop	General Description and Characteristics During the site surveys, the plant is semi-enclosed by ceiling and side walls. The main openings were located at the entrance/exit in front of Tai Kei Leng Road. There was no direct line of sight from the Subject Site. <u>Time Period of Operation</u> No night-time operation was being observed	S6
萬昌五金建材禮修村倉	General Description and Characteristics The plant was fully enclosed by ceiling and side walls, no activities were observed during site visit. <u>Time Period of Operation</u> No daytime and night-time operation were being observed	S7
光輝地板行	<u>General Description and Characteristics</u> The plant was fully enclosed by ceiling and side walls, no activities were observed during site visit. <u>Time Period of Operation</u> No daytime and night-time operation were being observed.	S8
NEW EGAL MOTORS DEVELOPMENT	General Description and Characteristics During the site surveys, the plant is Semi-enclosed by ceiling and side walls. The main openings were located at the entrance/exit in front of Tai Shu Ha East Road. There was no direct line of sight from the Subject Site. <u>Time Period of Operation</u> No night-time operation was being observed.	S9



Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

恆香蓮蓉廠	General Description and Characteristics As observed from site surveys, the plant is enclosed without any opening at the top and sides. The main openings were located at the entrance / exit in front of Tai Shu Ha West Road. <u>Time Period of Operation</u> No daytime and night-time operation were being observed.	S10
Tai Sang Feeds Co., Ltd	General Description and Characteristics As observed from site surveys, the plant is enclosed without any opening at the top and sides. The main openings were located at the entrance / exit in front of Tai Shu Ha West Road. <u>Time Period of Operation</u> No daytime and night-time operation were being observed.	S11
Kam Wing Carwash	General Description and Characteristics For the potential fixed noise impact arising from the washing facility, both daytime and night-time operations were observed during site surveys, there was no audible noise heard from the identified fixed noise sources. Since the on-site noise measurement was not granted, to present the worst-case scenario, a sound power level from the previous approved EIA Report for the "Development at San Hing Road and Hong Po Road, Tuen Mun (AEIAR- 227/2020)", has been adopted to predict the potential fixed noise level in the car washing facility. According to the extracted page from the mentioned EIA Report as shown in Appendix 3.2, the relevant SWL of the washing facility calculated based on the on-site noise measurement is 94 dB(A). The shortest horizontal distances between the NSRs N1-04 and the identified source is about 152m. As a worst-case scenario, the predicted fixed noise level (with +3 tonality) at the NSRs of the Proposed Development is 48.4 dB(A), which is much below the Acceptable Noise Level (i.e., 60 dB(A) during Nighttime). Therefore, it is considered that noise impact arising from the Kam Wing Carwash is not significant.	



NIA Report

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

M78 AUTO	General Description and Characteristics This potential noise source is located around 283m from the proposed development. During the site survey, he operation (i.e., car washing) carried out during the site survey. Since the on-site noise measurement was not granted, to present the worst-case scenario, a sound power leve approved EIA Report for the "Development at San Hing Road and Hong Po Road, Tuen Mun (AEIAR- 227/2020) to predict the potential fixed noise level in the car washing facility. According to the extracted page from the m as shown in Appendix 3.2, the relevant SWL of the washing facility calculated based on the on-site noise measure predicted fixed noise level (with +3 tonality) at the NSRs N1-04 and the identified source is about 283m. As a worst the NSRs N1-04 is 49.5 dB(A), which is much below the Acceptable Noise Level (i.e., 60 dB(A) during Nighttim considered that noise impact arising from the Kam Wing Carwash is not significant. <u>Time Period of Operation</u> No night-time operation was being observed.
Storage area	General Description and Characteristics As observed from site surveys, the storage areas is semi-enclosed. As shown in the site photos, this storage ar there is no operation. <u>Time Period of Operation</u> No night-time operation was being observed.



ere is no major el from the previous))", has been adopted mentioned EIA Report surement is 94 dB(A). st-case scenario, the al fixed noise level to ne). Therefore, it is	S13
area is empty and	S14

- 3.4 Potential Fixed Noise Sources of Proposed Development
- 3.4.1 As per the HKPSG, the following requirement are adopted as further specification to the noise criteria, whichever the lowest.
 - (1) 5 dB(A) below the appropriate ANLs in the IND-TM under the Noise Control Ordinance; or
 - (2) The prevailing background noise levels
- 3.4.2 More details of the proposed development shall be available during detailed design stage. Nevertheless, in order to ensure the fixed noise generated by the Proposed Development would not cause excessive impact to neighbouring noise sensitive uses, potential noise sources from the proposed development (e.g. plant room, the ventilation and air conditioning systems for the carpark, pump rooms, transformer rooms, lift machine room, emergency set rooms, etc.), will be designed to meet the relevant noise criteria as stipulated in the HKPSG.
- 3.4.3 Provisions shall be made to control the noise sources by suitable silencers, acoustic louvers and enclosures, if necessary. As such, it is anticipated that the fixed noise impact on the surrounding NSRs due to the operation of the Proposed Development will not exceed the relevant noise standard of the HKPSG.
- 3.5 Conclusion
- 3.5.1 Since the workshops in the vicinity mostly are enclosed, i.e., the industrial activities are carried out at indoor, any noisy activities carried out due to the industrial activities would be shielded by the building structure. As mentioned at Table 3.2, the calculated fixed noise level from S12 and S13 to the NSRs T1-04 is 49.5 dB(A), which is below the limit of 60 dB(A) during Nighttime. Thus, the Proposed Development is not subject to adverse fixed noise impact.
- 3.5.2 In order to avoid adverse noise impact of the future fixed noise sources onsite on the surrounding NSRs, the future contractor shall ensure that the equipment within the Proposed Development would be designed and installed to meet the HKPSG criteria and the NCO.



3-1

NIA Report	Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot
	Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP,
	1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in
	DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

- Appendix 3.1Location of Potential Industrial Noise Sources within 300mAssessment Area
- Appendix 3.2 Extract of Appendix 5.5 of the previous approved ELA Report for the "Development at San Hing Road and Hong Po Road, Tuen Mun" (AELAR-227/2020)
- Appendix 3.3 The Corresponding Acceptable Noise Levels (ANLs)

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3-2

NIA Report Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

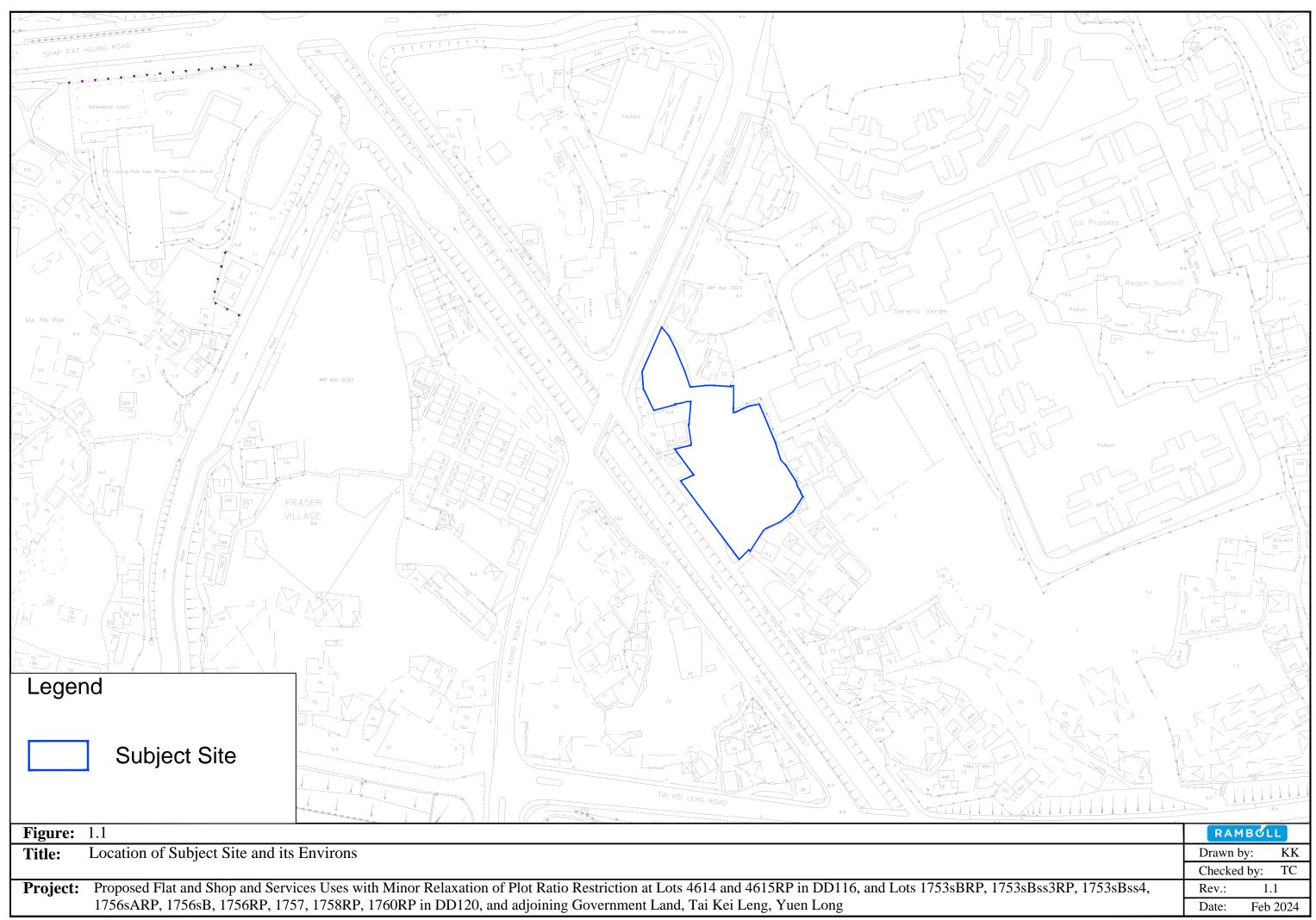
4. OVERALL CONCLUSION

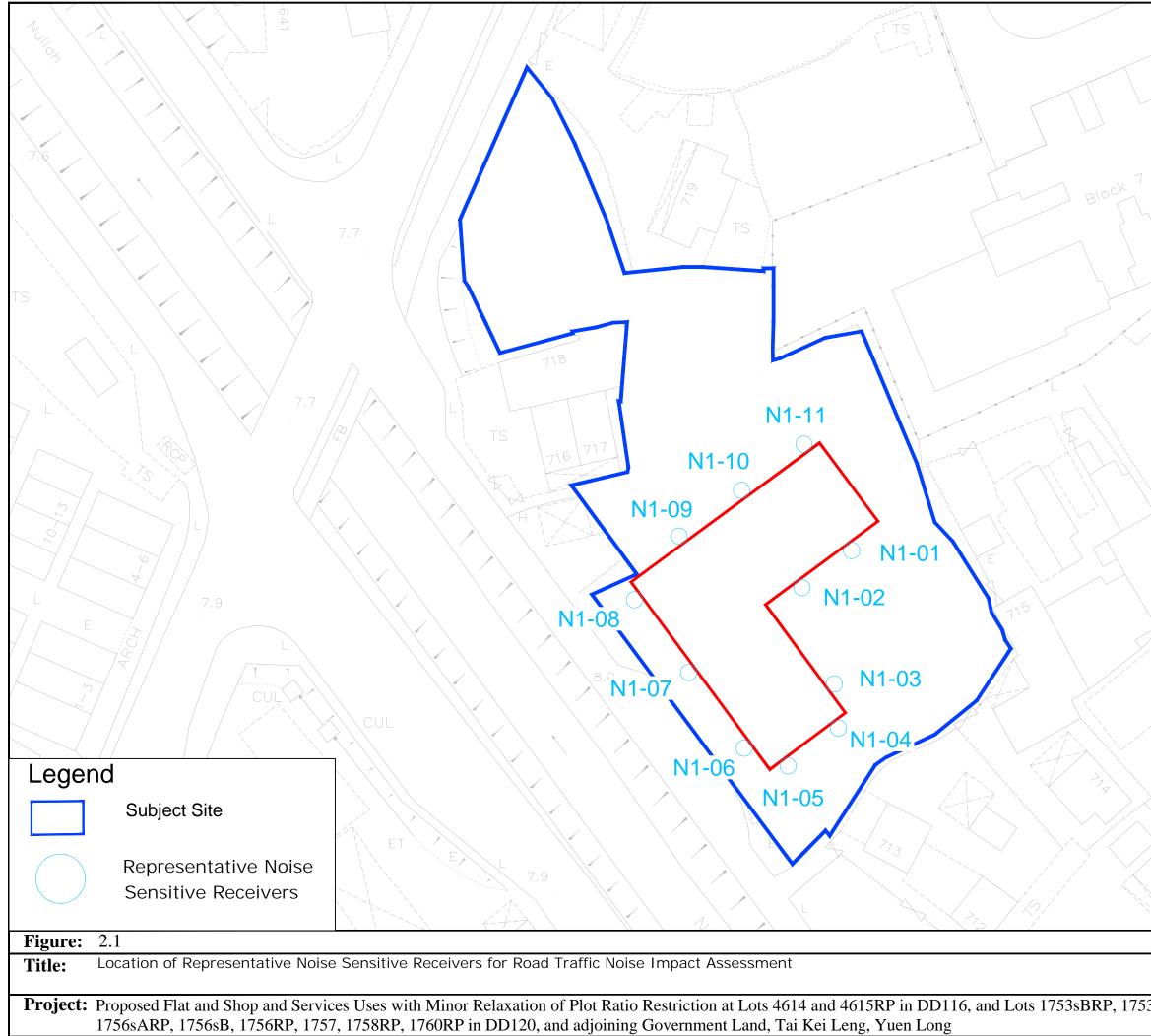
- 4.1.1 Environmental noise impacts on the Proposed Development have been appraised and quantitatively assessed.
- 4.1.2 The potential road traffic noise impact to the Proposed Development has been assessed. With the recommended noise mitigation measures in place (i.e., acoustic window (baffle type), enhanced acoustic balcony (baffle type) and fixed glazing with/ without maintenance window), the Proposed Development would not be subject to adverse road traffic noise impact.
- 4.1.3 For industrial noise, according to the desktop study and site survey conducted in Sep 2023 Mar 2024, Apr 2024 and May 2024, there are some enclosed industrial workshops in the surroundings. Since the workshops in the vicinity mostly are enclosed, i.e., the industrial activities are carried out at indoor, any noisy activities carried out due to the industrial activities would be shielded by the building structure. As mentioned at Table 3.2, the calculated fixed noise level from S12 and S13 to the NSRs T1-04 is 49.5 dB(A), which is below the limit of 60 dB(A) during Nighttime. Thus, the Proposed Development is not subject to adverse fixed noise impact.
- 4.1.4 In addition, future fixed noise source, if any, of the proposed development will be designed to follow the recommendation in the HKPSG (acceptable noise level minus 5dB(A) mentioned in the Noise Control Ordinance or prevailing background whichever is lower) to ensure that there will not be any adverse fixed noise impact arising from its operation.



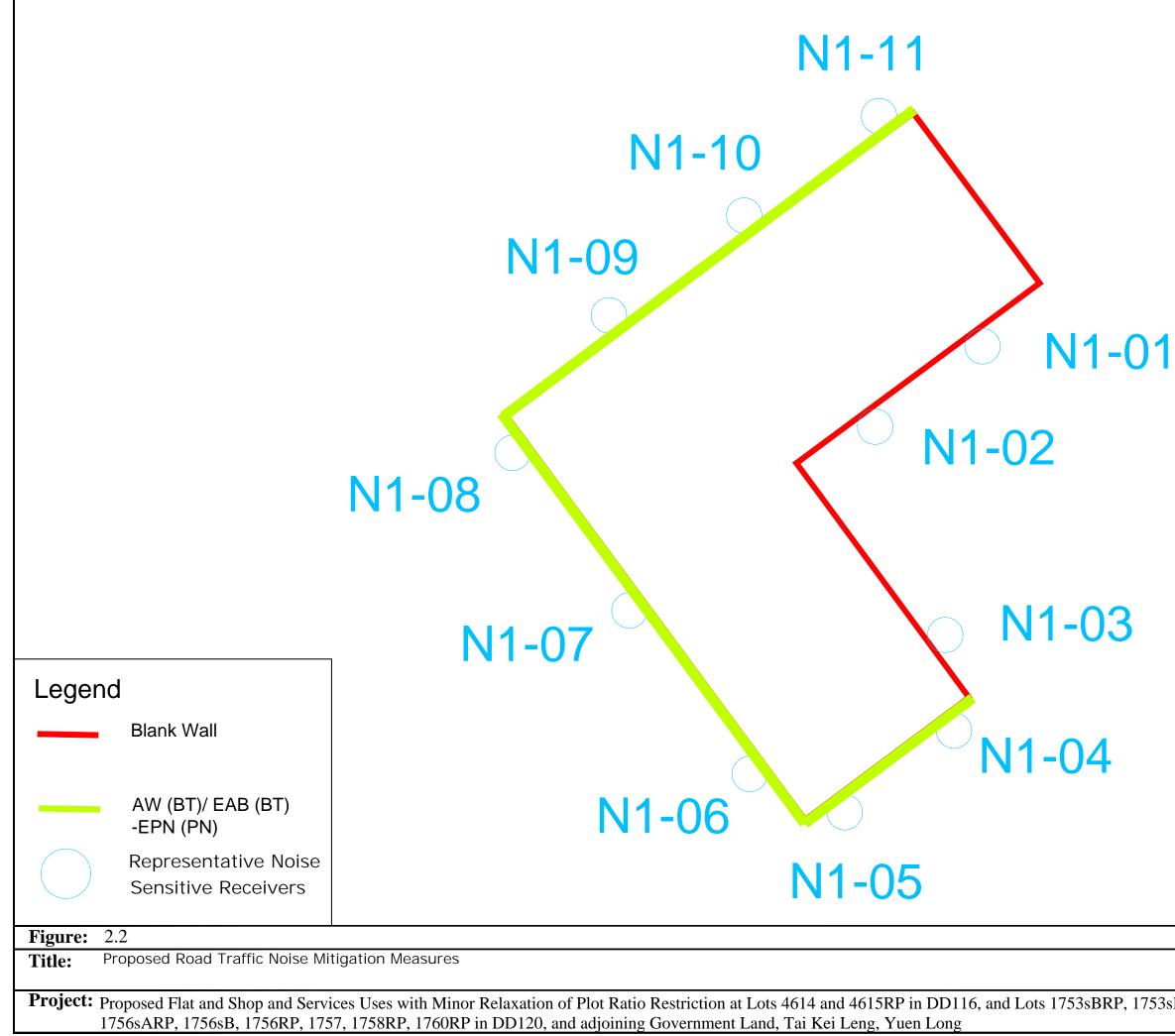
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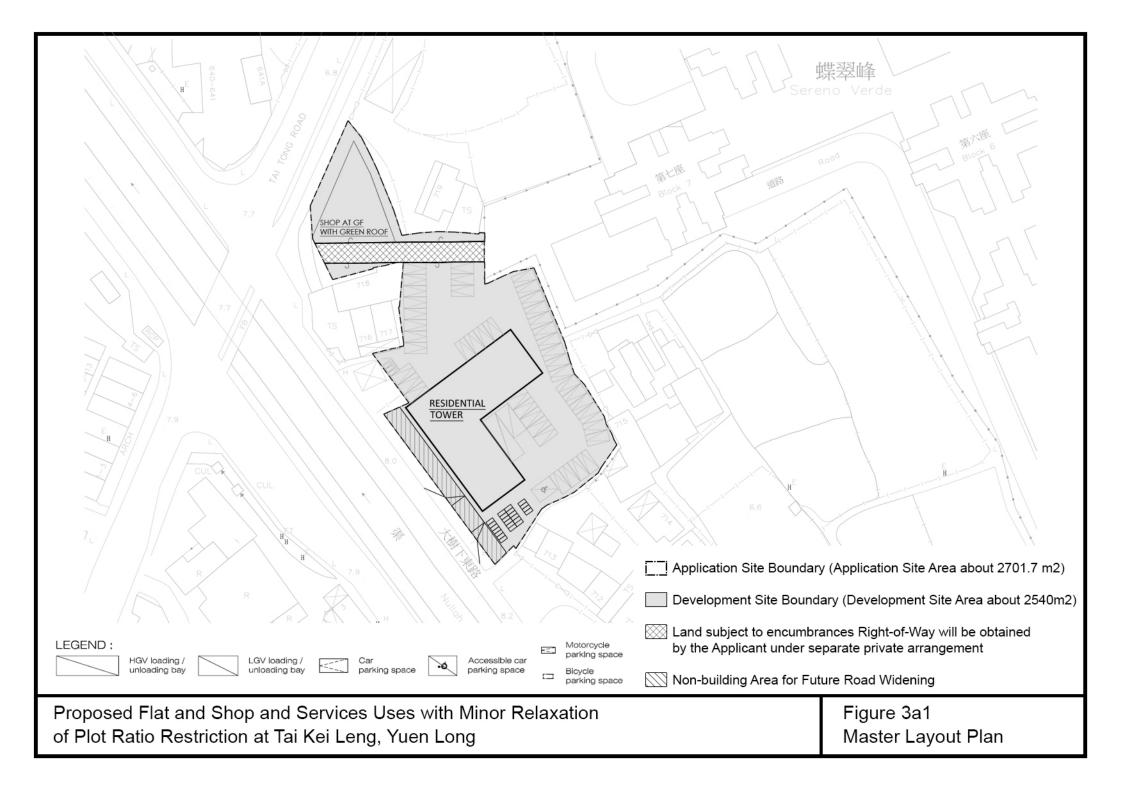
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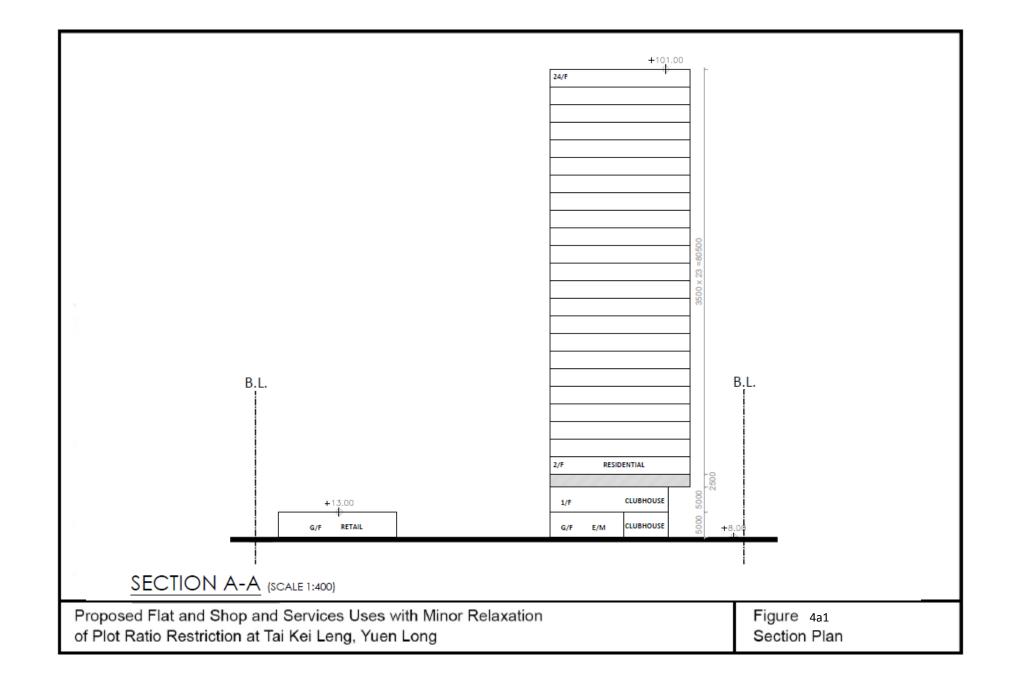


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Appendix 1.1 Master Layout Plans and Sections of the Proposed Development







