2024年 1月 30日

此文件在_____收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 30 JAN 2024
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Appendix I of RNTPC Paper No. A/YL/316A

Form No. S16-I
表格第 S16-I 號

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

根據《城市規劃條例》(第131章)第16條遞交的許可申請

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

(i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;

(ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及

(iii) Renewal of permission for temporary use or development in rural areas or Regulated Areas
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

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

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

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

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/YL/316
	Date Received 收到日期	30 JAN 2024

1. 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 http://www.tpb.gov.hk/. 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.tpb.gov.hk/)，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。

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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)

Hong Kong Housing Authority

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）	Shap Pat Heung Road, Yuen Long
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	Gross Site Area: 7,100 (subject to Net Site Area: 7,100 detailed survey) ☑Site area 地盤面積 ..... sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 51,120 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）	7,100 ..... sq.m 平方米 ☑About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Yuen Long Outline Zoning Plan No. S/YL/27
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Residential (Group A)1"
(f)	Current use(s) 現時用途	Site under Ground Investigation Works (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

☐ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

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

5. Statement on Owner's Consent/Notification
就土地擁有人的同意/通知土地擁有人的陳述

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

(b) The applicant 申請人 –

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

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

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

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

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

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

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

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

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

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

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

☐ Type (i) 第(i)類 Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程

☐ Type (iii) 第(iii)類 Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☑ Type (iv) 第(iv)類 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☐ Type (v) 第(v)類 Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one「✓」.
註 1： 可在多於一個方格內加上「✓」號
Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2： 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) *For Type (i) application 供第(i)類申請*

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米 ☐About 約		
	Non-domestic part 非住用部分..... sq.m 平方米 ☐About 約		
	Total 總計 ..... sq.m 平方米 ☐About 約		

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

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

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

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

☑	Plot ratio restriction 地積比率限制	From 由 Dom 5.0/Non-Dom 9.5 to 至 Overall 7.2 (including dom 6.5 & non-dom 0.7)
☐	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 .....25..... storeys 層 (excluding basement(s)) to 至 .....40..... storeys 層 (excluding basement(s))
☐	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) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Proposed Minor Relaxation of Plot Ratio and Building Height Restriction for Permitted Public Housing Development (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	51,120 sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	Overall 7.2 (Not more than Domestic 6.5 and Non-domestic 0.7)	☑About 約
Proposed site coverage 擬議上蓋面積	20m or below: about 80% (Non-domestic) Over 20m: about 33. % (Domestic)	☑About 約
Proposed no. of blocks 擬議座數	2	
Proposed no. of storeys of each block 每座建築物的擬議層數	Blk A - 39; Blk B - 36 storeys 層 ☐ include 包括 ..... storeys of basements 層地庫 ☐ exclude 不包括 ..... storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	Not more than 130 ..... mPD 米(主水平基準上) ..... m 米	☑About 約 ☐About 約

☑ Domestic part 住用部分

GFA 總樓面面積 ..46,150.. sq. m 平方米 ☑About 約

number of Units 單位數目 ..about 944..

average unit size 單位平均面積 ..49..sq. m 平方米 ☑About 約

estimated number of residents 估計住客數目 ..about 2,550..

☑ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆 ..... sq. m 平方米 ☐About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐About 約
(please specify the number of rooms 請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐About 約

☑ Government, institution or community facilities 政府、機構或社區設施
(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)
a. Centre of Home Care Services for Frail Elderly Persons (about 540m2 GFA))
b. 70-place Halfway House (about 1,777m2 GFA)

☑ 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)
Ancillary Parking Facilities
(Ancillary Parking Facilities exempted from GFA calculation)
Management Office & Other Ancillary Facilities
(no more than 2,653m2 GFA)

☑ Open space 休憩用地 (please specify land area(s) 請註明地面面積)

☑ private open space 私人休憩用地 (about) ..2,550.. sq. m 平方米 ☑Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Block A & B	G/F, 1 to 3/F	Lift Lobbies, Refuse Collection Point, Refuse Storage & Material Recovery Chamber, E&M Facilities, Carpark, Management Office, Podium Garden, Welfare Facilities
	4/F & above	Residential Flats

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途
Podium garden, loading/unloading bays, open carpark, estate road/EVA and reserved non-building area

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

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2028/2029

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	☐ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) ..... ☑ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
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	☑ (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 — Residential: 123 nos. / Visitor: 10 nos. Motorcycle Parking Spaces 電單車車位 — 9 nos. Light Goods Vehicle Parking Spaces 輕型貨車泊車位 — 4 nos. Medium Goods Vehicle Parking Spaces 中型貨車泊車位 — Nil Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 — Nil Others (Please Specify) 其他 (請列明) Welfare Facility Parking Space 社福設施泊車位 — 1 no. Bicycle Parking Spaces 單車泊車位 — 63 nos.
	No 否	☐
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	☑ (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 (Residential) — 4 nos. Others (Please Specify) 其他 (請列明) Welfare Facility Loading/Unloading Bay 社福設施上落客貨車位 — 1 no.
	No 否	☐

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

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.
如需要的話，請另頁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	☐ Please provide details 請提供詳情 ....
	No 否	☑
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。)	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/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

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 ☑
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)

Please refer to the attached Supporting Planning Statement .....

.....

.....

.....

.....

10. Justifications 理由

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

Please refer to the attached Supporting Planning Statement

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

Mr. CHAN King-kong, Theron — Name in Block Letters 姓名（請以正楷填寫）

Chief Planning Officer/1 — Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☑ RPP 註冊專業規劃師 (Membership no. : 248)
Others 其他 .....

on behalf of 代表 Hong Kong Housing Authority

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

HOUSING DEPARTMENT 房屋署

Date 日期 24 January 2024 (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. 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。

2. 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。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and 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劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Shap Pat Heung Road, Yuen Long 元朗十八鄉路
Site area 地盤面積	Gross Site Area 總地盤面積: 7,100 (subject to detailed survey) sq. m 平方米 ☑About 約 Net Site Area 地盤淨面積 : 7,100 (includes Government land of 包括政府土地 7,100 sq. m 平方米 ☑About 約)
Plan 圖則	Approved Yuen Long Outline Zoning Plan No. S/YL/27 元朗分區計劃大綱核准圖編號 S/YL/27
Zoning 地帶	"Residential (Group A)1" 「住宅(甲類)1」
Applied use/ development 申請用途/發展	Proposed Minor Relaxation of Plot Ratio and Building Height Restriction for Permitted Public Housing Development 擬議略為放寬地積比率及建築物高度限制作准許的公營房屋發展

			sq.m 平方米	Plot Ratio 地積比率
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	46,150	☐ About 約 ☑ Not more than 不多於	6.5 ☐About 約 ☑Not more than 不多於
	Non-domestic 非住用	4,970	☐ About 約 ☑ Not more than 不多於	0.7 ☐About 約 ☑Not more than 不多於
(ii) No. of block 幢數	Domestic 住用			
	Non-domestic 非住用			
	Composite 綜合用途	2		

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (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*)
		Non-domestic 非住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (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*)
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			130 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			Block A: 39 storeys) Block B: 36 storeys) (Both blocks including 4 storey podium for ancillary carpark, podium garden and social welfare facilities) 40 Storeys(s) 層 ☑ (Not more than 不多於) (excluding basement(s)) (☑*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☑ *Podium 平台*)
(iv)	Site coverage 上蓋面積	20m or below: about 80 % (Non-dom) ☑ About 約 Over 20m: about 33 % (Dom)	
(v)	No. of units 單位數目	about 944	
(vi)	Open space 休憩用地	Private 私人	about 2,550 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 spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	
	Private Car Parking Spaces 私家車車位	Residential: 123 nos. Visitor: 10 nos.
	Motorcycle Parking Spaces 電單車車位	9 nos.
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	4 nos.
	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)	
	Welfare Facility Parking Space 社福設施泊車位	1 no.
	Bicycle Parking Spaces 單車泊車位	63 nos.
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位 (Residential)	4 nos.
	Others (Please Specify) 其他 (請列明)	
	Welfare Facility Loading/Unloading Bay 社福設施上落客貨車位	1 no.

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

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
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）	☐	☐
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	☐	☑
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）	☐	☑
Landscape and Visual Impact Assessment, Water Supply Impact Assessment		

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。

S16 PLANNING APPLICATION
APPROVED YUEN LONG OZP NO. S/YL/27

Proposed Minor Relaxation of Plot Ratio and Building Height Restriction for Permitted Public Housing Development at Shap Pat Heung Road, Yuen Long

SUPPORTING PLANNING STATEMENT

January 2024

香港房屋委員會
Hong Kong Housing Authority

Executive Summary

This Planning Application is submitted by the Hong Kong Housing Authority (HKHA) to seek approval from the Town Planning Board (TPB) under Section 16 of the Town Planning Ordinance for minor relaxation of the planning restrictions for public housing development at Shap Pat Heung Road, Yuen Long (**the Application Site**). The Application Site is zoned "Residential (Group A)1" ("R(A)1") on the approved Yuen Long Outline Zoning Plan No. S/YL/27 (the OZP). It is subject to a maximum domestic Plot Ratio (PR) of 5.0 or a maximum non-domestic PR 9.5 (under composite formula) with Building Height Restriction (BHR) of 25 storeys excluding basement(s) under the OZP.

Given the shortage of land for public housing development, the Government announced on 13 May 2021 that the subject private land parcel (the Application Site) zoned for high-density housing development in the statutory OZP, would be resumed under the Lands Resumption Ordinance (Cap. 124) for subsidized housing, which was one of the measures announced by the Chief Executive in the 2019 Policy Address to intensify Government-led planning and land resumption efforts. In line with the Government's initiative announced in December 2018 on "Enhancement of the Development Intensity of Public Housing Sites" to increase the maximum domestic PR of the public housing sites in Density Zones 1, 2 and 3 of the New Towns by up to 30% as appropriate where their technical feasibility permits, the HKHA proposes to increase the maximum domestic PR of 5.0 to 6.5 (+30%) plus a non-domestic PR of 0.7, and the maximum BHR from 25 storeys (excluding basement(s)) to 40 storeys (excluding basement(s)) for the Application Site. With the proposed increase in development intensity and building height, the Application Site is able to produce about 944 public housing flats, representing an increase of about 244 flats (about +35%)

In response to the welfare initiatives announced in 2020 Policy Address to provide a floor area equivalent to about 5% of the total attainable domestic GFA for welfare facilities, a Centre of Home Care Services Centre (HCS) for Frail Elderly Persons and a Halfway House (HWH) are proposed at the public housing development.

The proposed minor relaxation of maximum domestic PR and BHR is in line with Government's policy on increasing of public housing supply to cater for the acute demand for public housing by optimizing the development potential of the site. Besides, the proposal can also provide more welfare facilities to serve the community. The proposal will not generate any insurmountable impacts to the surrounding area in visual, landscape, air ventilation, traffic, drainage, water supply, sewerage and environmental aspects.

In view of the above, for the Application Site, the TPB is requested to give favorable consideration on the proposed minor relaxation of the planning controls to the maximum overall PR up to 7.2 (i.e. maximum domestic PR of 6.5 plus non-domestic PR of 0.7) and the maximum BHR up to 40 storeys

(excluding basement(s)).

行政摘要

(聲明：此中文譯本僅供參考， 如中文譯本和英文原文有差異時， 應以英文原文為準。)

本規劃申請是由香港房屋委員會（下稱「房委會」）根據《城市規劃條例》第16條向城市規劃委員會（下稱「城規會」）申請略為放寬元朗十八鄉路公營房屋發展（下稱「申請地盤」）的規劃限制。申請地盤位於《元朗分區計劃大綱核准圖編號 S / YL / 27》上的「住宅（甲類）1」地帶內，受限於最高住用地積比率5倍或最高非住用地積比率9.5倍(以綜合用途計算程式計算)及建築物高度限於25層（不包括地庫）。

鑑於公營房屋用地短缺，政府於2021年5月13日公布，將會根據《收回土地條例》（第124章），收回在法定分區計劃大綱圖上已規劃作高密度房屋發展的上述私人地塊(即本申請地盤)，作資助房屋用途。該收地建議為行政長官在2019年《施政報告》宣布的其中一項加強政府主導規劃及收地工作的措施。為配合2018年12月政府公布的「提升公營房屋用地的發展密度」政策，在技術可行的情況下可適度放寬新市鎮住宅發展密度第1區、第2區及第3區的最高住用地積比率最多三成，房委會故此建議申請地盤的最高住用地積比率5.0倍增加至6.5倍（+30%）及非住用地積比率0.7倍，和放寬建築物高度限制由25層（不包括地庫）至40層（不包括地庫）。申請地盤在擬議增加的發展密度和高度下將可提供約944個公營房屋單位即額外增加約244 個單位 (約 +35%)。

為配合《二零二零年施政報告》所公布有關福利倡議預留相當於約百分之五住用樓面面積用作社福設施，擬議公營房屋發展將包括一間體弱長者家居照顧服務隊處所以及一間中途宿舍。

擬議略為放寬的最高住用地積比率及建築物高度限制符合政府政策，以善用地盤發展潛力提升公營房屋供應以應付公營房屋的殷切需求。除此之外，擬議發展亦可為社區提供更多社福設施。有關建議不會對周邊地區在視覺、園境、空氣流通、交通、排水、供水、排污及環境方面構成無法克服的影響。

基於以上各點，懇請城規會從優考慮略為放寬申請地盤的規劃限制至最高總地積比率7.2倍(即最高住用地積比率6.5倍及非住用地積比率0.7倍)和最高建築物高度限制至40層（不包括地庫）。

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Appendix 6 Sewerage Impact Assessment

1. INTRODUCTION

1.1. This application seeks the Town Planning Board (TPB)'s permission under Section 16 of the Town Planning Ordinance (TPO) for the proposed minor relaxation of the maximum Plot Ratio ("PR") and Building Height Restriction ("BHR") for the proposed public housing development at Shap Pat Heung Road, Yuen Long (the Application Site) **(Plan 1)**. The site is currently subject to the maximum domestic PR of 5.0 or maximum non-domestic PR of 9.5 (under composite formula) with the BHR of 25 storeys excluding basement(s). It is proposed to increase the overall PR up to 7.2 (i.e. maximum domestic PR of 6.5 plus a non-domestic PR of 0.7) and the maximum BHR up to 40 storeys (excluding basement(s)).

2. SITE CONTEXT

Background

2.1. As one of the measures announced by the Chief Executive (CE) in the 2019 Policy Address to intensify Government-led planning and land resumption effort, the Government announced on 13 May 2021 that private land within three land parcels zoned for high-density housing development in the relevant statutory outline zoning plans (OZPs) would be resumed under the Lands Resumption Ordinance (Cap. 124) for subsidised housing. One of which is located at Shap Pat Heung Road near Lung Tin Tsuen (the Application Site) in Yuen Long. In view of land resumption required, Development Bureau and Lands Department consulted Yuen Long District Council (YLDC) on 14 December 2021. On 9 June 2022, Lands Department (LandsD) posted the land resumption notice and the concerned private land was reverted to the government on 10 September 2022.

2.2. The Site with an area of about 0.71 hectares (ha), was handed over to the Housing Department (HD) by LandsD on 30 November 2022. Of which, two land portions along Shap Pat Heung Road are carved out from the Application Site and will be handed over to respective government departments in form of footpath for lengthening of the adjoining bus layby **(Plan 1).**

Planning Context

2.3. The Application Site is located at Shap Pat Heung Road near Lung Tin Tsuen of Yuen Long District. It is currently zoned "Residential (Group A)1" ("R(A)1") on the approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 and is subject to a maximum domestic PR of 5.0 or a maximum non- domestic PR of 9.5 under the composite formula and a maximum BHR of 25 storeys excluding basement(s).

2.4. Following the policy of "Enhancement of Development Intensity of Public Housing Sites", the Executive Council agreed in December 2018 that for sites located in Density Zones 1, 2 and 3 of New Towns, the maximum domestic PR of the public housing sites will be allowed to increase beyond the current 20% cap by up to 10% (i.e. maximum 30% in total) where the technical feasibility permits.

2.5. Intensification of the development potential of the Application Site from domestic PR of 5.0 to 6.5 is therefore examined under the technical studies (TS) conducted by Civil Engineering and Development Department (CEDD). Based on the findings of the TS, it is technically feasible that the maximum overall PR could be increased up to 7.2 (including domestic PR of 6.5 and non-domestic PR 0.7). About 944[1] public housing flats together with other non-domestic area including welfare facilities equivalent to about 5% of domestic GFA can be accommodated. In view of the above, in order to optimize the site potential, the maximum BHR is proposed to be 40 storeys excluding basement(s). According to the notes of the OZP, based on the individual merits of the development proposal, minor relaxation of the PR and BHR may be considered by the TPB on application under Section 16 of the Town Planning Ordinance.

Surrounding Land Uses

2.6. The Application Site is located at Shap Pat Heung Road, Yuen Long and is situated about 1 km at the south of existing Long Ping MTR Station. Apart from the village houses of Lung Tin Tsuen at the north, the Application Site is surrounded by high-density private residential developments including Park Signature to the south, Atrium House to the west and La Grove to the east. **(Plan 1)**.

[1] Subject to detailed design.

3. DEVELOPMENT PROPOSAL

Proposed Scheme

3.1. The Proposed Scheme adopts a maximum BH not exceeding 40 storeys (excluding basement(s)) and a maximum overall PR of 7.2 (including maximum domestic PR of 6.5 plus non-domestic PR of 0.7). The Proposed Scheme would provide about 944 public housing flats for a population of about 2,550 people **(Plan 2)**. The differences in key parameters of the Proposed Scheme as compared against the OZP-compliant Scheme are summarized in **Table 1** below.

Table 1 Comparison between the OZP-compliant Scheme and the Proposed Scheme

Development Parameters	**OZP-compliant Scheme^ [A]**	**Proposed Scheme@ [B]**	**Difference [A] –[B]**
Maximum Total PR	Domestic/Non-domestic: 5.0/ 9.5 (under Composite Formula)	Domestic: 6.5 Non-domestic: 0.7	Domestic: +1.5 (+30%) Non-domestic: +0.7 (N/A)
Maximum Building Height (main roof level)	Not exceeding 25 storeys (excluding basement(s))	Not exceeding 40 storeys (excluding basement(s))	+15 storeys (+60%)
Flat Production (units)	About 700	About 944	About +244 (About +35%)

^ The maximum PR and the maximum BHR followed those under the R(A)1 zoning in the approved Yuen Long OZP No. S/YL/27 and the flat number stated under the Development Bureau's website.

@ The scheme for illustration purpose and subject to detailed design.

3.2. The Proposed Scheme consists of two new public housing blocks with not more than 40 storeys (including 4-storey podium for ancillary carpark, management office, recreation and social welfare facilities). Not less than 2,550m^2 ancillary local open space in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) requirement of 1 m^2 per person will be provided (**Plan 3** & **Plan 4**).

3.3. The key development parameters of the Proposed Scheme are summarized in **Table 2** below.

Table 2 Key Development Parameters of the Proposed Scheme

Development Parameters	**Proposed Scheme[1]**
Site Area[2] **Gross** **Net**	 About 0.71 ha About 0.71 ha
Maximum PR (Overall) • **Domestic** • **Non-domestic**	7.2 6.5 0.7
Maximum GFA (Overall) • **Domestic** • **Non-domestic**	About 51,120m2 About 46,150m2 About 4,970m2
Maximum Building Height (main roof level)	40 storeys (About +130mPD)
No. of Residential Blocks	2
Flat Production	About 944
Design population	About 2,550
Green Coverage (% of Gross Site Area)	At least 20%
Recreation Facilities	
Local Open Space	Not less than 2,550m^2
Communal/ Children Play Area	Not less than 204m^2
Social Welfare Facilities	
Centre of Home Care Services (HCS) for Frail Elderly Persons	One (about 540m^2 GFA)
70-p Halfway House (HWH)	One (about 1777m^2 GFA)
Management Office and Ancillary Facilities	
Management Office	About 540 m^2 (GFA)

Development Parameters	Proposed Scheme[1]
Parking Facilities	
Car Parking Space (Domestic)[3]	123
Car Parking Space (Visitors)[3]	10
Motorcycle Parking Space (Domestic)	9
Light Goods Vehicle Parking Space (Domestic)[4]	4
Bicycle Parking Space (Domestic)	63
Loading/Unloading (L/UL) Bay (Domestic)[5]	4
Light Goods Vehicle Parking Space (Welfare)	1 for Centre of HCS for Frail Elderly Persons
Loading/Unloading (L/UL) Bay (Welfare)	1 for Centre of HCS for Frail Elderly Persons

1 The scheme is for illustration purpose and subject to detailed design.
2 Subject to detailed survey.
3 Shared Use by van-type Light Good Vehicles or Taxis is allowed.
4 Shared Use Parking Space with Light Bus in accordance with HKPSG.
5 Shared Use for overnight parking of medium/heavy goods vehicles and coaches/buses with due consideration of site constraints and local situation in accordance with HKPSG.

Implementation Programme

3.4. The HKHA would commence piling works in 2024/25 tentatively for building completion in 2028/29 tentatively.

4. JUSTIFICATIONS AND PLANNING MERITS

In line with Government's Policy on Intensification of Public Housing Sites

4.1. To optimise the use of public housing land, the Executive Council approved the policy on "Enhancement of the Development Intensity of Public Housing Sites" ("Policy on Intensification") in December 2018. For sites located in the Density Zones 1, 2 and 3 of New Towns, the maximum domestic PR of the public housing will be allowed to increase up to 30% (versus by up to 20% as announced in the 2014 Policy Address) where their technical feasibility permits. In line with this policy, the maximum domestic PR for the Proposed Scheme which is under Density Zone 2 of the New Towns, is allowed to be increased from 5.0 to 6.5 (+30%). Therefore, minor relaxation of the maximum overall PR up to 7.2 (including maximum domestic PR 6.5 plus a non-domestic PR 0.7) and maximum BHR from 25 storeys (excluding basement(s)) to 40 storeys (excluding basement(s)) for this Application Site is proposed to achieve the policy target.

Meet Acute Demand for Public Housing

4.2. Under the Long Term Housing Strategy Annual Progress Report 2023, the split ratio of public / private housing of 70:30 is maintained. The government has identified land for providing about 410,000 public housing units for the ten years from 2024/25 to 2033/34. As at end September 2023, there were about 132,000 general applications for Public Rental Housing and about 96,600 non-elderly one-person applications under the Quota and Points System. This application for minor relaxation of PR and BHR would result in an increase in overall GFA/PR and an increase in number of public housing flat production from about 700 to 944 flats (i.e. about + 244 flats) which is in line with the Government's policy to better utilize land resources in order to meet the imminent housing need.

In line with Government's Policy to Address the Space Shortfall of the Welfare Sector

4.3. The 2020 Policy Address has recommended inviting the HKHA to explore setting aside a floor area equivalent to about 5% of attainable domestic GFA in the future public housing projects for the provision of welfare facilities to address the space shortfall of the welfare sector. The provision of a Centre of Home Care Services for Frail Elderly Persons and a 70-p Halfway House in the proposed scheme as

requested by Social Welfare Department (SWD) can meet the above welfare initiative.

Optimise Development Potential with consideration of Site Constraints

4.4. The Application Site is small, congested and irregular in shape. It is surrounded by existing high-rise private residential developments at its west, east and south. Part of the eastern portion of the Application Site is required to be reserved as a non-building area[2] (NBA) for the possible future road connection linking Shap Pat Heung Road and Lam Hi Road and will be surrendered to the Government upon demand. Two land portions are carved out from the Application Site and will be handed over to respective government departments after completion of the proposed development in form of footpath for lengthening of the adjoining bus layby along Shap Pat Heung Road.