Appendix 2.1 Traffic Forecast of Year 2043



TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

	LE 1 - YEAR 2043 AM TF		Date: 31 January 2024	1	Job No.:		
Link	Road	From	То	AM Peak			
ID	Section	Road	Road		-	Vehicle	
				Flows		osition	
				(veh/hr)	LV	HV	
	Tai Shu Ha Road East SB	Kiu Hing Road	Shap Pat Heung Road	200	79.5%	20.5%	
	Tai Shu Ha Road West NB	Shap Pat Heung Road	Kiu Hing Road	50	23.1%	76.9%	
	Shap Pat Heung Road EB	Kiu Hing Road	Tai Shu Ha Road West	600	72.5%	27.5%	
	Shap Pat Heung Road WB	Tai Shu Ha Road West	Kiu Hing Road	400	74.5%	25.5%	
	Shap Pat Heung Road EB	Tai Shu Ha Road West	Tai Shu Ha Road East	650	71.4%	28.6%	
	Shap Pat Heung Road WB	Tai Shu Ha Road East	Tai Shu Ha Road West	350	72.8%	27.2%	
	Shap Pat Heung Road EB	Tai Shu Ha Road East	Tai Tong Road	800	73.5%	26.5%	
	Shap Pat Heung Road WB	Tai Tong Road	Tai Shu Ha Road East	350	68.3%	31.7%	
	Tai Tong Road NB	Shap Pat Heung Road	Ma Tong Road	650	69.3%	30.7%	
	Tai Tong Road SB	Ma Tong Road	Shap Pat Heung Road	400	70.5%	29.5%	
	Shap Pat Heung Road EB	Tai Tong Road	Fung Ki Road	850	80.0%	20.0%	
	Shap Pat Heung Road WB	Fung Ki Road	Tai Tong Road	650	76.2%	23.8%	
	Tai Shu Ha Road West NB	Unnamed Road	Shap Pat Heung Road	200	70.7%	29.3%	
	Tai Shu Ha Road West SB	Shap Pat Heung Road	Unnamed Road	50	85.2%	14.8%	
	Unnamed Road NB	End of Unnamed Road	Tai Shu Ha Road West	50	100.0%	0.0%	
	Unnamed Road SB	Tai Shu Ha Road West	End of Unnamed Road	50	83.3%	16.7% 20.0%	
	Unnamed Road NB	End of Unnamed Road	Tai Shu Ha Road West	50	80.0%		
	Unnamed Road SB Tai Shu Ha Road West NB	Tai Shu Ha Road West Unnamed Road	End of Unnamed Road	50	83.3%	16.7% 30.8%	
			Unnamed Road	200	69.2%		
	Tai Shu Ha Road West NB	Tai Tong Road	Unnamed Road	200	69.2%	30.8% 0.0%	
	Tai Shu Ha Road West SB	Unnamed Road Shap Pat Heung Road	Tai Tong Road	0	0.0% 65.1%	0.0% 34.9%	
	Tai Shu Ha Road East SB Tai Tong Road NB	e e e e e e e e e e e e e e e e e e e	Tai Tong Road	150	72.9%	27.1%	
	0	Tai Shu Ha Road East	Shap Pat Heung Road	350 350	68.3%	31.7%	
	Tai Tong Road SB	Shap Pat Heung Road Tai Shu Ha Road West	Tai Shu Ha Road East Tai Shu Ha Road East	350	74.0%	26.0%	
	Tai Tong Road NB Tai Tong Road SB	Tai Shu Ha Road East	Tai Shu Ha Road West	250	66.5%	33.5%	
	Tai Tong Road NB	Tai Kei Leng Road	Tai Shu Ha Road West	350	75.7%	24.3%	
	Tai Tong Road SB	Tai Shu Ha Road West	Tai Kei Leng Road	200	63.1%	36.9%	
	Tai Shu Ha Road West NB	Tai Kei Leng Road	Tai Tong Road	200	63.9%	36.1%	
	Tai Shu Ha Road West NB	Tai Tong Road	Tai Kei Leng Road	50	75.7%	24.3%	
	Tai Shu Ha Road East SB	Tai Tong Road	Tai Kei Leng Road	250	69.9%	30.1%	
	Tai Kei Leng Road EB	Tai Tong Road	Tai Shu Ha Road West	550	68.4%	31.6%	
	Tai Kei Leng Road WB	Tai Shu Ha Road West	Tai Tong Road	200	73.2%	26.8%	
	Tai Kei Leng Road EB	Tai Shu Ha Road East	Shap Pat Heung Road	1,050	75.4%	24.6%	
	Tai Kei Leng Road WB	Shap Pat Heung Road	Tai Shu Ha Road East	600	74.0%	26.0%	
	Tai Tong Road NB	Road L1	Tai Kei Leng Road	750	71.4%	28.6%	
	Tai Tong Road SB	Tai Kei Leng Road	Road L1	250	67.5%	32.5%	
	Tai Shu Ha Road West NB	Long Ho Road	Tai Kei Leng Road	650	74.5%	25.5%	
	Tai Shu Ha Road East SB	Tai Kei Leng Road	Long Ho Road	550	69.4%	30.6%	
	Road L1 EB	Kiu Hing Road	Tai Tong Road	300	80.2%	19.8%	
	Road L1 WB	Tai Tong Road	Kiu Hing Road	200	81.6%	18.4%	
-	Road L1 EB	Tai Tong Road	Tai Shu Ha Road West	150	85.5%	14.5%	
	Road L1 WB	Tai Shu Ha Road West	Tai Tong Road	200	81.4%	18.6%	
	Long Ho Road EB	Tai Shu Ha Road East	Connection Bridge	250	72.2%	27.8%	
L045	Long Ho Road WB	Connection Bridge	Tai Shu Ha Road East	350	76.2%	23.8%	
	Sham Chung Tsuen Road EB	End of Sham Chung Tsuen Road	Tai Tong Road	50	78.1%	21.9%	
	Sham Chung Tsuen Road WB	Tai Tong Road	End of Sham Chung Tsuen Road	50	83.3%	16.7%	
	Tai Tong Road NB	Sham Chung Tsuen Road	Road L1	600	70.4%	29.6%	
L049	Tai Tong Road SB	Road L1	Sham Chung Tsuen Road	250	66.9%	33.1%	
L050	Tai Tong Road NB	Sham Chung Road	Sham Chung Tsuen Road	550	69.9%	30.1%	
L051	Tai Tong Road SB	Sham Chung Tsuen Road	Sham Chung Road	250	66.4%	33.6%	
L052	Shung Ching Road EB	End of Shung Ching Road	Tai Shu Ha Road West	50	83.3%	16.7%	
L053	Shung Ching Road WB	Tai Shu Ha Road West	End of Shung Ching Road	50	100.0%	0.0%	
	Tai Shu Ha Road West NB	Shung Ching Road	Long Ho Road	450	70.7%	29.3%	
L055	Tai Shu Ha Road East SB	Long Ho Road	Shung Ching Road	450	70.0%	30.0%	
L056	Tai Shu Ha Road West NB	Tai Shu Ha Road East	Shung Ching Road	450	70.5%	29.5%	
	Tai Shu Ha Road East SB	Shung Ching Road	Tai Shu Ha Road East	450	69.7%	30.3%	
	Yuen Long Highway EB	Tong Yan San Tsuen Interchange	Shap Pat Heung Interchange	5,100	64.5%	35.5%	
	Yuen Long Highway WB	Shap Pat Heung Interchange	Tong Yan San Tsuen Interchange	5,100	67.1%	32.9%	
1 060	Tai Shu Ha Road West SB	Tai Kei Leng Road	Long Ho Road	50	72.7%	27.3%	

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

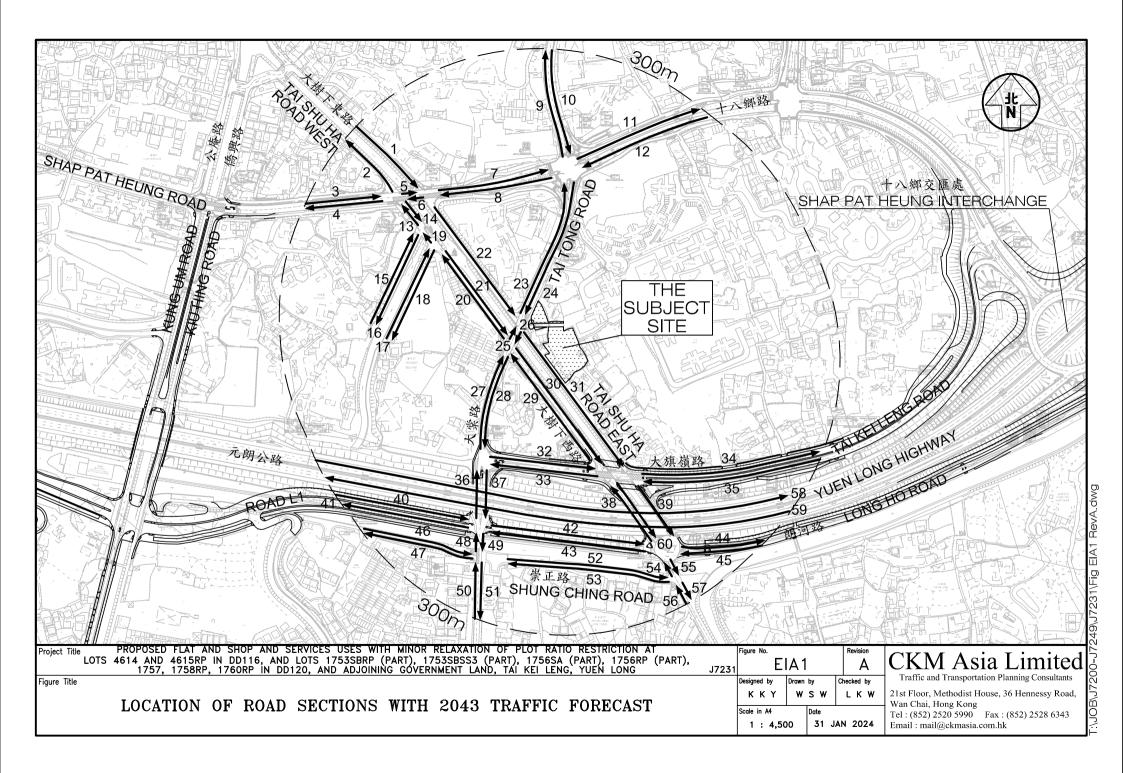
"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

TABLE E – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

TABLE 2 - YEAR 2043 PM TRAFFIC FORECAST Date: 31 January 2024 Job No.: J							
Link	Road	From	To	PM Peak H		Hour /ehicle	
ID	Section	Road	Road				
				Flows		osition	
1.001	Tai Shu Ha Road East SR	Kiu Hing Bood	Shap Pat Heung Road	(veh/hr) 300	LV 84.2%	HV 15.8%	
	Tai Shu Ha Road East SB Tai Shu Ha Road West NB	Kiu Hing Road Shap Pat Heung Road	Kiu Hing Road	50	90.0%	10.0%	
	Shap Pat Heung Road EB	Kiu Hing Road	Tai Shu Ha Road West	450	69.7%	30.3%	
	Shap Pat Heung Road WB	Tai Shu Ha Road West	Kiu Hing Road	350	69.7%	30.3%	
	Shap Pat Heung Road EB	Tai Shu Ha Road West	Tai Shu Ha Road East	500	68.3%	31.7%	
	Shap Pat Heung Road WB	Tai Shu Ha Road East	Tai Shu Ha Road West	350	68.0%	32.0%	
L007	Shap Pat Heung Road EB	Tai Shu Ha Road East	Tai Tong Road	600	71.5%	28.5%	
L008	Shap Pat Heung Road WB	Tai Tong Road	Tai Shu Ha Road East	350	66.0%	34.0%	
	Tai Tong Road NB	Shap Pat Heung Road	Ma Tong Road	500	73.3%	26.7%	
	Tai Tong Road SB	Ma Tong Road	Shap Pat Heung Road	450	70.4%	29.6%	
	Shap Pat Heung Road EB	Tai Tong Road	Fung Ki Road	700	74.5%	25.5%	
	Shap Pat Heung Road WB	Fung Ki Road	Tai Tong Road	650	72.0%	28.0%	
	Tai Shu Ha Road West NB	Unnamed Road	Shap Pat Heung Road	150 50	75.9%	24.1% 16.1%	
	Tai Shu Ha Road West SB Unnamed Road NB	Shap Pat Heung Road End of Unnamed Road	Unnamed Road Tai Shu Ha Road West	50	83.9% 50.0%	50.0%	
	Unnamed Road NB	Tai Shu Ha Road West	End of Unnamed Road	50	76.9%	23.1%	
	Unnamed Road NB	End of Unnamed Road	Tai Shu Ha Road West	50	100.0%	0.0%	
	Unnamed Road SB	Tai Shu Ha Road West	End of Unnamed Road	50	83.3%	16.7%	
	Tai Shu Ha Road West NB	Unnamed Road	Unnamed Road	150	74.5%	25.5%	
	Tai Shu Ha Road West NB	Tai Tong Road	Unnamed Road	150	74.3%	25.7%	
L021	Tai Shu Ha Road West SB	Unnamed Road	Tai Tong Road	0	0.0%	0.0%	
L022	Tai Shu Ha Road East SB	Shap Pat Heung Road	Tai Tong Road	300	80.2%	19.8%	
L023	Tai Tong Road NB	Tai Shu Ha Road East	Shap Pat Heung Road	300	72.7%	27.3%	
	Tai Tong Road SB	Shap Pat Heung Road	Tai Shu Ha Road East	400	66.4%	33.6%	
	Tai Tong Road NB	Tai Shu Ha Road West	Tai Shu Ha Road East	300	73.3%	26.7%	
	Tai Tong Road SB	Tai Shu Ha Road East	Tai Shu Ha Road West	350	70.1%	29.9%	
	Tai Tong Road NB	Tai Kei Leng Road	Tai Shu Ha Road West	200	71.3%	28.7%	
	Tai Tong Road SB	Tai Shu Ha Road West	Tai Kei Leng Road	350	67.2%	32.8%	
	Tai Shu Ha Road West NB	Tai Kei Leng Road	Tai Tong Road	200	74.3%	25.7% 13.9%	
	Tai Shu Ha Road West SB Tai Shu Ha Road East SB	Tai Tong Road Tai Tong Road	Tai Kei Leng Road Tai Kei Leng Road	50 300	86.1% 74.9%	25.1%	
	Tai Kei Leng Road EB	Tai Tong Road	Tai Shu Ha Road West	450	78.3%	21.7%	
	Tai Kei Leng Road WB	Tai Shu Ha Road West	Tai Tong Road	400	78.5%	21.5%	
	Tai Kei Leng Road EB	Tai Shu Ha Road East	Shap Pat Heung Road	950	81.6%	18.4%	
	Tai Kei Leng Road WB	Shap Pat Heung Road	Tai Shu Ha Road East	850	80.3%	19.7%	
	Tai Tong Road NB	Road L1	Tai Kei Leng Road	600	76.7%	23.3%	
L037	Tai Tong Road SB	Tai Kei Leng Road	Road L1	650	73.3%	26.7%	
L038	Tai Shu Ha Road West NB	Long Ho Road	Tai Kei Leng Road	700	80.3%	19.7%	
	Tai Shu Ha Road East SB	Tai Kei Leng Road	Long Ho Road	800	77.8%	22.2%	
	Road L1 EB	Kiu Hing Road	Tai Tong Road	200	79.2%	20.8%	
	Road L1 WB	Tai Tong Road	Kiu Hing Road	150	79.2%	20.8%	
	Road L1 EB	Tai Tong Road	Tai Shu Ha Road West	100	88.1%	11.9%	
	Road L1 WB	Tai Shu Ha Road West	Tai Tong Road	150	78.6%	21.4%	
	Long Ho Road EB	Tai Shu Ha Road East	Connection Bridge	250	74.2%	25.8%	
	Long Ho Road WB Sham Chung Tsuen Road EB	Connection Bridge End of Sham Chung Tsuen Road	Tai Shu Ha Road East Tai Tong Road	350 50	83.3% 77.3%	16.7% 22.7%	
	Sham Chung Tsuen Road WB	Tai Tong Road	End of Sham Chung Tsuen Road	50	76.3%	23.7%	
	Tai Tong Road NB	Sham Chung Tsuen Road	Road L1	500	77.8%	22.2%	
	Tai Tong Road SB	Road L1	Sham Chung Tsuen Road	600	73.0%	27.0%	
	Tai Tong Road NB	Sham Chung Road	Sham Chung Tsuen Road	450	77.6%	22.4%	
	Tai Tong Road SB	Sham Chung Tsuen Road	Sham Chung Road	600	73.0%	27.0%	
	Shung Ching Road EB	End of Shung Ching Road	Tai Shu Ha Road West	50	100.0%	0.0%	
L053	Shung Ching Road WB	Tai Shu Ha Road West	End of Shung Ching Road	50	76.2%	23.8%	
	Tai Shu Ha Road West NB	Shung Ching Road	Long Ho Road	550	78.0%	22.0%	
	Tai Shu Ha Road East SB	Long Ho Road	Shung Ching Road	700	80.5%	19.5%	
	Tai Shu Ha Road West NB	Tai Shu Ha Road East	Shung Ching Road	550	77.1%	22.9%	
L057	Tai Shu Ha Road East SB	Shung Ching Road	Tai Shu Ha Road East	700	80.4%	19.6%	
L057 L058	Tai Shu Ha Road East SB Yuen Long Highway EB Yuen Long Highway WB	Shung Ching Road Tong Yan San Tsuen Interchange Shap Pat Heung Interchange	Tai Shu Ha Road East Shap Pat Heung Interchange Tong Yan San Tsuen Interchange	700 5,100 5,100	80.4% 74.1% 72.3%	19.6% 25.9% 27.7%	

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

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



By Fax and by Post 2528 6343



本署相	當案	Our Ref.	: (NQPNQ) in TD NR157/161/YLDD-120
來函権	當號	Your Ref.	: J7231/5
電	話	Tel.	: 2399 2565
國文化	專頁	Fax	: 2381 3799
璧	郵	Email	: chiwaiip@td.gov.hk

27 May 2024

CKM Asia Limited 21st Floor, Methodist House, 36 Hennessy Road, Wanchai, Hong Kong (Attn: Mr. CHIN Kim Meng)

Dear Mr. CHIN,

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP DD116, and Lots 1753sBRP (part), 1753sBss3(part), 1756sA (part), 1756RP(part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long (TPB Application Nos. A/YL/303)

Traffic Forecast for Noise Impact Assessment

We refer to your letter dated 21 March 2024 regarding the captioned.

Please be informed that we have no further comments on the proposed methodology on the traffic forecast from traffic engineering point of view for noise assessment purpose.

Yours faithfully,

(Louis IP) for Commissioner for Transport

新界分區辦事處 NT Regional Office 九龍聯運街三十號旺角政府合署七樓 7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon. 圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO) 絕址 Web Site: http://www.td.gov.hk

Appendix 2.2 Road Traffic Noise Impact Assessment Result (Base Case)



Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (AM Peak) Base Case

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11
2	20.5	66	65	65	71	72	74	74	75	72	71	71
3	24	66	64	65	71	72	74	74	74	72	71	71
4	27.5	66	64	65	71	72	74	74	74	72	71	70
5	31	66	64	65	70	71	73	73	74	72	71	70
6	34.5	66	64	64	70	71	73	73	73	71	71	70
7	38	66	64	64	70	71	73	73	73	71	71	70
8	41.5	66	64	64	70	71	72	72	73	71	71	70
9	45	66	64	64	70	71	72	72	73	71	70	70
10	48.5	66	64	65	70	71	72	72	72	71	70	70
11	52	66	65	65	70	71	72	72	72	71	70	70
12	55.5	67	65	66	70	71	72	72	72	70	70	70
13	59	67	66	66	71	71	72	71	72	70	70	70
14	62.5	68	66	66	71	72	72	71	72	70	70	70
15	66	68	66	66	71	72	72	71	72	70	70	69
16	69.5	68	66	67	72	72	72	71	71	70	70	69
17	73	68	66	67	72	72	72	71	71	70	69	69
18	76.5	68	67	67	72	72	72	71	71	70	69	69
19	80	68	67	67	72	72	72	71	71	70	69	69
20	83.5	68	67	67	72	72	72	71	71	69	69	69
21	87	68	67	67	72	72	72	71	71	69	69	69
22	90.5	68	67	67	72	72	72	71	71	69	69	69
23	94	69	67	67	72	73	72	71	71	69	69	69
24	97.5	69	67	67	72	73	72	71	71	69	69	69
		0	0	0	15	23	23	23	23	10	7	2
М	ах	69	67	67	72	73	74	74	75	72	71	71
Excee	dance	0	0	0	15	23	23	23	23	10	7	2

No. of Flats:	253
No. of Units with Exceedance:	126
Compliance Level:	50%
Max. Noise Level:	75

Noted:

Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) (PM Peak) Base Case

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11
2	20.5	66	64	65	71	72	74	74	74	72	71	70
3	24	66	64	64	70	72	74	74	74	72	71	70
4	27.5	66	64	64	70	71	73	73	74	72	71	70
5	31	66	64	64	70	71	73	73	73	71	71	70
6	34.5	66	64	64	70	71	73	73	73	71	71	70
7	38	66	64	64	70	71	72	72	73	71	71	70
8	41.5	65	64	64	70	70	72	72	73	71	70	70
9	45	65	64	64	69	70	72	72	72	71	70	70
10	48.5	65	64	64	69	70	72	72	72	71	70	70
11	52	65	64	64	69	70	72	72	72	70	70	70
12	55.5	66	64	65	70	70	71	71	72	70	70	70
13	59	66	65	65	70	70	71	71	72	70	70	70
14	62.5	67	65	65	70	71	71	71	72	70	70	69
15	66	67	65	66	70	71	71	71	71	70	70	69
16	69.5	67	65	66	71	71	71	71	71	70	69	69
17	73	67	66	66	71	71	71	71	71	70	69	69
18	76.5	67	66	66	71	71	71	71	71	69	69	69
19	80	67	66	66	71	71	71	71	71	69	69	69
20	83.5	67	66	66	71	71	71	70	71	69	69	69
21	87	67	66	66	71	71	71	70	71	69	69	69
22	90.5	68	66	66	71	72	71	70	71	69	69	69
23	94	68	66	66	71	72	71	70	70	69	69	69
24	97.5	68	66	66	71	72	71	70	70	69	69	68
		0	0	0	10	17	23	18	21	9	6	0
M	ах	68	66	66	71	72	74	74	74	72	71	70
Excee	dance	0	0	0	10	17	23	18	21	9	6	0

No. of Flats:	115
No. of Units with Exceedance:	104
Compliance Level:	10%
Max. Noise Level:	74

Noted:

Noise level exceed stardand of 70 dB(A)

Appendix 2.3 Road Traffic Noise Impact Assessment Result (Mitigated Case)



Predicted Road Traffic Noise (L10, dB(A)) at Representative Noise Assessment Points (NAPs) Mitigated Case

Floor	mPD	N1-01	N1-02	N1-03	N1-04	N1-05	N1-06	N1-07	N1-08	N1-09	N1-10	N1-11
2	20.5	66	64	65	70	70	70	70	70	70	70	70
3	24	66	64	64	70	70	70	70	70	70	70	70
4	27.5	66	64	64	70	70	70	70	70	70	70	70
5	31	66	64	64	70	70	70	70	70	70	70	70
6	34.5	66	64	64	70	70	70	70	70	70	70	70
7	38	66	64	64	70	70	70	70	70	70	70	70
8	41.5	65	64	64	70	70	70	70	70	70	70	70
9	45	65	64	64	70	70	70	70	70	70	70	70
10	48.5	65	64	64	70	70	70	70	70	70	70	70
11	52	65	64	64	70	70	70	70	70	70	70	70
12	55.5	66	64	65	70	70	70	70	70	70	70	70
13	59	66	65	65	70	70	70	70	70	70	70	70
14	62.5	67	65	65	70	70	70	70	70	70	70	69
15	66	67	65	66	70	70	70	70	70	70	70	69
16	69.5	67	65	66	70	70	70	70	70	70	69	69
17	73	67	66	66	70	70	70	70	70	70	69	69
18	76.5	67	66	66	70	70	70	70	70	69	69	69
19	80	67	66	66	70	70	70	70	70	69	69	69
20	83.5	67	66	66	70	70	70	70	70	69	69	69
21	87	67	66	66	70	70	70	70	70	69	69	69
22	90.5	68	66	66	70	70	70	70	70	69	69	69
23	94	68	66	66	70	70	70	70	70	69	69	69
24	97.5	68	66	66	70	70	70	70	70	69	69	68
			0	0	0	0	0	0	0	0	0	0
M	ax	68	66	66	70	70	70	70	70	70	70	70
Excee	dance	0	0	0	0	0	0	0	0	0	0	0

No. of Flats:	253
No. of Units with Exceedance:	0
Compliance Level:	100%
Max. Noise Level:	70

Noted:

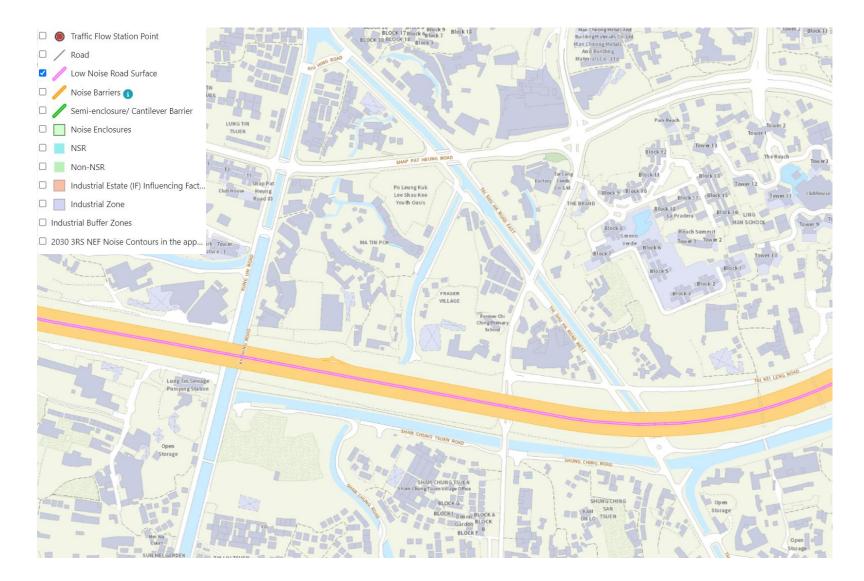
Noise level exceed stardand of 70 dB(A) Acoustic Windows (Baffle Type)/ Enhance Acoustic Balcony (Baffle Type) NIA Report

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat and Proposed Shop and Services Uses at Lots 4614 and 4615 RP in D.D. 116, Lots 1753 S.B SS.3 (Part), 1753 S.B RP (Part), 1756 S.S (Part), 1756 RP (Part), 1757, 1758 RP and 1760 RP in D.D. 120, and Adjoining Government Land, Tai Kei Leng, Yuen Long, New Territories

Appendix 2.4 The Location of the Low Noise Road Surface Material for Yuen Long Highway from Centralised Environmental Database (CED)

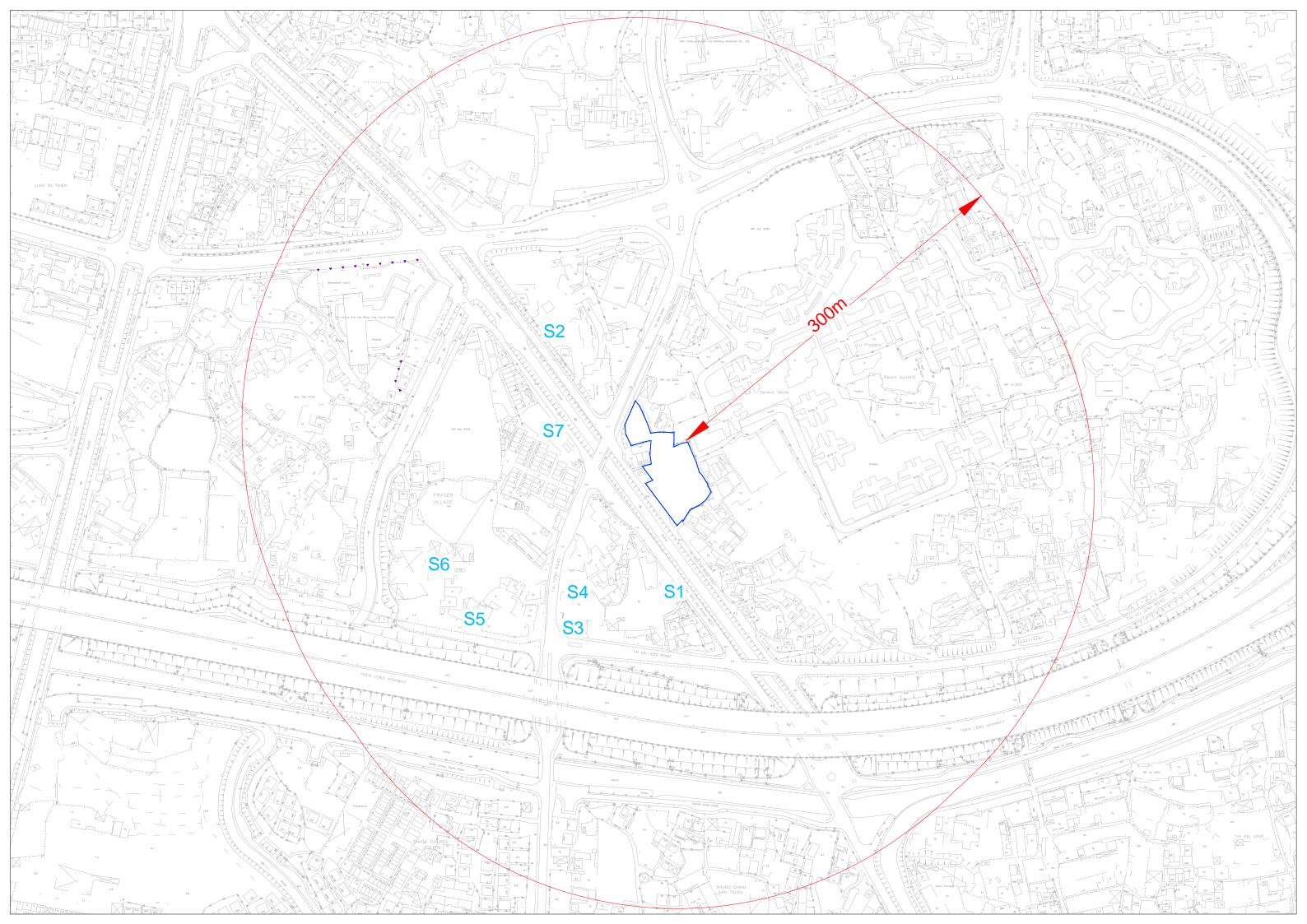






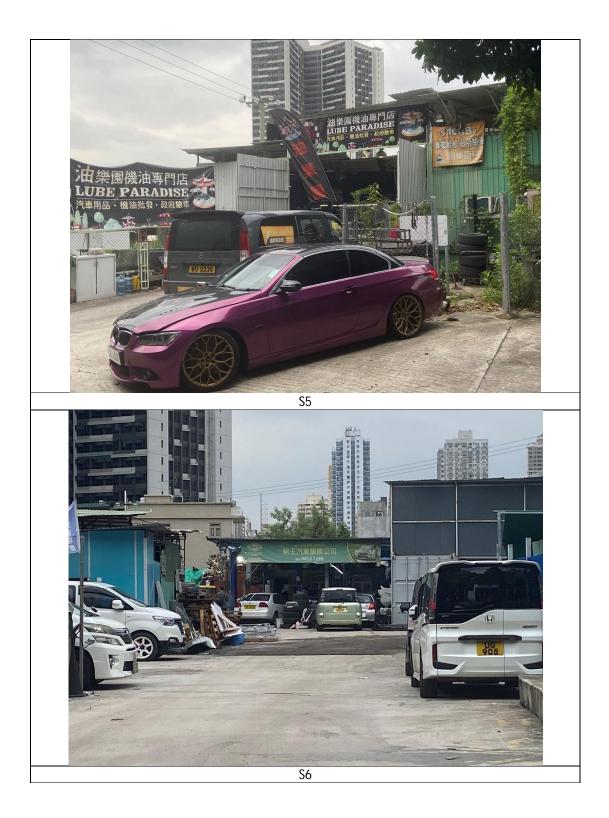
Appendix 3.1 Location of Potential Industrial Noise Sources within 300m Assessment Area



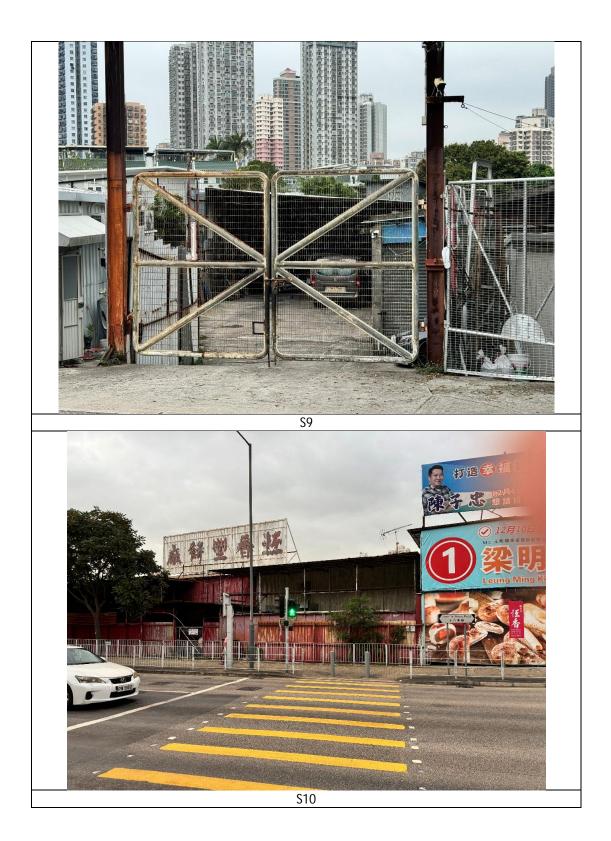




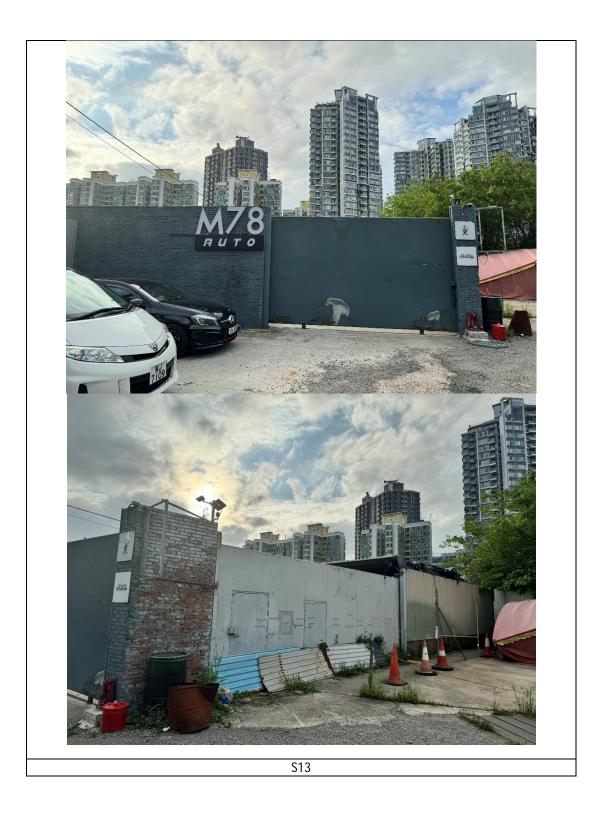


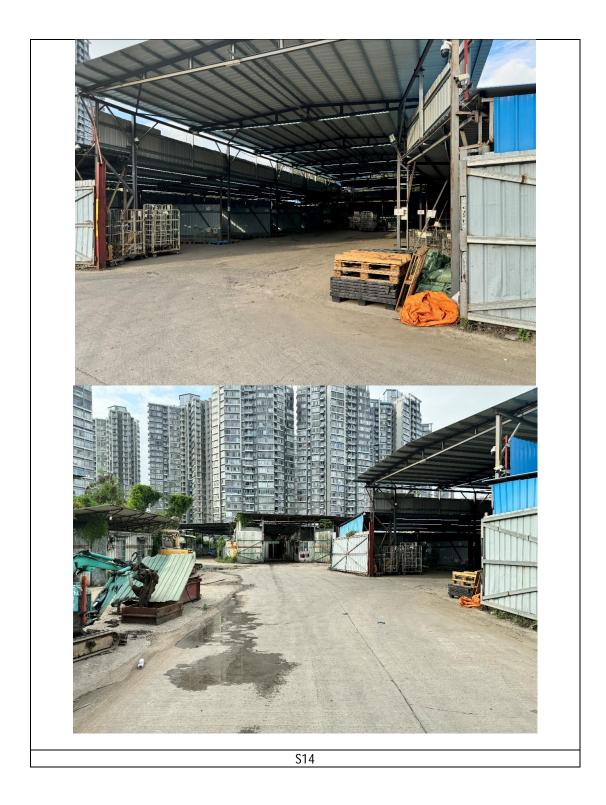












Appendix 3.2 Extract of Appendix 5.5 of the previous approved ELA Report for the "Development at San Hing Road and Hong Po Road, Tuen Mun" (AELAR-227/2020)



APPENDIX 5.5 Fixed Noise Source Inventory



Fixed Noise Source Inventory

Noise Source ID	Noise Sources	Source Description	Avg. Measured SPL, dB(A)	Measurement Distance from Source (d), m	SWL, dB(A) (SPL + 20 log (d)+8)	SWL adopted in Noise from Fixed Source Calculation, dB(A), Day time	SWL adopted in Noise from Fixed Source Calculation, dB(A), Night time	Remarks
FS1	力信	Car Repairing Workshop	-	-	-	98	0	
FS2	加昌貿易海運	Car Repairing Workshop	-	-	-	98	0	Refer to FS18
FS4	Car Repairing workshop	Car Repairing Workshop	-	-	-	98	0	
FS5	天輝	Car washing workshop	77	3	94	94	0	By on-site measurement
FS6	東聯汽車維修	Car Repairing Workshop	-	-	-	98	0	
FS7	恒力	Car Repairing Workshop	-	-	-	98	0	Defende FC10
FS8	Unnamed car parking	Car Repairing Workshop	-	-	-	98	0	Refer to FS18
FS9	Enclosed Workshop	Car Repairing Workshop	-	-	-	98	0	
FS10	Self-served car washing workshop	Car washing workshop	-	-	-	94	0	Refer to FS5
FS11	榮泰	Car Repairing Workshop	-	-	-	98	0	
FS12	Calco Industrial Products Ltd.	Car Repairing Workshop	-	-	-	98	0	Refer to FS18
FS13	Car Repairing workshop	Car Repairing Workshop	-	-	-	98	0	
FS14	Unknown workshop	Unknown workshop	58	5	80	80	0	By on-site measurement
FS15	CHEP	Covered storage with forklift	65	8	91	91	0	Reference is made to an approved planning application A/TM- LTYY/273
FS16	緯力貨倉 (Wai Yik)	Storage with forklift	63	13	93	93	0	By on-site measurement
		Tyre pumping	-	-	89		0	SWL of tyre pumping made reference to an approved planning
FS17	龍顏(Lung Ngai)	Hammering	-	-	87	92	0	application A/YL-KTN/501; SWL of Hammering made reference
		Car Cleasing	59	5	81		0	to Tin Lung (FS18); Car Cleansing was measured on-site.
		Pneumatic screwdriver	-	-	97		0	SWL of pneumatic screwdriver and tyre pumping made
FS18	天隆(Tin Lung)	Tyre pumping	-	-	89	98	0	reference to an approved planning application A/YL-KTN/501.
		Hammering	63	6	87		0	Hammering was measured on-site.
FS19	隆德 (Lung Tak)	Car repairing workshop	-	-	-	98	0	Refer to FS18
FS20	Chuen Fat Marble Tools	Marble grinding	73	3	90	90	0	By on-site measurement
PFS-01	PTI-01		-	-	-	84	77	
PFS-02	PTI-01	Proposed Public Transport	-	-	-	83	76	By Back-calculation of Maximum Allowable SWL for the
PFS-03	PTI-02	Interchange	-	-	-	84	77	Proposed PTI (Appendix 5.17)
PFS-04	PTI-02		-	-	-	86	79	
PFS-05	Proposed Sewage Pumping Station	Spumps, Screens and Extraction Fans	-	-	-	89	89	Reference is made to the Project Profile of Proposed Sewage Pumping Station at Attachment 1

Attachment 1

Sound Power Level

Equipment	Number of Equipment	SWL,dB(A)	Combined SWL, dB(A)	Tonality Effect, dB(A)	Screening Barrier / Enclosure Reduction*, dB(A)	Corrected SWL, dB(A)	Total SWL, dB(A)
Submersible Pumps (Ref. 1)	2	85	88	6	-20	74	
Mechanical Raked Bar Screens (Ref. 1)	2	89	92	6	-20	78	89
Extraction Fan for Deodourization Unit (Ref. 1)	1	83	83	6	-20	69	09
Extraction fan for Ventilation (Ref. 1)	2	79	82	6	0	88	

Remarks:

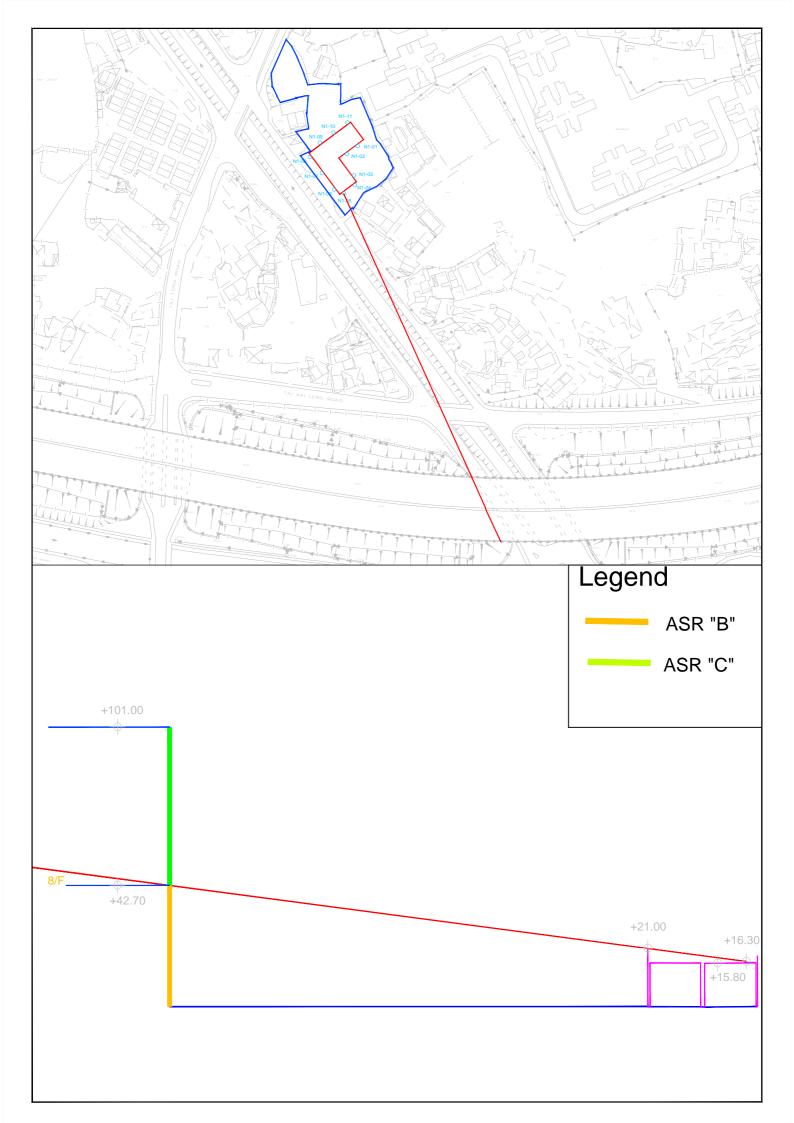
SWL = Sound Power Level

Ref. 1 - The estimated sound power level of the equipment were made reference from the Project Profile for Yuen Long Kau Hui No.2 Sewage Pumping (EIAO Register No. DIR-173/2008). In accordance with IND-TM, 6 dB(A) for tonality correction was applied to all equipment as a conservative approach.

* The pumps, screens and deodourization unit will be fully housed in a 200mm thick reinforced concrete structure, 20 dB(A) reduction due to enclosed building design was adopted.

Appendix 3.3 The Corresponding Acceptable Noise Levels (ANLs)





Appendix Ib of RNTPC Paper No. A/YL/303B

Onfine Development Limited

72-76/F, Two International Finance Centre, 8 Finance Street, Central, Hong Kong

Your Ref: -Our Ref: ODL-A-YL303FI-19 LCSD&DSD 24 October 2024

By Email & By Post

The Secretary, Town Planning Board, c/o Town Planning Board Section, Planning Department, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

Dear Sir,

S16 Planning Application for

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

Further Information (responses to LCSD & DSD)

This further information is to address LCSD and DSD comments in the attached Responses to Comments Table and Tree Preservation Proposal.

Please do not hesitate to contact our Dr. Owen Yue () if needed.

Yours faithfully,

S K Leung [Encl.] c.c. DPO/TMYLW Attn: A Chan (

Comments from the Director of Leisure	Responses
and Cultural Services (Contact Person: Mr. Jaco TSANG) via DPO's email on	
25.9.2024	
 (a) Should any venues or roadside areas under the purview of the Leisure and Cultural Services Department (LCSD) be inevitably affected by the project, the project proponent is required to act in accordance with the prevailing and relevant guidelines and technical circulars, and seek prior agreement of LCSD in early planning stage. 	Please note no LCSD venues will be affected by the proposed development.
 (b) Besides, the project proponent is required to clarify whether any roadside tree(s) is going to be affected by the proposed development. In case any roadside tree(s) under LCSD's current maintenance is going to be affected, the project proponent should provide relevant information (e.g. tree survey report and /or Tree Preservation and Removal Proposal) for LCSD's comments. 	A Tree Preservation Proposal is attached for LCSD consideration. To sum up as follows: A preliminary tree survey has been undertaken and this identified 12 nos of trees within and immediately adjacent to the Application Site boundary. Based on Development Bureau TC (W) No. 6/2015 Maintenance of Vegetation and Hard Landscape Features we understand that all 12 nos trees fall within LCSD's jurisdiction. The existing trees appear to be both planted and self-colonised based on their spacing and arrangement. The Application Site contains no rare or protected tree species (based on Forests and Countryside Ordinance, Cap. 96). There are no trees within the Application Site registered as Old and Valuable Trees (DEVB TC(W) No. 5/2020 Registration of Old and Valuable Trees (OVT), and Guidelines for their Preservation). Two of the trees surveyed are Dimocarpus longan with a DBH measurements of more than 500mm and one is potentially a TPI however this is an old fruit tree which are senescent or approaching senescence and so it is not thought to meet the criteria. The proposals have sought to minimise impacts on the existing trees as far as possible with 3 nos. (25%) of the trees within the Application Site being retained in-situ. However, owing to the proposed site formation works associated with the youth hostel development scheme some 9 nos. (75%) of the existing trees shall need to be removed. As these trees are assessed as not being suitable for transplanting, they are recommended for felling. The trees generally have poor form, average health condition, average to poor structural condition

	affected trees have defects including leaning main stems and asymmetrical canopies owing to their growth in close proximity to each other. All the affected trees have a low suitability for transplantation. It is also recommended that the canopies of retained trees T01 and T02 are pruned slightly (around 10-15%) where they extend into the application site and conflict with the proposed main building façade and the proposed car park provision. The new tree planting proposal shall compensate for the 9 nos. trees affected by the proposal, representing a replanting ratio of 1 : 1 (new trees planted: trees felled) within the Application Site. Location of the replanting trees to be determined in the detailed design stage.
(c) LCSD reserves the right to provide further comments when more detailed information is available.	Noted.
Comments from the Chief Engineer/Mainland North, Drainage Services Department (Contact Person: Mr. Jeff TSE)	
The applicant is required to confirm whether there is any additional sewerage generated due to the change of site boundary as stated in this submission (i.e. Further Information (18)). If affirmative, the applicant should submit an updated Sewerage Impact Assessment for comments.	Please be informed the site boundary change in Further Information (FI18) is solely to adjust the Application boundary and the strip of private land for providing right-of-way access to the adjoining lots. It is to confirm that there are no changes in the number of units, population and the estimated sewage flow from the proposed development due to the change of Site boundary as compared with previous submitted SIA. As there is no further additional sewage generated from the proposed development due to the change of site boundary, updating of assessment for the previous submitted SIA is no required.