4.5. With the consideration of the above concerns, the area allowed for the disposition and layout of the residential blocks is limited to the middle portion of the site. In view of limited ground floor space remaining after reservation of areas for the emergency vehicular access (EVA), circulation space, parking spaces etc., adequate podium space is needed to meet various design requirements in terms of ancillary parking facilities, recreation and welfare facilities. To enhance productivity on the site, HA will apply Modular Integrated Construction (MiC) as parts of the proposed development. To maximize its site potential, high rise public housing development at the Application Site is inevitably necessary to achieve the total PR 7.2 (including domestic PR 6.5 and non-domestic PR 0.7). The proposed maximum BHR (i.e. 40 storeys) would allow a small buffer of building height on top of the illustrative scheme to allow design flexibility at later stage.

No Significant Visual, Landscape, Air Ventilation, Environmental and Other Technical Implications

No Insurmountable Impact on Visual Aspect

4.6. According to the Landscape and Visual Impact Assessment (LVIA) **(Appendix 1)** under CEDD's TS for the minor relaxation of maximum BHR from 25 to 40 storeys at the Application Site, based on the visual impacts from the four viewpoints around the site, it is concluded that the overall visual impact is "slightly" to "moderately"

[2] The NBA is included in the calculation of PR and GFA.

adverse.

4.7. With consideration of the site constraints (i.e. small and congested site & irregular in shape) and compliance with relevant building regulations, the current scheme has optimized the site's development potential in terms of building height and site coverage.

4.8. The site coverage has been mentioned in the Application form (i.e. 20m or below: about 80% (non-domestic); over 20m: about 33% (domestic)). As the Non-Building Area may need to be returned to government upon request, the required provision of open space can only be marginally achieved within the congested site by having 80% site coverage of the non-domestic podium portion. After discounting the required open space area on the podium of the public housing development, the remaining space for residential blocks is limited. Construction of more building blocks in order to lower the building height is infeasible as some fundamental planning and Emergency Vehicular Access requirements could not be complied with. Therefore, the proposed building height of 40 storeys (i.e. about 130mPD) for two residential blocks is optimized in the proposed scheme.

4.9. In order to accommodate all the required facilities within the podium floors including car parking facilities, welfare facilities, management facilities, associated plant rooms etc, as well as to comply with the prescribed window requirement for the dormitories of the Halfway House, the long frontage and the high coverage of the podium are inevitable. To ameliorate the visual impacts, incorporation of building separation with width of at least 15 metres will reduce the building bulk of the proposed development **(Plan 3)**. Building setback from the western boundary will increase the visual permeability. The NBA at the eastern side of the site will serve as area of visual openness. Design measures like sensitive facade treatment and color will be implemented to enhance the visual quality of the proposed development. Podium greening, vertical greening and open areas would be provided as much as practicable. In general, the building mass of the Proposed Scheme is visually compatible with the surrounding high-rise residential developments. As demonstrated in the LVIA **(Appendix 1)**, compared with the OZP-compliant Scheme, the proposed/additional building mass and height would unlikely cause insurmountable adverse visual impacts.

No Adverse Impact on Landscape Aspect

4.10. Based on the LVIA conducted under CEDD's TS, no Old and Valuable Trees (OVTs) are found **(Appendix 1** refers). According to a tree survey, 49 no. of trees which are in conflict with the development and will be removed during construction stage. Tree compensation will be provided within the site in accordance with Development Bureau Technical Circular (Works) No. 4/2020 as far as practicable. New trees will be provided/reviewed at later stage. For the proposed public housing development, local open space and play areas for the residents will be provided based on the HKPSG. Associated green measures such as podium greening, vertical greening, green roof and at-grade planting will be provided to maximize greenery within the site where appropriate. The requirement of minimum 20% green coverage for the Site can be met even without accounting the proposed planting area in the NBA. The Master Landscape Plan are shown in **Plans 5a** to **5c.**

No Adverse Impact on Air Ventilation Aspect

4.11. Based on the available information of the Consultancy Study of Expert Evaluation on the AVA of Yuen Long Town conducted in 2008, the Site does not fall within any major breezeway. To enhance the wind performance, building separation with width of at least 15m between the two residential blocks allows prevailing wind to penetrate through and access to the open space of the development to maintain a satisfactory wind environment. Building setback from the western site boundary and the NBA at the eastern portion of the site will enhance wind permeability of the site. No adverse air ventilation impact is anticipated to the surrounding pedestrian wind environment under the proposed scheme.

No Insurmountable Impact on Environmental Aspect

4.12. An Environmental Assessment Study (EAS) for the scheme has been conducted by HD to evaluate and address the potential air quality impacts, road traffic noise and fixed noise impact etc. (**Appendix 2** refers). The EAS concluded that with common mitigation measures such as acoustic windows and fixed glazing, the Proposal will have no insurmountable environmental impact. At the later design stage, HD will review the EAS for the final scheme to confirm the mitigation measures and obtain the agreement from Environmental Protection Department (EPD).

No Other Insurmountable Technical Implications

4.13. The no. of flats and population currently proposed (i.e. about 944 flats and 2,550 people) for the public housing development is within the additional 10% design allowance under CEDD's TS (i.e. equivalent to a maximum of about 1,000 flats and a maximum of about 2,700 people).

4.14. In the supporting TS by CEDD for the S16 Application (including Traffic and Transport Impact Assessment [TTIA – Appendix 3], Drainage Impact Assessment [DIA – Appendix 4], Water Supply Impact Assessment [WIA – Appendix 5] and Sewerage Impact Assessment [SIA – Appendix 6]), the housing development with the proposed non-domestic area including welfare facilities equivalent to about 5% domestic GFA has been taken into account. Although one of the welfare facilities is lastly updated from a 96-p Residential Child Care Centre (RCCC) to a 70p Halfway House (HWH), the change has been assessed and would not induce further adverse impact upon the infrastructure identified in the technical assessments.

4.15. The result of the TTIA indicated that the proposed development would not induce adverse traffic and transport impact on the surrounding road network. The findings of DIA, WSIA and SIA concluded no adverse impact upon the existing/planned drainage, water supply and sewerage systems due to the proposed public housing development.

4.16. The Assessments including TTIA, DIA, WSIA, SIA and LVIA under CEDD's TS have been agreed with relevant government departments. For EAS conducted by HD, Environmental Protection Department opined that no insurmountable environmental problem due to the proposed public housing development was anticipated. HD will review the EAS for the final scheme to obtain EPD's agreement and ensure proper design and mitigation measures will be adopted.

5. CONCLUSION

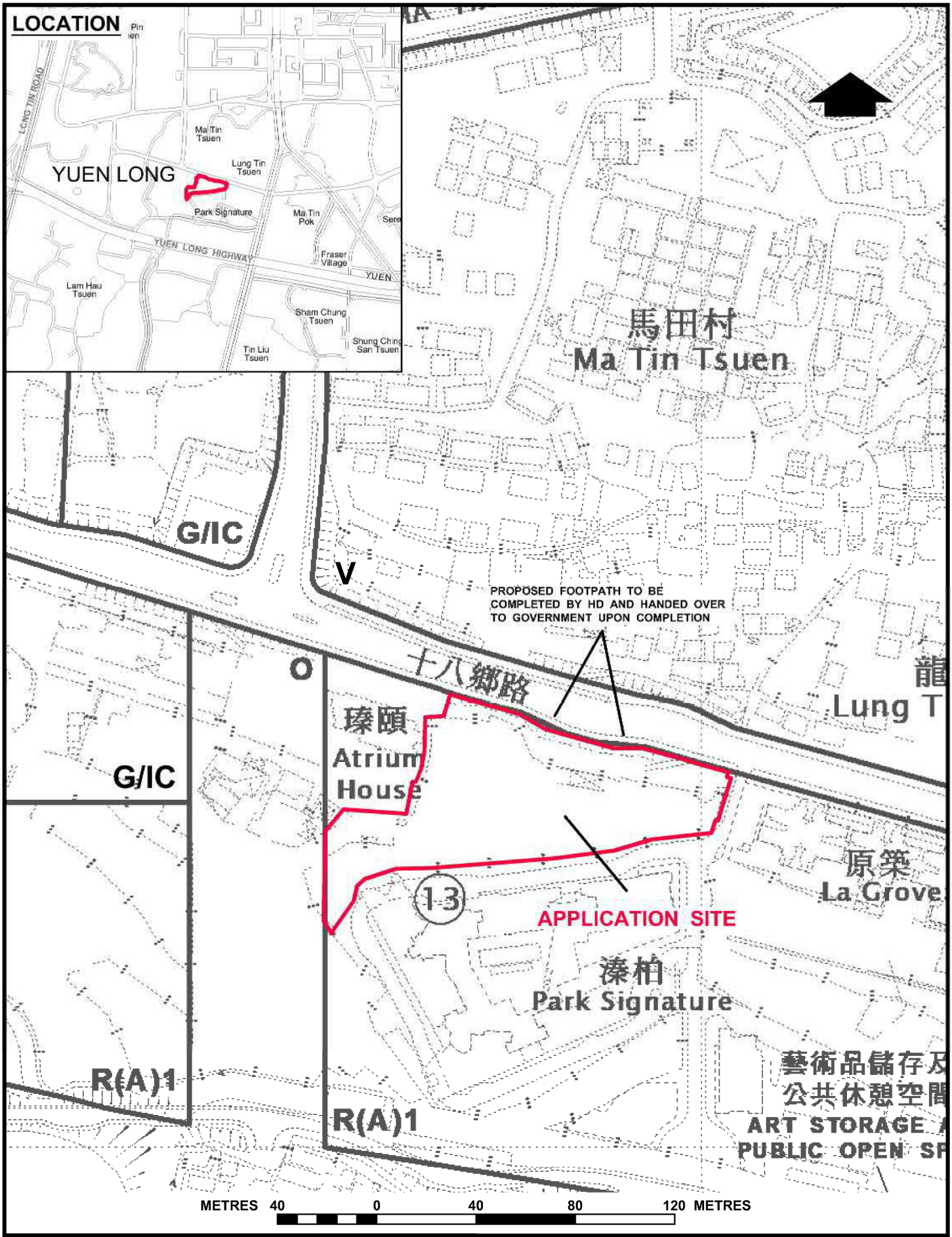
5.1. This Application is submitted under Section 16 of the Town Planning Ordinance for the proposed minor relaxation of maximum domestic PR of 5.0 to 6.5 (+30%) plus a non-domestic PR of 0.7 (i.e. the overall PR up to 7.2) and the maximum BHR from 25 storeys (excluding basement(s)) to 40 storeys (excluding basement(s)) for the Application Site. It is in line with the Government's initiative of optimizing the development intensity of public housing sites with a view to meeting the

pressing demand for affordable public housing.

5.2. The Proposed Scheme is also in line with the planning intention of the "R(A)" zone for high-density residential development and compatible with the surrounding developments. The proposal will not generate any insurmountable impacts to the surrounding areas in terms of visual, landscape, air ventilation, traffic, drainage, water supply, sewerage and environmental aspects.

5.3. HD has consulted YLDC on 25 October 2022. YLDC generally supported the public housing development at Shap Pat Heung Road.

5.4. In view of the above, the TPB is sincerely requested to give favorable consideration on the proposed minor relaxation of planning controls of the Application Site (i.e. the maximum overall PR up to 7.2 and the maximum BHR up to 40 storeys (excluding basement(s)).



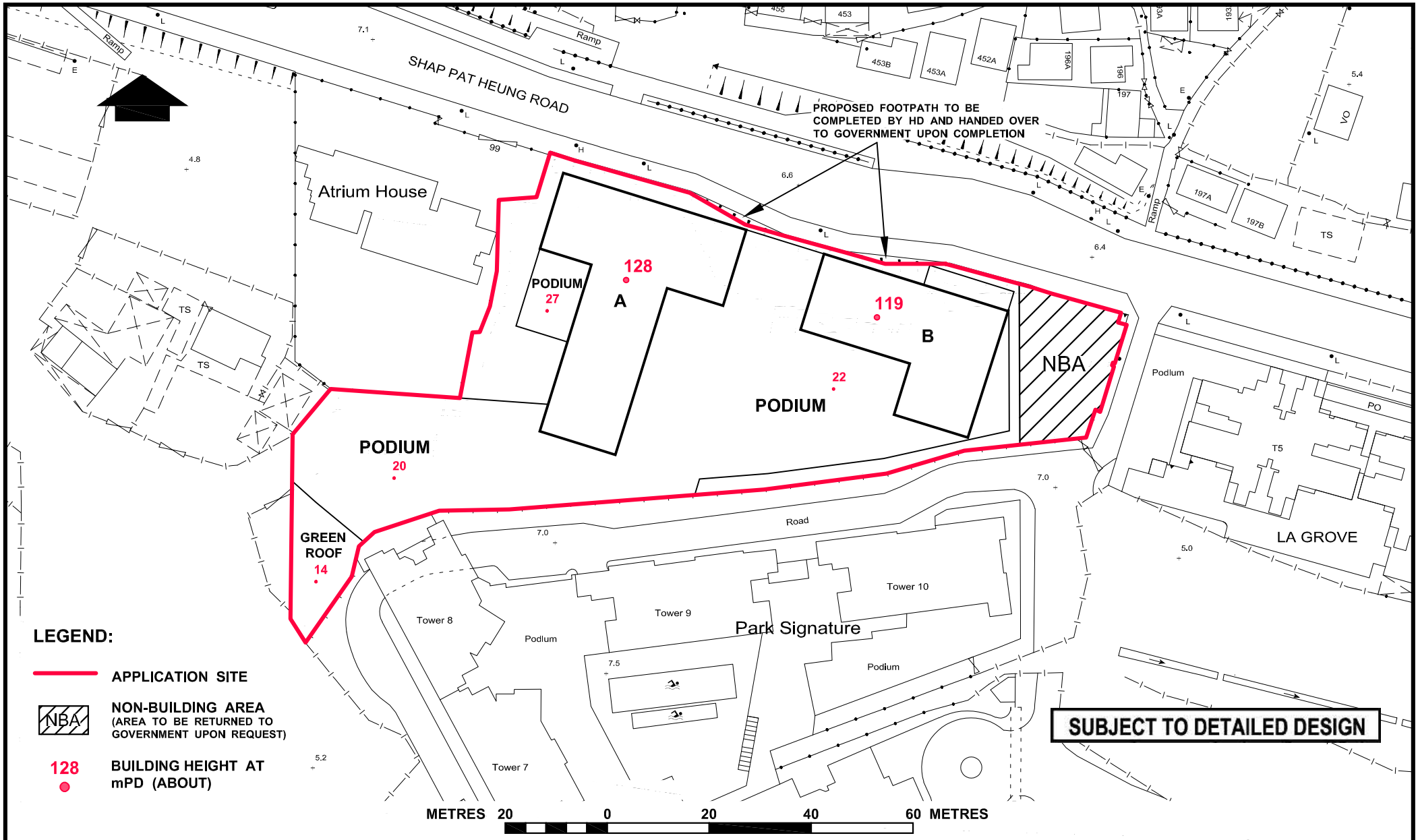
LOCATION PLAN
PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

HOUSING DEPARTMENT
PLANNING SECTIONS

Plan 1

DATE :
24. 1. 2024

BASE EXTRACTED FROM OZP No. S/YL/27



PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG
PROPOSED SITE LAYOUT PLAN

(FOR REFERENCE ONLY & SUBJECT TO DESIGN REVIEW)

HOUSING DEPARTMENT
PLANNING SECTIONS

Plan 2

DATE :
24 .1. 2024

BASE EXTRACTED FROM SHT. No. 6-NW-14B

24_0058YL_Plan2

N

MIN. 15m

CARPARK, L/UL & RCP ENTRANCE

PEDESTRIAN ENTRANCE (DOMESTIC)

PEDESTRIAN ENTRANCE (WELFARE / CARPARK)

PEDESTRIAN ENTRANCE (DOMESTIC)

SHAP PAT HEUNG ROAD

瑧頤
ATRIUM HOUSE

DOMESTIC BLOCK

30.95

127.24

26.75

27.55

30.95

26.75

DOMESTIC BLOCK

118.99

26.75

COVERED WALKWAY

JOGGING PATH

CPA

CPA

EVA/ DRIVEWAY

7.00

LAWN

NBA

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

LAWN
19.95

GREEN ROOF
13.50

溱柏
PARK
SIGNATURE

SUBJECT TO DETAILED DESIGN

LEGEND:

- PROPOSED SITE BOUNDARY
- MIN. 15m BUILDING GAP
- NBA — NON-BUILDING AREA (AREA TO BE RETURNED TO GOVERNMENT UPON REQUEST)
- CPA — COMMUNAL / CHILDREN PLAY AREA

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

MASTER LAYOUT PLAN

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/SITE/A/LO-03

日期 DATE: JANUARY 2024

Plan 3

24_0058YL_YL56_-_BC_SITE_A_LO-03

N

BLOCK A
39 Storeys
(35 D-Storeys +
4 Storey Podium)

BLOCK B
36 Storeys
(32 D-Storeys +
4 Storey Podium)

+130.00

+40 NO. OF STOREYS (MAX.)

+127.24

38/F
37/F
36/F
35/F
34/F
33/F
32/F
31/F
30/F
29/F
28/F
19/F
18/F
17/F
16/F
15/F
14/F
13/F
12/F
11/F
10/F
9/F
8/F
7/F
6/F
5/F
4/F

+118.99

35/F
34/F
33/F
32/F
31/F
30/F
29/F
28/F
19/F
18/F
17/F
16/F
15/F
14/F
13/F
12/F
11/F
10/F
9/F
8/F
7/F
6/F
5/F
4/F

SITE BOUNDARY

35 DOMESTIC STOREYS

32 DOMESTIC STOREYS

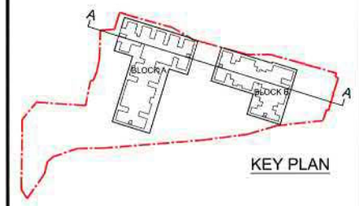
SITE BOUNDARY

+30.95 SERVICE ZONE (1.5m)

+26.75 TRANSFER STRUCTURE (2.7m)

3/F	HWH +22.00	LIFT LOBBY	HWH	LIFT LOBBY (WELFARE)	5550	HWH	4750	LIFT LOBBY	HWH
2/F	HCS +17.00	LIFT LOBBY	HCS	LIFT LOBBY (WELFARE)		MOs	5000	LIFT LOBBY	COVERED LANDSCAPE
1/F	+13.00	LIFT LOBBY	CARPARK	LIFT LOBBY (WELFARE)		CARPARK	4000	LIFT LOBBY	CARPARK
G/F	L/UL AND OPEN CARPARK / EVA +7.00	LIFT LOBBY (BLK A)	CARPARK	LIFT LOBBY (WELFARE)		CARPARK	6000	LIFT LOBBY (BLK B)	

RESERVED NON-BUILDING AREA



KEY PLAN

LEGEND

MOs: MANAGEMENT OFFICES
HWH: HALF-WAY HOUSE FOR DISCHARGED MENTAL PATIENTS 70P
HCS: HOME CARE SERVICES FOR FRAIL ELDERLY PERSONS

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

SITE SECTION

(FOR REFERENCE ONLY & SUBJECT TO DESIGN REVIEW)

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/BLK/A/LO-07

日期 DATE: JANUARY 2024

Plan 4

24_0058YL_Plan4

N

SHAP PAT HEUNG ROAD

臻頤
ATRIUM HOUSE

EVA / DRIVEWAY

NBA

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

溱柏
PARK
SIGNATURE

SUBJECT TO DETAILED DESIGN

LEGEND:

- PROPOSED SITE BOUNDARY
- PLANTING AREA
- PROPOSED TREES
- VERTICAL GREEN
- NBA — NON-BUILDING AREA (AREA TO BE RETURNED TO GOVERNMENT UPON REQUEST)

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

MASTER LANDSCAPE PLAN (G/F)

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.	日期 DATE:	
YL56/-/BC/L/LO-01	JANUARY 2024	Plan 5a

24_0058YL_Plan5a

N

SHAP PAT HEUNG ROAD

瑧頤
ATRIUM HOUSE

HOME CARE SERVICES (HCS) FOR FRAIL ELDERLY PERSONS

BICYCLE PARKING SPACES

OWNERS' CORPORATION OFFICE (OCO)

WORKSHOP FOR ARTISANS AND OFFICE FOR CLEANING CONTRACTOR

GENERATOR ROOM (NON-DOM.)

SPRINKLER PUMP ROOM (NON-DOM.)

FAN ROOM

BICYCLE PARKING SPACES

NBA

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

GREEN ROOF
+13.5

溱柏
PARK SIGNATURE

SUBJECT TO DETAILED DESIGN

LEGEND:

- PROPOSED SITE BOUNDARY
- NBA — NON-BUILDING AREA (AREA TO BE RETURNED TO GOVERNMENT UPON REQUEST)
- PLANTING AREA
- SEATING

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

MASTER LANDSCAPE PLAN (2/F)

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.	日期 DATE:	
YL56/-/BC/L/LO-02	JANUARY 2024	Plan 5b

24_0058YL_Plan5b

N

SHAP PAT HEUNG ROAD

瑧頤
ATRIUM HOUSE

HALFWAY HOUSE FOR DISCHARGED MENTAL PATIENTS

NBA

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

FITNESS AREA

CPA

CPA

+22.0

LAWN
+19.95

+22.0

GREEN ROOF
+13.5

FOR MAINTENANCE ONLY

溱柏
PARK SIGNATURE

SUBJECT TO DETAILED DESIGN

LEGEND:

- PROPOSED SITE BOUNDARY
- NBA — NON-BUILDING AREA (AREA TO BE RETURNED TO GOVERNMENT UPON REQUEST)
- PLANTING AREA
- SEATING
- COMMUNAL / CHILDREN PLAY AREA (CPA)
- FITNESS AREA
- PROPOSED TREES
- SHELTER

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

MASTER LANDSCAPE PLAN (PODIUM FLOOR)

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.	日期 DATE:	
YL56/-/BC/L/LO-03	JANUARY 2024	Plan 5c

24_0058YL_Plan5c

土木工程拓展署
CEDD Civil Engineering and Development Department

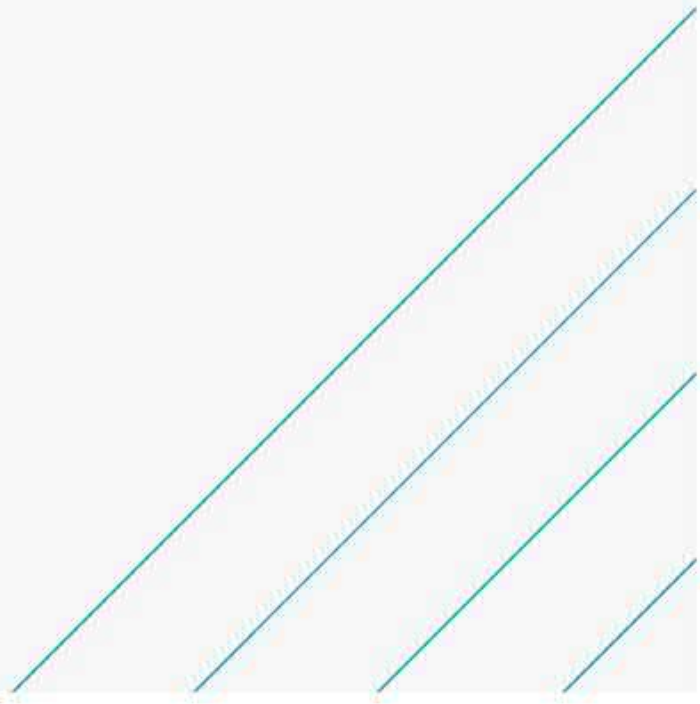
AtkinsRéalis

Agreement No. CE 46/2020 (CE) Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 – Shap Pat Heung Road)

Final Preliminary Landscape and Visual Impact Assessment (LVIA) for Shap Pat Heung Road (Rev.5)

(5210095-OR011-06)

November 2023



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Appendix

Appendix A Tree and Vegetation Survey Report

1. Introduction

1.1 General

1.1.1 The Civil Engineering and Development Department (hereinafter called "CEDD") of the Government of the Hong Kong Special Administrative Region appointed Atkins China Limited (hereinafter called "Atkins"), under Agreement No. CE 46/2020 (CE), to provide professional services in respect of the Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021 - 2024) - Feasibility Study (hereinafter called "the Assignment").

1.1.2 Task Order 4 – Shap Pat Heung Road was issued to Atkins on 27th October 2021.

1.2 Background

1.2.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other purposes.

1.2.2 The demarcation of Zone 1 includes Yuen Long district, Tuen Mun district, Tsuen Wan district and Kwai Tsing district, while the study area of Task Order 4 – Shap Pat Heung Road is surrounded by nearby residential buildings, including Atrium House, LA Grove and Park Signature.

1.2.3 For the proposed housing site at Shap Pat Heung Road under Task Order 4, the site has been zoned as R(A)1 for high density housing development under the Draft Yuen Long Outline Zoning Plan No. S/YL/26.

1.2.4 The engineering feasibility study is carried out to determine the scope of the infrastructure works, and provide necessary engineering information to support the Section 16 Application for increasing the domestic plot ratio of the site at Shap Pat Heung Road near Lung Tin Tsuen, Yuen Long for the proposed public housing development

1.3 Project Scope

1.3.1 The scope of the current study is to carry out necessary study(ies) and/or assessment(s) for the instructed Site under Task Order issued by the CEDD in order to ascertain the feasibility of the intensification of the Development to a maximum Domestic Plot Ratio of 6.5 and define the scope of the Project for the relevant parties to put forward the respective detailed designs.

1.3.2 This scope of study(ies) and technical assessment(s) of the instructed Site include, but not limited to, the following principal works elements:

(a) Recommendation of optimum development schemes for the Development(s) and the required supporting facilities for the Development(s);

(b) Slope cutting and earth filling works as well as geotechnical works/structures (including slope/retaining wall upgrading works if necessary);

(c) Decontamination works, if any;

(d) Transport infrastructure works (including new road connecting to the Site(s), diversion/ upgrading of existing roads, flyovers, traffic improvement works, PTI/public transport laybys, pedestrian footpath, cycle track, footbridges/ subways and any other pedestrian and transport facilities etc. if necessary);

(e) Sewerage infrastructure works (including pumping station(s), treatment plants and reclaimed water (treated sewage effluent, grey water and harvested rainwater as applicable) treatment facilities if necessary);

(f) Drainage infrastructure works and necessary diversion works;

(g) Water supply infrastructure works and necessary diversion works;

(h) Environmental mitigation measures for the Development(s); and

(i) Other infrastructure works, such as utility works, electricity substation, etc., if any deemed to be necessary to support the Development(s).

1.4 Purpose of the Report

1.4.1 In accordance with Clause 6.17 of the Brief, the preliminary LVIA report (hereinafter called “the Report”) shall include but not limited to the following:

(a) brief description of the Project and any of the associated construction works / activities which may cause potential landscape and visual impacts, both temporarily and permanently;

(b) description of the relevant legislation, standards and guidelines for assessment with due consideration;

(c) description of the assessment methodology;

(d) review of planning and development control framework;

(e) identification of the landscape character areas (LCAs), landscape resources (LRs), visual elements (including visual resources / attractors and visual eyesores / detractors) and key viewing points within the assessment areas as a baseline study;

(f) assessment and thorough review of the potential impacts (before mitigation), temporarily and/or permanently, and the residual impacts (after mitigation) in both construction and operation stages;

(g) evaluation and recommendation of mitigation and enhancement measures with a practicable and realistic implementation program; and

(h) conclusion / overall evaluation of preliminary LVIA.

1.5 Structure of the Report

1.5.1 After this Introduction, the Report is further divided into the following sections:

- **Section 2** lists out a list of relevant government legislations, standards and guidelines applicable to the evaluation of landscape impacts;
- **Section 3** presents the procedures and methods of identifying potential landscape and visual impacts;
- **Section 4** reviews the landscape baseline conditions within a 500m study area, including the identification of landscape character areas and desktop and site investigation of landscape resources;
- **Section 5** sets out the visual envelope, visual elements, and key viewpoints of the proposed development;
- **Section 6** lists out the potential landscape impacts;
- **Section 7** appraises the visual impacts to the key public viewers;
- **Section 8** presents the proposed mitigation measures;
- **Section 9** describes the residual impacts after mitigation; and
- **Section 10** presents the conclusions of this report.

1.6 Abbreviations

1.6.1 The following abbreviations are used in this Report:

CEDD	Civil Engineering and Development Department
CLP	China Light and Power Ltd
DEVB	Development Bureau
DGV	Dangerous Goods Vehicle
DIA	Drainage Impact Assessment
DPM	Deputy Project Manager
DSD	Drainage Services Department
E&M	Electrical and Mechanical
EDB	Education Bureau
EIA	Environmental Impact Assessment

EIAO	Environmental Impact Assessment Ordinance
EMSD	Electrical and Mechanical Services Department
EPD	Environmental Protection Department
ETWB	Environmental Transport and Works Bureau
FEHD	Food and Environmental Hygiene Department
FSD	Fire Services Department
GEO	Geotechnical Engineering Office
GI	Ground Investigation
HAD	Home Affairs Department
HD	Housing Department
HyD	Highways Department
LandsD	Lands Department
LCSD	Leisure and Cultural Services Department
LVIA	Landscape and Visual Impact Assessment
PER	Preliminary Environmental Review
PlanD	Planning Department
PTI	Public Transport Interchange
SDM	Stormwater Design Manual
SI	Site Investigation
SIA	Sewerage Impact Assessment
TD	Transport Department
TIA	Traffic Impact Assessment
UIA	Utilities Impact Assessment
WIA	Waterworks Impact Assessment
WSD	Water Supplies Department

2. List of Relevant Legislations, Standards, and Guidelines

2.1 General

2.1.1 The following legislation, standards and guidelines are made as reference and considered in this assessment:

(a) CEDD TC No. 7/2020 – Tree Works Vetting Panels;

(b) DEVB TC(W) No. 4/2020 – Tree Preservation;

(c) DEVB TC(W) No. 5/2020 – Registration and Preservation of Old and Valuable Trees;

(d) DEVB TC(W) No. 1/2018 – Soft Landscape Provisions for Highway Structures;

(e) DEVB TC(W) No. 6/2015 – Maintenance of Vegetation and Hard Landscape Features;

(f) DEVB TC(W) No. 2/2012 – Allocation of Space for Quality Greening on Roads;

(g) EIAO Guidance Note No. 8/2010 – Preparation of Landscape and Visual Impact Assessment under the EIAO;

(h) ETWB TC(W) No. 5/2005 – Protection of natural streams/rivers from adverse impacts arising from construction works;

(i) GEO Publication No. 1/2011 – Technical Guidelines on Landscape Treatment for Slopes;

(j) Guidelines on Tree Preservation during Development by DEVB (April 2015);

(k) Guidelines on Tree Transplanting by DEVB (September 2014);

(l) Landscape Character Map of Hong Kong (2005 Edition);

(m) TPB PG-No. 41 - Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board;

(n) Pictorial Guide to Plant Resources for Skyrise Greenery in Hong Kong;

(o) Landscape Value Mapping of Hong Kong - Final Report, 2005 issued by Planning Department; and

(p) Guidelines for Tree Risk Assessment and Management Arrangement.

3. Assessment Methodology

3.1 Landscape Impact Assessment Methodology

3.1.1 The landscape assessment methodology is made reference to Annex 18 of the Technical Memorandum on Environmental Impact Assessment Process issued by the Environmental Protection Department.

3.1.2 The Study Area for the landscape impact assessment includes the areas within 500m distance from the site boundary of the proposed housing development as shown in **Figure 1**.

Tree and Vegetation Survey

3.1.3 In accordance with DEVB TCW No. 4/2020, all existing individual trees with a trunk diameter larger than 95mm measured at 1,300mm above ground level are surveyed and recorded in the Tree Assessment Schedule.

3.1.4 For the project site area and its immediate proximity, tree and vegetation survey shall be conducted. Individual trees shall be numbered and photographed, and documented with regards to their location, species, size, amenity value, form, health, structural condition, suitability for transplanting, and conservation status. Comprehensively considering the landscape impacts and all factors of the project, recommendations are made as to the retaining, transplanting, and felling of individual trees.

3.1.5 In cases where trees are closely clustered or if they are not accessible by the survey team and can only be observed from afar, they shall be documented as groups. Average information of the trees is documented followed by a similar assessment methodology as the individual trees.

Landscape Character Areas and Landscape Resources

3.1.6 Identification of the baseline Landscape Resources (LR, physical and cultural) and Landscape Character Area (LCA) within the 500m study boundary shall be firstly prepared by desktop research study on aerial photos and topographical maps and a subsequent site visit.

3.1.7 Assessment of degree of “Sensitivity to Change” to the LRs and LCAs would be assessed by following factors:

(a) The quality of landscape characters/ resources;

(b) Importance and rarity of special landscape elements;

(c) The ability of the resource to accommodate changes;

(d) Significance of the changes in local and regional changes;

(e) The maturity of the resource;

(f) Statutory or regulatory limitations / requirements relating to the resource.

3.1.8 The degree of "Sensitivity to Change" for each LR / LCA are classified as follows:

Degree of "Sensitivity to Change"	Description
Low	Landscape or landscape resource, the nature of which is largely tolerant to change, insubstantial value, immature, insubstantial significance of the change in local and regional context.
Medium	Landscape or landscape resource of moderately valued, semi-mature of the resource, reasonably tolerant to change. Moderate significance of the change in local and regional context.
High	Rare, important, mature landscape or landscape resource, sensitive to relatively small changes. High significance of the change in local and regional context.

Identification of Potential Sources and Type of Impacts

3.1.9 Various elements of the construction work and operation procedures that would contribute landscape and visual impacts are identified and these are discussed in Section 5.

Assessment of the Magnitude of Landscape Impacts

3.1.10 The factors affecting the magnitude of change in assessing landscape impacts are as follows:

(a) Compatibility of the Works with the surrounding landscape;

(b) Duration of the impacts under construction and operation phases;

(c) Scale of Works; and

(d) Reversibility of change.

3.1.11 The magnitude of change rating for each LR / LCA are determined based on the following:

Magnitude of Change	Description
Negligible	The LRs/LCAs would suffer no discernible change by the works.
Small	The landscape or landscape resource would have experienced small scale of development, short duration of impacts, and High compatibility of the project with the surrounding landscape and reversible of change.
Intermediate	The landscape or landscape resource would have experienced moderate scale of development, reasonable duration of impacts, moderate compatibility of the project with the surrounding landscape and potentially reversible of change.
Large	The landscape or landscape resource would have experienced large scale of

Magnitude of Change	Description
	development, long duration of impacts, Low compatibility of the project with the surrounding landscape and irreversible of change.

Identification of Potential Landscape Mitigation Measures

3.1.12 Potential mitigation measures will be developed to avoid or reduce adverse landscape impacts derived from the proposed works. Remedial measures will be recommended to compensate for unavoidable adverse impacts and /or generate potentially beneficial long-term impacts. These may include compensatory planting, landscape treatment and etc. Further details of mitigation measures are provided in Section 5.5.

Prediction of the Significance of Landscape Impacts Before and After the Implementation of the Mitigation Measures

3.1.13 Landscape impacts will be categorized depending on whether the impacts are adverse/beneficial, and irreversible/reversible. Significance threshold of landscape impact before and after mitigation will be assessed under the following categories:

Significance of Landscape Impacts	Description
Insubstantial	No discernible change to the existing landscape quality.
Slight	Adverse/beneficial impact where the Works would cause a barely perceptible deterioration/improvement to existing landscape quality.
Moderate	Adverse/ beneficial impact where the Works would cause a noticeable deterioration/improvement to existing landscape quality.
Substantial	Adverse/ beneficial impact where the proposal would cause significant deterioration or improvement in existing landscape quality.

3.1.14 The impact significance will also be determined. The following table shows the relationship between sensitivity and magnitude of change:

Magnitude of Change Caused by the Proposed Works	Sensitivity		
	Low	Medium	High
Large	Moderate	Moderate / Substantial*	Substantial
Intermediate	Slight / Moderate*	Moderate	Moderate / Substantial*
Small	Slight	Slight / Moderate*	Moderate
Negligible	Negligible	Negligible	Negligible

Prediction of Acceptability of Impacts

3.1.15 An overall assessment of the acceptability, or otherwise, of the impacts has been carried out to determine whether the landscape impacts are beneficial, acceptable, acceptable with mitigation measures, unacceptable or undetermined.

3.2 Visual Impact Assessment Methodology

3.2.1 The visual assessment methodology is made reference to the Town Planning Board Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board (TGB PG-No. 41).

3.2.2 A structured and systematic approach for visual impact assessment has been adopted in accordance with TPB PG-No.41 'Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board'. The assessment of the visual impacts has involved the following steps:

(a) Review of the overall visual character within the wider existing and planned contexts of the area adjacent to the Site;

(b) Defining the assessment area taking into consideration of the Visual Envelope of the project during the construction and operational phases of the project;

(c) Identifying the key visual elements within the assessment area including the key physical structures, visual attractors and detractors in the visual envelope;

(d) Selection of key public viewing points based on the visual sensitivity of viewers;

(e) Appraisal of visual changes based on the visual composition, obstruction, and their effects on public viewers and visual resources;

(f) Evaluation of overall impacts.

Identification of the Visual Envelope

3.2.3 With reference to TPB PG-No.41, the assessment area of the Visual Impact Assessment (VIA) covers the general view sheds formed by natural or man-made features such as ridgeline or buildings. Based on the scale of the proposed developments, initial assessment areas that are three times the building heights have been defined. Since the current VIA focuses on the impacts on public viewers, the visual envelopes are defined based on ground level viewers on public grounds including streets and publicly accessible areas. An aerial photo of the development site area is presented in **Figure 1** and **Figure 2**.

3.2.4 The visual envelope has been preliminarily defined by an assessment from topographic maps and the Google Earth model. This information has been further verified during site visit.

Selection of Key Public Viewing Points

3.2.5 Key public viewing points of the VIA are selected based on finding the most affected viewing points of sensitive public viewers who are impacted by the project. The viewing points could be kinetic or static. Viewing points are taken at human eye level for a realistic presentation of views. The public viewing points, in some instances, may represent those of the nearby VSRs, although the selected viewing points are not intended to cover all identified VSRs.

Assessment of Sensitivity of Key Public Viewers

3.2.6 The visual sensitivity of the public viewers from the viewing points can be qualitatively graded as high, medium, or low, taking into account:

(a) The activity of the viewers;

(b) The duration and distance over which the proposed development would remain visible; and

(c) The public perception of value attached to the views being assessed.

Appraisal of Visual Changes

3.2.7 The effects of visual changes on the assessment area and sensitive public viewers are appraised based on the following factors:

(a) **Visual Composition** – Visual composition is the total visual effects of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions, characters against the overall backdrop. Visual composition may result in visual balance, compatibility, harmony, unity, or contrast;

(b) **Visual Obstruction** – The appraisal assesses the degree of visual obstruction and loss of views or visual openness due to the proposed development from all key public viewing points within the assessment area. Full blockage or partial blockage of important views should be avoided or minimised;

(c) **Effect on Public Viewers** – The effect of visual changes from key public viewing points with direct sightlines to the proposed development are assessed. The effects of the visual changes are graded qualitatively in terms of magnitude as substantial, moderate, slight, or negligible. Photomontages are used to illustrate the visual impacts of key public viewing points comparing the before and after views from the selected viewing points;

(d) **Effect on Visual Resources** – The appraisal assesses if the proposed development may improve or degrade the condition, quality, and character of the assessment area and any on-site and off-site visual impact. Proposals to enhance or mitigate the impact through design measures are included and presented.

3.2.8 The resultant overall impact may be concluded and classified within a range of thresholds:

Degree of Impact	Description
Enhanced	The proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points.
Partly enhanced/partly adverse	The proposed development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time exhibit adverse visual effects to some other key public viewing points.
Negligible	The proposed development will in overall term have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly adverse	The proposed development will result in overall term some negative visual effects to most of the identified key public viewing points.
Moderately adverse	The proposed development will result in overall term negative visual effects to most of the key identified key public viewing points.
Substantially adverse	The proposed development will in overall term cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

Visualization Materials

3.2.9 The findings of this LVIA are presented and supported by a range of material such as plans and photomontages.

4. Baseline Landscape Conditions

4.1 Project Description

4.1.1 The Project Site has an area of approximately 0.71 ha and is located south of the Yuen Long town centre and Ma Tin Village.

4.1.2 As the public housing scheme is subject to detailed design in order to meet various design guidelines and requirements, the Scheme presented in this LVIA study is illustrative only for relaxation of the maximum building height restriction up to 40 storeys (i.e. about 130mPD at main roof level).

4.1.3 The Public Housing Scheme consists of two domestic blocks, namely Block A and Block B. The two public housing blocks are sitting over a 4 storey podium with the building heights of 39/36 storeys. The 4-storey podium is for provision of ancillary carpark, management office, recreational and social welfare facilities. The proposed maximum building height restriction (i.e. 40 storeys) would only allow a small buffer of building height to allow design flexibility at later stage.

4.1.4 The Public Housing Scheme has preserved at least a 15m building separation between the building blocks. A non-building Area of at least 15m width is located at the eastern portion of the site.

4.1.5 **Figures 4.1** and **Figure 4.2** show the layout plan and section drawings of the Scheme respectively.

Figure 4.1 Master Layout Plan of the Scheme

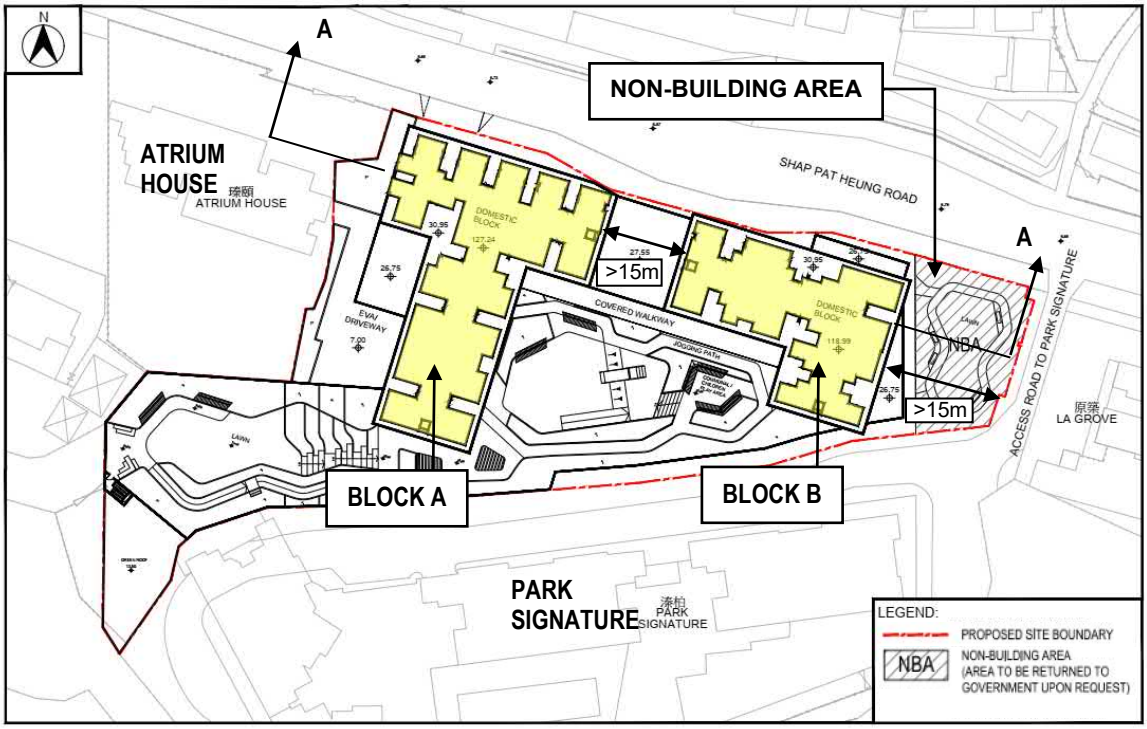
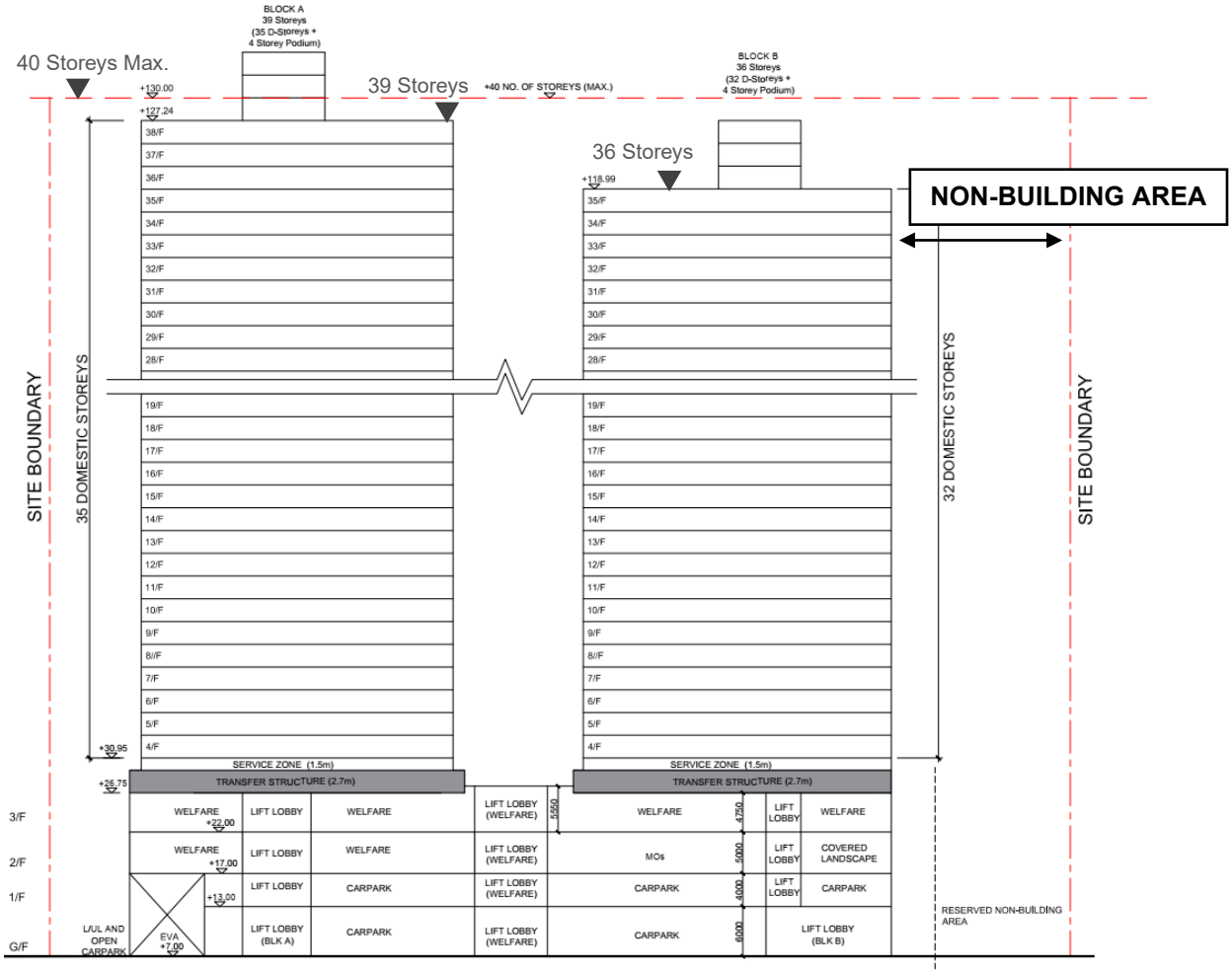


Figure 4.2 Section Drawing (Section A-A)



4.2 Land Use

4.2.1 The Outline Zoning Plan of the study area is provided in Figure 3. The Project Site is situated within an area designated as R(A)1 of the Draft Outline Zoning Plan S/YL/26, intended primarily for high-density residential development. On land designated "Residential (Group A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall exceed a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, as the case may be, and a maximum building height of 25 storeys excluding basement(s). However, in order to optimize the site potential, the overall plot ratio 7.2 (including domestic plot ratio 6.5 & non-domestic plot ratio of 0.7) for the proposed public housing development is examined and found technically feasible with consideration of planned and existing infrastructure. To support the increase of development intensity, the building height restriction under the notes of the said OZP is required to be relaxed up to 40 storeys. Planning Permission from the Town Planning Board on the minor relaxation of the plot ratio and building height controls for the proposed public housing development will be sought.