Tree Preservation Proposal

24th October 2024

Prepared By:

SCENIC Landscape Studio Limited



Project Title	of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long
Report Title	Tree Preservation Proposal

Revision	Date	Complied by:	Checked by:	Approved by:	Description
-	20241018	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
А	20241021	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
В	20241022	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
C	20241024	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client

Tree Preservation Proposal

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- 4.0 Existing Vegetation
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- 6.0 Relevant Recognised Standards for Tree Preservation and Protection
- 7.0 Conclusion

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Annex II	Tree Assessment Schedule
Annex III	Photographic Record of Existing Trees
Annex IV	Tree Recommendation Plan
Annex V	Tree Protection Measures

1.0 Introduction

- 1.1 SCENIC Landscape Studio Limited has been commissioned to prepare the Tree Preservation Proposal on behalf of the Applicant for the planning application for the 'Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction' at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long, New Territories (hereafter referred to as "Application Site").
- 1.2 The Tree Preservation Proposal outlines the approach and findings of the tree survey and describes the type, number and condition of the existing trees found within the site. The proposal also identifies the trees found in conflict with the Proposed Development and makes recommendations for their proposed treatment and provides detailed compensatory planting proposals to compensate for the loss of these trees.
- 1.3 This tree preservation proposal has been prepared in broad accordance with Lands Administration Office Practice Note Number 6/2023 "Processing of Tree Preservation and Removal Proposals for Building Development in Private Projects". The tree survey was undertaken in October 2024.

2.0 Existing Site Description

- 2.1 The Application Site falls majority within an area zoned "Residential (Group B)" ("R(B)") and small portion of 'Road' on the approved Yuen Long Outline Zoning Plan No. S/YL/27 (OZP). The Application Site, being a car park, is located in Southern Part of Yuen Long, at a corner site abutting Tai Tong Road and Tai Shu Ha Road East. The current access to the existing car park is via Tai Shu Ha Road East. The car park is still in use at the moment and there are mix of residential dwellings / village houses to the immediate east in Sereno Verde and to the west in Fraser Village. To the immediate north there are clusters of warehouses, and in the south are car repairing shops and Yuen Long Highway.
- 2.2 The Application Site has an area of about 2,701.7 m² but excluding the strip of land subject to land encumbrances of 161.7 m², hence the Development Site is of an area of about 2,540 m².

3.0 **Project Description**

- 3.1 The Proposed Development would allow 55 additional flats with additional GFA of about 2,023 m² in the residential portion of a 25-storey building block for a total domestic plot ratio of 4.2 (i.e. domestic GFA of about 10,668 m²) at about 101mPD.
- 3.2 In order to enhance the liveability in the area, a separated single storey retail building block with non-domestic GFA of about 220m² (i.e. non-domestic PR of 0.087) with a green roof. The green roof of the non-domestic building, together with the proposed amenity area at Lot 1753sBss3RP in DD120, will have a total account of not less than 20% greenery coverage, which may also include climbing plants. The proposed amenity area may also include some bicycle parking.
- 3.3 The Application Site access is via Tai Shu Ha Road East. The parking provision for the whole development follows the high side of the HKPSG for 49 spaces at grade (including 5 nos. for visitors); and 2 loading/unloading bays for goods vehicle.

4.0 Existing Vegetation

4.1 A total of 12 nos. trees were identified within and immediately adjacent to the Application Site boundary. Based on Development Bureau TC (W) No. 6/2015 Maintenance of Vegetation and Hard

Landscape Features all 12 nos trees fall within LCSD's jurisdiction. The existing trees appear to be both planted and self-colonised based on their spacing and arrangement.

- 4.2 The existing tree locations are illustrated on Annex I Tree Location Plan and Annex II Tree Assessment Schedule provides an identification of numbers of tree species, an assessment of their condition and recommendations for the treatment of the trees and Annex III Photographic Record of Existing Trees provides a visual reference for the assessment.
- 4.3 **Table 4.1** below lists the tree species surveyed and their relative abundance and describes their conservation value (native or exotic).

Botanical Name	Chinese Name	No. of Trees within Application Sites	Native (N) Exotic (E)	Status in Hong Kong
Broussonetia papyrifera	構樹	6	N	Common
Celtis sinensis	朴樹	1	N	Common
Dimocarpus longan	龍眼	4	E	Common
Livistona chinensis	蒲葵	1	E	Common
Total		12		

Table 4.1 Existing Tree Species Summary

- 4.4 The most numerous of the existing trees are *Broussonetia papyrifera* (6 nos.) and fruit tree species *Dimocarpus longan* (4 nos.). The other tree species include single specimens of *Celtis sinensis* and *Livistona* are also noted. No trees are found dead within and immediately adjacent to the Application Site Boundary. The photographs in **Annex III** show the condition of the existing trees.
- 4.5 The average trunk diameter at breast height (DBH) is 0.315m. The average tree height is 6.5m and the average crown spread is 7m. **Table 4.2** Existing Tree Size Distribution, shows a large proportion of existing trees have a relatively small trunk DBH below 0.50m.

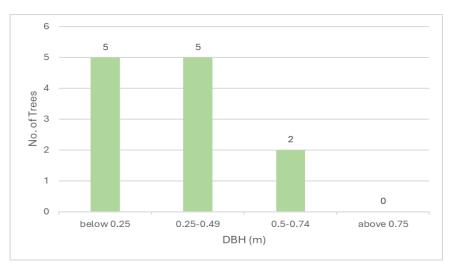


Table 4.2 Existing Tree Size Distribution

4.6 **Table 4.3** shows that a high percentage of trees exhibit an average existing form, condition and amenity value. This assessment and photographic record show that several of the trees are growing near one another or to existing structures resulting in leaning main stem and

Tree Preservation Proposal

asymmetrical canopies. The value of many of these trees lies in their effect as group and not as individual specimens.

Assessment Criteria	Status of Trees	% Trees
Form	Good	0%
	Average	8%
	Poor	92%
Existing Health Condition	Good	0%
	Average	100%
	Poor	0%
	Dead	0%
Structural Condition	Good	0%
	Average	67%
	Poor	33%
Amenity Value	Excellent	0%
	High	0%
	Medium	17%
	Low	83%

Table 4.3 Summary of Existing	Tree Condition
-------------------------------	----------------

- 4.7 The survey identified no rare or protected tree species (based on Forests and Countryside Ordinance, Cap. 96) or Champion Trees (identified in the book 'Champion Trees in Urban Hong Kong').
- 4.8 There are no trees within the Application Site registered as Old and Valuable Trees (DEVB TC(W) No. 5/2020 Registration of Old and Valuable Trees (OVT) and Guidelines for their Preservation). Two of the surveyed trees (T01 and T04) are *Dimocarpus longan* with a DBH measurements of more than 500mm and potentially a Tree of Particular Interest' (TPI) in accordance with para. 2.6.1 of the Guidelines for Tree Risk Assessment and Management Arrangement promulgated by DEVB. However, these are old fruit tree which are senescent or approaching senescence and so they are not thought to meet the criteria. Tree T01 is located outside the Application Site boundary and T04 within the boundary.

5.0 Recommendations

- 5.1 The Proposed Development utilises the Application Site to create a high-quality living environment for the future residents whilst also responding to the requirements for vehicular and pedestrian access the maintenance requirements for the future building. **Table 5.1** provides a summary of the recommendations for the treatment of the existing trees.
- 5.2 Table 5.1 provides a summary of the recommendations for the treatment of the existing trees.

Table 5.1 Summary of Tree Recommendations

Recommendation	Number of Trees	% Trees
Trees within the Application Site		
Trees to be retained	3	25%
Trees to be transplanted	0	0%
Trees to be felled	9	75%
Total number of trees	12	

5.3 The recommendations for the treatment of each of the trees is contained within **Annex II - Tree Assessment Schedule** and shown on **Annex IV - Tree Recommendation Plan**.

Preservation of Existing Trees

- 5.4 The Proposed Development will allow the retention of 3 nos. trees along the south west of the periphery of the Application Site facing Tai Kei Leng Road. This includes two nos. specimens of *Dimocarpus longan* (龍眼) and one no. *Celtis sinensis* (朴樹).
- 5.5 It is also recommended that the canopies of retained trees T01 and T02 are pruned slightly (around 10-15%) where they extend into the application site and conflict with the proposed main building façade and the proposed car park provision. The approximate extent of the proposed pruning is shown on **Annex IV Tree Recommendation Plan**. A separate application will be made to LCSD for these works during the detailed design stage of the project.
- 5.6 The tree protection measures are shown in **Annex V Tree Protection Measures.**

Tree Felling Proposal

- 5.7 The Proposed Development will be located along the south western of the Application Site near side Tai Kei Leng Road. The proposals include the main pedestrian entrance to the building lobby and access for an E&M room in the façade and the vehicular access to the proposed car park and the associated visibility splay in the southern corner of the Application Site. The proposed architectural layout will require the removal of some 9 nos of existing trees. These trees are largely fruit and cultivated tree species (Dimocarpus longan (范眼) and Broussonetia papyrifera (構樹)) and one specimen *Livistona chinensis* (蒲葵). The trees generally have poor form, average health condition, average to poor structural condition and medium to low amenity value. A number of the trees have defect including a leaning main stem and asymmetrical canopies owing to their growth in close proximity to each other. All the affected trees have a low suitability for transplantation.
- 5.8 The recommendations for tree retention and transplantation are provided in Annex II Tree Assessment Schedule and their proposed status recorded on tree photographs is presented as Annex III – Photographic Record of Existing Trees. Their proposed status recorded on plans is presented on Annex IV – Tree Recommendation Plan.

Compensatory Tree Planting

7.3 The replanting ratio for the new tree planting within the Application Site boundary prepared during the detailed design stage during Implementation shall be no less than 1:1 (number of newly planted trees : number of trees felled).

Tree Preservation Proposal

6.0 Relevant Recognised Standards for Tree Preservation and Protection

- 6.1 The tree preservation, protection and transplanting proposals will be undertaken in accordance with the following:
 - BS 3998: 2010 Recommendations for Tree Work;
 - BS 4043: 1989 Recommendations for transplanting root-balled trees;
 - BS 4428 1989 Code of practice for general landscape operations (excluding hard surfaces);
 - BS 5837: 2012 Trees in relation to Construction;
 - ArchSD General Specification, Section 25 (2022 edition); and
 - Handbook on Tree Management prepared by the Greening, Landscape and Tree Management Section of Development Bureau (https://www.greening.gov.hk/en/tree-care/information-about-tree-maintenance-for-privatepro/handbook-on-tree-management/index.html)

7.0 Conclusion

- 7.1 The tree survey identified some 12 nos. trees within and immediately adjacent to the Application Site boundary. These are common native or exotic amenity and fruit tree species. The survey identified no rare or protected tree species (based on Forests and Countryside Ordinance, Cap. 96). There are no trees within the Application Site registered as Old and Valuable Trees (DEVB TC(W) No. 5/2020 Registration of Old and Valuable Trees (OVT), and Guidelines for their Preservation). Two of the trees surveyed are *Dimocarpus longan* with a DBH measurements of more than 500mm and one is potentially a TPI however this is an old fruit tree which are senescent or approaching senescence and so it is not thought to meet the criteria.
- 7.2 3 nos. (25%) of the trees within the survey area are recommended for retention in-situ. However, owing to the proposed site formation works and building footprint associated with the proposed residential scheme some 9 nos. (75%) of the existing trees which are located within the Application Site boundary are recommended for removal. The trees generally have a poor form, average health condition, average to poor structural condition and medium to low amenity value. A number of them have defects including leaning main stems and asymmetrical canopies owing to their growth in close proximity to each other. All the affected trees have a low suitability for transplantation.
- 7.3 It is also recommended that the canopies of retained trees T01 and T02 are pruned slightly (around 10-15%) where they extend into the application site and conflict with the proposed main building façade and the proposed car park provision.
- 7.4 The replanting ratio for the new tree planting within the Application Site boundary prepared during the detailed design stage during Implementation shall be no less than 1:1 (number of newly planted trees : number of trees felled).

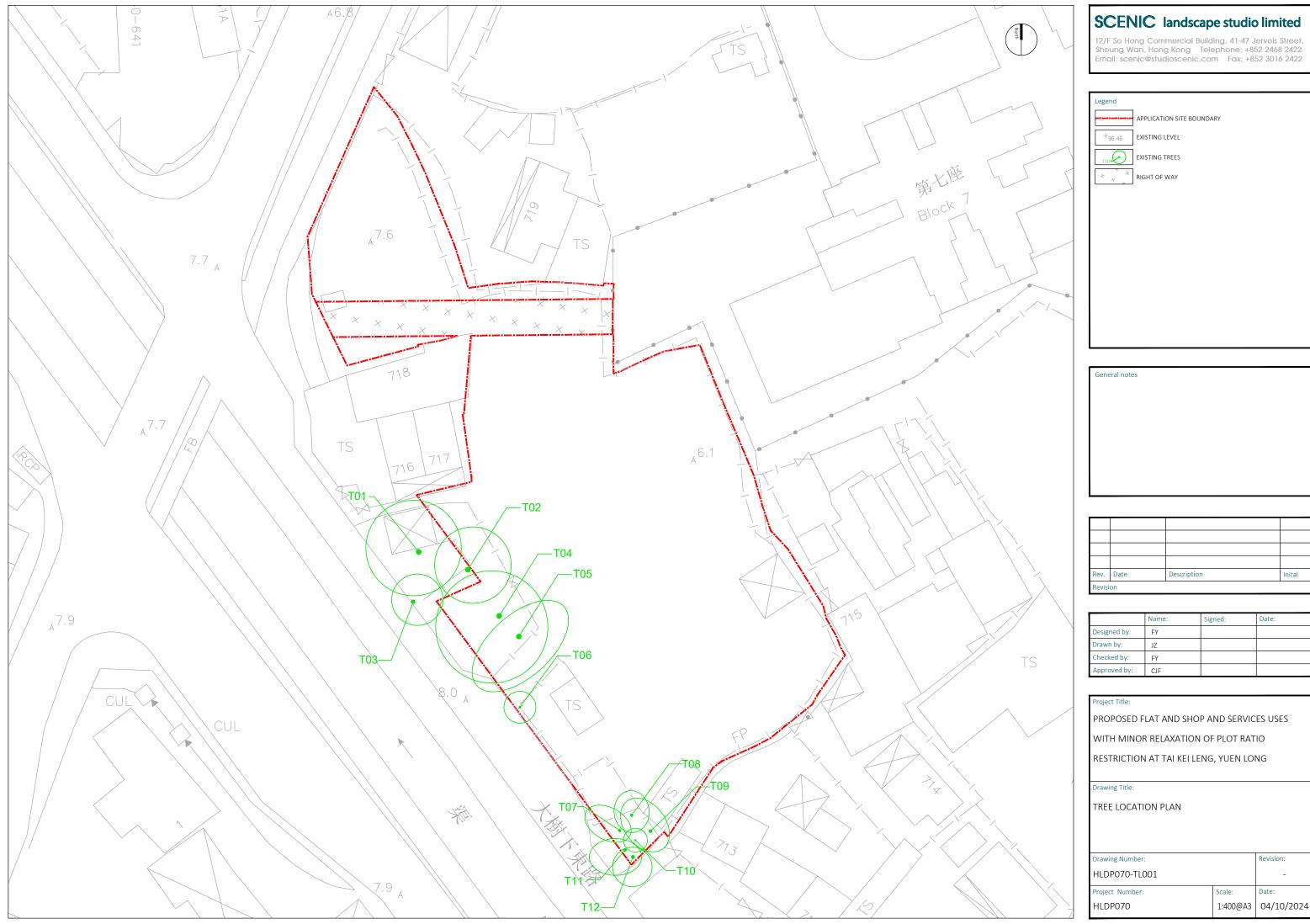
Tree Preservation Proposal

Annexes

20241022 HLDP070 TPP Annexes SCENIC Landscape Studio Limited

Tree Preservation Proposal

Annex I Tree Location Plan



SCENIC landscape studio limited

12/F So Hong Commercial Building, 41-47 Jervois Street, Sheung Wan, Hong Kong Telephone: +852 2468 2422 Email: scenic@studioscenic.com Fax: +852 3016 2422

Inital

-

Tree Preservation Proposal

Annex II Tree Assessment Schedule

20241022 HLDP070 TPP Annexes SCENIC Landscape Studio Limited

Tree Survey and Assessment Schedule

Address: Tai Kei Leng, Yuen Long

Prepared by Certified Arborist (Luk Ka Chun, Ray; CA number: HK-0662A) Field Survey conducted in October 2024

To be read in conjunction with drawing number: HLDP070-TL001 and HLDP070-TR001

Tree No.	Botanical Name	Chinese Name	Sur	vey Size		Level at Base of		Form		Hea	alth Co	ndition	•		ictural dition		Am	enity Valu	ue		Suitabilit Franspla	•	Conservation Status		ation	Prop	osed Treat	tment	Within	Outside	Justification	Remarks
fice no.	botalica nalice	chinese nume	DBH (m)	Height (m)	Spread (m)	Tree (mPD)	G	A	Р	G	A	Р	D	G	A	E	н	м	L	н	м	L		Slope	Flat	Retain	Trans	Fell	Site	Site	Justineution	
T01	Dimocarpus longan	龍眼	0.56	7	12	7.90			1		1					1			1			1	Common		1	1				1		Codominant trunks, lagrge wound in trunk, contained in a small concrete planter
T02	Dimocarpus longan	龍眼	0.37	7	11	7.90			1		1				1				1			1	Common		1	1				1		Heavy lateral limb, some historical pruning wounds and dieback in the lower branches
T03	Celtis sinensis	朴樹	0.31	6	4	7.90			1		1				1			1				1	Common		1	1				1		Leaning and contorted, bow shaped main stem and asymmetrical canopy. Trunk embedded with wire mesh
T04	Dimocarpus longan	龍眼	0.69	8	13	8.00			1		1					1			1			1	Common		1			1	1		A/B/C/F/I	Contorted and leaning main stem, asymmetrical canopy, codominant trunks, cross trunk, dead branch, historical pruning wounds.
T05	Dimocarpus longan	龍眼	0.41	7	9	8.00			1		1				1				1			1	Common		1			1	1		A/B/C/F/G/I	Contorted and leaning main stem, codominant trunks, asymmetrical canopy, historical wound at trunk
T06	Broussonetia papyrifera	構樹	0.22	6	4	8.00			1		1				1				1			1	Common		1			1	1		A/B/C/F/G/I	Broken trunk and stumps where branches have been lost, v-shaped fork with included bark, asymmetrical canopy, epicormic shoots, trunk embedded with wire mesh, restricted roots owing to adjacent structures
T07	Broussonetia papyrifera	構樹	0.11	6	4	7.80			1		1				1				1			1	Common		1			1	1		A/B/C/F/G/I	Severely leaning main stem, asymmetrical canopy
T08	Broussonetia papyrifera	構樹	0.21	6	4	7.80			1		1				1				1			1	Common		1			1	1		A/B/C/F/G/I	Leaning and asymmetrical canopy, vine growth
Т09	Broussonetia papyrifera	構樹	0.15	5	7	7.80			1		1				1				1			1	Common		1			1	1		A/B/C/F/G/I	Codominant leaders with a v-shaped fork in the main stem, leaning and asymmetrical canopy owing to crowding by adjacent trees, vine growth,
T10	Livistona chinensis	蒲葵	0.26	6	3	7.80		1			1				1			1			1		Common		1			1	1		A/B/H	Slightly leaning, dead fronds.
T11	Broussonetia papyrifera	構樹	0.30	7	7	7.80			1		1				1	1			1			1	Common		1			1	1		A/B/D/F/H/I	Codominant trunks, v-shaped fork in main stem, slightly leaning and asymmetrical canopy growth, cross branch with T12, root restricted by drainage channel and pavement edge.
T12	Broussonetia papyrifera	構樹	0.21	7	6	7.80			1		1					1			1			1	Common		1			1	1		A/B/D/F/H/I	Codominant trunks, v-shaped fork in main stem, slightly leaning and asymmetrical canopy growth, cross branch with T11, root restricted by drainage channel and pavement edge.
							0	1	11	0	12	0	0 0		8 4	+ 0	0	2	10	0	1	11		0	12	3	0	9				
							0%	8%	92%	0% 1	100%	0%	0% 0	1% 6	7% 33	8% 09	% 09	6 17%	83%	0%	8%	92%		0%	100%	25%	0%	75%				12
							G	A	Ρ	G	A	Ρ	D	G	A	E	н	м	L	н	м	L	Conservation Status	Slope	Flat	Retain	Trans	Fell				Total

Legend

Tree C	ondition / Health	Tree Form	ı	Structural Condit	
G	Good	G	Good	G	Good
Α	Average	Α	Average	Α	Average
Р	Poor	Р	Poor	Р	Poor
D	Dead				

Ameni	ty Value	Suitability	r for Transplantation
		н	High survival rate expected after transplantation
E	Excellent		
н	High	м	Medium survival rate expected after transplantation
м	Medium	L	Low survival rate expected after transplantation
L	Low		

Top of Soil Level at the base of the tree

This figure refers to the soil level at the base of the tree to be maintained following the development of the site as surveyed by the topographic surveyor. The future soil level should not cover the root collar of the tree.

Conservation Status

Conservation status (indicates rarity and protection status under relevant ordinances of a species in Hong Kong. References such as Rare and Precious Plants of Hong Kong, the IUCN Red List of Threatened Species and the Forests and Countryside Ordinance (Cap. 96) are used.)

Justification for Tree Felling A Tree is in direct conflict with the proposed works.

- B Preparation of intact and sufficient-sized root ball not practical due to the topography (e.g. on rock, steep slope, shallow substratum, structures). Close proximity to other trees - roots intertwined.
- **C** Undesirable species, weedy species without special ecological significance or species creating maintenance problem.
- D Tree with poor health, structure or form (e.g. imbalanced form, leaning, with major cavity/cracks/splits).
- E Lack of access for transplantation machinery or vehicle.
- F Species with low survival rate after transplanting.
- G Tree has structural problem and may create hazard to public during root ball preparation and/or after transplantation, while
- auxiliary support will not be sufficient / practical. H Irrecoverable form after transplanting (e.g. if substantial crown and root pruning are necessary to facilitate the transplanting).
- I Low amenity value.
- J Tree with evidence of over-maturity and onset of senescence. K Very large size (unless the feasibility to transplant has been considered financially reasonably and technically feasible).
- L Tree has high survival rate after transplantation
- M Dead tree

Tree Trunk Diameter at Breast Height (DBH)

- Diameter of tree trunk measured at breast height (i.e. measured at 1.3m above ground level)
- ** Diameter at Breast Height (DBH) of multi-stem trees (i.e. trees with multi-stems were all measured separately at 1m above ground level). The collective girth was then calculated using the methodology set out in Nature Conservation Practice Note No. 02/2003, Measurement of Diameter at Breast Height (DBH).

Tree Preservation Proposal

Annex III Photographic Record of Existing Trees



T01 (*Dimocarpus longan*) Photograph showing the overall form of the tree.



T01 (*Dimocarpus longan*) Photograph showing the canopy of the tree.



T01 (*Dimocarpus longan*) Photograph showing upper portion of the main stem or trunk.



T01 (*Dimocarpus longan*) Photograph showing the base of the main stem or trunk.

DRAWN

HLDP070 TSR - T - 001

JZ

REV

 R-Retain
 T-Transplant
 F-Fell
 D-Dead Tree

 Minor relavation of
 SCALE
 N.T.S.
 DATE
 Oct 2024

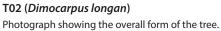
CJF

CHECKED

FIGURE NO.

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long







T02 (Dimocarpus longan) Photograph showing upper portion of the main stem or trunk.



T02 (*Dimocarpus longan*) Photograph showing the canopy of the tree.



T02 (Dimocarpus longan) Photograph showing the base of the main stem or trunk.

R-Retain T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	SCALE N.T.S. DATE		Oct 2	2024	0
CHECKED	CJF	DRAWN	JZ	<u>Z</u>	
FIGURE NO.	HLDP070	HLDP070 TSR - T - 002		REV	SCENIC



T03 (Celtis sinensis) Photograph showing the overall form of the tree.



T03 (Celtis sinensis) Photograph showing the canopy of the tree.



T03 (Celtis sinensis) Photograph showing upper portion of the main stem or trunk.



T03 (Celtis sinensis) Photograph showing the base of the main stem or trunk.

R-Retain

T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

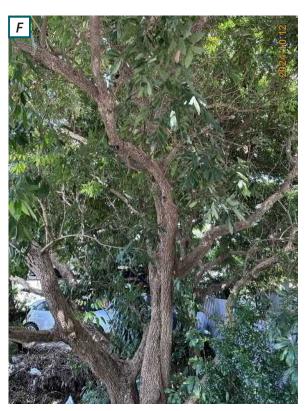
SCALE	N.T.S.	DATE	Oct 2	2024	~
CHECKED	CJF	DRAWN	JZ	<u>Z</u>	(•
FIGURE NO.	HLDP070	HLDP070 TSR - T - 003			SCENIC



T04 (Dimocarpus longan) Photograph showing the overall form of the tree.