4.2.2 The Project Site is situated within a larger plot of R(A)1 land that is approximately 5.5ha. Besides the Project Site, all other areas of the R(A)1 plot

have already been developed under three separate projects, namely, La Grove (4 blocks), Park Signature (9 blocks), and Atrium House (1 block), which are respectively +75mPD, +81mPD, and +75mPD tall.

4.2.3 Directly to the north of the Project Site are Ma Tin Tsuen and Lung Tin Tsuen. Further north to Ma Tin Village is a cluster of civic facilities that is part of Yuen Long town centre that includes the Yuen Long Park, Yuen Long Stadium, Yuen Long Swimming Pool, Yuen Long Theatre, and the Yuen Long Leisure and Cultural Building. There is a cluster of schools to the west of the Project Site, and to the south is largely an expanse of urban fringe landscape that contains some mixture of village housing, industrial lands, parking lots, and open storage facilities.

4.2.4 The elevated Yuen Long Highway runs east-west approximately 230m south of the Project Site. The Highway is largely separated by vegetated buffers on both sides and large strip of land (about 100m wide) running along the Highway is designated as Open Space in the Outline Zoning Plan.

4.2.5 Two tributaries of the Yuen Long Nullah run from south to north and confluence at a location about 250m to the northeast of the Project Site, which then runs direct north into the Yuen Long town centre area

4.3 Trees

4.3.1 The targeted trees of the tree and vegetation survey were mostly located between the areas between the carpark and pedestrian walkway along Shap Pat Heung Road where it is government land. The area was mainly overgrown with mix of small, medium and large trees.

4.3.2 Individual tree survey was arranged on 7 December 2021 but it was put to a stop by the staff from the existing carpark and hence individual tree survey could not be carried out. Subsequently, second attempt for individual tree survey was made on 22 December 2021 and it was once again put to a stop by the staff.

4.3.3 Pursuant to para 29-30 of CEDD TC No. 07/2020, the area for individual tree survey was inaccessible and hence tree group survey was proposed and tree group survey was conducted on 8 February 2022.

4.3.4 The tree group survey attempted to provide an actual count of existing trees inside the tree group as well as the locations of some existing large trees as far as possible for baseline reference.

4.3.5 A tree assessment schedule and tree photographs are presented in the Tree and Vegetation Survey Report enclosed in **Appendix A**.

Tree Groups

4.3.6 The identified one inaccessible planting area lying between the car park and the pedestrian walkway along Shap Pat Heung Road. The area was mainly overgrown with a mix of small, medium and large trees.

4.3.7 It was estimated that a total of 52 trees belonging to 13 species exist within the identified tree groups. Among these 52 trees, 12 trees located within the proposed development boundary are more visible due to their relatively larger

tree sizes. Their relative locations are shown on the tree survey plan for reference.

4.3.8 The general conditions of the trees within the tree groups were found to be in average conditions. The crown size varied and tree height ranged between 5m to 13m. No trees or plants that are of particular interests were observed. There were also no rare and precious, endangered, or protected plant species, and plant species of conservation value of any sizes found within the site.

4.3.9 No OVT was identified within the tree groups of Shap Pat Heung Road Study Site.

A summary of the estimated number and species of trees is summarized in **Table 4.1**.

Table 4.1 – Summary of all Trees Surveyed

Species		Estimated Number of trees
Scientific Name	**Chinese Name**	
Cinnamomum camphora	樟	7
Archontophoenix alexandrae	假檳榔	1
Celtis sinensis	朴樹	12
Bauhinia purpurea	紅花羊蹄甲	9
Khaya senegalensis	非洲楝	2
Ficus microcarpa	細葉榕	5
Leucaena leucocephala	銀合歡	2
Ilex rotunda	鐵冬青	6
Acacia confusa	台灣相思	1
Melaleuca cajuputi subsp. cumingiana	白千層	3
Artocarpus heterophyllus	菠蘿蜜	2
Bombax ceiba	木棉	1
Psidium guajava	番石榴	1
	TOTAL:	**52**

4.4 Landscape Resources

4.4.1 The identified Landscape Resources (LR) within the 500m study area has been identified in **Figure 6** and listed in **Table 4.2**:

Table 4.2 – Identified Landscape Resources (LRs)

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
LR1 Vegetation and Open Spaces within High-Rise Residential Areas			
LR1-1	La Grove	La Grove consists of 4 blocks at 17-19 storeys, comprising of 542 units;	Low

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
		completed in 2009. It has a well-designed street frontage and comprises of private residential gardens within the property. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	
LR1-2	Park Signature	Park Signature consists of 9 blocks at 25 storeys, comprising of 1620 units; completed in 2015. It forms the same block with La Grove and Atrium House, and also the proposed development It has a well-designed street frontage and comprises of private residential gardens within the property. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low
LR1-3	Atrium House	Atrium House is a 1 block residential building at 23 storeys, 313 units, completed in 2020. This is located to the direct west of the proposed development. There are some private garden areas within the property. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
LR1-4	Emerald Green	This is a 5-block private development at 24 storeys located at the northwestern corner of the study area. It comprises of 672 units, completed in 2010, with private gardens and other residential facilities. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low
LR1-5	Residential Buildings along Ma Tin Road at Town Park Road	This is a line of 11 towers along Ma Tin Road and Town Park Road South including Villa Art Deco, Greenery Place, Covent Garden, and Springdale Villas; mid-rise at about 12 storeys. Together they form the streetscape Town Park Road and Ma Tin Road. Individually they include some private residential garden areas. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low
LR1-6	Residential Buildings at Ma Tin Road and Yuen Long Nullah	This includes Crystal Park and Yee Fung Garden, 2 blocks each totalling 4 blocks at 25 and 33 storeys, completed in the 1990s. Their ground floor shops connects to the public spaces of LR5-1 and individually they include private gardens at their podium levels. Quality: Medium Importance and rarity: Low	Low

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
		Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	
LR2 Vegetation and Open Spaces within Low-Rise Residential and Village Landscapes			
LR2-1	Villa Cluster at Ma Tong Road and Tin Shu Ha Road East	This is an area of village-type development current at 3 storeys but is zoned at R(B), which has the potential to be developed to a height of 25 storeys. Its low-rise nature makes it suspectable to impacts of nearby urban encroachments. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium
LR2-2	Ma Tin Tsuen, Lung Tin Tsuen, and Ma Tin Pok	This comprises of the large tracts of village housing located to the east side of the Site. Its low-rise nature makes it suspectable to impacts of nearby urban encroachments. Vegetated Area within Ma Tin Pok: 19,000m^2 scattered around village type settlements in the area. Major species: *Celtis sinensis, Bombax ceiba, Crateva unilocularis, Dimocarpus longan, Litchi chinensis, Ficus microcarpa.* Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
LR2-3	Lam Hau Tsuen	Cluster of village housing located at the southwest of the study area. Its low-rise nature makes it suspectable to impacts of nearby urban encroachments. Vegetated Area: 10,000m2 with the northern portion part of the Yuen Long Highway vegetation. Major species include *Acacia confusa, Acacia mangium, Eucalyptus citriodora, Senna siamea, Ficus microcarpa, Macaranga tanarius, Cinnamomum camphora, Dimocarpus longan, Litchi chinensis.* Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium
LR3 Vegetation and Open Spaces within Industry and Storage Areas			
LR3-1	Industry and Storage Space	Outside of the clusters of village housing area, the urban fringe area to the south of the Site is sparsely occupied by industrial use and storage functions. These brownfield as are largely of low landscape value. However, some of the boundary areas of these properties are occupied by clusters of vegetation. Quality: Low Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
LR4 Miscellaneous Vegetated Areas			
LR4-1	Trees and Vegetation within Project Site	From the tree and vegetation survey, it was estimated that a total of 52 trees belonging to 13 species exist within the identified tree groups (refer to Table 4.1). The general conditions of the trees within the tree groups were found to be in average conditions. The crown size varied and tree height ranged between 5m to 13m. No trees or plants that are of particular interests were observed. There were also no rare and precious, endangered, or protected plant species, and plant species of conservation value of any sizes found within the site. Quality: Low Importance and rarity: Low Ability to accommodate change: High Significance of change: Low Maturity: Low	Low
LR4-2	Vegetated Area South of ELCHK Lutheran Academy	Approx. area 8,800m^2 with a few village type settlements. Major species: *Dimocarpus longan, Ficus microcarpa, Cinnamomum camphora, Cleistocalyx nervosum, Aleurites moluccana, Bombax ceiba, Melia azedarach, Macaranga tanarius.* Quality: Medium Importance and rarity: Medium Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
LR4-3	Vegetated Area East of Lam Hau Pok Public Toilet	Approx. area: 4,800 m^2. The vegetated area lies between Lam Hi Road and an outdoor storage area. Major species: *Bombax ceiba, Macaranga tanarius, Aleurites moluccana, Morus alba, Bridelia tomentosa Blume. Some areas are overgrown with Leucaena leucocephala.* Quality: Medium Importance and rarity: Medium Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium
LR4-4	Vegetated Area East of Emerald Green	Area: 9,500m^2 with a few village type settlements and agricultural/gardening lots. Major species: *Celtis sinensis, Bombax ceiba, Crateva unilocularis, Cinnamomum camphora, Psidium guajava, Dimocarpus longan, Litchi chinensis, Clausena lansium, Artocarous heterophyllus*. There are also *Melaleuca cajuputi* and *Bauhinia purpurea* along Yuen Long Tai Yuk Road east of the area. Quality: Medium Importance and rarity: Medium Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium
LR4-5	Vegetated Knoll	There is a densely vegetated mound of about 2 ha located at the west of the study area close to Lam Hau Yuen. Approx. area: 13,000 m^2. A	Medium

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
		local grave area for the surrounding settlements. Major species: *Ficus microcarpa, Cinnamomum camphora, Dimocarpus longan, Litchi chinensis, Macaranga tanarius* Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	
LR5 Vegetation and Open Spaces within Institutional Landscape			
LR5-1	Yuen Long Stadium, Swimming Pool, Theatre, and Leisure and Culture Building	This is a cluster of public facilities located at the southwestern edge of Yuen Long Town Centre that is located adjacent to Yuen Long Park. Together with Yuen Long Park (LR6-1), they form an important series of public spaces for the residents of Yuen Long. These areas comprise of well-used amenity areas and good quality vegetation. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium
LR5-2	School Cluster along Lam Hau Tsuen Road and Town Park Road	This cluster consists of Yuen Long Public Middle School Alumni Association Primary School and Gertrude Simon Lutheran College to the north of Town Park Road, and South Yuen Long Government Primary School, Buddhist Chan Wing Kan Memorial School, and Lutheran Academy along Lam Hau Tsuen Road. They contain sports grounds,	Low

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
		gardens, and other typical landscaped areas for schools. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	
LR5-3	School and Health Centre at Ma Tong Road and Nullah	This includes Caritas Yuen Long Chan Chun Ha Secondary School and Madam Yung Fung Shee Health Centre at the northeast of the study area. They contain sports grounds, gardens, and other typical landscaped areas for schools. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low
LR6 Parks and Other Open Spaces			
LR6-1	Yuen Long Park	This is a 7.5 ha park located at the northeast of the study area, although only about 20% of the park is included within the landscape study area. This area includes a pond and a football field. Quality: High Importance and rarity: Medium Ability to accommodate change: Medium Significance of change: Low Maturity: High	Medium
LR6-2	Town Park South Playground	This is an area of about 0.3 ha that is located to the direct south of Yuen Long Park. The Playground	Medium

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
		comprises of a treed amenity area and a basketball court. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	
LR6-3	On Hing Playground	This is primarily a football field surrounded by residential blocks. There are some treed sitting areas located at the edges of the football field. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low
LR7 Roadside Planting			
LR7-1	Yuen Long Highway	Yuen Long Highway is an elevated highway cutting across the southern side of the study area from east to west. The buffer strips on both sides of the highway consist of large strips of treed areas. About 850m long sloping strips running parallel to Yuen Long Highway on both sides. Typical slope tree planting. Major species: *Acacia confusa, Acacia mangium, Eucalyptus citriodora, Senna siamea* Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low

Code	Landscape Resources (LR)	Description of Landscape Value	Sensitivity
LR7-2	Street Trees and Streetscape	Within the study area there are quite a number of streets with good street character and many sections are lined with good quality street trees. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low
LR8 Watercourses			
LR8-1	Nullah and Adjacent Road and Pathways	Along the watercourses that forms the Yuen Long Nullah are continuous strips of trails that are used for logging, biking, and leisurely walks. A good portion of these linear strips are also lined with trees. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low

4.5 Landscape Character Areas

4.5.1 The baseline condition of Landscape Character Areas (LCAs) within the 500m study boundary have been identified in **Figure 4** and listed in the **Table 4.3**:

Table 4.3 – Identified Landscape Character Areas (LCAs)

Code	Landscape Character Area (LCA)	Description of Landscape Value	Sensitivity
LCA1	Residential Urban Landscape	Located at the southern edge of Yuen Long town centre, these are largely mid to high-rise residential buildings completed relatively recently in the past 20 years. They comprise of private residential gardens and together, their frontages define the	Low

Code	Landscape Character Area (LCA)	Description of Landscape Value	Sensitivity
		neighbour character of the norther part of the study area. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	
LCA2	Low-Rise Residential Urban Landscape	This is an area of village-type private housing development located to the east of the Project Site. This area is zoned as R(B) and is subject to redevelopment into high-rise housing at 25 storeys. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium
LCA3	Urban Peripheral Village Landscape	The large tract of land located to the north and northeast of the Project Site is village housing, which largely comprises closely packed 3-storey housing with vegetated areas defining the edges of these areas. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium
LCA4	Miscellaneous Urban Fringe Landscape	These are the large areas of urban fringe landscape of miscellaneous usage, including industrial uses, parking, and open storage areas. Quality: Low Importance and rarity: Low Ability to accommodate	Low

Code	Landscape Character Area (LCA)	Description of Landscape Value	Sensitivity
		change: Medium Significance of change: Low Maturity: Medium	
LCA5	Institutional Landscape	Within the study area, this covers significant public spaces that are part of the Yuen Long Stadium, Swimming Pool, Theatre, and the Leisure and Cultural Building. It also includes schools and health centres that partly defines Yuen Long's urban edge. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium
LCA6	Park Urban Landscape	Within the study area, this largely covers the southeast corner of the 7.5 ha Yuen Long Park, and also two other urban playground areas. Quality: High Importance and rarity: Medium Ability to accommodate change: Medium Significance of change: Low Maturity: High	Medium
LCA7	Transportation Corridor Landscape	This largely refers to the east-west Yuen Long Highway corridor and also the large tracts of vegetated buffer areas along both sides of the elevated highway structure. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Low

Code	Landscape Character Area (LCA)	Description of Landscape Value	Sensitivity
LCA8	Watercourse Landscape	Along the watercourses that forms the Yuen Long Nullah are continuous strips of trails that are used for logging, biking, and leisurely walks. A good portion of these linear strips are also lined with trees. Quality: Medium Importance and rarity: Low Ability to accommodate change: Medium Significance of change: Low Maturity: Medium	Medium

5. Potential Landscape Impacts

5.1 Impact of Existing Tree

5.1.1 The proposed housing development would inevitably affect numbers of existing trees. As most of the existing trees are of poor to average conditions, the vast majority of affected trees are deemed to have low "Suitability for Transplanting" and recommended to be felled.

5.1.2 Preliminary review of the layout of the proposed housing development shows that it will affect approximately 49 trees which are all located within the proposed development site. These trees are recommended to be felled.

5.1.3 **Table 5.1** summarizes impact of all trees surveyed for Shap Pat Heung Road Study Site.

Table 5.1 – Estimated Number of Trees Affected by the Proposed Infrastructure and Associated Works

Location	Approximate no. of Trees in Tree Group located within Proposed Development Site	No. of Trees to be Retained (Located outside Proposed Development Site)	No. of Trees to be Transplanted	No. of Trees to be Felled
Tree Group	49[1]	3	0	49

Remarks:
1. Number of trees within tree groups is actual count number whenever possible.

5.1.4 As there is no site formation and infrastructure works for the concerned site and the site will be handed over to HD directly for the construction of housing blocks, detailed tree survey, tree removal application and compensatory planting proposal shall be submitted by HD in accordance with "DEVB TC(W) No. 4/2020 – Tree Preservation" in the next stage.

5.2 Impact on Landscape Resources

5.2.1 Given the relatively modest scale of the proposed development within an already developed residential area, it is expected that the main source of impact on landscape resources would primarily only the construction activities and the additional shadows casted by the two proposed towers. **Table 5.2** summarises this finding:

Table 5.2 – List of Unmitigated Impacts on Landscape Resources

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)
LR1 Vegetation and Open Spaces within High-Rise Residential Areas				
LR1-1	La Grove	Construction activities and blockage caused by two additional residential towers.	Disturbances to vegetation, habitats during construction and shadows casted by the two new towers. Compatibility: High Duration of impact: Permanent Scale of development: Medium Reversibility of change: No	CP: Small OP: Small
LR1-2	Park Signature	Construction activities and blockage caused by two additional residential towers.	Disturbances to vegetation and habitats during construction and shadows casted by the two new towers. Compatibility: High Duration of impact: Permanent Scale of development: Medium Reversibility of change: No	CP: Small OP: Small
LR1-3	Atrium House	Construction activities and blockage caused by two additional residential towers.	Disturbances to vegetation and habitats during construction and shadows casted by the two new towers. Compatibility: High Duration of impact: Permanent Scale of development: Medium Reversibility of change: No	CP: Small OP: Small

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)
LR1-4	Emerald Green	Nil	Nil	CP: Negligible OP: Negligible
LR1-5	Residential Buildings along Ma Tin Road at Town Park Road	Nil	Nil	CP: Negligible OP: Negligible
LR1-6	Residential Buildings at Ma Tin Road and Yuen Long Nullah	Nil	Nil	CP: Negligible OP: Negligible
LR2 Vegetation and Open Spaces within Low-Rise Residential and Village Landscapes				
LR2-1	Villa Cluster at Ma Tong Road and Tin Shu Ha Road East	Nil	Nil	CP: Negligible OP: Negligible
LR2-2	Ma Tin Tsuen, Lung Tin Tsuen, and Ma Tin Pok	Construction activities and blockage caused by two additional residential towers.	Disturbances to vegetation and habitats during construction and shadows casted by the two new towers. Compatibility: High Duration of impact: Permanent Scale of development: Medium Reversibility of change: No	CP: Small OP: Small
LR2-3	Lam Hau Tsuen	Nil	Nil	CP: Negligible OP: Negligible
LR3 Vegetation and Open Spaces within Industry and Storage Areas				
LR3-1	Industry and Storage Space	Nil	Nil	CP: Negligible OP: Negligible
LR4 Miscellaneous Vegetated Areas				
LR4-1	Trees and Vegetation within Project Site	The felling of trees and removal of other vegetation due to site works.	The felling of 49 trees.	CP: Large OP: Large

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)
LR4-2	Vegetated Area South of ELCHK Lutheran Academy	Nil	Nil	CP: Negligible OP: Negligible
LR4-3	Vegetated Area east of Lam Hau Pok Public Toilet	Nil	Nil	CP: Negligible OP: Negligible
LR4-4	Vegetated Area East of Emerald Green	Nil	Nil	CP: Negligible OP: Negligible
LR4-5	Vegetated Knoll	Nil	Nil	CP: Negligible OP: Negligible
LR5 Vegetation and Open Spaces within Institutional Landscape				
LR5-1	Yuen Long Stadium, Swimming Pool, Theatre, and Leisure and Culture Building	Nil	Nil	CP: Negligible OP: Negligible
LR5-2	School Cluster along Lam Hau Tsuen Road and Town Park Road	Nil	Nil	CP: Negligible OP: Negligible
LR5-3	School and Health Centre at Ma Tong Road and Nullah	Nil	Nil	CP: Negligible OP: Negligible
LR6 Parks and Other Open Spaces				
LR6-1	Yuen Long Park	Nil	Nil	CP: Negligible OP: Negligible
LR6-2	Town Park South Playground	Nil	Nil	CP: Negligible OP: Negligible
LR6-3	On Hing Playground	Nil	Nil	CP: Negligible OP: Negligible
LR7 Roadside Planting				
LR7-1	Yuen Long Highway	Nil	Nil	CP: Negligible OP: Negligible
LR7-2	Street Trees and	Nil	Nil	CP: Negligible

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)
	Streetscape			OP: Negligible
LR8 Watercourses				
LR8-1	Nullah and Adjacent Road and Pathways	Nil	Nil	CP: Negligible OP: Negligible

5.2.2 Considering the sensitivity and magnitude of change, the significance of impacts to the identified LRs are listed in the **Table 5.3**:

Table 5.3 – Significance of Impacts on Landscape Character Areas Before Mitigation

Code	Landscape Resource (LR)	Sensitivity to Change	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)	Significance of Impact during Construction Phase (CP) and Operation Phase (OP)
LR1 Vegetation and Open Spaces within High-Rise Residential Areas				
LR1-1	La Grove	Low	CP: Small OP:Small	CP: Slight OP: Slight
LR1-2	Park Signature	Low	CP: Small OP:Small	CP: Slight OP: Slight
LR1-3	Atrium House	Low	CP: Small OP:Small	CP: Slight OP: Slight
LR1-4	Emerald Green	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR1-5	Residential Buildings along Ma Tin Road at Town Park Road	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR1-6	Residential Buildings at Ma Tin Road and Yuen Long Nullah	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR2 Vegetation and Open Spaces within Low-Rise Residential and Village Landscapes				
LR2-1	Villa Cluster at Ma Tong Road and Tin Shu Ha Road East	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible

Code	Landscape Resource (LR)	Sensitivity to Change	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)	Significance of Impact during Construction Phase (CP) and Operation Phase (OP)
LR2-2	Ma Tin Tsuen, Lung Tin Tsuen, and Ma Tin Pok	Medium	CP: Small OP: Small	CP: Moderate OP: Moderate
LR2-3	Lam Hau Tsuen	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR3 Vegetation and Open Spaces within Industry and Storage Areas				
LR3-1	Industry and Storage Space	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR4 Miscellaneous Vegetated Areas				
LR4-1	Trees and Vegetation within Project Site	Low	CP: Large OP: Large	CP: Moderate OP: Moderate
LR4-2	Vegetated Area South of ELCHK Lutheran Academy	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR4-3	Vegetated Area east of Lam Hau Pok Public Toilet	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR4-4	Vegetated Area East of Emerald Green	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR4-5	Vegetated Knoll	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR5 Vegetation and Open Spaces within Institutional Landscape				
LR5-1	Yuen Long Stadium, Swimming Pool, Theatre, and Leisure and Culture Building	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR5-2	School Cluster along Lam Hau Tsuen Road and Town Park Road	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR5-3	School and Health Centre at Ma Tong Road and Nullah	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible

Code	Landscape Resource (LR)	Sensitivity to Change	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)	Significance of Impact during Construction Phase (CP) and Operation Phase (OP)
LR6 Parks and Other Open Spaces				
LR6-1	Yuen Long Park	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR6-2	Town Park South Playground	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR6-3	On Hing Playground	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR7 Roadside Planting				
LR7-1	Yuen Long Highway	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR7-2	Street Trees and Streetscape	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LR8 Watercourses				
LR8-1	Nullah and Adjacent Road and Pathways	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible

5.3 Impact on Landscape Character Areas

5.3.1 Since the proposed housing development is inserted into an existing cluster of high-density residential area, in terms of landscape character, the proposed buildings are largely compatible with the existing landscape. **Table 5.4** summarises the impacts on landscape character within the 500m study area.

Table 5.4 – List of Unmitigated Impacts on Landscape Character Areas

Code	Landscape Character Area (LCA)	Compatibility	Description of Unmitigated Impact	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)
LCA1	Residential Urban Landscape	High	The proposed development adds two residential blocks to an area already occupied	CP: Small OP: Small

Code	Landscape Character Area (LCA)	Compatibility	Description of Unmitigated Impact	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)
			by three residential developments of similar scale. It is expected that there would be little impact to the character of this LCA. Compatibility: High Duration of impact: Permanent Scale of development: Medium Reversibility of change: No	
LCA2	Low-Rise Residential Urban Landscape	Medium	The two proposed buildings are located within the existed cluster of mid to high-rise residential blocks. They are expected to cause little impact to the surrounding landscape characters	CP: Negligible OP: Negligible
LCA3	Urban Peripheral Village Landscape	Medium	The two proposed buildings are located within the existed cluster of mid to high-rise residential blocks. They are expected to cause little impact to the surrounding landscape characters	CP: Negligible OP: Negligible
LCA4	Miscellaneous Urban Fringe Landscape	Medium	The two proposed buildings are located within the existed cluster of mid to high-rise residential blocks. They are expected to cause little impact to the surrounding landscape characters	CP: Negligible OP: Negligible
LCA5	Institutional Landscape	High	The two proposed buildings are located	CP: Negligible OP: Negligible

Code	Landscape Character Area (LCA)	Compatibility	Description of Unmitigated Impact	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)
			within the existed cluster of mid to high-rise residential blocks. They are expected to cause little impact to the surrounding landscape characters	
LCA6	Park Urban Landscape	Medium	The two proposed buildings are located within the existed cluster of mid to high-rise residential blocks. They are expected to cause little impact to the surrounding landscape characters	CP: Negligible OP: Negligible
LCA7	Transportation Corridor Landscape	Medium	The two proposed buildings are located within the existed cluster of mid to high-rise residential blocks. They are expected to cause little impact to the surrounding landscape characters	CP: Negligible OP: Negligible
LCA8	Watercourse Landscape	Low	The watercourses are concretised urban nullahs and are not located directly adjacent to the project site.	CP: Negligible OP: Negligible

5.3.2 Considering the LCA's sensitivity to change and the expected magnitude of change resulting from the proposed development, the significance of impact is summarised in **Table 5.5**:

Table 5.5 – Significance of Impacts on Landscape Character Areas Before Mitigation

Code	Landscape Character Area (LCA)	Sensitivity to Change	Magnitude of Change during Construction Phase (CP) and Operation Phase (OP)	Significance of Impact during Construction Phase (CP) and Operation Phase (OP)
LCA1	Residential	Low	CP: Small	CP: Slight

	Urban Landscape		OP: Small	OP: Slight
LCA2	Low-Rise Residential Urban Landscape	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LCA3	Urban Peripheral Village Landscape	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LCA4	Miscellaneous Urban Fringe Landscape	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LCA5	Institutional Landscape	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LCA6	Park Urban Landscape	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LCA7	Transportation Corridor Landscape	Low	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible
LCA8	Watercourse Landscape	Medium	CP: Negligible OP: Negligible	CP: Negligible OP: Negligible

6. Baseline Visual Conditions

6.1 Visual Envelope

6.1.1 Given that the proposed housing development is located with existing residential buildings from the east, west, and south by La Grove, Park Signature, and Atrium House, it has rather limited visibility from these three sides and the visual envelope largely extends towards the north and northeast. The visual envelope is shown in **Figure 8A**.

6.2 Visual Elements

6.2.1 The key visual elements in the context of the Site includes the Yuen Long town centre skyline to the north, the civic cluster to the northwest as represented by the iconic Yuen Long Leisure and Cultural Building and the Yuen Long Park. The site is rather flat towards the south and comprises only of low-rise buildings interspersed by planted areas.

6.2.2 The strip of planned open space intended for landscape walkway on the OZP to the west may be regarded as visual resource/attractor while the busy major roads nearby including Sheung Pat Heung Road to the immediate north may be regarded as visual eyesore/detractor.

6.3 Key Viewing Points

6.3.1 Since the proposed development is surrounded by existing residential blocks on three sides, there is limited visibility from these sides including Yuen Long Park and when it can be seen, it forms a residential cluster together with the existing buildings. Four key public Viewing Points are used to illustrate the visual impacts from all four sides of the proposed development and the location of each viewing point is shown in **Figure 8A** and **Figure 8B**.

Table 6.1 – Key Public Viewing Points (VPs)

Code	Vantage Point	Viewing Distance (m)	Sensitivity of Public Viewers (High/Medium/Low)	Justification of Selection
VP1	From Shap Pat Heung Road to the East of the Site	120	Medium	This angle shows the view from the eastern approach of Shap Pat Heung Road, in connection to the existing La Grove and Atrium House residences. Predominant type: Residential and travelling Duration of view: Medium to short Public perception of value: Medium to low
VP2	From the Intersection of	280	Low	This view is taken from the northwest of the Site,

Code	Vantage Point	Viewing Distance (m)	Sensitivity of Public Viewers (High/Medium/Low)	Justification of Selection
	Yuen Long Tai Yuk Road and Ma Tin Road			generally showing the visual impact as seen from viewers from the north and also from the Ma Tin Tsuen Basketball Court. Predominant type: Recreational and travelling Duration of view: Short Public perception of value: Low .
VP3	From Southeast of Site at Lam Yu Road	300	Low	This view shows how the public view from the southwest, illustrating the visual impact of the proposed development to the existing blocks of Atrium House and Park Signature, and also from the Lam Hau Tsuen Basketball Court.. Predominant type: Residential, recreational, and travelling Duration of view: Medium to short Public perception of value: Low
VP4	From the East of Site at the Nullah	200	Medium	This view is taken from the nullah located to the southeast of the Site and represents the view of travellers along the nullah and also the village residents from the east. Predominant type: Residential and travelling Duration of view: Medium to short Public perception of value: Medium to low

7. Potential Visual Impacts

7.1 Photomontages

7.1.1 Photomontages showing the visual impacts as seen from the four selected viewpoints are given in **Figure 9A** to **Figure 9D**. The photomontages illustrate the proposed building heights up to 40 storeys (i.e. about 130mPD) against the OZP compliant scheme with the maximum building height of 25 storeys. **Table 7.1** summarises the visual impacts of the proposed development with an additional 15 storeys compared to the OZP compliant scheme.

Table 7.1 – Visual Impacts on Key Public Views

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect of Visual Resources
VP1	From Shap Pat Heung Road to the East of the Site	Shap Pat Heung Road is a tree-lined avenue with high-rise housing blocks on the south side and village housing on the north side. There is an existing open area between La Grove and Atrium House that will be filled up by the proposed development. The overall composition will be one that has more of a continuous residential street façade rather than having an opening between two developments. Compared to the 25-storey baseline condition where the building heights are basically continuous	The two proposed towers partially blocks of the open sky that can be seen from the gap between La Grove and Atrium House. The increase from 25 storeys up to 40 storeys (i.e. increase of building height by 15 storeys) introduce more obstruction of the sky.	Since there is limited pedestrian traffic on Shap Pat Heung Road and the viewing time for vehicular viewers is short, the impact on public viewers is considered **slightly to moderately adverse**.	There is only limited blockage to the sky. The effect on visual resources is considered **slightly to moderately adverse.**

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect of Visual Resources
		along the street, the additional 15 storeys of the current proposal now result in two taller towers situated in the centre of the street and taper down on both sides.			
VP2	From the Intersection of Yuen Long Tai Yuk Road and Ma Tin Road	From this view, the built-up skyline formed by Atrium House, Park Signature, and La Grove clearly forms the centre of the view, framed on either sides by trees and an open sky above. Since the new development adds to an existing building cluster, the key changes in visual composition involve the addition of height at the centre of the cluster due to the additional height of the new development. Compared to the 25-storey baseline condition where the elevational view of the skyline is basically continuous, the additional 15 storeys of the current proposal	From this view, there is only limited additional blockage caused by the proposed buildings and the increase in building height by 15 storeys. The increase from 25 storeys up to 40 storeys (i.e. increase of building height by 15 storeys) introduce more obstruction of the sky.	Since there is limited pedestrian traffic at this road junction and the viewing time for vehicular viewers is short, the impact of the limited blockage on public viewers is considered **slightly to moderately adverse.**	There is only limited blockage to the sky. The effect on visual resources is considered **slightly to moderately adverse.**

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect of Visual Resources
		now result in two taller towers situated in the centre of the skyline and taper down on both sides. Given that the proposed development would be about 49m to 55m taller than the adjacent residential towers and with the additional 15 storeys to the Baseline Scheme, it would cause a notable change in BH profile when viewing from this VP.			
VP3	From Southeast of Site at Lam Yu Road	From the southwest of the Site, the upper storeys of the existing housing development above the canopy of street trees can be seen. Change in visual composition is not significant from this VP, since the majority of the proposed development is situated behind the 25-storey Park Signature. However, the additional height of the proposed development will	There is slight additional blockage of sky filling the gap between Atrium House and Park Signature and by the proposed buildings and the increase in building height by 15 storeys.	Since there is limited pedestrian traffic and the viewing time for vehicular viewers is short, the impact of the limited blockage on public viewers is considered **slight**.	There is only limited blockage to the sky. The effect on visual resources is considered slight.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect of Visual Resources
		increase the development intensity of the cluster as seen from afar. This effect is more pronounced with additional height of 15 storeys as compared to the 25-storey baseline building height.			
VP4	From the East of Site at the Nullah	From the nullah to the east, a residential landscape formed by the existing residential towers can be seen. Change in visual composition is largely attributed to the infill of a visual gap that exists between Park Signature and La Grove. The additional height of the proposed development will increase the development intensity of the cluster as seen from afar. This effect is more pronounced with the additional height of 15 storeys as compared to the 25-storey baseline building height.	There is slight additional blockage of sky filling the gap between Atrium House and Park Signature and by the proposed buildings and the increase in building height by 15 storeys.	Since there is limited pedestrian traffic along the nullah and the viewing time for vehicular viewers towards the proposed development is short, the impact of the limited blockage on public viewers is quite limited. The effect on public viewers is **slight**.	There is only limited blockage to the sky. The effect on visual resources is considered slight.

Note:
1. Based on an assumed OZP compliant scheme (Table 1 Planning Statement of the S16 refers), the BH with 25 storeys is about 88.74mPD.

7.1.2 Considering the visual impacts from the 4 viewpoints covering angles from all around the Site, the overall visual of the proposed development is considered **slightly to moderately adverse**. In the baseline scenario, the 25-storey building height of the proposed development would be seen as an integral part of the development cluster together with its neighboring residential development. The additional 15 storeys above the baseline scenario now introduces two towers that stand taller than the neighboring blocks, which introduces a building form that is taller at the center and tapers down on both sides. It is considered that the proposed building height up to 40 storeys causes slightly larger visual impacts compared to the baseline scenario.

8. Mitigation Measures

8.1 Mitigation Measures

8.1.1 From the above analysis, the key landscape impacts of the proposed housing development are largely limited to the impacts of trees affected by works, noise and air pollution arising from construction activities, shadows casted by the two proposed towers, and visual impact introduced by the blockage of the sky caused by filling of gaps between existing residential blocks by the proposed buildings and the increase in building height by 15 storeys.

8.1.2 The mitigation measures to address these impacts are relatively straightforward. In regards to the number of trees impacted, it is recommended that these trees be compensated on-site.

8.1.3 Additional mitigation measures involve:

(a) Careful management of construction activities to minimise disturbances during construction;

(b) Optimising the layout including setbacks, building separations, and non-building areas to minimise blockage of views and shadows to adjacent vegetated areas;

(c) Incorporating planting buffers as far as possible between the building and the streets;

(d) Applying contextually sensitive design treatments to architectural façade and other architectural and landscape details.

(e) Provision of compensatory trees and min. of 20% greenery coverage at different levels of the development.

8.1.4 As advised by HD, tree preservation and removal proposal (TPRP) will be submitted to Tree Preservation Committee (TPC) of HD for approval in later stage. Tree survey plan with tree assessment schedule and tree photos, tree treatment plan and compensatory planting proposal will be further included in the TPRP conducted by HD for TPC's approval. HD further advised that a minimum of 20% greenery coverage will be provided. Greening at different levels, e.g. at-grade planting, podium planting, vertical greenery and green roof, will be fully considered to maximize greenery within site as far as possible.

9. Residual Impacts after Mitigation

9.1 Residual Impacts after Mitigation

9.1.1 The proposed development involves limited changes in terms of landscape resources and landscape character. With the recommended mitigation measures in place, it is considered that the residual landscape impacts can be limited to slight and confined to the immediate surroundings of the Site.

Table 9.1 – Significance of Residual Landscape Impacts After Mitigation

Code	LCA / LR	Significance of Impact Before Mitigation during Construction Phase (CP) and Operation Phase (OP)	Recommended Mitigation Measures during Construction Phase (CP) and Operation Phase (OP)	Significance of Impact After Mitigation during Construction Phase (CP) and Operation Phase (OP)
LCA1	Residential Urban Landscape	CP: Slight OP: Slight	CP: a OP: b, c, d, e	CP: Slight OP: Slight
LR1-1	La Grove	CP: Slight OP: Slight	CP: a OP: b, c, d	CP: Slight OP: Slight
LR1-2	Park Signature	CP: Slight OP: Slight	CP: a OP: b, c, d	CP: Slight OP: Slight
LR1-3	Atrium House	CP: Slight OP: Slight	CP: a OP: b, c, d	CP: Slight OP: Slight
LR3-1	Ma Tin Tsuen, Lung Tin Tsuen, and Ma Tin Pok	CP: Moderate OP: Moderate	CP: a OP: b, c, d	CP: Slight OP: Slight
LR4-1	Trees and Vegetation within Project Site	CP: Moderate OP: Moderate	CP: a OP: e	CP: Moderate OP: Slight

10. Conclusions

10.1 Conclusions

10.1.1 The Project Site has an area of approximately 0.71 ha and is located south of the Yuen Long town centre and Ma Tin Village. To address the shortage of public housing flats and optimize the site potential, the proposed public housing development with an overall plot ratio of 7.2 (comprising domestic plot ratio 6.5 and non-domestic plot ratio of 0.7) were examined to be technical feasible with consideration of planned and existing infrastructure. The proposed development consists of two new public housing blocks with no more than 40 storeys (including 4-storey podium for ancillary carpark, management office, recreation and social welfare facilities).

10.1.2 The Outline Zoning Plan of the study area is provided in **Figure 3**. The Project Site is situated within an area designated as R(A)1 of the Draft Outline Zoning Plan S/YL/26, intended primarily for high-density residential development. On land designated "Residential (Group A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall exceed a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, as the case may be, and a maximum building height of 25 storeys excluding basement(s). Therefore, the current development proposal would require relaxation of plot ratio and building height restrictions under the current zoning plan.

10.1.3 The Project Site is situated within a larger plot of R(A)1 land that is approximately 5.5ha. Besides the Project Site, all other areas of the R(A)1 plot have already been developed under three separate projects, namely, La Grove (4 blocks), Park Signature (9 blocks), and Atrium House (1 block), which are respectively +75mPD, +81mPD, and +75mPD tall.

10.1.4 An approximate 52 trees in tree groups were surveyed for Shap Pat Heung Road housing site. No trees or plants that are of particular interests were observed. There were also no rare and precious, endangered, or protected plant species, and plant species of conservation value of any sizes found within the site.

10.1.5 Preliminary review of the layout of the proposed housing development would affect approximately 49 trees located within the development site and they were recommended to be felled.

10.1.6 The Landscape Baseline Study has identified 7 LCAs and 20 LRs. Given the relatively modest scale of the proposed development within an already developed residential area, it is expected that the main source of impact on landscape resources would primarily arise stem from construction activities and the additional shadows casted by the two proposed towers. The significance of landscape impacts to the residential landscape resources are slight and the impacts to the village landscape resources located directly to the north of the Project Site are expected to be moderate.

10.1.7 Since the proposed development is surrounded by existing residential blocks on three sides, there is limited visibility from these sides and when it can be seen, it forms a residential cluster together with the existing buildings. 4 key public

Viewing Points are used to illustrate the visual impacts from all four sides of the proposed development.

10.1.8 As the maximum no. of storeys of the proposed public housing development will not exceed 40 storeys (i.e. about 130mPD), the additional building heights above the existing surrounding developments will be about 49 to 55m. Additional 15 storeys will be on top of the maximum 25 storeys permitted for the project site under the current planning control. The visual impacts from the 4 viewpoints covering angles from all around the Site indicate an overall visual impact that is **slightly to moderately adverse**.

10.1.9 In the baseline scenario, the 25-storey building height of the proposed development would be seen as an integral part of the development cluster together with its neighboring residential development. The additional 15 storeys above the baseline scenario now introduces two towers that stand taller than the neighboring blocks, which introduces a building form that is taller at the center and tapers down on both sides. It is considered that the additional building height causes slightly larger visual impacts compared to the baseline scenario.

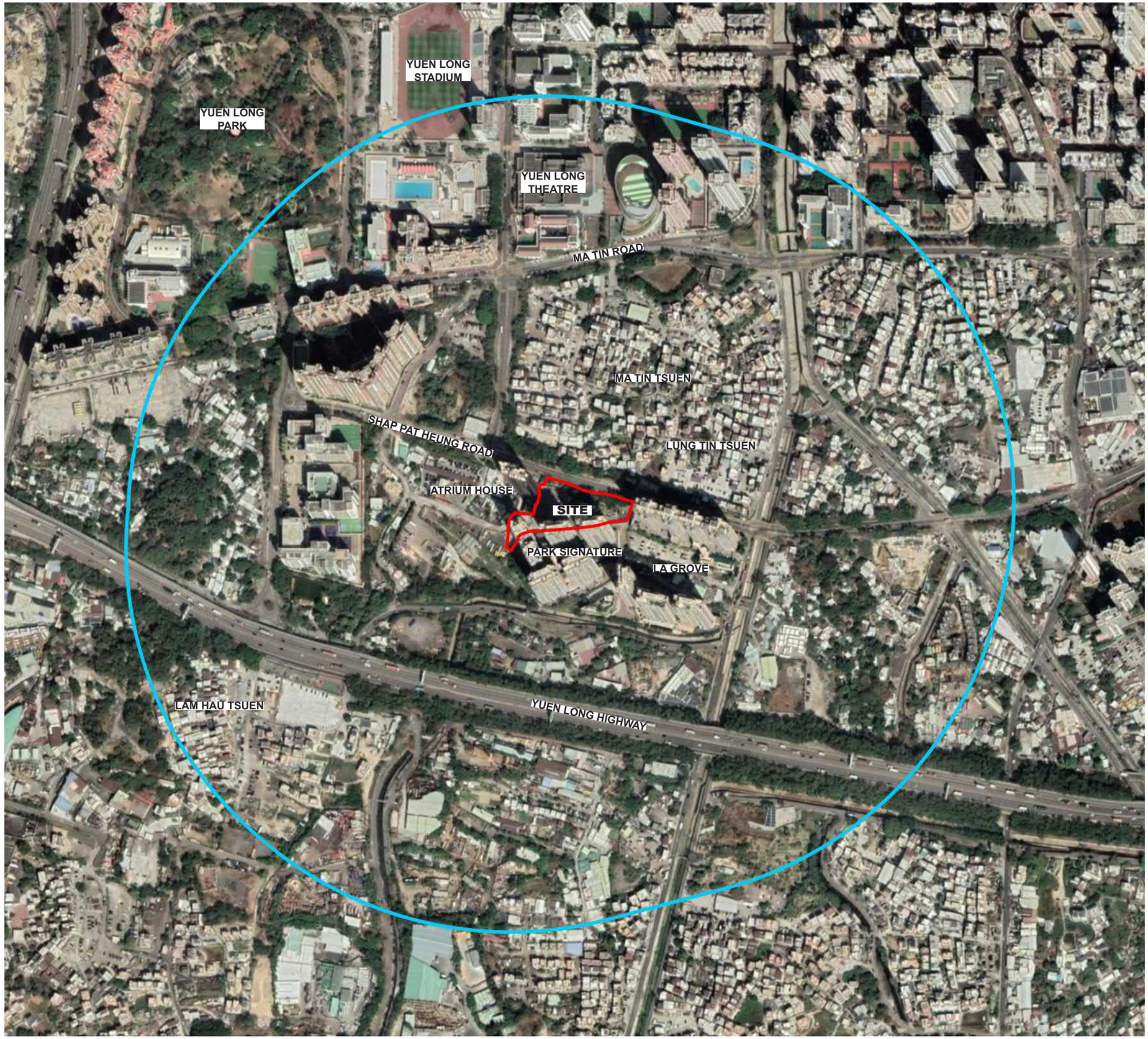
10.1.10 The key landscape impacts of the proposed development are largely limited to the impacts of trees affected by works, noise and air pollution arising from construction activities, shadows casted by the two proposed towers, and visual impact introduced by the blockage of the sky caused by the filling of gaps between existing residential blocks by the proposed buildings and the increase in building height by 15 storeys.

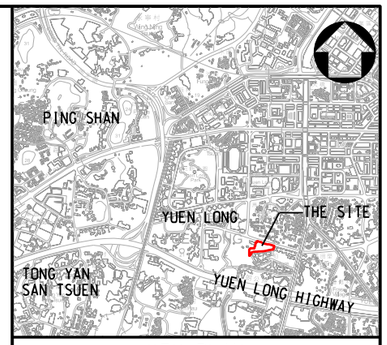
10.1.11 The proposed development involves limited change in terms of landscape resources and landscape character. With recommended mitigation measures in place, it is considered that the residual landscape impacts can be limited to slight and confined to the immediate surroundings of the Site.

10.1.12 As for the concerned visual impacts, it is recommended that mitigation measures (b) and (d) to be incorporated into the design of the proposed development as far as practicable.

10.1.13 The overall LVIA concludes that the landscape impacts of the proposed development are within acceptable levels.

Figures





KEY PLAN
N.T.S.