T04 (Dimocarpus longan) Photograph showing the canopy of the tree.



T04 (Dimocarpus longan) Photograph showing upper portion of the main stem or trunk.



T04 (Dimocarpus longan) Photograph showing the base of the main stem or trunk.

R-Retain T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2	2024	~
CHECKED	CJF DRAWN JZ		Ζ	(•	
FIGURE NO.	HLDP070	HLDP070 TSR - T - 004		REV	SCENIC







T05 (*Dimocarpus longan*) Photograph showing the overall form of the tree.



T05 (Dimocarpus longan) Photograph showing upper portion of the main stem or trunk.

T05 (*Dimocarpus longan*) Photograph showing the canopy of the tree.



T05 (Dimocarpus longan) Photograph showing the base of the main stem or trunk.

R-Retain T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	DATE Oct 2		-
CHECKED	CJF	DRAWN	Jž	Ζ	(•
FIGURE NO.	HLDP070) TSR - T - 00)5	REV	SCENIC



T06 (Broussonetia papyrifera) Photograph showing the overall form of the tree.



T06 (Broussonetia papyrifera) Photograph showing the canopy of the tree.



T06 (Broussonetia papyrifera) Photograph showing upper portion of the main stem or trunk.



T06 (Broussonetia papyrifera) Photograph showing the base of the main stem or trunk.

R-Retain T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2	2024	~
CHECKED	CJF	CJF DRAWN JZ HLDP070 TSR - T - 006		<u>Z</u>	(.
FIGURE NO.	HLDP070			REV	SCENIC





T07 (*Broussonetia papyrifera*) Photograph showing the overall form of the tree.



T07 (*Broussonetia papyrifera*) Photograph showing upper portion of the main stem or trunk.



T07 (*Broussonetia papyrifera*) Photograph showing the canopy of the tree.



T07 (*Broussonetia papyrifera*) Photograph showing the base of the main stem or trunk.

R-Retain T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

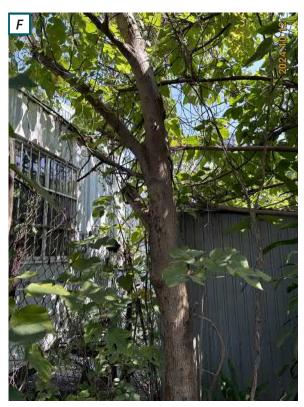
SCALE	N.T.S.	DATE	Oct 2	2024	0
CHECKED	CJF DRAWN		Jž	Ζ	
FIGURE NO.	HLDP070) TSR - T - 00)7	REV	SCENIC #



T08 (*Broussonetia papyrifera*) Photograph showing the overall form of the tree.



T08 (*Broussonetia papyrifera*) Photograph showing the canopy of the tree.



T08 (*Broussonetia papyrifera*) Photograph showing upper portion of the main stem or trunk.



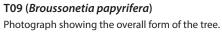
T08 (*Broussonetia papyrifera*) Photograph showing the base of the main stem or trunk.

R-Retain T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2	2024	~
CHECKED	O CJF DRAWN JZ		Ζ	(•	
FIGURE NO.	HLDP070	HLDP070 TSR - T - 008		REV	SCENIC







T09 (Broussonetia papyrifera) Photograph showing the canopy of the tree.



T09 (Broussonetia papyrifera) Photograph showing upper portion of the main stem or trunk.



T09 (Broussonetia papyrifera) Photograph showing the base of the main stem or trunk.

R-Retain

T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2	2024	0
CHECKED	CJF DRAWN JZ		Ζ		
FIGURE NO.	HLDP070	HLDP070 TSR - T - 009		REV	SCENIC



T10 (*Livistona chinensis*) Photograph showing the overall form of the tree.



T10 (*Livistona chinensis*) Photograph showing upper portion of the main stem or trunk.



T10 (*Livistona chinensis*) Photograph showing the canopy of the tree.



T10 (*Livistona chinensis*) Photograph showing the base of the main stem or trunk.

T-Transplant

R-Retain

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

Tree Photographic Record

SCALE	N.T.S.	DATE	Oct 2	2024	0
CHECKED	CJF	DRAWN	JZ	Z	
FIGURE NO.	HLDP070	HLDP070 TSR - T - 010		REV	SCENIC

F-Fell

D-Dead Tree





T11 (Broussonetia papyrifera) Photograph showing the overall form of the tree.



T11 (*Broussonetia papyrifera*) Photograph showing upper portion of the main stem or trunk.

T11 (Broussonetia papyrifera) Photograph showing the canopy of the tree.



T11 (Broussonetia papyrifera) Photograph showing the base of the main stem or trunk.

R-Retain T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2024		0
CHECKED	CJF	DRAWN	JZ		
FIGURE NO.	HLDP070	ILDP070 TSR - T - 011		REV	



T12 (*Broussonetia papyrifera*) Photograph showing the overall form of the tree.



T12 (Broussonetia papyrifera) Photograph showing the canopy of the tree.



T12 (*Broussonetia papyrifera*) Photograph showing upper portion of the main stem or trunk.



T12 (Broussonetia papyrifera) Photograph showing the base of the main stem or trunk.

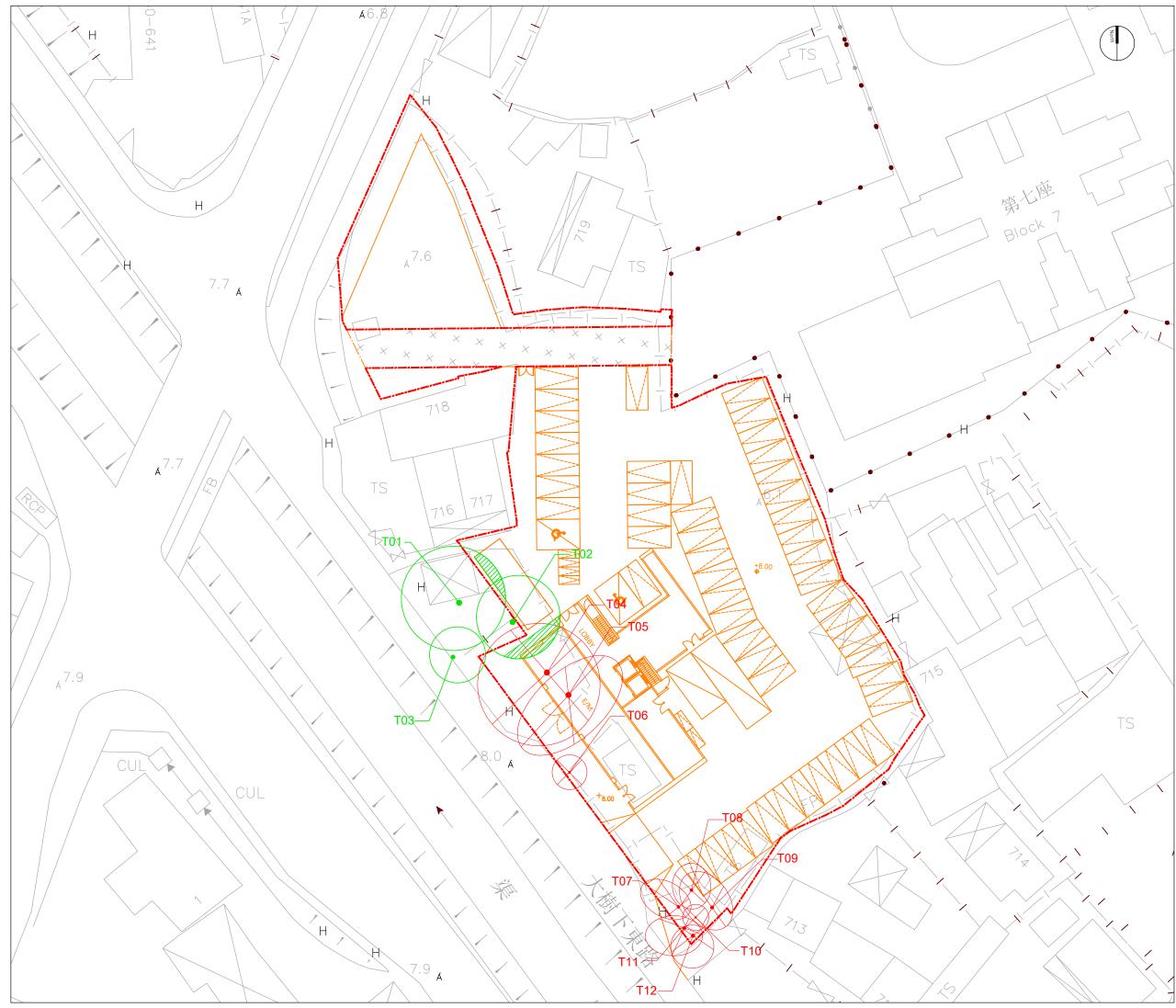
R-Retain T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2024		Ċ
CHECKED	CJF	DRAWN	JZ		
FIGURE NO.	HLDP070) TSR - T - 01	12	REV	SCENIC

Tree Preservation Proposal

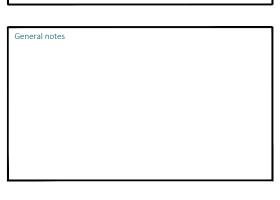
Annex IV Tree Recommendation Plan



SCENIC landscape studio limited

12/F So Hong Commercial Building, 41-47 Jervois Street, Sheung Wan, Hong Kong Telephone: +852 2468 2422 Email: scenic@studioscenic.com Fax: +852 3016 2422

Legend	
	APPLICATION SITE BOUNDARY
+96.46	EXISTING LEVEL
+ _{96.46}	PROPOSED LEVEL
	PROPOSED ARCHITECTURAL SCHEME
т10	EXISTING TREES TO BE RETAINED
Т10	EXISTING TREES TO BE FELLED
	PROPOSED PRUNING (T01 AND T02)
	RIGHT OF WAY



Rev.	Date	Description	Inital
Revision			

	Name:	Signed:	Date:
Designed by:	FY		
Drawn by:	JZ		
Checked by:	FY		
Approved by:	CJF		

Project Title:

PROPOSED FLAT AND SHOP AND SERVICES USES WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION AT TAI KEI LENG, YUEN LONG

Drawing Title: TREE RECOMMENDATION PLAN Drawing Number Revision

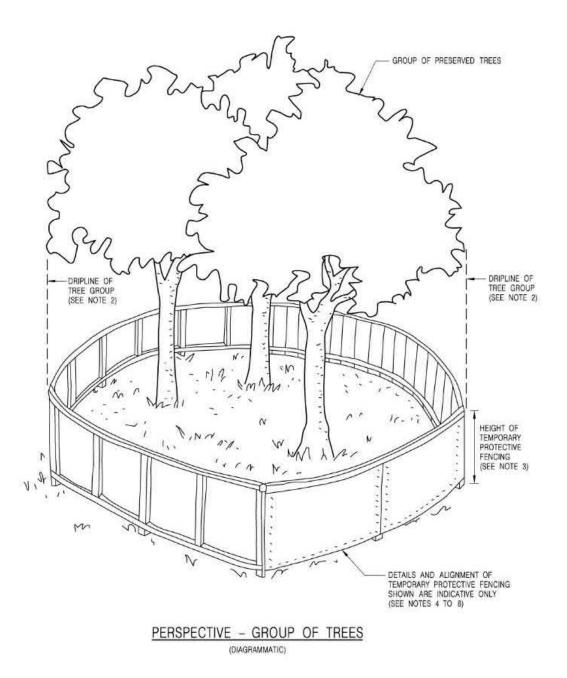
HLDP070-TR001 - Project Number: Scale:	Drawing Number:		Revision:
Project Number: Scale: Date:	HLDP070-TR001		-
	Project Number:	Scale:	Date:
HLDP070 1:400@A3 04/10/2024	HLDP070	1:400@A3	04/10/2024

Tree Preservation Proposal

Annex V Tree Protection Measures

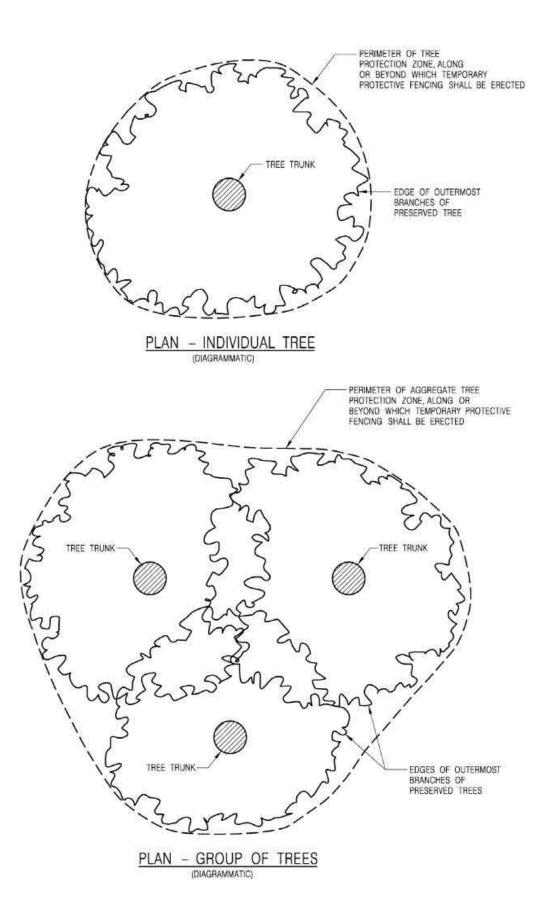
Tree Preservation Proposal

Tree Protection Measures

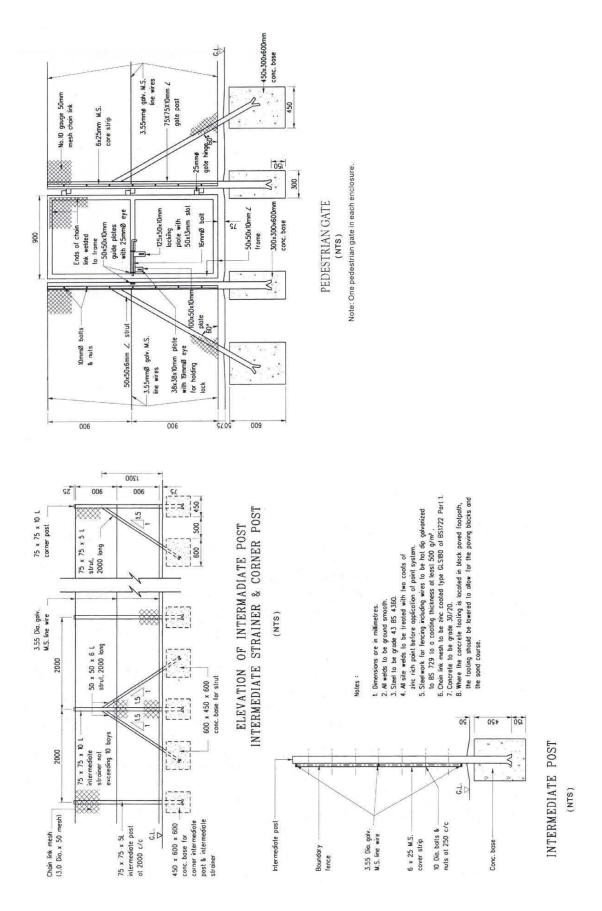


20241016 HLDP070 Tree Protection Measures SCENIC Landscape Studio Limited

Tree Preservation Proposal



Tree Preservation Proposal



20241016 HLDP070 Tree Protection Measures SCENIC Landscape Studio Limited

Appendix Ic of RNTPC Paper No. A/YL/303B

Onfine Development Limited

72-76/F, Two International Finance Centre, 8 Finance Street, Central, Hong Kong

Your Ref: -Our Ref: ODL-A-YL303FI-20 6 December 2024

By Email & By Post

The Secretary, Town Planning Board, c/o Town Planning Board Section, Planning Department, 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

Dear Sir,

S16 Planning Application for Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long

Further Information (responses to DPO & UD/L)

This further information is to clarify DPO, UD/L, LCSD and DSD concerns in the attached Responses to Comments Table, revised Figure 3a2 and updated Tree Survey Report.

Please do not hesitate to contact our Dr. Owen Yue (

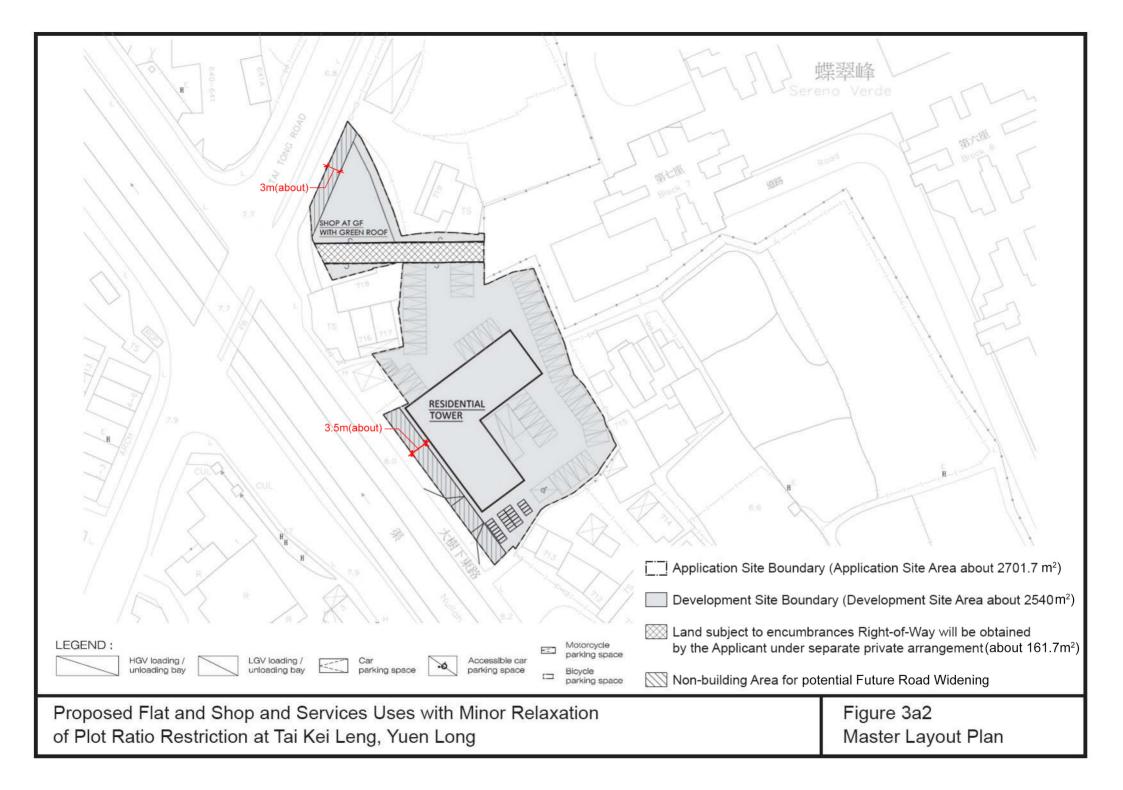
Yours faithfully,

S K Leung

Encl.] c.c. DPO/TMYLW Attn: A Chan (

Comments from the Director of Leisure and Cultural Services (Contact Person: Mr. Jaco	Responses
TSANG) via DPO's email on 25.9.2024	
(a) For T01, it has poor form and structural condition but proposed to be retained. Please review.	Noted, tree T01 is not included in the included in the felling tree group.
(b) Please confirm that all compensatory trees will be planted within the application site and no compensatory trees will be handed over to the Leisure and Cultural Services Department (LCSD).	Noted all compensatory trees will be planted within the Application Site boundary and will be maintained by the Applicant. There is no intention to hand them over to the LCSD.
(c) LCSD reserves the right to provide further comments when more detailed information is available.	Noted.
Comments from the Chief Town Planner/Urban Design and Landscape, Planning Department (Contact Person: Mr. Brian LAM)	
(a) Having reviewed the submitted information, the landscape technical information and proposed landscape mitigation measures are found in a document titled "Tree Preservation Proposal" while such document should not constitute as a "Tree Preservation Proposal" having taken into account that the applicant should submit a separate application regarding the "Tree Preservation and Removal Proposal" (TPRP) to the Lands Department after the planning application stage.	Noted, the report is re-titled 'Tree Survey Report'. The TPRP for Lands Department is under separate application.
Existing trees information within the Site and their proposed tree treatment – Please summarise the no. of existing trees; no. of trees proposed to be retained, no. of trees proposed to be felled; and no. of Old and Valuable Trees (OVTs) identified within the application site, and provide a Summary Table of the Broad-brush Tree Treatment Schedule in table format.	 Table 5.1 presents the existing trees within and outside the Application Site, with proposed treatment (felling or retention) detailed in Annex 1. Annex V outlines the proposed pruning treatment for trees outside the Application Site boundary that are to be retained. Table 7.1 summarizes the report's recommendations and compensation measures.
 Proposed landscape mitigation measures – For the loss of existing trees, if any, the Applicant should summarise the tree compensatory planting proposal (including tree species information) and other mitigation measures. (b) <u>New Tree Planting Plan</u> - the Applicant could supplement this information with a Landscape Proposal. 	 Compensation numbers are provided in Table 5.2, while Table 5.3 details the species of trees used for compensation. Annex V outlines the proposed pruning treatment for trees outside the Application Site boundary that
(c) <u>Tree Survey Record</u> – this information should be provided with the Tree Location Plan, the Photo Record of Existing Tree Groups, and the Tree Treatment Plan as supplementary	are to be retained as well as the proposed locations for new trees. Noted, these information refer to:

information in the Appendices.	 Annex I - Tree Location Plan; Annex II - Tree Assessment Schedule; Annex III - Photographic Record of Existing Trees; Annex IV - Tree Recommendation Plan; and Annex V - the proposed pruning treatment for trees outside the Application Site boundary that are to be retained as well as the proposed locations for new trees.
Comments from the District Lands Officer/Yuen Long, Lands Department (Contact Person: Mr. Jason CHAN)	
 (a) As the trees concerned fall within the Unleased and Unallocated Government Land and are currently maintained by LCSD, I shall defer to LCSD to offer their comments on the Tree Preservation and Removal Proposal (TPRP) as per DEVB TC (Works) No. 6/2015. 	Noted.
(b) The TPRP should be subject to separate application to be submitted for prior approval before implementation of the development proposal.	Noted.
Comments from the District Planning Officer/Tuen Mun and Yuen Long West, Planning	
Department (Contact Person: Mr.Ajyum CHAN) dated 4 Dec 2024	
(a) For the areas reserved for future road widening along Tai Tong Road and Tai Shu Ha Road East, please provide the approximate widths of the setback from site boundary along Tai Tong Road and Tai Shu Ha Road East respectively (as marked 'red arrows' in the screen cap below) and show on Figure 3a2.	Width adjoining Tai Tong Road is about 3m whereas TSH East is about 3.5m.
(b) Please indicate in the legend for the area of land subject to encumbrances Right-of Way to be obtained under separate private arrangement (about 161.7m2) and the revise the legend 'Non- building Area for <u>potential</u> Future Road Widening' on Figure 3a2 (screen cap below refers).	Legend revised and the word 'potential' added.



Tree Survey Report

6th December 2024

Prepared By:

SCENIC Landscape Studio Limited



Project Title	Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long
Report Title	Tree Survey Report

Revision	Date	Complied by:	Checked by:	Approved by:	Description
-	20241018	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
A	20241021	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
В	20241022	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
С	20241024	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client
D	20241205	Jackson Zhou	Fiona Yu	Chris Foot	Draft to Client
E	20241206	Jackson Zhou	Fiona Yu	Chris Foot	Final to Client

Tree Survey Report

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- 1.0 Introduction
- 2.0 Existing Site Description
- 3.0 Project Description
- 4.0 Existing Vegetation
- 5.0 Recommendations
- 6.0 Relevant Recognised Standards for Tree Preservation and Protection
- 7.0 Conclusion

Tables

Table 4.1	Existing Tree Species Summary
Table 4.2	Existing Tree Size Distribution
Table 4.3	Summary of Existing Tree Condition
Table 5.1	Summary of Tree Recommendations
Table 5.2	New Tree Planting Ratios (Application Site)
Table 5.3	New Tree Planting Proposals (Application Site)
Table 7.1	Summary of Tree Recommendations and Compensation (Application Site)

Annexes

Annex I	Tree Location Plan
Annex II	Tree Assessment Schedule
Annex III	Photographic Record of Existing Trees (Application Site)
<u>Annex IV</u>	Photographic Record of Existing Trees (Outside Application Site)
Annex V	Tree Recommendation Plan
<u>Annex VI</u>	New Tree Planting Plan
<u>Annex VII</u>	Tree Protection Measures

Tree Survey Report

1.0 Introduction

- 1.1 SCENIC Landscape Studio Limited has been commissioned to prepare the Tree Survey Report on behalf of the Applicant for the planning application for the 'Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction' at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long, New Territories (hereafter referred to as "Application Site").
- 1.2 The Tree Survey Report outlines the approach and findings of the tree survey and describes the type, number and condition of the existing trees found within the site. The proposal also identifies the trees found in conflict with the Proposed Development and makes recommendations for their proposed treatment and provides detailed compensatory planting proposals to compensate for the loss of these trees.
- 1.3 This report has been prepared in broad accordance with Lands Administration Office Practice Note Number 6/2023 "Processing of Tree Preservation and Removal Proposals for Building Development in Private Projects". The tree survey was undertaken in October 2024.

2.0 Existing Site Description

- 2.1 The Application Site falls majority within an area zoned "Residential (Group B)" ("R(B)") and small portion of 'Road' on the approved Yuen Long Outline Zoning Plan No. S/YL/27 (OZP). The Application Site, being a car park, is located in Southern Part of Yuen Long, at a corner site abutting Tai Tong Road and Tai Shu Ha Road East. The current access to the existing car park is via Tai Shu Ha Road East. The car park is still in use at the moment and there are mix of residential dwellings / village houses to the immediate east in Sereno Verde and to the west in Fraser Village. To the immediate north there are clusters of warehouses, and in the south are car repairing shops and Yuen Long Highway.
- 2.2 The Application Site has an area of about 2,701.7 m² but excluding the strip of land subject to land encumbrances of 161.7 m², hence the Development Site is of an area of about 2,540 m².

3.0 **Project Description**

- 3.1 The Proposed Development would allow 55 additional flats with additional GFA of about 2,023 m² in the residential portion of a 25-storey building block for a total domestic plot ratio of 4.2 (i.e. domestic GFA of about 10,668 m²) at about 101mPD.
- 3.2 In order to enhance the liveability in the area, a separated single storey retail building block with non-domestic GFA of about 220m² (i.e. non-domestic PR of 0.087) with a green roof. The green roof of the non-domestic building, together with the proposed amenity area at Lot 1753sBss3RP in DD120, will have a total account of not less than 20% greenery coverage, which may also include climbing plants. The proposed amenity area may also include some bicycle parking.
- 3.3 The Application Site access is via Tai Shu Ha Road East. The parking provision for the whole development follows the high side of the HKPSG for 49 spaces at grade (including 5 nos. for visitors); and 2 loading/unloading bays for goods vehicle.

4.0 Existing Vegetation

- 4.1 <u>A total of 9 nos. trees were identified within the Application Site boundary and a further 3 nos</u> <u>trees located outside but immediately adjacent to the Application Site</u>. Based on Development Bureau TC (W) No. 6/2015 Maintenance of Vegetation and Hard Landscape Features all 12 nos trees fall within LCSD's jurisdiction. The existing trees appear to be both planted and self-colonised based on their spacing and arrangement.
- 4.2 The existing tree locations are illustrated on Annex I Tree Location Plan and Annex II Tree Assessment Schedule provides an identification of numbers of tree species, an assessment of their condition and recommendations for the treatment of the trees and Annex III Photographic Record of Existing Trees (Application Site) provides a visual reference for the assessment of the trees within the Application Site and Annex IV the trees outside the Application Site.
- 4.3 **Table 4.1** below lists the tree species surveyed and their relative abundance and describes their conservation value (native or exotic).

Botanical Name	Chinese Name	No. of Trees within Application Sites	<u>No. of Trees</u> <u>outside</u> <u>Application</u> <u>Sites</u>	Native (N) Exotic (E)	Status in Hong Kong
Broussonetia papyrifera	構樹	6		N	Common
Celtis sinensis	朴樹		<u>1</u>	N	Common
Dimocarpus longan	龍眼	<u>2</u>	<u>2</u>	E	Common
Livistona chinensis	蒲葵	1		E	Common
Total		<u>9</u>	<u>3</u>		

Table 4.1 Existing Tree Species Summary

- 4.4 The most numerous of the existing trees are *Broussonetia papyrifera* (6 nos.) and fruit tree species *Dimocarpus longan* (4 nos.). The other tree species include single specimens of *Celtis sinensis* and *Livistona* are also noted. No trees are found dead within and immediately adjacent to the Application Site Boundary. The photographs in **Annexes III** and **IV** show the condition of the existing trees.
- 4.5 The average trunk diameter at breast height (DBH) is 0.315m. The average tree height is 6.5m and the average crown spread is 7m. **Table 4.2** Existing Tree Size Distribution, shows a large proportion of existing trees have a relatively small trunk DBH below 0.50m.

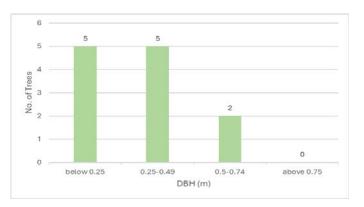


Table 4.2 Existing Tree Size Distribution

4.6 **Table 4.3** shows that a high percentage of trees exhibit an average existing form, condition and amenity value. This assessment and photographic record show that several of the trees are growing near one another or to existing structures resulting in leaning main stem and asymmetrical canopies. The value of many of these trees lies in their effect as group and not as individual specimens.

Assessment Criteria	Status of Trees	% Trees (Application <u>Site)</u>	<u>% Trees</u> (Outside Application Site)
Form	Good	<u>0%</u>	<u>0%</u>
	Average	<u>11%</u>	<u>0%</u>
	Poor	<u>89%</u>	<u>100%</u>
Existing Health Condition	Good	<u>0%</u>	<u>0%</u>
	Average	<u>100%</u>	<u>100%</u>
	Poor	<u>0%</u>	<u>0%</u>
	Dead	<u>0%</u>	<u>0%</u>
Structural Condition	Good	<u>0%</u>	<u>0%</u>
	Average	<u>67%</u>	<u>67%</u>
	Poor	<u>33%</u>	<u>33%</u>
Amenity Value	Excellent	<u>0%</u>	<u>0%</u>
	High	<u>0%</u>	<u>0%</u>
	Medium	<u>11%</u>	<u>33%</u>
	Low	<u>89%</u>	<u>67%</u>

Table 4.3 Summary of Existing Tree Condition

- 4.7 The survey identified no rare or protected tree species (based on Forests and Countryside Ordinance, Cap. 96) or Champion Trees (identified in the book 'Champion Trees in Urban Hong Kong').
- 4.8 There are no trees within the Application Site registered as Old and Valuable Trees (DEVB TC(W) No. 5/2020 Registration of Old and Valuable Trees (OVT) and Guidelines for their Preservation). Two of the surveyed trees (T01 and T04) are *Dimocarpus longan* with a DBH measurements of more than 500mm and potentially a Tree of Particular Interest' (TPI) in accordance with para. 2.6.1 of the Guidelines for Tree Risk Assessment and Management Arrangement promulgated by DEVB. However, these are old fruit tree which are senescent or approaching senescence and so they are not thought to meet the criteria. Tree T01 is located outside the Application Site boundary and T04 within the boundary.

5.0 Recommendations

- 5.1 The Proposed Development utilises the Application Site to create a high-quality living environment for the future residents whilst also responding to the requirements for vehicular and pedestrian access the maintenance requirements for the future building. **Table 5.1** provides a summary of the recommendations for the treatment of the existing trees.
- 5.2 Table 5.1 provides a summary of the recommendations for the treatment of the existing trees.

Tree Survey Report

Table 5.1 Summary of Tree Recommendations

	<u>Applicat</u> <u>Site</u>		Appli	<u>de the</u> cation te
Recommendation	Number of Trees	% Trees	Number of Trees	% Trees
Trees within the Application Site				
Trees to be retained	<u>0</u>	<u>0%</u>	<u>3</u>	<u>100%</u>
Trees to be transplanted	0	0%	0	0%
Trees to be felled (not including any OVTs)	<u>9</u>	<u>100%</u>	<u>0</u>	<u>0%</u>
Total number of trees	<u>9</u>		<u>3</u>	

5.3 The recommendations for the treatment of each of the trees is contained within **Annex II - Tree Assessment Schedule** and shown on **Annex V** - **Tree Recommendation Plan**.

Preservation of Existing Trees

- 5.4 <u>9 nos. of the existing trees within the Application Site are affected by the Proposed Scheme and do</u> not make good candidates for transplantation.
- 5.5 <u>3 nos. of the existing trees located outside the Application Site</u> will be retained in-situ along the south west of the periphery of the Application Site facing Tai Kei Leng Road. This includes two nos. specimens of *Dimocarpus longan* (龍眼) and one no. *Celtis sinensis* (朴樹).
- 5.6 It is also recommended that the canopies of retained trees T01 and T02 are pruned slightly (around 10-15%) where they extend into the Application Site and conflict with the proposed main building façade and the proposed car park provision. The approximate extent of the proposed pruning is shown on **Annex ⊻ Tree Recommendation Plan**. A separate application will be made to LCSD for these works during the detailed design stage of the project.
- 5.7 The tree protection measures are shown in **Annex <u>VII</u> Tree Protection Measures.**

Tree Felling Proposal

- 5.8 The Proposed Development will be located along the south western of the Application Site near side Tai Kei Leng Road. The proposals include the main pedestrian entrance to the building lobby and access for an E&M room in the façade and the vehicular access to the proposed car park and the associated visibility splay in the southern corner of the Application Site. The proposed architectural layout will require the removal of all <u>9 nos of existing trees within the Application Site</u>. These trees are largely fruit and cultivated tree species (*Dimocarpus longan* (龍眼) and *Broussonetia papyrifera* (構樹)) and one specimen *Livistona chinensis* (蒲葵). The trees generally have poor form, average health condition, average to poor structural condition and medium to low amenity value. A number of the trees have defect including a leaning main stem and asymmetrical canopies owing to their growth in close proximity to each other. All the affected trees have a low suitability for transplantation.
- 5.9 The recommendations for tree retention and transplantation are provided in Annex II Tree Assessment Schedule and their proposed status recorded on tree photographs is presented as Annexes III and IV Photographic Record of Existing Trees. Their proposed status recorded on plans is presented on Annex <u>V</u> Tree Recommendation Plan.

Compensatory Tree Planting

- 5.10 The replanting ratio for the new tree planting within the Application Site boundary prepared during the detailed design stage during Implementation shall be no less than 1:1 (number of newly planted trees : number of trees felled). All of the new tree planting will be within the Application Site as presented in **Annex VI New Tree Planting Plan**.
- 5.11 **Table 5.2** below provides a summary of the new compensatory tree planting proposals within the Application Site boundary. No new trees are proposed outside the Application Site boundary.

Table 5.2: New Tree Planting Ratios (Application Site)

New Tree Planting Metrics	<u>Statistic</u> <u>/ Ratio</u>	<u>Tree Size</u>
Number of felled trees	<u>9</u>	
Number of compensatory new trees	<u>9</u>	<u>Heavy standard sized</u> <u>trees</u>
New Tree Planting Ratio (by number) (Number of newly planted trees : number of trees felled)	<u>9:9</u> (1:1)	<u>Nos. of new trees to be</u> <u>planted</u>

5.12 The new trees will form part of the overall landscape design proposal which will be developed during the detailed design stage of the project. A summary of the new tree planting proposals is provided in **Table 5.3** below.

Table 5.3: New Tree Planting Proposals (Application Site)

Botanical Name	<u>Chinese</u> <u>Name</u>	<u>Stock Size</u>	<u>Spacing</u> (mm)	<u>Native (N)</u> Exotic (E)	<u>Number</u>
<u>Cinnamomum burmanni</u>	陰香	<u>Heavy standard</u>	<u>As shown (min</u> <u>4m centres)</u>	N	<u>1</u>
Elaeocarpus hainanensis	水石榕	Heavy standard	<u>As shown (min</u> <u>4m centres)</u>	Ē	<u>2</u>
Garcinia subelliptica	菲島福木	<u>Heavy standard</u>	<u>As shown (min</u> <u>4m centres)</u>	Ē	<u>6</u>

Note: The proposed tree species selection is preliminary and subject to refinement during the detailed design stage of the project.

6.0 Relevant Recognised Standards for Tree Preservation and Protection

- 6.1 The tree preservation, protection and transplanting proposals will be undertaken in accordance with the following:
 - BS 3998: 2010 Recommendations for Tree Work;
 - BS 4043: 1989 Recommendations for transplanting root-balled trees;
 - BS 4428 1989 Code of practice for general landscape operations (excluding hard surfaces);
 - BS 5837: 2012 Trees in relation to Construction;
 - ArchSD General Specification, Section 25 (2022 edition); and
 - Handbook on Tree Management prepared by the Greening, Landscape and Tree Management Section of Development Bureau

(<u>https://www.greening.gov.hk/en/tree-care/information-about-tree-maintenance-for-private-pro/handbook-on-tree-management/index.html</u>)

7.0 Conclusion

- 7.1 <u>A total of 9 nos. trees were identified within the Application Site boundary and a further 3 nos</u> trees located outside but immediately adjacent to the Application Site. All 12 nos trees fall within <u>LCSD's jurisdiction</u>. These are common native or exotic amenity and fruit tree species. The survey identified no rare or protected tree species (based on Forests and Countryside Ordinance, Cap. 96). There are no trees within the Application Site registered as Old and Valuable Trees (DEVB TC(W) No. 5/2020 Registration of Old and Valuable Trees (OVT), and Guidelines for their Preservation). Two of the trees surveyed are *Dimocarpus longan* with a DBH measurements of more than 500mm and one is potentially a TPI however this is an old fruit tree which are senescent or approaching senescence and so it is not thought to meet the criteria. <u>One of these trees (T01) is located outside</u> the Application Site boundary.
- 7.2 All 9 nos trees within the Application Site are recommended for felling owing to a combination of the proposed site formation works and building footprint associated with the proposed residential scheme. The trees generally have a poor form, average health condition, average to poor structural condition and medium to low amenity value. A number of them have defects including leaning main stems and asymmetrical canopies owing to their growth in close proximity to each other. All the affected trees have a low suitability for transplantation.
- 7.3 <u>3 nos trees located outside the Application Site boundary will be retained</u>.
- 7.4 It is also recommended that the canopies of retained trees T01 and T02 are pruned slightly (around 10-15%) where they extend into the application site and conflict with the proposed main building façade and the proposed car park provision.
- 7.5 The replanting ratio for the new tree planting within the Application Site boundary to be finalized during the detailed design stage during Implementation shall be no less than 1:1 (number of newly planted trees : number of trees felled). **Table 7.1** below summarizes the tree recommendations and compensatory planting proposals.

	Applica	tion Site
Recommendation	<u>Number</u> of Trees	<u>% Trees</u>
Trees within the Application Site		
Trees to be retained	<u>0</u>	<u>0%</u>
Trees to be transplanted	<u>0</u>	<u>0%</u>
Trees to be felled (not including any OVTs)	<u>9</u>	<u>100%</u>
Total number of trees	<u>9</u>	
New Tree Planting Metrics	<u>Statistic</u> <u>/ Ratio</u>	<u>Tree Size</u>
Number of felled trees	<u>9</u>	
Number of new compensatory trees (Application Site)	9	Heavy standard sized
ramber of new compensatory trees (Application site)	<u> </u>	<u>trees</u>

Table 7.1 Summary of Tree Recommendations and Compensation (Application Site)

Tree Survey Report

	<u>Applica</u>	tion Site
Recommendation	<u>Number</u> of Trees	<u>% Trees</u>
New Tree Planting Ratio (by number) (Number of newly planted trees : number of trees felled)	<u>9:9</u> (1:1)	<u>Nos. of new trees to</u> <u>be planted</u>

Tree Survey Report

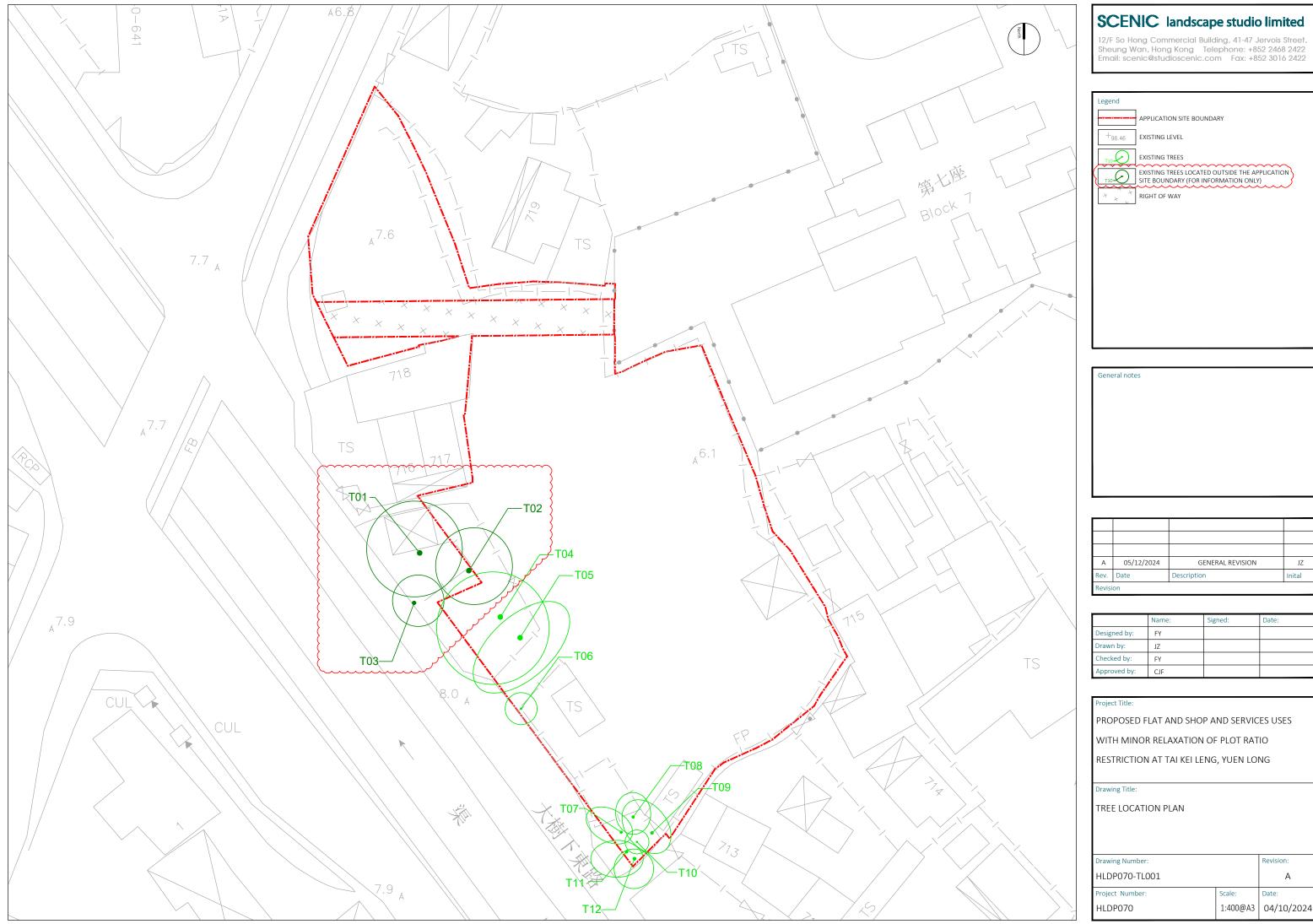


20241205 HLDP070 TSR Annexes SCENIC Landscape Studio Limited

Tree Survey Report

Annex I Tree Location Plan

20241205 HLDP070 TSR Annexes SCENIC Landscape Studio Limited



SCENIC landscape studio limited

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JZ

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Revision:

Date:

А

Tree Survey Report

Annex II Tree Assessment Schedule

Tree Survey and Assessment Schedule

Address: Tai Kei Leng, Yuen Long Prepared by Certified Arborist (Luk Ka Chun, Ray; CA number: HK-0662A) Field Survey conducted in October 2024 To be read in conjunction with drawing number: HLDP070-TL001 and HLDP070-TR001

Application Site

_			Su	rvey Size		Level at Base of		Form		н	lealth Co	onditio	'n	Strue Conc	tural: lition		Am	enity Val	lue		Suitabil Transpl		,			ation	Prop	osed Trea	tment	Within	Outside		
Tree No.	Botanical Name	Chinese Name	DBH (m)	Height (m)	Spread (m)	Tree (mPD)	G	A	Р	G	A	Ρ	D	5 4	P	E	н	м	L	н	м	n	L	Conservation Status	Slope	Flat	Retain	Trans	Fell	Site	Site	Justification	Remarks
T04	Dimocarpus longan	龍眼	0.69	8	13	8.00			1		1				1				1				1	Common		1			1	1		A/B/C/F/I	Contorted and leaning main stem, asymmetrical canopy, codominant trunks, cross trunk, dead branch, historical pruning wounds.
T05	Dimocarpus longan	龍眼	0.41	7	9	8.00			1		1			1					1				1	Common		1			1	1			Contorted and leaning main stem, codominant trunks, asymmetrical canopy, historical wound at trunk
T06	Broussonetia papyrifera	構樹	0.22	6	4	8.00			1		1			1					1				1	Common		1			1	1		A/B/C/F/G/I	Broken trunk and stumps where branches have been lost, v-shaped fork with included bark, asymmetrical canopy, epicormic shoots, trunk embedded with wire mesh, restricted roots owing to adjacent structures
T07	Broussonetia papyrifera	構樹	0.11	6	4	7.80			1		1			1					1				1	Common		1			1	1		A/B/C/F/G/I	Severely leaning main stem, asymmetrical canopy
T08	Broussonetia papyrifera	構樹	0.21	6	4	7.80			1		1			1					1				1	Common		1			1	1		A/B/C/F/G/I	Leaning and asymmetrical canopy, vine growth
T09	Broussonetia papyrifera	構樹	0.15	5	7	7.80			1		1			1	1				1				1	Common		1			1	1		A/B/C/F/G/I	Codominant leaders with a v-shaped fork in the main stem, leaning and asymmetrical canopy owing to crowding by adjacent trees, vine growth,
T10	Livistona chinensis	蒲葵	0.26	6	3	7.80		1			1			1				1			1	1		Common		1			1	1		A/B/H	Slightly leaning, dead fronds.
T11	Broussonetia papyrifera	構樹	0.30	7	7	7.80			1		1				1				1				1	Common		1			1	1		A/B/D/F/H/I	Codominant trunks, v-shaped fork in main stem, slightly leaning and asymmetrical canopy growth, cross branch with T12, root restricted by drainage channel and pavement edge.
T12	Broussonetia papyrifera	構樹	0.21	7	6	7.80			1		1				1				1				1	Common		1			1	1		A/B/D/F/H/I	Codominant trunks, v-shaped fork in main stem, slightly leaning and asymmetrical canopy growth, cross branch with T11, root restricted by drainage channel and pavement edge.
							0	1	8	0	9	0	0 0) 6	3	0	0	1	8	0	1		8		0	9	0	0	9				
							0%	11%	89%	0%	100%	0%	0% 0	% 67	% 33	% 09	% 09	6 11%	6 89%	6 0%	11	%	89%		0%	100%	0%	0%	100%				9
							G	A	Р	G	A	Р	D	5 <i>4</i>	P	E	н	м	L	н	м	A	L	Conservation Status	Slope	Flat	Retain	Trans	Fell				Total

Outside Application Site Boundary (For Information Only)

			Sur	vey Size		Level at		Form		н	ealth C	onditio	on		ructura onditior			Amenity	/ Value			itability Insplanti			Loca	ation	Prop	osed Trea	atment				
Tree No.	Botanical Name	Chinese Name	DBH (m)	Height (m)	Spread (m)	Base of Tree (mPD)	G	A	Ρ	G	A	Р	D	G	A	P	E	н	м	L	н	м	L	Conservation Status	Slope	Flat	Retain	Trans	Fell	Site	Outside Site	Justification	Remarks
T01	Dimocarpus longan	龍眼	0.56	7	12	7.90			1		1					1				1			1	Common		1	1				1		Codominant trunks, laqrge wound in trunk, contained in a small concrete planter
T02	Dimocarpus longan	龍眼	0.37	7	11	7.90			1		1				1					1			1	Common		1	1				1		Heavy lateral limb, some historical pruning wounds and dieback in the lower branches
Т03	Celtis sinensis	朴樹	0.31	6	4	7.90			1		1				1				1				1	Common		1	1				1		Leaning and contorted, bow shaped main stem and asymmetrical canopy. Trunk embedded with wire mesh
							0	0	3	0	3	0	0	0	2	1	0	0	1	2	0	0	3		0	3	3	0	0				
							0%	0%	100%	0%	100%	0%	0%	0%	67%	33%	0%	0%	33% 6	57%	0%	0%	100%		0%	100%	100%	0%	0%				3
				•	•		G	А	Р	G	A	Р	D	G	A	Р	E	н	м	L	н	м	L	Conservation Status	Slope	Flat	Retain	Trans	Fell				Total

			Surve	/ Size	Level at Base of		Form	He	alth Cond	lition	Strue Conc			Amenity	Value			tability f nsplantii	ing		Loca	ation	Prop	osed Trea	Within	Outside		Remarks
Tree No.	Botanical Name	Chinese Name		Height Spread (m) (m)	Tree	G	A P	G	A F	P D	G A	N P	E	н	м	L	н	м	L	Conservation Status		Flat	Retain	Trans	Site	Site	Justification	Remarks

Legend

Tree Co	ondition / Health	Tree Form	1	Struct	ural Condition
G	Good	G	Good	G	Good
Α	Average	Α	Average	Α	Average
Ρ	Poor	Р	Poor	Р	Poor
D	Dead				

Ameni	ty Value	Suitability for	Transplantation
E	Excellent	н	High survival rate expected after transplantation
н	High	м	Medium survival rate expected after transplantation
м	Medium	L	Low survival rate expected after transplantation
L	Low		

Top of Soil Level at the base of the tree

This figure refers to the soil level at the base of the tree to be maintained following the development of the site as surveyed by the topographic surveyor. The future soil level should not cover the root collar of the tree.