LEGEND:

PROPOSED HOUSING DEVELOPMENT (SUBJECT TO DETAILED SURVEY AND DESIGN)

500m STUDY AREA

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Drawing Status: FEASIBILITY STUDY

Suitability: -

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Project Title:
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

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Drawing Number: FIGURE 1

Revision: A

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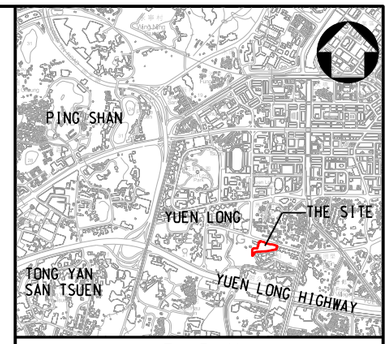

KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- 500m STUDY AREA

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(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

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(LANDS DEPARTMENT 2016)

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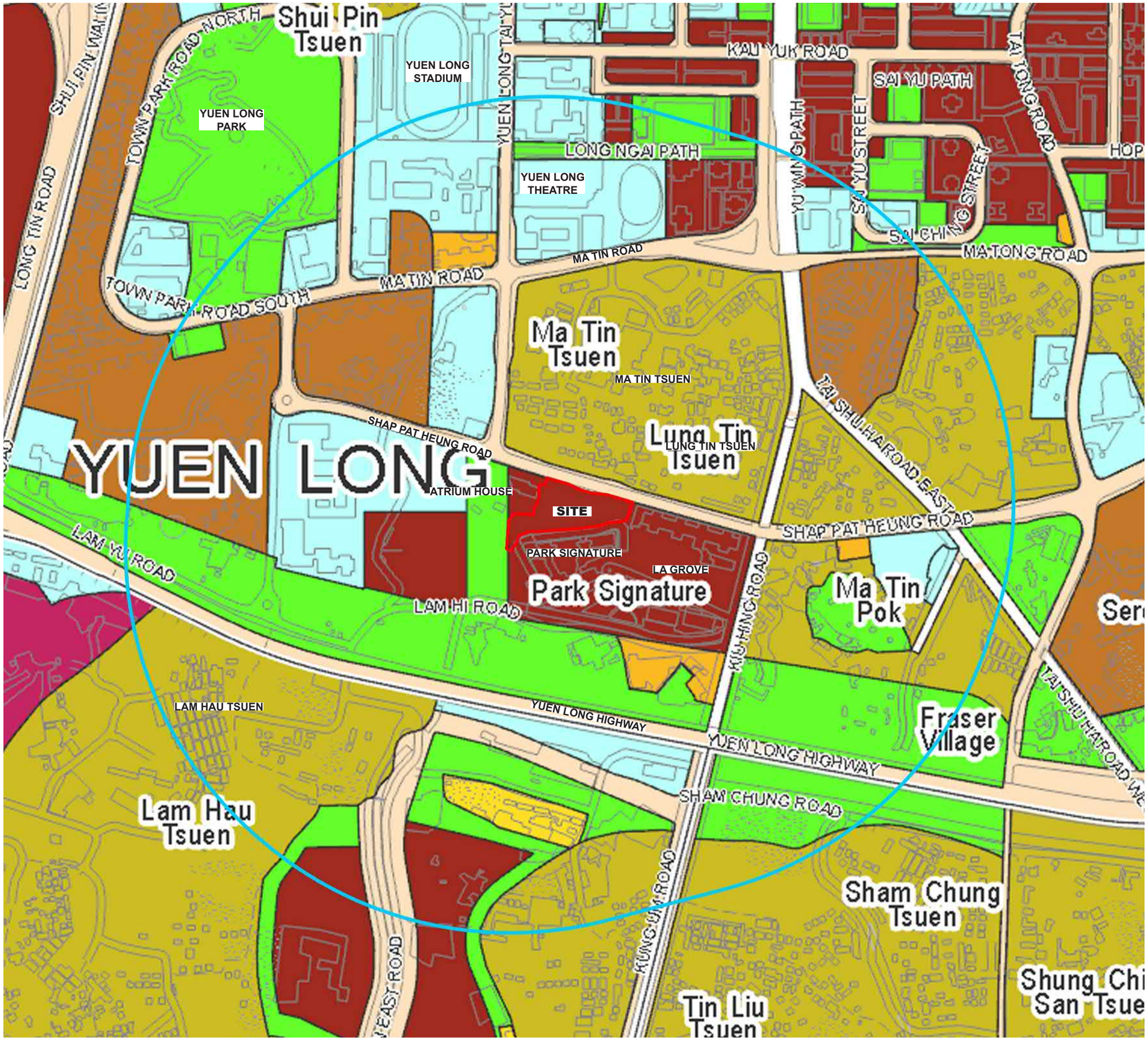

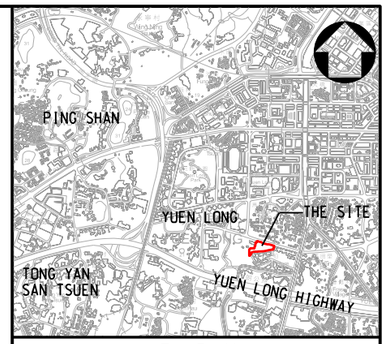

KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- 500m STUDY AREA

OZP Zoning

- R(E) Residential (Group E)
- U Undetermined
- I Industrial
- OU Other Specified Uses
- CDA Comprehensive Development Area
- O Open Space
- V Village Type Development
- AGR Agriculture
- CA Conservation Area
- G/IC Government, Institution or Community
- R(C) Residential (Group C)
- R(D) Residential (Group D)
- GB Green Belt
- OS Open Storage
- R(A) Residential (Group A)
- R(B) Residential (Group B)

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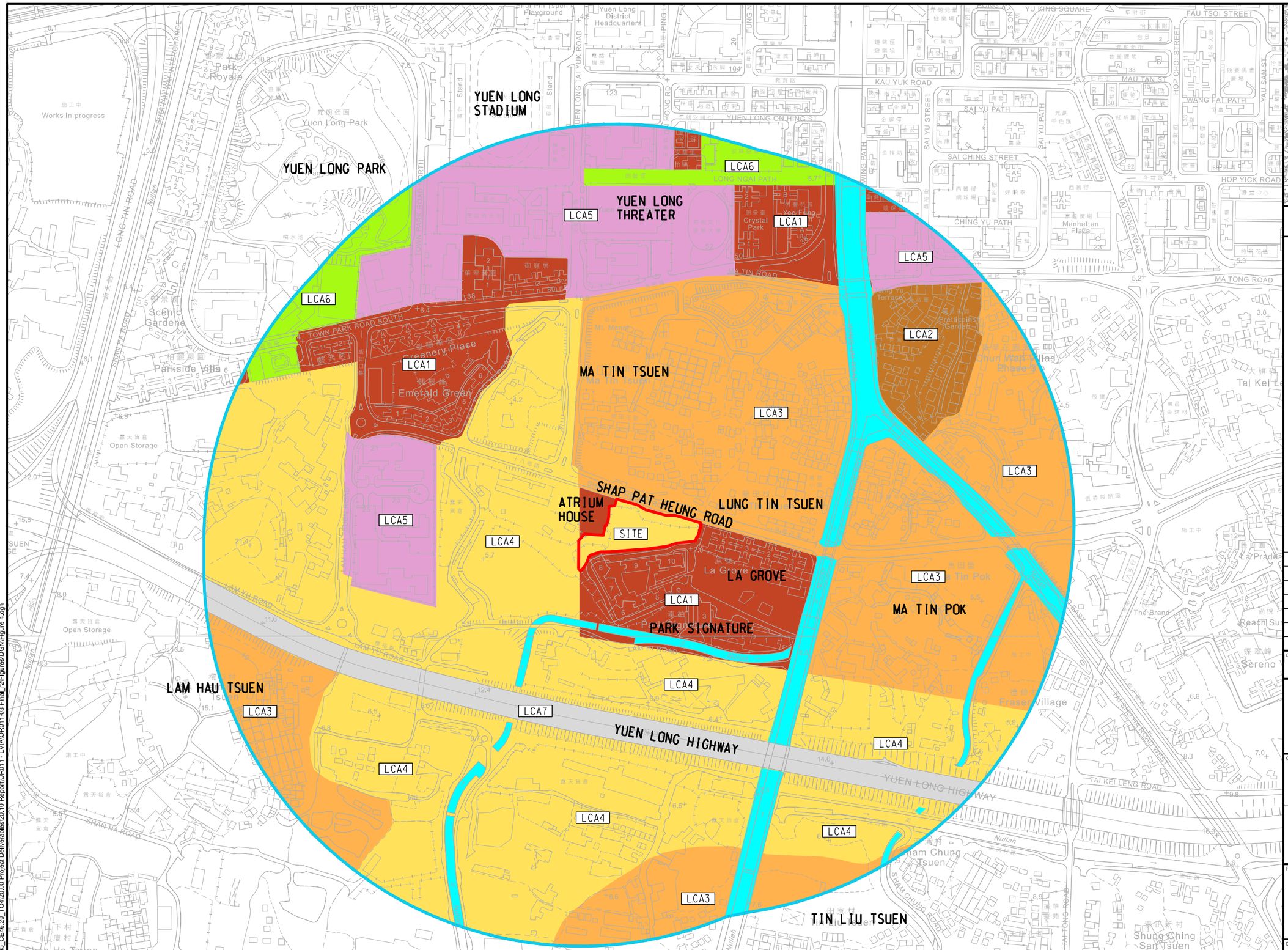

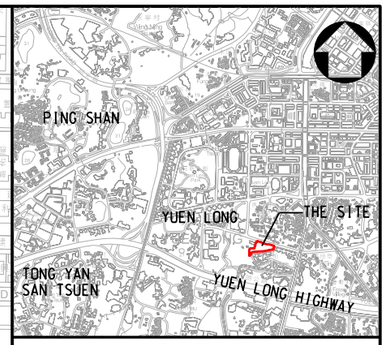

KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- 500m STUDY AREA
- LCA1 RESIDENTIAL URBAN LANDSCAPE
- LCA2 LOW-RISE RESIDENTIAL URBAN LANDSCAPE
- LCA3 URBAN PERIPHERAL VILLAGE LANDSCAPE
- LCA4 MISCELLANEOUS URBAN FRINGE LANDSCAPE
- LCA5 INSTITUTIONAL LANDSCAPE
- LCA6 PARK URBAN LANDSCAPE
- LCA7 TRANSPORTATION CORRIDOR LANDSCAPE
- LCA8 WATERCOURSE LANDSCAPE

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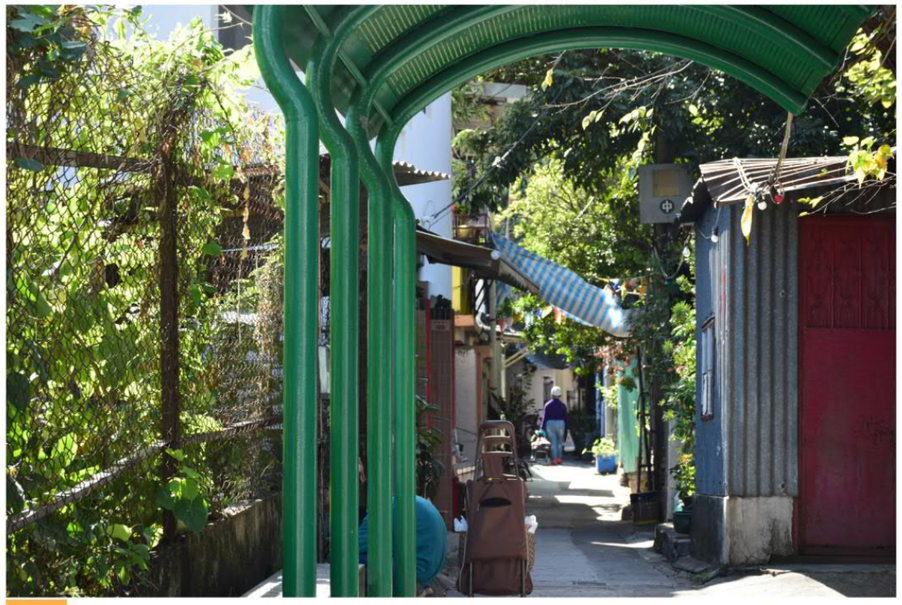
LCA1 Residential Urban Landscape



LCA2 Low-Rise Residential Urban Landscape

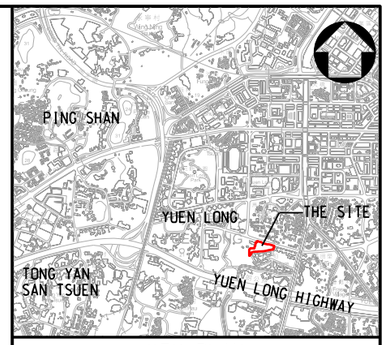
SITE



LCA3 Urban Peripheral Village Landscape



LCA4 Miscellaneous Urban Fringe Landscape



KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- 500m STUDY AREA
- LCA1 RESIDENTIAL URBAN LANDSCAPE
- LCA2 LOW-RISE RESIDENTIAL URBAN LANDSCAPE
- LCA3 URBAN PERIPHERAL VILLAGE LANDSCAPE
- LCA4 MISCELLANEOUS URBAN FRINGE LANDSCAPE
- LCA5 INSTITUTIONAL LANDSCAPE
- LCA6 PARK URBAN LANDSCAPE
- LCA7 TRANSPORTATION CORRIDOR LANDSCAPE
- LCA8 WATERCOURSE LANDSCAPE

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TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

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PHOTOS LANDSCAPE CHARACTER AREAS (1 OF 2)

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LCA5 Institutional Landscape



LCA6 Park Urban Landscape

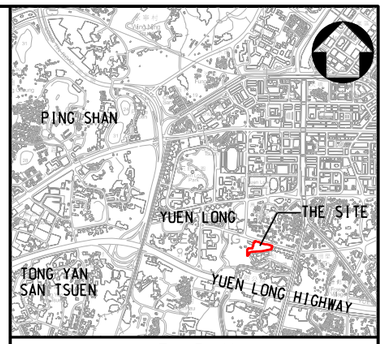
SITE



LCA7 Transportation Corridor Landscape



LCA8 Watercourse Landscape



KEY PLAN
N.T.S.

LEGEND:

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- 500m STUDY AREA
- LCA1 RESIDENTIAL URBAN LANDSCAPE
- LCA2 LOW-RISE RESIDENTIAL URBAN LANDSCAPE
- LCA3 URBAN PERIPHERAL VILLAGE LANDSCAPE
- LCA4 MISCELLANEOUS URBAN FRINGE LANDSCAPE
- LCA5 INSTITUTIONAL LANDSCAPE
- LCA6 PARK URBAN LANDSCAPE
- LCA7 TRANSPORTATION CORRIDOR LANDSCAPE
- LCA8 WATERCOURSE LANDSCAPE

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Drawing Number: FIGURE 5B
Revision: B

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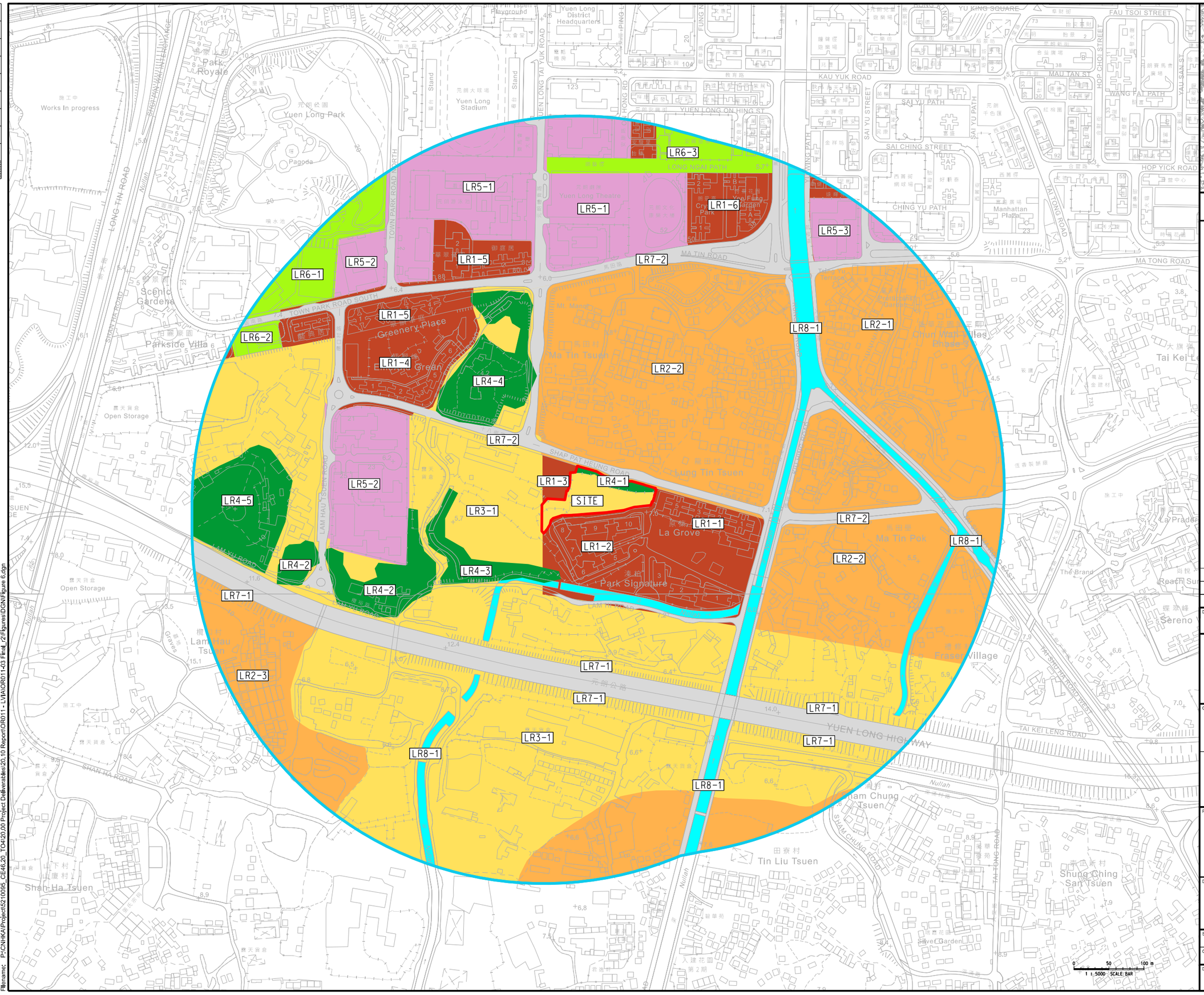

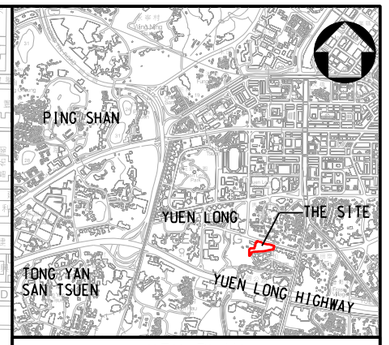

KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- 500m STUDY AREA
- LR1 VEGETATION AND OPEN SPACE WITHIN HIGH-RISE RESIDENTIAL AREAS
  - LR1-1 LA GROVE
  - LR1-2 PARK SIGNATURE
  - LR1-3 ATRIUM HOUSE
  - LR1-4 EMERALD GREEN
  - LR1-5 RESIDENTIAL BUILDINGS ALONG MA TIN ROAD AT TOWN PARK ROAD
  - LR1-6 RESIDENTIAL BUILDINGS AT MA TIN ROAD AND YUEN LONG NULLAH
- LR2 LOW-RISE RESIDENTIAL URBAN LANDSCAPE
  - LR2-1 VILLA CLUSTER AT MA TONG ROAD AND TAI SHU HA ROAD EAST
  - LR2-2 MA TIN TSUEN, LUNG TIN TSUEN AND MA TIN POK
  - LR2-3 LAM HAU TSUEN
- LR3 VEGETATION AND OPEN SPACES WITHIN INDUSTRY AND STORAGE AREAS
  - LR3-1 INDUSTRY AND STORAGE SPACE
- LR4 MISCELLANEOUS VEGETATED AREAS
  - LR4-1 TREES AND VEGETATION WITHIN PROJECT SITE
  - LR4-2 VEGETATED AREA SOUTH OF ELCHK LUTHERAN ACADEMY
  - LR4-3 VEGETATED AREA EAST OF LAM HAU POK PUBLIC TOILET
  - LR4-4 VEGETATED AREA EAST OF EMERALD GREEN
  - LR4-5 VEGETATED KNOLL
- LR5 VEGETATION AND OPEN SPACES WITHIN INSTITUTIONAL LANDSCAPE
  - LR5-1 YUEN LONG STADIUM, SWIMMING POOL, THEATRE AND L&C BUILDING
  - LR5-2 SCHOOL CLUSTER ALONG LAM HAU TSUEN ROAD AND TOWN PARK ROAD
  - LR5-3 SCHOOL AND HEALTH CENTRE AT MA TONG ROAD AND NULLAH
- LR6 PARKS AND OTHER OPEN SPACES
  - LR6-1 YUEN LONG PARK
  - LR6-2 TOWN PARK SOUTH PLAYGROUND
  - LR6-3 ON HING PLAYGROUND
- LR7 ROADSIDE PLANTING
  - LR7-1 YUEN LONG HIGHWAY
  - LR7-2 STREET TREES AND STREETSCAPE
- LR8 WATERCOURSE
  - LR8-1 NULLAH AND ADJACENT ROADS AND PATHWAYS

Rev.	Date	Description	By	Chk'd	App'd
B	JUN 2022	GEN REVISION	AW	KL	DL
A	MAR 2022	FIRST ISSUED	AW	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
土木工程拓展署
Civil Engineering and Development Department

土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
LANDSCAPE RESOURCES

Scale	Designed	Drawn	Checked	Authorised
1:5000	AW	CAD	KL	DL
Original Size	Date	Date	Date	Date
A3	MAR 2022	MAR 2022	MAR 2022	MAR 2022

Drawing Number: FIGURE 6
Revision: B

0 50 100 m
1 : 5000 SCALE BAR

User name: LAUK4827 Date:24-Apr-23 Time:4:42:45 PM
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LR1-1 La Grove



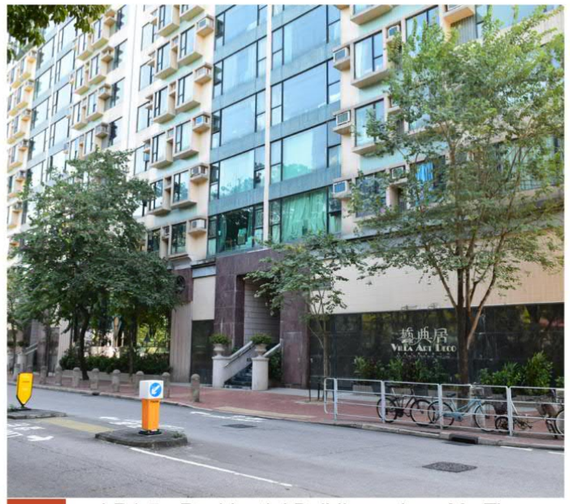
LR1-2 Park Signature



LR1-3 Atrium House



LR1-4 Emerald Green



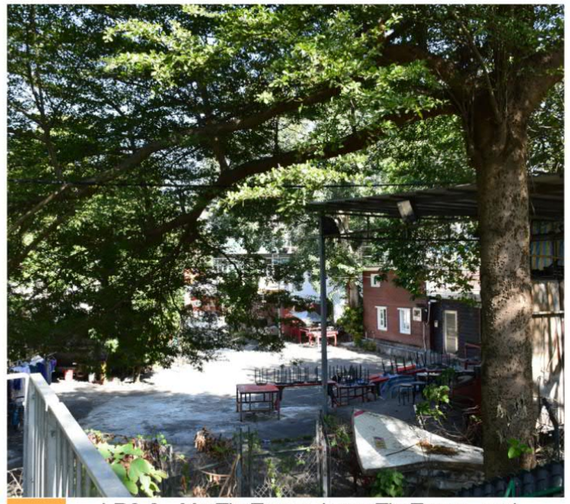
LR1-5 Residential Buildings along Ma Tin Road at Town Park Road



LR1-6 Residential Buildings along Ma Tin Road and Yuen Long Nullah



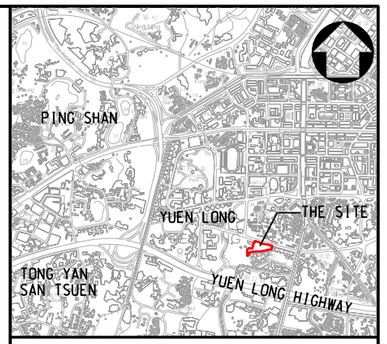
LR2-1 Villa Cluster at Ma Tong Road and Tai Shu Ha Road East