Conservation Status

Conservation status (indicates rarity and protection status under relevant ordinances of a species in Hong Kong. References such as Rare and Precious Plants of Hong Kong, the IUCN Red List of Threatened Species and the Forests and Countryside Ordinance (Cap. 96) are used.)

- Justification for Tree Felling
 A Tree is in direct conflict with the proposed works.
- B Preparation of intact and sufficient-sized root ball not practical due to the topography (e.g. on rock, steep slope, shallow substratum, structures).
- C Undesirable species, weedy species without special ecological significance or species creating maintenance problem. D Tree with poor health, structure or form (e.g. imbalanced form, leaning, with major cavity/cracks/splits).
- E Lack of access for transplantation machinery or vehicle.
- F Species with low survival rate after transplanting.
- G Tree has structural problem and may create hazard to public during root ball preparation and/or after transplantation, while
- G Tree has structural proven and may create matrix to particulate to particulate the particulate the particulate the particulate the particulate the transplanting (e.g. if substantial crown and root pruning are necessary to facilitate the transplanting).

- J Tree with evidence of over-maturity and onset of senescence.
- K Very large size (unless the feasibility to transplant has been considered financially reasonably and technically feasible).
- L Tree has high survival rate after transplantation
- M Dead tree

Tree Trunk Diameter at Breast Height (DBH)

- Diameter of tree trunk measured at breast height (i.e. measured at 1.3m above ground level)
- ** Diameter at Breast Height (DBH) of multi-stem trees (i.e. trees with multi-stems were all measured separately at 1m above ground level). The collective girth was then calculated using the methodology set out in Nature Conservation Practice Note No. 02/2003, Measurement of Diameter at Breast Height (DBH).

Low amenity value.

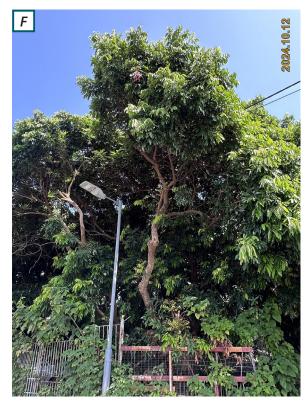
Tree Survey Report

Annex III

Photographic Record of Existing Trees (Application Site)



T04 (Dimocarpus longan) Photograph showing the overall form of the tree.



T04 (Dimocarpus longan) Photograph showing the canopy of the tree.



T04 (Dimocarpus longan) Photograph showing upper portion of the main stem or trunk.



T04 (Dimocarpus longan) Photograph showing the base of the main stem or trunk.

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2	2024	
CHECKED	CJF	DRAWN	JZ	Ζ	(•
FIGURE NO.	HLDP070) TSR - T - 00)4	REV	SCENIC







T05 (*Dimocarpus longan*) Photograph showing the overall form of the tree.



T05 (Dimocarpus longan) Photograph showing upper portion of the main stem or trunk.

T05 (*Dimocarpus longan*) Photograph showing the canopy of the tree.



T05 (Dimocarpus longan) Photograph showing the base of the main stem or trunk.

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2	2024	
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FIGURE NO.	HLDP070) TSR - T - 00)5	REV	SCENIC



T06 (*Broussonetia papyrifera*) Photograph showing the overall form of the tree.



T06 (Broussonetia papyrifera) Photograph showing the canopy of the tree.



T06 (Broussonetia papyrifera) Photograph showing upper portion of the main stem or trunk.



T06 (Broussonetia papyrifera) Photograph showing the base of the main stem or trunk.

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

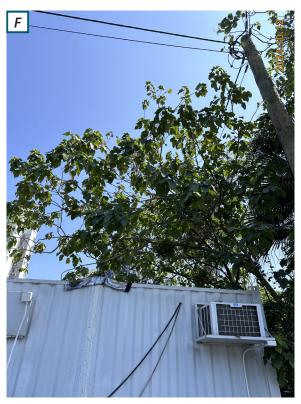
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FIGURE NO.	HLDP070) TSR - T - 00	06	REV	SCENIC	



T07 (*Broussonetia papyrifera*) Photograph showing the overall form of the tree.



T07 (*Broussonetia papyrifera*) Photograph showing upper portion of the main stem or trunk.



T07 (*Broussonetia papyrifera*) Photograph showing the canopy of the tree.



T07 (*Broussonetia papyrifera*) Photograph showing the base of the main stem or trunk.

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

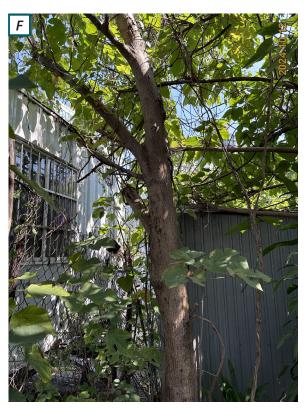
SCALE	CALE N.T.S. DATE Oct 2024		2024		
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FIGURE NO.	HLDP070) TSR - T - 00	07 -		SCENIC



T08 (Broussonetia papyrifera) Photograph showing the overall form of the tree.



T08 (Broussonetia papyrifera) Photograph showing the canopy of the tree.



T08 (Broussonetia papyrifera) Photograph showing upper portion of the main stem or trunk.



T08 (Broussonetia papyrifera) Photograph showing the base of the main stem or trunk.

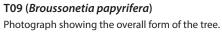
R-Retain

T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2	2024		
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FIGURE NO.	HLDP070) TSR - T - 00)8	REV -	SCENIC	







T09 (Broussonetia papyrifera) Photograph showing the canopy of the tree.



T09 (Broussonetia papyrifera) Photograph showing upper portion of the main stem or trunk.



T09 (Broussonetia papyrifera) Photograph showing the base of the main stem or trunk.

R-Retain

T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	E N.T.S. DATE Oct 2024		2024		
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FIGURE NO.	HLDP070) TSR - T - 00	9 -		SCENIC



T10 (Livistona chinensis) Photograph showing the overall form of the tree.



T10 (Livistona chinensis) Photograph showing the canopy of the tree.



T10 (Livistona chinensis) Photograph showing upper portion of the main stem or trunk.



T10 (Livistona chinensis) Photograph showing the base of the main stem or trunk.

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2024		
CHECKED	CJF	DRAWN	JZ	Ζ	(••
FIGURE NO.	HLDP070) TSR - T - 01	10	REV -	SCENIC







T11 (Broussonetia papyrifera) Photograph showing the overall form of the tree.



T11 (Broussonetia papyrifera) Photograph showing upper portion of the main stem or trunk.

T11 (Broussonetia papyrifera) Photograph showing the canopy of the tree.



T11 (Broussonetia papyrifera) Photograph showing the base of the main stem or trunk.

R-Retain T-Transplant

F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2024 JZ		
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FIGURE NO.	HLDP070) TSR - T - 01	1 - REV		SCENIC #





T12 (*Broussonetia papyrifera*) Photograph showing the overall form of the tree.



T12 (*Broussonetia papyrifera*) Photograph showing the canopy of the tree.



T12 (*Broussonetia papyrifera*) Photograph showing upper portion of the main stem or trunk.



T12 (Broussonetia papyrifera) Photograph showing the base of the main stem or trunk.

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

SCALE	N.T.S.	DATE	Oct 2024		$\overline{\mathbf{C}}$	
CHECKED	CJF	DRAWN	JZ			
FIGURE NO. HLDP070 TSR - T - 012		REV	SCENIC			

Tree Survey Report

Annex IV

Photographic Record of Existing Trees (Outside Application Site)



T01 (Dimocarpus longan) Photograph showing the overall form of the tree.



T01 (Dimocarpus longan) Photograph showing the canopy of the tree.



T01 (Dimocarpus longan) Photograph showing upper portion of the main stem or trunk.



T01 (Dimocarpus longan) Photograph showing the base of the main stem or trunk.

R-Retain

T-Transplant F-Fell D-Dead Tree

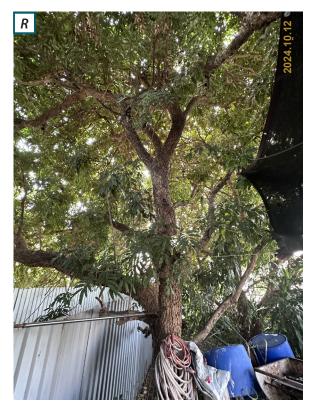
Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

Tree Photographic Record

SCALE	N.T.S.	DATE Oct 2		2024	
CHECKED	CJF	DRAWN	JZ		(•
FIGURE NO.	HLDP070) TSR - T - 00)1	REV	SCENIC



T02 (*Dimocarpus longan*) Photograph showing the overall form of the tree.



T02 (Dimocarpus longan) Photograph showing upper portion of the main stem or trunk.



T02 (Dimocarpus longan) Photograph showing the canopy of the tree.



T02 (Dimocarpus longan) Photograph showing the base of the main stem or trunk.

R-Retain T-Transplant F-Fell D-Dead Tree

Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

Tree Photographic Record

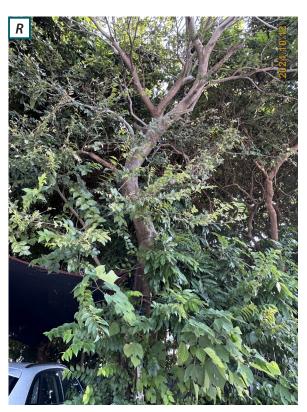
SCALE	N.T.S.	DATE	Oct 2	2024		
CHECKED	CJF	DRAWN	Jž	Ζ		•)
FIGURE NO.	NO. HLDP070 TSR - T -)2	REV	S	SCENIC 新



T03 (Celtis sinensis) Photograph showing the overall form of the tree.



T03 (Celtis sinensis) Photograph showing the canopy of the tree.



T03 (Celtis sinensis) Photograph showing upper portion of the main stem or trunk.



T03 (Celtis sinensis) Photograph showing the base of the main stem or trunk.

R-Retain

T-Transplant F-Fell D-Dead Tree

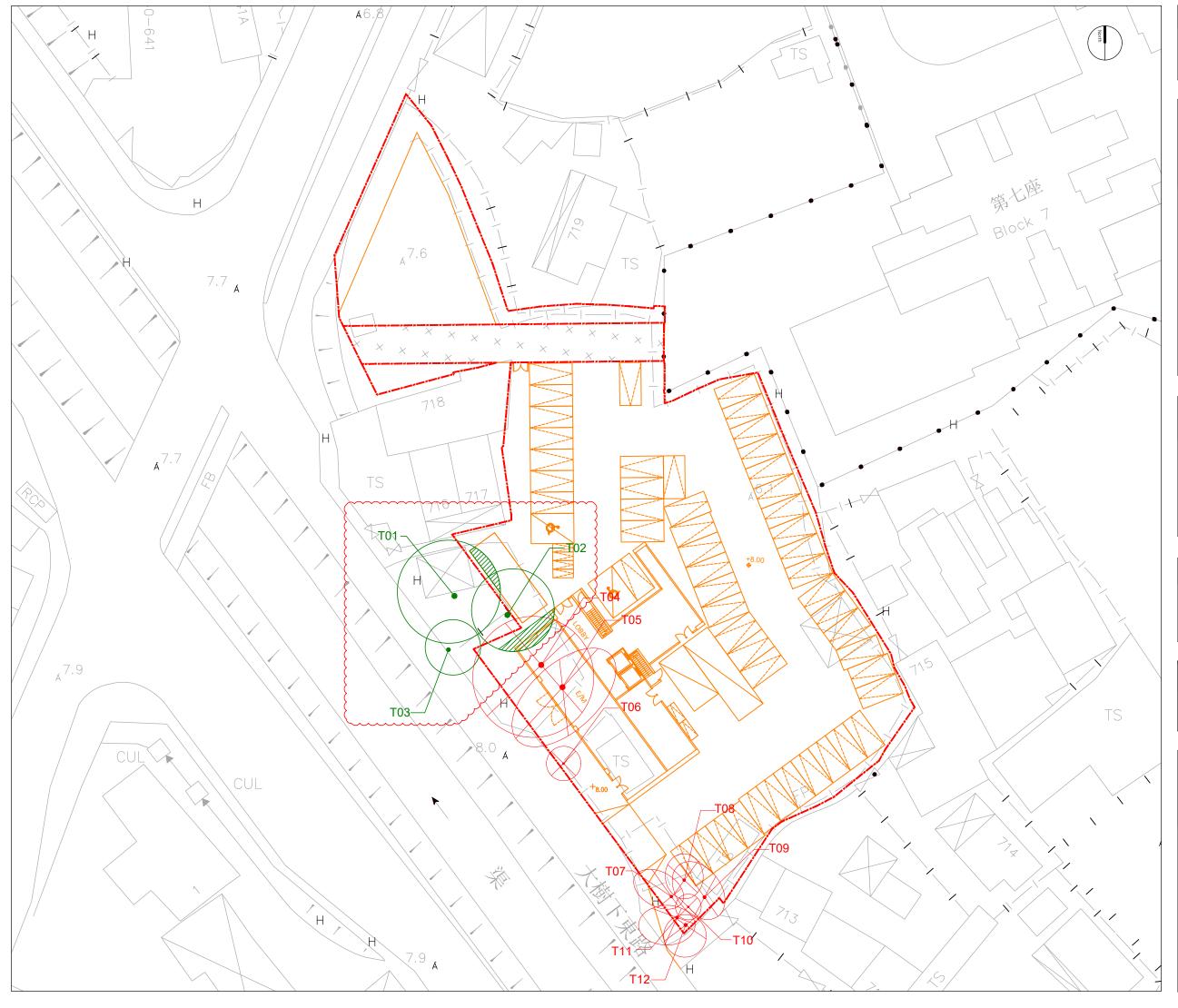
Proposed Flat and Shop and Services Uses with Minor relaxation of Plot Ratio Restriction at Tai Kei Leng, Yuen Long

Tree Photographic Record

SCALE	N.T.S.	DATE Oct		2024	
CHECKED	CJF	DRAWN	Jž	Ζ	(•
FIGURE NO.	HLDP070) TSR - T - 00)3	REV -	SCENIC

Tree Survey Report

Annex V Tree Recommendation Plan



SCENIC landscape studio limited

12/F So Hong Commercial Building, 41-47 Jervois Street, Sheung Wan, Hong Kong Telephone: +852 2468 2422 Email: scenic@studioscenic.com Fax: +852 3016 2422

Legend	
	APPLICATION SITE BOUNDARY

4

96.46	EXISTING LEVEL	
L.		

	' 96.46	PROPOSED LEVEL
		PROPOSED ARCHITECTURAL SCHEME
$\left(\left\{ \right. \right\} \right)$	T10-	EXISTING TREES TO BE RETAINED LOCATED OUTSIDE THE APPLICATION SITE BOUNDARY (FOR INFORMATION ONLY)
	T10	EXISTING TREES TO BE FELLED
		PROPOSED PRUNING (T01 AND T02)
	+ + +	RIGHT OF WAY

			-				
А	05/12/2024	GENERAL REVISION	JZ				
Rev.	Date	Description	Inital				
Revisi	Revision						

	Name:	Signed:	Date:
Designed by:	FY		
Drawn by:	JZ		
Checked by:	FY		
Approved by:	CJF		

Project Title:

PROPOSED FLAT AND SHOP AND SERVICES USES WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION AT TAI KEI LENG, YUEN LONG

Drawing Title:

TREE RECOMMENDATION PLAN

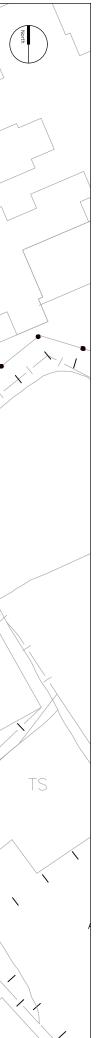
Drawing Number:		Revision:
HLDP070-TR001		А
Project Number:	Scale:	Date:
HLDP070	1:400@A3	04/10/2024

Tree Survey Report

Annex VI New Tree Planting Plan

20241205 HLDP070 TSR Annexes SCENIC Landscape Studio Limited

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CUL		CUL		8.0	4	+8.00				
Botanical Name Tree Species	Chinese Name	Stock Size	Spacing (mm)	Exotic (E)	Number					
Cinnamomum burmanni Elaeocarpus hainanensis	除香	Heavy standard Heavy standard	As shown (min 4m centres) As shown (min 4m centres)	N E	1			2713		
Garcinia subelliptica	水石榕 菲島福木	Heavy standard Heavy standard	As shown (min 4m centres)	E	6		Y /			
			Z ^{.9} Á				H			
									<u> </u> , ~	



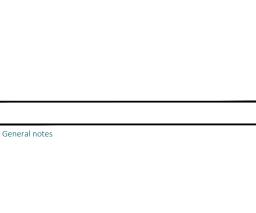
SCENIC landscape studio limited

12/F So Hong Commercial Building, 41-47 Jervois Street, Sheung Wan, Hong Kong Telephone: +852 2468 2422 Email: scenic@studioscenic.com Fax: +852 3016 2422

Legend

	APPLICATION SITE BOUNDARY
+96.46	EXISTING LEVEL
+96.46	PROPOSED LEVEL
	PROPOSED ARCHITECTURAL SCHEME
	EXISTING TREES TO BE RETAINED LOCATED OUTSIDE THE APPLICATION SITE BOUNDARY (FOR INFORMATION ONLY)
+	PROPOSED TREE PLANTING
	PROPOSED PLANTER





Rev.	Date	Description	Inital
Revision			

	Name:	Signed:	Date:
Designed by:	FY		
Drawn by:	JZ		
Checked by:	FY		
Approved by:	CJF		

Project Title:

PROPOSED FLAT AND SHOP AND SERVICES USES WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION AT TAI KEI LENG, YUEN LONG

Drawing Title:
NEW TREE PLANTING PLAN

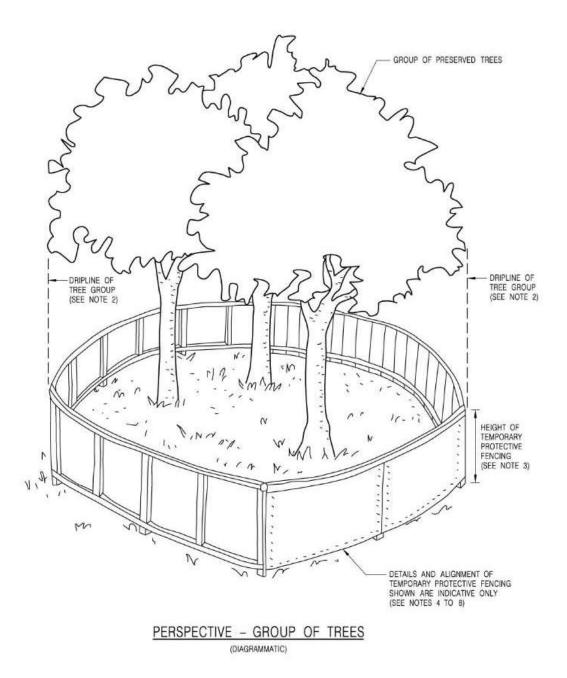
Drawing Number:		Revision:
HLDP070-TC001		-
Project Number:	Scale:	Date:
HLDP070	1:400@A3	04/10/2024

Tree Survey Report

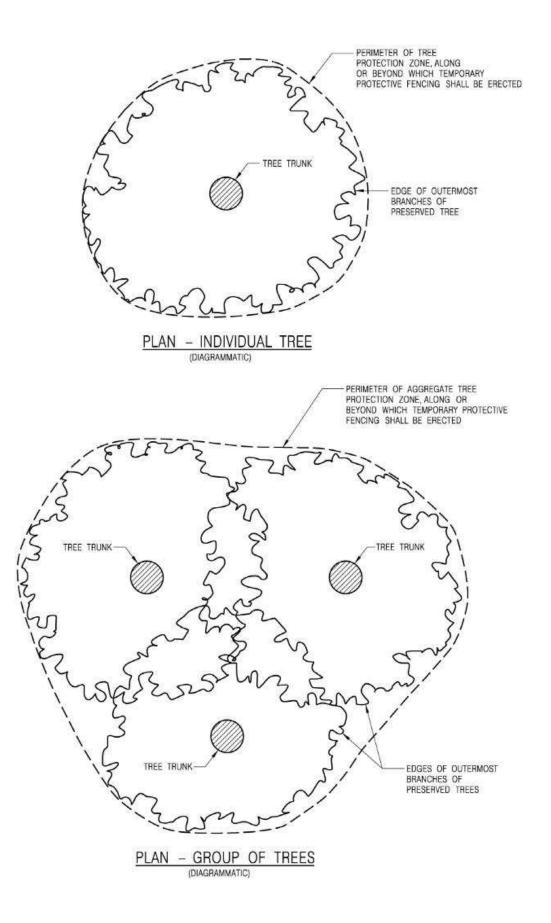
Annex VII Tree Protection Measures

Tree Survey Report

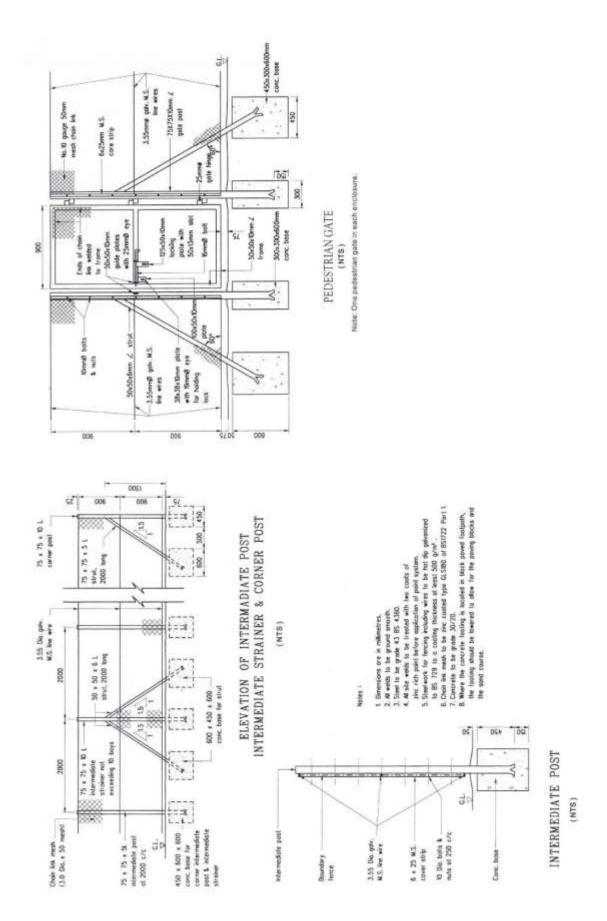
Tree Protection Measures



Tree Survey Report



Tree Survey Report



20241205 HLDP070 Tree Protection Measures SCENIC Landscape Studio Limited

Similar Application(s) within "R(B)" Zone on the OZP

Approved Application

Applicatio	on No.	Applied Use(s) / Proposed Development(s)	Date of Consideration (RNTPC)	Approval Condition(s)
A/YL/	76	Proposed Minor Relaxation of Plot Ratio and Site Coverage Restrictions	8.12.2000	(1), (2), (3) (4) and (5)

Approval Conditions

- (1) The submission and implementation of a master landscape plan and tree preservation scheme.
- (2) The submission of a Sewerage Impact Assessment report.
- (3) The submission of a Drainage Impact Assessment report.
- (4) The design and provision of emergency vehicular access, water supplies for fire-fighting and fire service installations.
- (5) Deadline on commencement of approved development.