LR2-2 Ma Tin Tsuen, Lung Tin Tsuen, and Ma Tin Pok



LR2-3 Lam Hau Tsuen



KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- 500m STUDY AREA
- LR1 VEGETATION AND OPEN SPACE WITHIN HIGH-RISE RESIDENTIAL AREAS
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  - LR3-1 INDUSTRY AND STORAGE SPACE
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  - LR4-1 TREES AND VEGETATION WITHIN PROJECT SITE
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  - LR6-3 ON HING PLAYGROUND
- LR7 ROADSIDE PLANTING
  - LR7-1 YUEN LONG HIGHWAY
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- LR8 WATERCOURSE
  - LR8-1 NULLAH AND ADJACENT ROADS AND PATHWAYS

Rev.	Date	Description	By	Chk'd	App'd
B	JUN 2022	GEN REVISION	AW	KL	DL
A	MAR 2022	FIRST ISSUED	AW	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
土木工程拓展署
Civil Engineering and Development Department
土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
PHOTOS OF LANDSCAPE RESOURCES (1 OF 3)

Scale	Designed	Drawn	Checked	Authorised
1:500	AW	CAD	KL	DL
Original Size	Date	Date	Date	Date
A3	MAR 2022	MAR 2022	MAR 2022	MAR 2022

Drawing Number: FIGURE 7A
Revision: B

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User name: LAUK4827 Date:24-Apr-23 Time: 9:38:00 PM
Filename: P:\CNHKA\Project\52100\95_CE46.20_TO4\20.00 Project Deliverables\20.10 Report\OR011 - LVIA\OR011-03 Final_r2\Figures\DGN\Figure 7A.dgn



LR3-1 Industry and Storage Space



LR4-1 Trees and Vegetation within Project Site



LR4-2 Vegetated Area South of ELCHK Lutheran Academy



LR4-3 Vegetated Area East of Lam Hau Pok Public Toilet



LR4-4 Vegetated Area East of Emerald Green



LR4-5 Vegetated Knoll



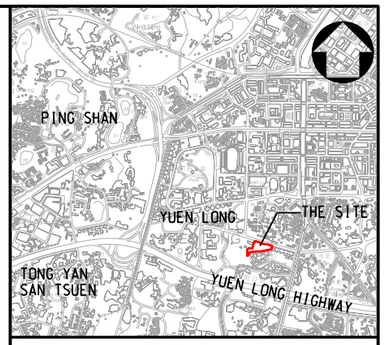
LR5-1 Yuen Long Stadium, Swimming Pool, Theatre, and L&C Building



LR5-2 School Cluster along Lam Hau Tsuen Road and Town Park Road



LR5-3 School and Health Centre at Ma Tong Road and Nullah



KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- 500m STUDY AREA
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  - LR8-1 NULLAH AND ADJACENT ROADS AND PATHWAYS

Rev.	Date	Description	By	Chk'd	App'd
B	JUN 2022	GEN REVISION	AW	KL	DL
A	MAR 2022	FIRST ISSUED	AW	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title:
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title:
PHOTOS OF LANDSCAPE RESOURCES
(2 OF 3)

Scale	Designed	Drawn	Checked	Authorised
1:500	AW	CAD	KL	DL
Original Size: A3	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022

Drawing Number: FIGURE 7B
Revision: B

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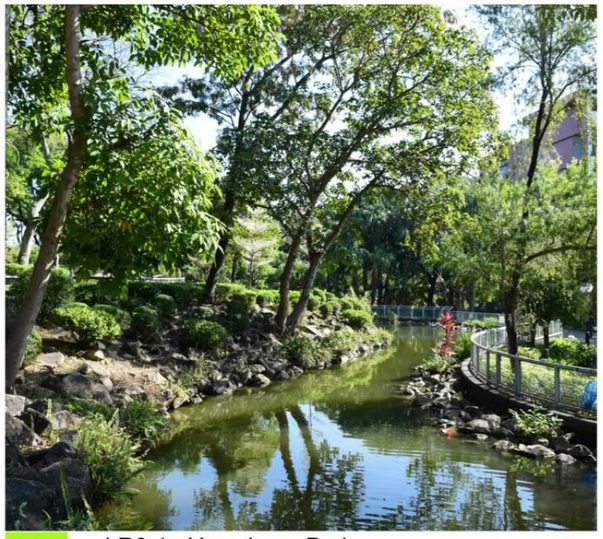
User name: LAUK4827 Date:24-Apr-23 Time: 9:39:19 PM
Filename: P:\CNHK\Projects\5210095_CE46.20_TO\4\20.00 Project Deliverables\20.10 Report\OR011 - LVIA\OR011-03 Final_2\Figures\DGN\Figure 7B.dgn



LR6-1 Yuen Long Park



LR6-2 View from Town Park South Playground



LR6-3 On Hing Playground



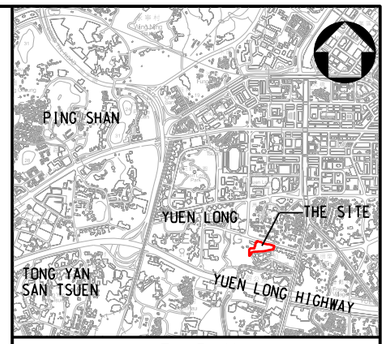
LR7-1 Yuen Long Highway



LR7-2 Street Trees and Streetscape



LR8-1 Nullah and Adjacent Roads and Pathways



KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- 500m STUDY AREA
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  - LR8-1 NULLAH AND ADJACENT ROADS AND PATHWAYS

Rev.	Date	Description	By	Chk'd	App'd
B	JUN 2022	GEN REVISION	AW	KL	DL
A	MAR 2022	FIRST ISSUED	AW	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title:
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title:
PHOTOS OF LANDSCAPE RESOURCES
(3 OF 3)

Scale	Designed	Drawn	Checked	Authorised
1:500	AW	CAD	KL	DL
Original Size: A3	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022

Drawing Number: FIGURE 7C
Revision: B

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User name: LAUK4827 Date:24-Apr-23 Time: 9:40:19 PM
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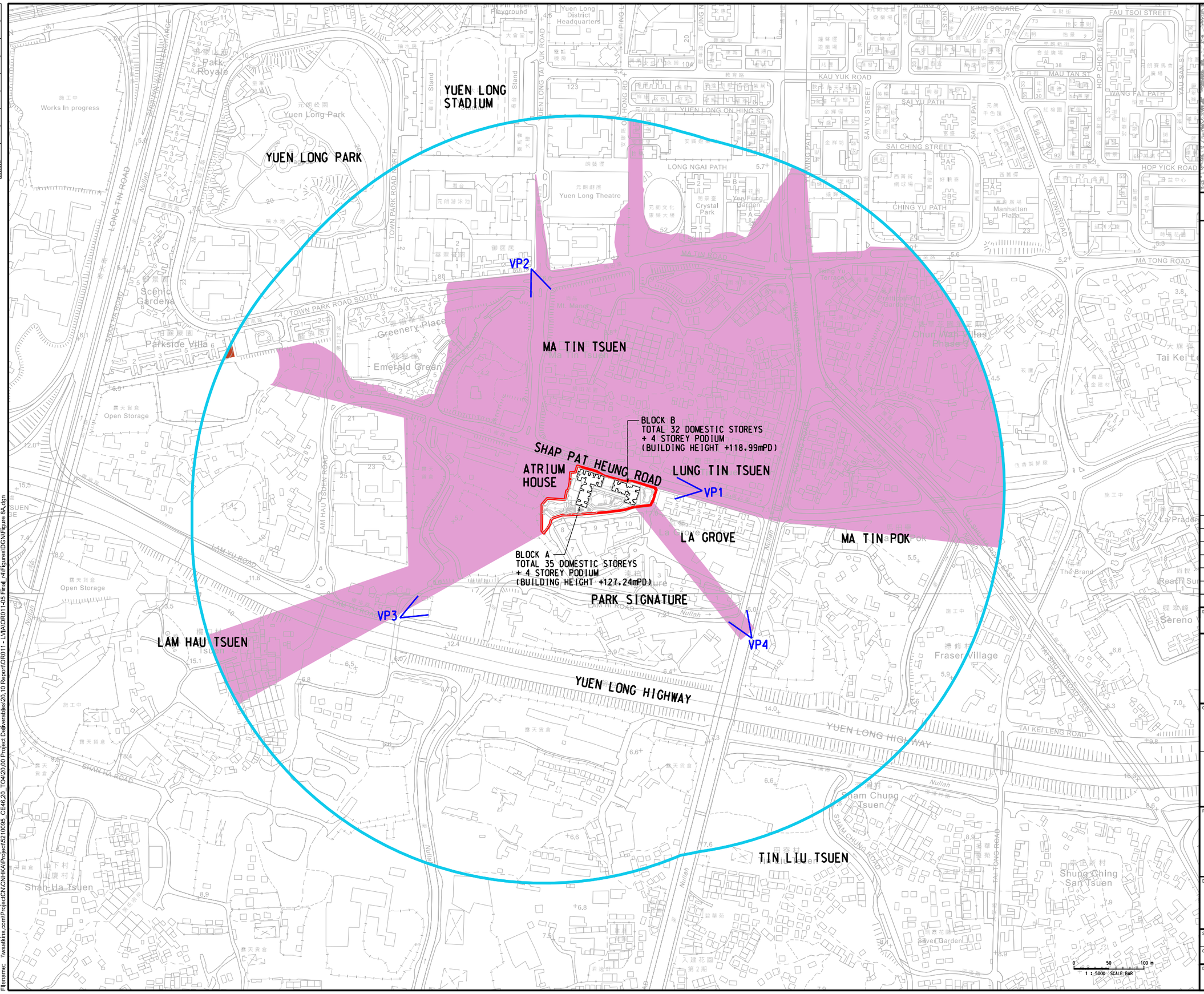

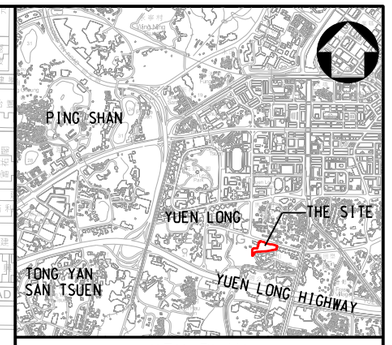

KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- 500m STUDY AREA
- VISUAL ENVELOPE

Rev.	Date	Description	By	Chk'd	App'd
C	OCT 2023	MINOR UPDATES	AW	WL	SW
B	AUG 2023	MINOR UPDATES	AW	WL	SW
A	MAR 2022	FIRST ISSUED	WL	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
土木工程拓展署
Civil Engineering and Development Department

土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
VISUAL ENVELOPE AND KEY PUBLIC VIEW POINTS

Scale	Designed	Drawn	Checked	Authorised
1:5000	WL	CAD	KL	DL
Original Size	Date	Date	Date	Date
A3	MAR 2022	MAR 2022	MAR 2022	MAR 2022

Drawing Number: FIGURE 8A
Revision: C

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User name: LAUK4827 Date:19-Oct-23 Time: 3:09:30 PM
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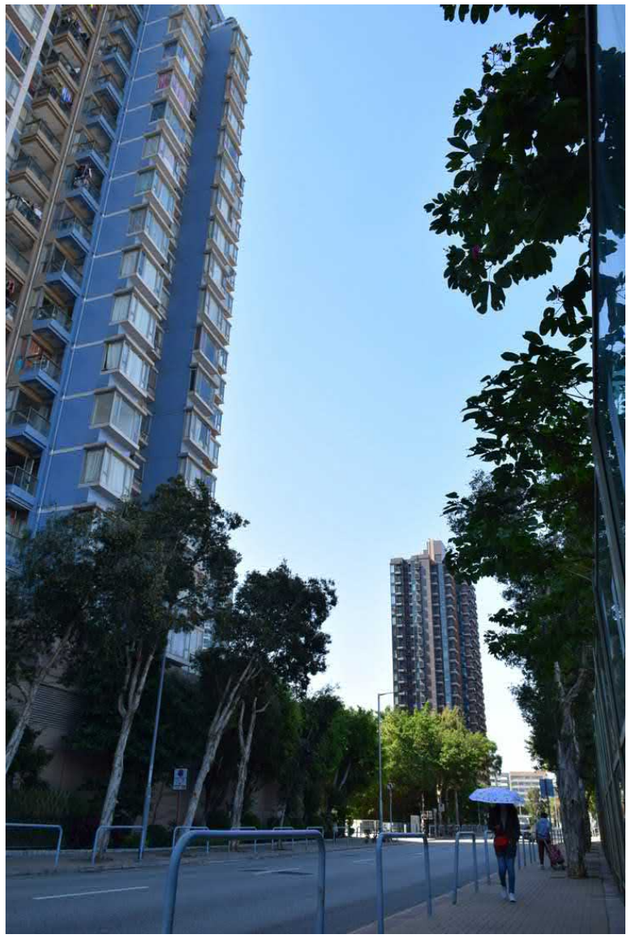


VP1 - From Shap Pat Heung Road to the East of the Site



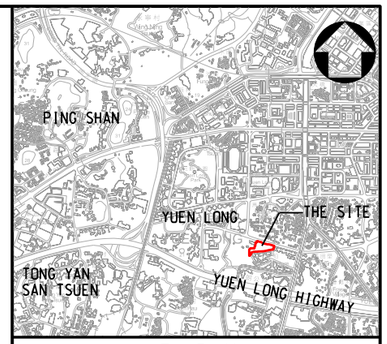
VP2 - From the Intersection of Yuen Long Tai Yuk Road and Ma Tin Road



VP3 - From Southeast of Site at Lam Yu Road



VP4 - From East of Site at the Nullah



KEY PLAN
N.T.S.

Rev.	Date	Description	By	Chk'd	App'd
B	APR 2023	VP1 UPDATED	AW	KL	DL
A	MAR 2022	FIRST ISSUED	AW	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Client
土木工程拓展署
Civil Engineering and Development Department
土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
VISUAL ENVELOPE AND KEY PUBLIC VIEWPOINTS

Scale	Designed	Drawn	Checked	Authorised
1:500	AW	CAD	KL	DL
Original Size: A3	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022

Drawing Number: FIGURE 8B
Revision: B

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User name: LAUK4827 Date:24-Apr-23 Time: 10:17:09 PM
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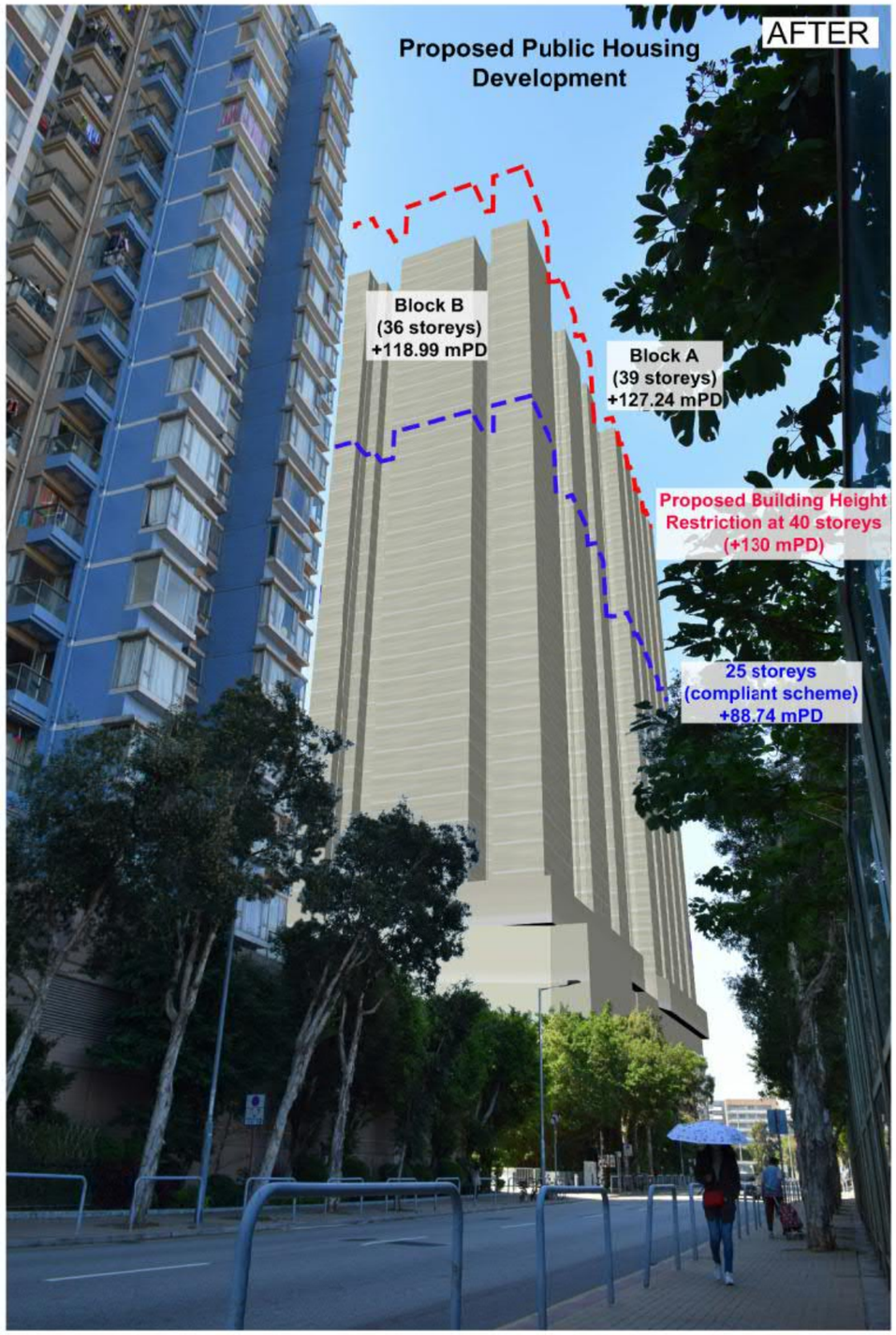

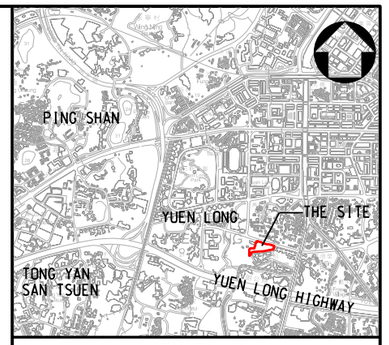

KEY PLAN
N.T.S.

Rev.	Date	Description	By	Chk'd	App'd
D	OCT 2023	PHOTOMONTAGE REVIEWED	AW	WL	SW
C	AUG 2023	PHOTOMONTAGE REVIEWED	AW	WL	SW
B	APR 2023	PHOTOMONTAGE REVIEWED	AW	WL	SW
A	MAR 2022	FIRST ISSUED	AW	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
CEDD 土木工程拓展署
Civil Engineering and Development Department
土木工程處
房屋工程3部
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Drawing Title
PHOTOMONTAGES (1 OF 4)
VP1 - FROM SHAP PAT HEUNG ROAD TO THE EAST OF THE SITE

Scale	Designed	Drawn	Checked	Authorised
1:500	AW	CAD	KL	DL
Original Size: A3	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022

Drawing Number: FIGURE 9A
Revision: D

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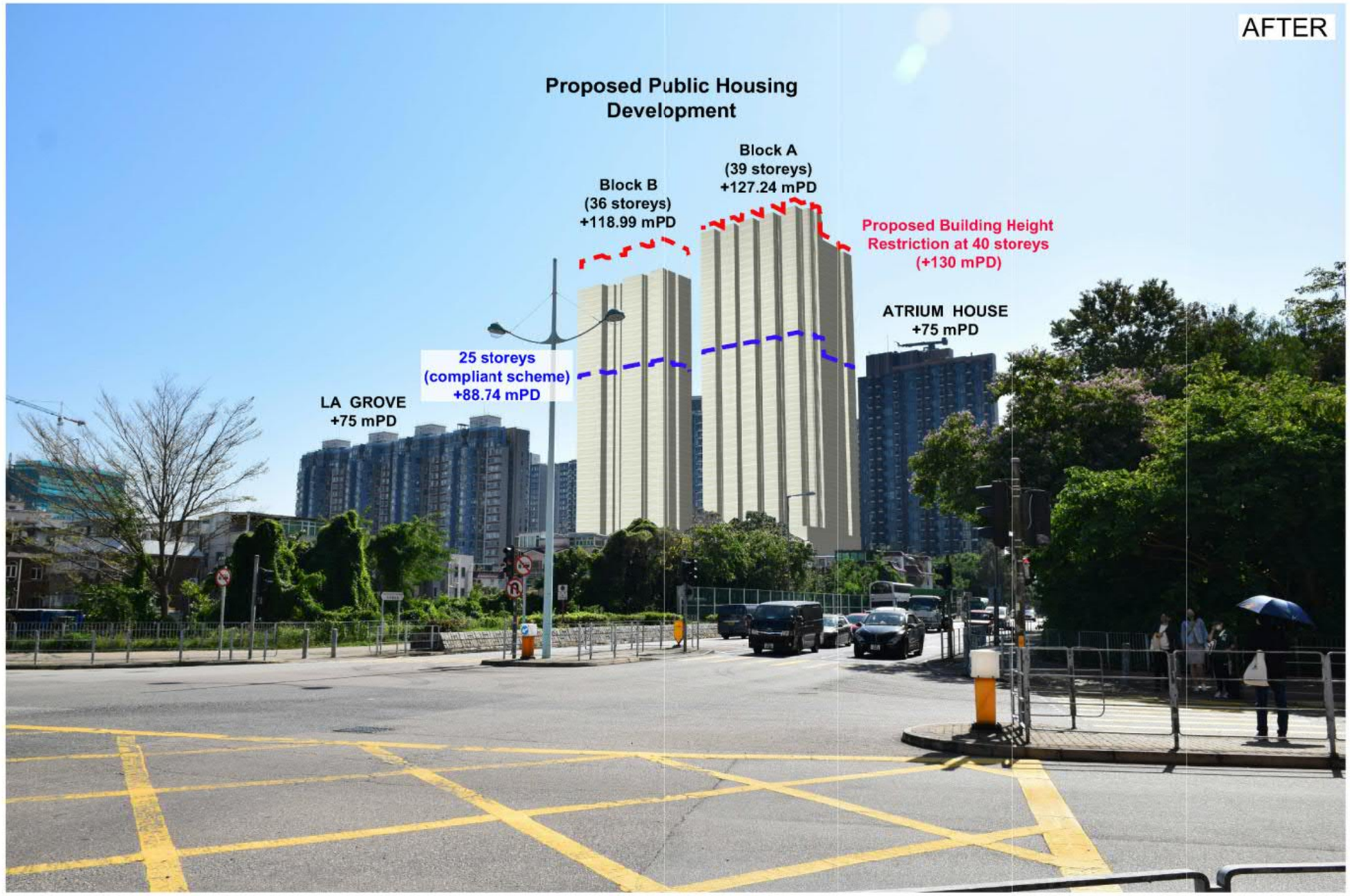

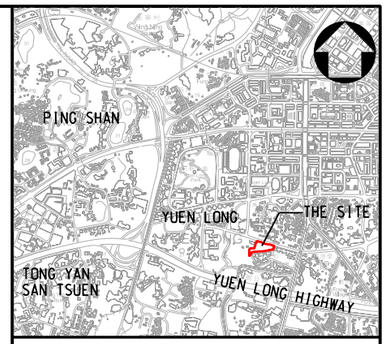

KEY PLAN
N.T.S.