Recommended Advisory Clauses

- (a) to note the comments of the District Lands Officer/Yuen Long, Lands Department (LandsD) that:
 - (i) the application site (the Site) is currently subject to a land exchange application submitted by the applicants for private residential development. The application contains development parameters which are fundamentally different from the current land exchange application. Should the Town Planning Board (the Board) approve the application, the applicants have to apply for a fresh land exchange application to implement the planning scheme. However, there is no guarantee at this stage that the land exchange application (including the granting of additional Government Land (GL)) will be approved. Such application, if submitted, will be dealt with by LandsD acting in the capacity of the landlord at its discretion, and if it is approved under such discretion, the approval would be subject to such terms and conditions including amongst others, the payment of premium and administrative fee as may be imposed by LandsD;
 - (ii) the area of the Site should be subject to further verification and survey. In case of any discrepancy in site area found, the proposed development parameters will have to be revised accordingly;
 - (iii) as the trees concerned fall within the Unleased and Unallocated GL and are currently maintained by the Leisure and Cultural Services Department (LCSD), please refer to LCSD's comments on the Tree Preservation and Removal Proposal (TPRP) as per the Development Bureau Technical Circular (Works) No. 6/2015; and
 - (iv) the TPRP should be subject to separate application to be submitted for prior approval before implementation of the development proposal;
- (b) to note the comments of the Commissioner for Transport that:
 - (i) it is observed that the proposed development is formed by fragmental sites and there are private lots between the fragmental sites. The applicants shall settle the right of pedestrian passageway with relevant parties;
 - (ii) the applicants should also provide a secondary pedestrian access at Tai Shu Ha Road East if the right of pedestrian passageway at Lots 1753 S.B ss.4 and 1756 S.B in D.D. 120 cannot be resolved; and
 - (iii) the proposed development is required to be set back at Tai Shu Ha Road East and Tai Tong Road for potential road works in the future. It is intended that the concerned 'non-building areas' shall be surrendered to the Government at no cost upon request from the Government. Besides, appropriate lease clause(s) shall be allowed for the modification works at Tai Shu Ha Road East and Tai Tong Road;

- (c) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (HyD) that:
 - (i) the proposed access arrangement of the Site should be commented and approved by the Transport Department (TD);
 - (ii) it should be noted that HyD shall not be responsible for the maintenance of any access connecting the Site and Tai Shu Ha Road East;
 - (iii) if the proposed access on Tai Shu Ha Road East is approved by TD, the applicants should ensure a run-in/out is constructed in accordance with the latest version of HyD Standard Drawings No. H1113 and H1114, or H5133, H5134 and H5135, whichever set is appropriate to match with the existing adjacent pavement;
 - (iv) the proposed "removal of existing lay-by abutting to the proposed development" and proposed conversion of "a section of the existing footpath to the south of the run-in/out" should be commented and approved by TD. If approved, such works should be designed and implemented by the applicants to the satisfaction of TD and HyD; and
 - (v) adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains;
- (d) to note the comments of the Director of Fire Services that:
 - (i) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans or referral from relevant licensing authority; and
 - (ii) the emergency vehicular access (EVA) provision at 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 (B(P)R) 41D which is administered by the Buildings Department (BD);
- (e) to note the comments of the Chief Building Surveyor/New Territories West, BD that:
 - the Site could be classified as Class A sites under Regulation 18A of B(P)R subject to no adverse comment from other Government departments and their development intensities shall not exceed the permissible figures under the First Schedule of the B(P)R;
 - (ii) emergency vehicular access shall be provided for all buildings to be erected on the Site in accordance with the requirements under Regulation 41(D) of the B(P)R;
 - (iii) any area of the Site providing right-of-way for public passage might be deducted from the site area calculation for the purpose of plot ratio (PR) and site coverage under Regulations 20, 21 and 22 of the B(P)R;
 - (iv) if the proposed PR is based on the assumption that gross floor area (GFA) concession will be granted, the pre-requisites for GFA concession in Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151 and the Sustainable Building Design guidelines stipulated in PNAP APP-152 should be complied with;

- (v) existing structures are identified on Site. If the existing structures (not being a New Territories Exempted House) are erected on leased land without the approval of the Building Authority, they are unauthorized building works (UBW) under the Buildings Ordinance (BO) and should not be designated for any proposed use under the application; and
- (vi) for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;
- (f) to note the comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department that:
 - (i) the applicants are reminded to submit plans of proposed building works, as necessary, to the BD for approval as required under the provisions of the BO; and
 - (ii) the applicants are reminded that the Site is located within Scheduled Area No. 2 and may be underlain by cavernous marble. Depending on the nature of foundation of the new development proposed at the Site, extensive geotechnical investigation may be required as necessary. This would require a high-level involvement of experienced geotechnical engineer(s), both in the design and supervision of geotechnical aspects of the works to be carried out on the Site;
- (g) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that:
 - according to paragraph 9.1.7 of the Explanatory Statement of the approved Yuen Long Outline Zoning Plan No. S/YL/27, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the development restrictions may be considered by the Board through the planning permission system. The applicants may wish to explore more design measures to bring about improvements to the amenity of the locality;
 - (ii) the applicants are reminded that approval of the s.16 application by the Board does not imply approval of the tree works such as pruning, transplanting and/or felling under lease. Applicants are reminded to approach relevant authority/government department(s) direct to obtain the necessary approval on tree works; and
 - (iii) the applicants are reminded that approval of the s.16 application by the Board does not imply approval of site coverage of greenery requirements under PNAP No. APP-152 and/or under the lease. The site coverage of greening calculation should be submitted separately to BD for approval;
- (h) to note the comments of the Director of Leisure and Cultural Services that:
 - (i) for T01 and T02, both trees are with poor form and/or poor structural condition but are proposed to be retained which might pose danger to the public. Noting that the driplines of T01 and T01 fall within the Site and pruning of tree crown(s) is required to give way to the proposed development. The pruning will inevitably affect the tree health as imbalance tree crown(s) will be formed; and

- (ii) the Leisure and Cultural Services Department (LCSD) has no further comment at this stage and LCSD reserves the right to provide further comments when updated information is available;
- (i) to note the comments of the Director of Food and Environmental Hygiene (DFEH) that:
 - (i) no Food and Environmental Hygiene Department's (FEHD's) facilities shall be affected;
 - (ii) proper licence/permit issued by FEHD is required if there is any catering service/ activities regulated by DFEH under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public;
 - (iii) under the Food Business Regulation, Cap. 132X, a food business licence is required for the operation of the relevant type of food business listed in the Regulation. For any premises intended to be used for food business (e.g. a restaurant, a food factory, a fresh provision shop), a food business licence from FEHD in accordance with the Public Health and Municipal Services Ordinance (Cap. 132) shall be obtained. The application for licence, if acceptable by FEHD, will be referred to relevant government departments such as BD, the Fire Services Department and the Planning Department for comment. If there is no objection from the departments concerned, a letter of requirements will be issued to the applicants for compliance and the licence will be issued upon compliance of all the requirements;
 - (iv) depending on the mode of operation, generally there are several types of food business licence/permits that the operator of a shop may apply for under the Food Business Regulation: (a) if food is sold to customers for consumption on the premises, a restaurant licence should be obtained; (b) if food is only prepared for sale for consumption off the premises, a food factory licence should be obtained;
 (c) if fresh, chilled or frozen beef, mutton, pork, reptiles (including live snake), fish (including live fish) and poultry are sold, a fresh provision shop licence should be obtained; and (d) if milk, frozen confections, non-bottled drinks, cut fruit, etc. are to be sold, relevant restricted food permits should be obtained;
 - (v) under the Food Business Regulation, Cap. 132X, a Food Factory Licence must be obtained from FEHD for food business which involves the preparation of food for sale for human consumption off the premises before commencement of such business. If milk, frozen confections, non-bottled drinks, cut fruits etc. are to be sold without preparation of other kinds of food, relevant restricted food permits should be obtained;
 - (vi) if the proposal involves any commercial/trading activities, there should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. For any waste generated from such activity/operation, the applicants should arrange disposal properly at their own expenses;
 - (vii) if domestic waste collection service of FEHD is required in the future, prior comments from FEHD on the waste collection plan, including the accessibility and maneuverability of the refuse collection vehicle(s) to the refuse collection point, should be sought; and

- (viii) no environmental nuisance should be generated to the surroundings. Also, for any waste generated from the operations and works, the applicants should arrange its disposal properly at their own expenses; and
- (j) to consult and coordinate with The Hong Kong and China Gas Company Limited (HKCGCL) upon the carrying out of the Quantitative Risk Assessment (QRA) and the implementation of mitigation measures identified therein during design and construction stages in the future.

Urgent Return Receipt Requested Sign Encrypt Mark Subject Restricted Expand personal&publi



[Possible SPAM] A/YL/303 DD 120 Tai Kei Leng 02/05/2023 02:33

From: To: File Ref:

tpbpd <tpbpd@pland.gov.hk>

A/YL/303

Lots 4614 and 4615 RP in D.D. 116, Lots 1753 S.B ss.3 (Part), 1753 S.B RP (Part), 1756 S.A (Part), 1756 RP (Part), 1757, 1758 RP and 1760 RP in D.D. 120, and Adjoining Government Land, Tai Kei Leng, Yuen Long

Site area : About 2,540sq.m Includes Government Land of about 235sq.m

Zoning: "Res (Group B)" and area shown as 'Road'

Applied development: 1 Tower – 345 Units / PR 5.07 / 101mPD / 51 Vehicle Parking / **??? OS** / Retail block

Dear TPB Members,

Strong Objections to plan. The inclusion of the separate plot for retail/Open Space is unacceptable.

This is a standalone site with an access road between it and the residential development so under no circumstances could it be interpreted as fulfilling the OS requirements in either size or location for around 700 residents. The units will be very small so adequate recreational space is essential.

There is absolutely no way that a small roof top that requires passage over the access road to both the development and the 18 block Sereno Verde development could be acceptable.

What should be the OS for the tower is devoted to at grade parking. Why is the parking not underground? The retail block would have no parking even though the applicant is touting it as a service for the wider community.

The 23% increase in BH is not acceptable when this would add additional units with zero increase in OS.

Members must reject this application as it fails to fulfill even minimum requirements.

Mary Mulvihill

Urgent Return Receipt Requested

Sign Encrypt Mark Subject Restricted Expand personal&publi

3

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Re: A/YL/303 DD 120 Tai Kei Leng 12/10/2023 02:35

From: To: File Ref:

tpbpd <tpbpd@pland.gov.hk>

Dear TPB Members,

Apart from the addition of 23 bicycle parking, other issues have not been addressed, including the lack of OS provision at the tower.

Application should be rejected.

Mary Mulvihill

From:

To: tpbpd <tpbpd@pland.gov.hk> Date: Tuesday, 2 May 2023 2:32 AM CST Subject: A/YL/303 DD 120 Tai Kei Leng

A/YL/303

Lots 4614 and 4615 RP in D.D. 116, Lots 1753 S.B ss.3 (Part), 1753 S.B RP (Part), 1756 S.A (Part), 1756 RP (Part), 1757, 1758 RP and 1760 RP in D.D. 120, and Adjoining Government Land, Tai Kei Leng, Yuen Long

Site area : About 2,540sq.m Includes Government Land of about 235sq.m

Zoning: "Res (Group B)" and area shown as 'Road'

Applied development: 1 Tower – 345 Units / PR 5.07 / 101mPD / 51 Vehicle Parking / **??? OS** / Retail block

Dear TPB Members,

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What should be the OS for the tower is devoted to at grade parking. Why is the parking not underground? The retail block would have no parking even though the applicant is touting it as a service for the wider community.

The 23% increase in BH is not acceptable when this would add additional units with zero increase in OS.

Members must reject this application as it fails to fulfill even minimum requirements.

Mary Mulvihill

From: Sent: To: Subject:

2024-05-10 星期五 02:12:25 tpbpd/PLAND <tpbpd@pland.gov.hk> Re: A/YL/303 DD 120 Tai Kei Leng

A/YL/303

Lots 4614 and 4615 RP in D.D. 116, Lots 1753 S.B ss.3 (Part), 1753 S.B RP (Part), 1756 S.A (Part), 1756 RP (Part), 1757, 1758 RP and 1760 RP in D.D. 120, and Adjoining Government Land, Tai Kei Leng, Yuen Long Site area : About 2,540sq.m Includes Government Land of about 235sq.m Zoning: "Res (Group B)" and area shown as 'Road' Applied development: 1 Tower – 345 Units / PR 4.287 / 101mPD / 51 Vehicle Parking / **??? OS** / Retail block

Dear TPB Members,

Still no genuine OS in situ.

Previous objections upheld.

Mary Mulvihill

From:

To: tpbpd <<u>tpbpd@pland.gov.hk</u>> Date: Thursday, 12 October 2023 2:35 AM HKT Subject: Re: A/YL/303 DD 120 Tai Kei Leng

Dear TPB Members,

Apart from the addition of 23 bicycle parking, other issues have not been addressed, including the lack of OS provision at the tower.

Application should be rejected.

Mary Mulvihill

From:

To: tpbpd <<u>tpbpd@pland.gov.hk</u>> Date: Tuesday, 2 May 2023 2:32 AM CST Subject: A/YL/303 DD 120 Tai Kei Leng

A/YL/303

Lots 4614 and 4615 RP in D.D. 116, Lots 1753 S.B ss.3 (Part), 1753 S.B RP (Part), 1756 S.A (Part), 1756 RP (Part), 1757, 1758 RP and 1760 RP in D.D. 120, and Adjoining Government Land, Tai Kei Leng, Yuen Long

Site area : About 2,540sq.m Includes Government Land of about 235sq.m

1

Zoning: "Res (Group B)" and area shown as 'Road'

Applied development: 1 Tower – 345 Units / PR 5.07 / 101mPD / 51 Vehicle Parking / **??? OS** / Retail block

Dear TPB Members,

Strong Objections to plan. The inclusion of the separate plot for retail/Open Space is unacceptable.

This is a standalone site with an access road between it and the residential development so under no circumstances could it be interpreted as fulfilling the OS requirements in either size or location for around 700 residents The units will be very small so adequate recreational space is essential.

There is absolutely no way that a small roof top that requires passage over the access road to both the development and the 18 block Sereno Verde development could be acceptable.

What should be the OS for the tower is devoted to at grade parking. Why is the parking not underground? The retail block would have no parking even though the applicant is touting it as a service for the wider community.

The 23% increase in BH is not acceptable when this would add additional units with zero increase in OS.

Members must reject this application as it fails to fulfill even minimum requirements.

Mary Mulvihill

From:	
Sent:	2024-06-03 星期一 13:56:51
То:	tpbpd/PLAND <tpbpd@pland.gov.hk></tpbpd@pland.gov.hk>
Subject:	有關:對 Planning Application (No. A/YL/303)提出反對事宜

敬啟者:

-

本人就上述規劃申請 (No. A/YL/303)提出反對。

原因:現時該段路面使用量已飽和,經常出現擠塞道路,而且交通配套設施嚴重不足。

From:	
Sent:	2024-06-03 星期一 14:00:55
То:	tpbpd/PLAND <tpbpd@pland.gov.hk></tpbpd@pland.gov.hk>
Subject:	規劃申請 (No. A/YL/303)

本人就上述規劃申請 (No. A/YL/303)提出反對。 原因:現時該段路面使用量已飽和,經常出現擠塞道路,而且交通配套設施嚴重不足。

From: Sent: To: Subject:

2024-06-03 星期一 14:17:47 tpbpd/PLAND <tpbpd@pland.gov.hk> 有關:對 Planning Application (No. A/YL/303)提出反對事宜

主旨: 有關:對 Planning Application (No. A/YL/303)提出反對事宜

敬啟者:

本人就上述規劃申請 (No. A/YL/303)提出反對。 原因:現時該段路面使用量已飽和,經常出現擠塞道路,而且交通配套設施嚴重不足。

From:	
Sent:	2024-06-03 星期一 13:56:43
То:	tpbpd/PLAND <tpbpd@pland.gov.hk></tpbpd@pland.gov.hk>
Subject:	本人就上述規劃申請 (No. A/YL/303)提出反對。 原因:現時該
	段路面使用量已飽和,經常出現擠塞道路,而且交通配套設施嚴
	重不足。

從我的 iPhone 傳送

10

From: Sent: To: Subject:

2024-06-03 星期一 20:52:42 tpbpd/PLAND <tpbpd@pland.gov.hk> 反對申請 (No. A/YL/303)

致 城市規劃委員會

本人就上述規劃申請 (No. A/YL/303)提出反對。 原因:現時該段路面使用量已飽和,經常出現擠塞道路,而且交通配套設施嚴重不足。

From: Sent: To: Subject:

2024-10-14 星期一 03:02:27 tpbpd/PLAND <tpbpd@pland.gov.hk> Re: A/YL/303 DD 120 Tai Kei Leng

A/YL/303

Lots 4614 and 4615 RP in D.D. 116, Lots 1753 S.B ss.3 RP, 1753 S.B ss.4, 1753 S.B RP, 1756 S.A RP, 1756 S.B, 1756 RP, 1757, 1758 RP and 1760 RP in D.D. 120, and Adjoining Government Land, Tai Kei Leng, Yuen Long

Site area: About 2,701.7sq.m Includes Government Land of about 235sq.m

Zoning: "Res (Group B)" and area shown as 'Road'

Applied development: 1 Tower – 345 Units / PR 4.287 / 101mPD / 51 Vehicle Parking / ??? OS / Retail block

Dear TPB Members,

Slight increase in site area but still ZERO OPEN SPACE PROVISION.

The applicant alludes to a green roof on the retail shop. However as its foot print is 220sq mts and some of the rooftop will have to be allocated to E/M this cannot be considered as sufficient provision for residents of over 700.

Previous objections upheld.

Mary Mulvihill

From:

To: tpbpd <<u>tpbpd@pland.gov.hk</u>> Date: Friday, 10 May 2024 2:12 AM HKT Subject: Re: A/YL/303 DD 120 Tai Kei Leng

A/YL/303

Lots 4614 and 4615 RP in D.D. 116, Lots 1753 S.B ss.3 (Part), 1753 S.B RP (Part), 1756 S.A (Part), 1756 RP (Part), 1757, 1758 RP and 1760 RP in D.D. 120, and Adjoining Government Land, Tai Kei Leng, Yuen Long Site area : About 2,540sg.m Includes Government Land of about 235sg.m

Zoning: "Res (Group B)" and area shown as 'Road'

Applied development: 1 Tower – 345 Units / PR 4.287 / 101mPD / 51 Vehicle Parking / **??? OS** / Retail block

Dear TPB Members,

Still no genuine OS in situ.

Previous objections upheld.

Mary Mulvihill

From:

To: tpbpd <<u>tpbpd@pland.gov.hk</u>> Date: Thursday, 12 October 2023 2:35 AM HKT Subject: Re: A/YL/303 DD 120 Tai Kei Leng

Dear TPB Members,

Apart from the addition of 23 bicycle parking, other issues have not been addressed, including the lack of OS provision at the tower.

Application should be rejected.

Mary Mulvihill

From:

To: tpbpd <<u>tpbpd@pland.gov.hk</u>> Date: Tuesday, 2 May 2023 2:32 AM CST Subject: A/YL/303 DD 120 Tai Kei Leng

A/YL/303

Lots 4614 and 4615 RP in D.D. 116, Lots 1753 S.B ss.3 (Part), 1753 S.B RP (Part), 1756 S.A (Part), 1756 RP (Part), 1757, 1758 RP and 1760 RP in D.D. 120, and Adjoining Government Land, Tai Kei Leng, Yuen Long

Site area : About 2,540sq.m Includes Government Land of about 235sq.m

Zoning: "Res (Group B)" and area shown as 'Road'

Applied development: 1 Tower – 345 Units / PR 5.07 / 101mPD / 51 Vehicle Parking / **??? OS** / Retail block

Dear TPB Members,

Strong Objections to plan. The inclusion of the separate plot for retail/Open Space is unacceptable.

This is a standalone site with an access road between it and the residential development so under no circumstances could it be interpreted as fulfilling the OS requirements in either size or location for around 700 residents The units will be very small so adequate recreational space is essential.

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There is absolutely no way that a small roof top that requires passage over the access road to both the development and the 18 block Sereno Verde development could be acceptable.

What should be the OS for the tower is devoted to at grade parking. Why is the parking not underground? The retail block would have no parking even though the applicant is touting it as a service for the wider community.

The 23% increase in BH is not acceptable when this would add additional units with zero increase in OS.

Members must reject this application as it fails to fulfill even minimum requirements.

Mary Mulvihill

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review		
参考編號 Reference Number:	230727-112455-34403	
提交限期 Deadline for submission:	28/07/2023	
提交日期及時間 Date and time of submission:	27/07/2023 11:24:55	
有關的規劃申請編號 The application no. to which the comment relates:	A/YL/303	
「提意見人」姓名/名稱 Name of person making this comment:	先生 Mr. Edmond Fong for The Hong Kong and China G as Company Limited	
意見詳情 Details of the Comment :		
Since the proposed development is in the close vicinity to our High-Pressure pipeline at Yuen L ong Highway, the project proponent is suggested to conduct Quantitative Risk Assessment to ev aluate the potential risk and determine the necessary mitigation measures if required. The project proponent should consult our company in design stage and closely coordinate with our company		

proponent should consult our company in design stage and closely coordinate with our company during construction stage and provide protective measures.

From: KA HO MAN Sent: Tuesday, January 30, 2024 11:08 AM To: Ajyum Distinction CHAN/PLAND < Subject: Re: 規劃申請編號: A/YL/303 (進一步資料)

致:秘書處

沒有意見。謝謝

Donald Man

Yuen Long DC Member

Ajyum Distinction CHAN/PLAND < >於 2024 年 1 月 26 日 週五 上午 11:29 寫道:

先生/女士:

現隨函夾附標題規劃申請於 2024年 I 月 I8 日提交的進一步資料的諮詢文件供 閣下查閱。

>

如 閣下欲提供意見,請於2024年2月16日或之前以書面方式直接向城規會提出。

申請摘要:

https://www.tpb.gov.hk/tc/plan application/Attachment/20240126/s16fi A YL 303 7 gist.pdf

報章通知:

https://www.tpb.gov.hk/en/plan_application/Attachment/20240I26/sI6fi_eng_news.pdf

[See attachment "S16FI_Email_YL_303.pdf"][See attachment "S16FI_Comment Form_YL_303.pdf"]

此致

元朗區議會議員

規劃署

屯門及元朗西規劃處 陳江瑋先生

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 / Jun Ref. TPB / A / YL / 3 o 3

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

有關的規劃申讀編號 The application no. to which the comment relates <u>A/YL/303Received on 22/07/2024</u>

意見詳情(如有需要, 請另頁說明)

Details of the Comment (use separate sheet if necessary)

「提意見人」姓名/名稱 Name of person/company making this comment ____ 日期 Date 6. 8. 2024 簽署 Signature 鍾 就 華 主席 元朗市中心及鄉郊東分區委員會

-2-

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

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

<u>A/YL/303</u>

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意見詳情 (如有需要, 請另頁說明)

Details of the Comment (use separate sheet if necessary)

簽署 Signature

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莽 主 席

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及鄉郊東分區委員會 朗市

「提意見人」姓名/名稱 Name of person/company making this comment 10 • 4 日期 Date

No. 7232

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P. 8/15

12

03-0CT-2024 18:11

5. Nov. 2024 17:57

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

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

No. 7830

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P. 5

有關的規劃申讀編號 The application no. to which the comment relates <u>A/YL/303Received on 28/10/2024</u>

提意見人」姓名/名稱 Name of person/company making this comment

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意見詳情 (如有需要 (請另頁說明) Details of the Comment (use separate sheet if necessary)

鍾就

韮

簽署 Signature 元朗市中心

日期 Date