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C	AUG 2023	PHOTOMONTAGE REVIEWED	AW	WL	SW
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A	MAR 2022	FIRST ISSUED	AW	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Client
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Civil Engineering and Development Department
土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
PHOTOMONTAGES (2 OF 4)
VP2 - FROM THE INTERSECTION OF YUEN LONG TAI YUK ROAD AND MA TIN ROAD

Scale	Designed	Drawn	Checked	Authorised
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Drawing Number: FIGURE 9B
Revision: D

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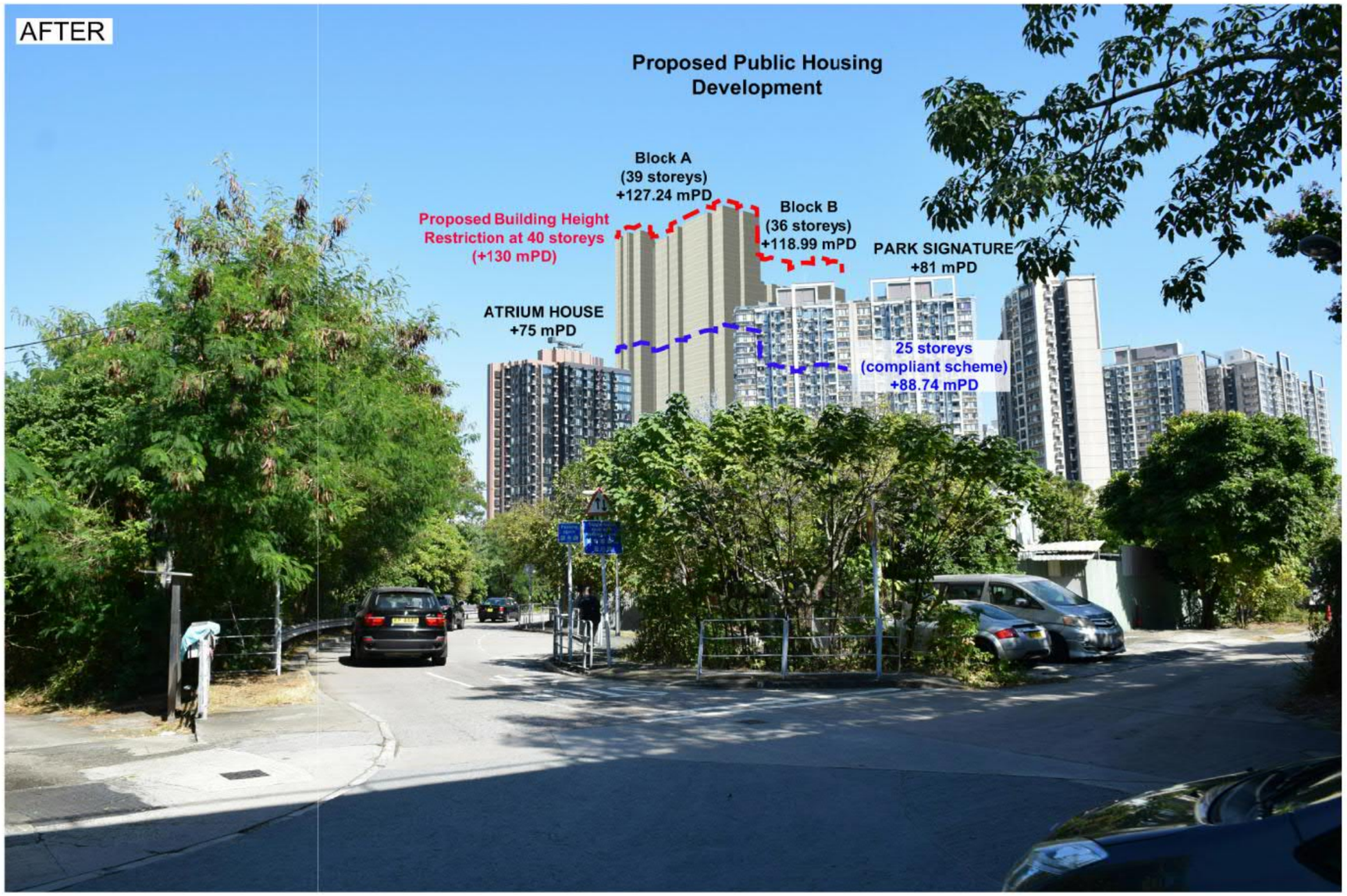

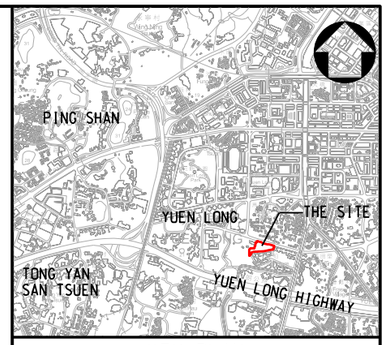

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Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
PHOTOMONTAGES (3 OF 4)
VP3 - FROM THE SOUTHEAST OF THE SITE AT LAM YU ROAD

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Original Size: A3	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022

Drawing Number: FIGURE 9C
Revision: D

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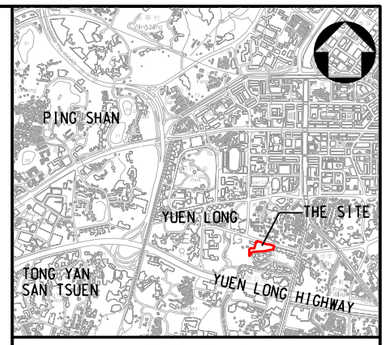

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房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
PHOTOMONTAGES (4 OF 4)
VP4 - FROM THE EAST OF THE SITE AT THE NULLAH

Scale	Designed	Drawn	Checked	Authorised
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Original Size: A3	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022

Drawing Number: FIGURE 9D
Revision: D

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Appendix A

Tree and Vegetation Survey Report

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5210095-ATK-LVT-1001 Shap Pat Heung Road Tree Survey Plan

Appendix

Appendix A Tree Assessment Schedule

Appendix B Tree Photos

1. Tree Survey Methodology

1.1 Methodology

1.1.1 In accordance with DEVB TCW No. 4/2020, all existing individual trees with a trunk diameter larger than 95mm measured at 1,300mm above ground level are surveyed and identified with the following information recorded and presented in the Tree Assessment Schedule in the Appendix A.

Individual Tree Survey

(a) Drawing: Drawing where the individual tree can be found.

(b) Tree No.: Individual trees as being number labelled on site and marked on site and denoted correspondingly on the plan.

(c) Photo No.: The photograph reference number of the tree being identified.

(d) Species: Scientific and Chinese names of the trees surveyed.

(e) Tree size:

1. Overall Height: Height measured from ground level to the top branch;

2. Trunk Diameter: Diameter of the main trunk measured at 1.3m high above ground level;

3. Average Crown Spread: Average diameter of the foliage canopy.

(f) Amenity Value of a tree should be assessed by its functional values for shade, shelter, screening, reduction of pollution and noise and also its fung shui significance, and classified into the following categories:

1. High – important trees which should be retained by adjusting the design layout accordingly;

2. Medium – trees that are desirable to be retained in order to create a pleasant environment, which includes healthy specimens of lesser importance than “Good” trees;

3. Low – trees that are dead, dying or potentially hazardous and should be removed.

(g) Form:

1. Good - Well-balanced crown and straight strong trunk(s);

2. Average - Slightly unbalanced crown and non-straight trunk(s);

3. Poor - Misshapen or awkwardly-forked trunk and / or unbalanced crown.

(h) Health:

1. Good - Sound and healthy trees;
2. Average - Trees which are with few or no visible defects or health problem;
3. Poor - Rot and / or cavities in the main trunk and / or crown die back, severely infected with disease.

(i) Structural Condition:

1. Good - Trees with no or little sign of structural defect and would have low risk level of potential failure;
2. Average - Trees with moderate sign of structural defect and would have medium risk level of potential failure;
3. Poor - Trees with significant and obvious sign of structural defect and would have high risk level of potential failure.

(j) Suitability for Transplanting: Assess the suitability of affected trees be transplanted taken into account of the following factors: -

- conditions of the tree to be transplanted (including form, health and structure which will affect success of the proposed transplanting);
- size, species, and conservation status of the tree to be transplanted;
- availability and suitability of a permanent receptor site, both within and outside the project site;
- adequate time for preparation of transplanting operation;
- identification of a long-term maintenance party for the transplanted tree(s);
- access to the existing location and transportation to the receptor site (including availability of access to accommodate the tree, topography of the proposed route, engineering limitations, etc.); and
- cost-effectiveness.

(k) Trees with the following features should not be considered suitable for transplanting under normal circumstances:

- low amenity value;
- irrecoverable form after transplanting (e.g. if substantial crown and root pruning are necessary to facilitate the transplanting);
- low survival rate after transplanting;

- very large size (unless the feasibility to transplant has been considered financially reasonable and technically feasible during the feasibility stage);
- with evidence of over-maturity and onset of senescence;
- with poor health, structure or form (e.g. imbalanced form, leaning, with major cavity/cracks/splits); or
- undesirable species (e.g. *Leucaena leucocephala* which is an invasive exotic tree).

(l) Having considered the above factors and features of the trees, trees are assessed as follows: -

1. High - Trees are highly suitable for transplanting.
2. Medium - Trees are moderately suitable for transplanting.
3. Low – Trees are not suitable for transplanting.

(m) Conservation Status: State the rarity and protection status of the species under relevant ordinances 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.

(n) Recommendation: Proposed action for individual species which fall into the following categories:

1. Retain
2. Transplant
3. Remove

<u>Tree Group Survey</u>

(a) Drawing: Drawing showing where the tree groups are found.

(b) Tree Group No.: Tree Groups as being number labelled on site and marked on site and denoted correspondingly on the plan.

(c) Composition and Estimated No. of Trees: The actual count of the number of trees within the group whenever possible and percentage of a particular species in the tree group.

(d) Tree Group Photo No.: The photograph reference number of the tree group being identified.

(e) Species in the Tree Group: Scientific and Chinese names of the trees surveyed.

(f) Average tree size in the Group:

1. Average Height: Height measured from ground level to the top

branch;

2. Average Trunk Diameter: Diameter of the main trunk measured at 1.3m high above ground level; and

3. Average Crown Spread: Average diameter of the foliage canopy.

(g) Recommendation: Proposed action for trees in the group which fall into the following categories:

1. Retain

2. Transplant and

3. Remove

2. Tree and vegetation survey findings and recommendations

2.1 Tree and Vegetation Survey Findings

2.1.1 The targeted trees of the tree and vegetation survey were mostly located between the areas between the carpark and pedestrian walkway along Shap Pat Heung Road where it is government land. The area was mainly overgrown with a mix of small, medium and large trees.

2.1.2 Individual tree survey was arranged on 7 December 2021 but it was put to a stop by the staff from the existing carpark and hence individual tree survey could not be carried out. Subsequently, second attempt for individual tree survey was made on 22 December 2021 and it was once again put to a stop by the staff.

2.1.3 Pursuant to para 29-30 of CEDD TC No. 07/2020, the area for individual tree survey was inaccessible and hence tree group survey was proposed and tree group survey was conducted on 8 February 2022.

2.1.4 The tree group survey attempted to provide an actual count of existing trees inside the tree group as well as the locations of some existing large trees as far as possible for baseline reference.

2.1.5 A tree assessment schedule and tree photographs are presented in the Tree Survey Report enclosed in **Appendix A** and **Appendix B**.

2.2 Tree Group Findings

2.2.1 The tree and vegetation survey identified one inaccessible planting area lying between the parking lot and the pedestrian walkway along Shap Pat Heung Road.

2.2.2 The area was mainly overgrown with a mix of small, medium and large trees.

2.2.3 It was estimated that a total of 52 trees belonging to 13 species exist within the identified tree groups.

2.2.4 Among these 52 trees, 12 trees located within the proposed development boundary are more visible due to their relatively larger tree sizes. Their relative locations are shown on the tree survey plan for reference.

2.2.5 The general conditions of the trees within the tree groups were found to be in average conditions. The crown size varies and tree height between 5m to 13m.

2.2.6 No OVT was identified within the tree groups of Shap Pat Heung Road Study Site.

2.2.1 The survey also finds no trees or plants of particular interest nor any rare and precious / endangered / protected plant and/or any plant species of conservation value of any sizes within the surveyed tree groups.

2.2.2 A summary of the estimated number and species of trees is summarized in **Table 4.1**.

Table 4.1 – Summary of all Trees Surveyed

Species		Estimated Number of trees
Scientific Name	**Chinese Name**	
Cinnamomum camphora	樟	7
Archontophoenix alexandrae	假檳榔	1
Celtis sinensis	朴樹	12
Bauhinia purpurea	紅花羊蹄甲	9
Khaya senegalensis	非洲楝	2
Ficus microcarpa	細葉榕	5
Leucaena leucocephala	銀合歡	2
Ilex rotunda	鐵冬青	6
Acacia confusa	台灣相思	1
Melaleuca cajuputi subsp. cumingiana	白千層	3
Artocarpus heterophyllus	菠蘿蜜	2
Bombax ceiba	木棉	1
Psidium guajava	番石榴	1
	TOTAL:	**52**

2.3 Impact of Existing Tree

2.3.1 The proposed housing development would inevitably affect numbers of existing trees. As most of the existing trees are of poor to average conditions, the vast majority of affected trees are deemed to have low “Suitability for Transplanting” and recommended to be removed.

2.3.2 Preliminary review of the layout of the proposed housing development shows that it will affect approximately 49 trees which are all located within the proposed development site. These trees are recommended to be felled.

2.3.3 **Table 5.1** summarizes impact of all trees surveyed for Shap Pat Heung Road Study Site.

Table 5.1 – Estimated Number of Trees Affected by the Proposed Infrastructure and Associated Works

Location	Approximate no. of Trees in Tree Group located within Proposed Development Site	No. of Trees to be Retained (Located outside Proposed Development Site)	No. of Trees to be Transplanted	No. of Trees to be Felled
Tree Group	49[1]	3	0	49

Remarks:
1. Number of trees within tree groups is actual count number whenever possible.

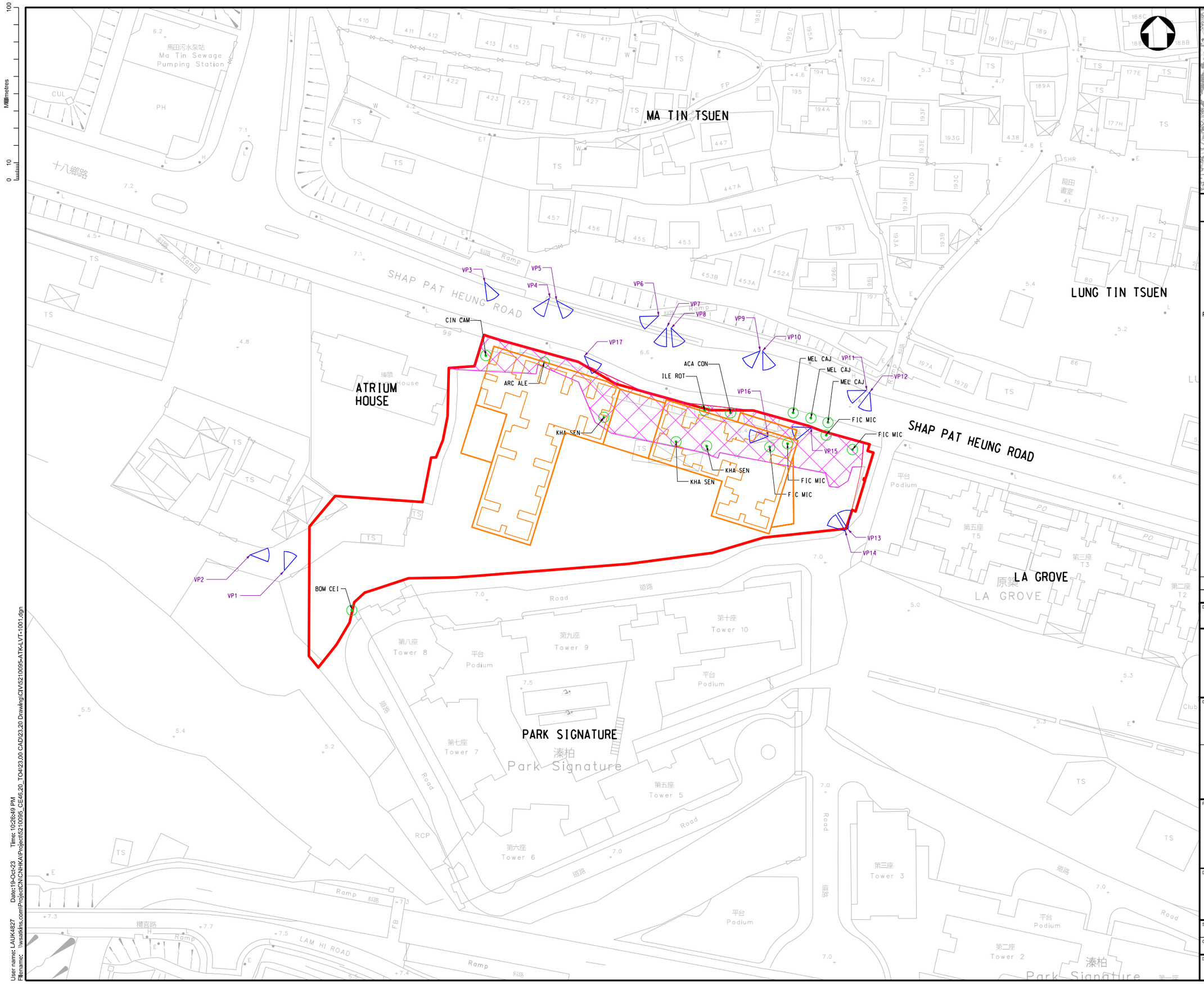
2.3.4 As there is no site formation and infrastructure works for the concerned site and the site will be handed over to HD directly for the construction of housing blocks, detailed tree survey, tree removal application and compensatory planting proposal shall be submitted by HD in accordance with "DEVB TC(W) No. 4/2020 – Tree Preservation" in the next stage.

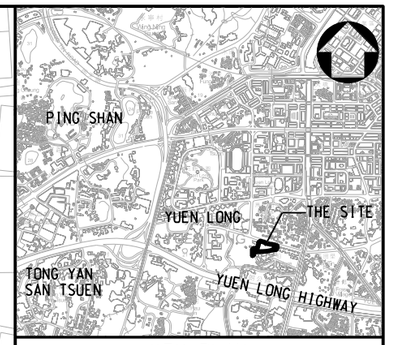
2.4 Compensatory Planting Proposal

2.4.1 Due to the proposed infrastructure and associated works, approximate 49 trees located inside the surveyed tree group are affected and are recommended to be felled.

2.4.2 Tree preservation and removal works with compensatory tree planting proposal shall be proposed by HD in future design stage. Tree compensation will be provided within the site in accordance with the Development Bureau Technical Circular (Works) No. 4/2020 as far as practicable.

Figures





KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY
- TREE GROUP
- EXISTING TREE
- PHOTO POINT OF VIEW

Rev.	Date	Description	By	Chk'd	App'd
A	MAR 2022	FIRST ISSUED	CKC	YMW	SW

Drawing Status: FEASIBILITY STUDY
Suitability: -

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CEDD 土木工程拓展署
Civil Engineering and Development Department

土木工程處
房屋工程組
Civil Engineering Office
Housing Projects 1 Unit

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 3 - PING KWAI ROAD)

Drawing Title
SHAP PAT HEUNG ROAD
TREE SURVEY PLAN

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Original Size: A1	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022

Drawing Number: 5210095-ATK-LVT-1001
Revision: A

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User name: LAUK4827 Date:19-Oct-23 Time: 10:26:49 PM
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Appendix A

Tree Assessment Schedule

Tree Assessment Schedule for Surveyed Trees - Shap Pat Heung Road
Project Title: CE46/2020 (CE)- Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024)
(Drawing Ref. 5210095-ATK-LVT-1001)
Date of Tree Survey: 8th February 2022
Surveyed by: Jai,Choi Kwok Fai RSTMP Reg. No. TM322117

Tree Group No.	Photo View No.	Species		Measurements			Approx. Quantity of the Group	Within HD Site Boundary (Y/N)	Amenity Value (High(H)/ Medium(M)/ Low(L))	Form (Good(G)/ Average(A)/ Poor(P))	Health Condition (Good(G)/ Average(A)/ Poor(P))	Structural Condition (Good(G)/ Average(A)/ Poor(P))	Suitability for Transplanting		Conservation Status	Recommendation (Retain/ Transplant/ Remove)	Additional Remarks
		Scientific Name	Chinese Name	Height (m)	DBH (mm)	Crown Spread (m)							(High(H)/ Medium(M)/ Low(L))	Remarks			
GP01		*Cinnamomum camphora*	樟	5-7	120-200	2-5	7	Y	L-M	P-A	A	A	L	a, b	NIL	Remove	
		Archontophoenix alexandrae	假檳榔	7.0	180	3.0	1	Y	M	A	A	A	M		NIL	Remove	
		Celtis sinensis	朴樹	5-7	120-250	3-6	12	Y	L-M	A	A	A	L	a, b	NIL	Remove	
		Bauhinia purpurea	紅花羊蹄甲	5-7	100-150	2-4	9	Y	L-M	P-A	A	A	L	a, b	NIL	Remove	asymmetric canopy
		Khaya senegalensis	非洲楝	10-13	220-280	5-10	2	Y	M	A	A	A	L	c, f	NIL	Remove	
		Ficus microcarpa	細葉榕	6-12	350-550	4-12	5	Y	M	A	A	A	L	c, f	NIL	Remove	
		Leucaena leucocephala	銀合歡	6-8	120-180	3-5	2	Y	L	P	A	A	L	a, b, d, e	NIL	Remove	
		Ilex rotunda	鐵冬青	5.0	120	2.0	6	Y	M	P	A	A	L	b	NIL	Remove	asymmetric canopy
		Acacia confusa	台灣相思	8.0	170	3.0	1	Y	L	P	A	A	L	a, b, d, f	NIL	Remove	leaning
		Melaleuca cajuputi subsp. *cumingiana*	白千層	10.0	280-300	3-4	3	N	M	A	A	A	M		NIL	Retain	co-dominant branches
		Artocarpus heterophyllus	菠蘿蜜	6-7	150-180	2-4	2	Y	L	A	A	A	L	a, d	NIL	Remove	
		Bombax ceiba	木棉	6.0	140	4.0	1	Y	L	P	P	P	L	a, b	NIL	Remove	Restricted root, Closed to existing channel, Poor form
		Psidium guajava	番石榴	7.0	150	3.0	1	Y	L	P	A	A	L	a, d	NIL	Remove	co-dominant branches

Notes:
- No tree is registered as OVT referred to DEVB - TC(W) No. 5/2020
- No rare or precious plants was identified referred to "Rare and precious Plants in Hong Kong" issued by AFCD

Suitability for Transplanting:
a - low amenity value
b - poor health, structure or form
c - irrecoverable form after transplanting (e.g. transplanting requires substantial crown and root pruning)
d - low chance of survival upon transplanting
e - undesirable species (e.g. *Leucaena leucocephala* which is an invasive, exotic and self-seeding tree)
f - trees grown under poor conditions which have limited the formation of proper root ball necessary for transplanting

Appendix B

Tree Photos



VP1



VP2



VP3



VP4



VP5



VP6



VP7



VP8



VP9



VP10



VP11



VP12



VP13



VP14



VP15



VP16



VP17

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Harbour City
Tsim Sha Tsui
Kowloon
Hong Kong

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Appendix 2

AtkinsRéalis

Agreement No.: CB20210426 Term Traffic and Environmental Consultancy Services 2021-2024 for New Territories West Region

Instruction No. K02
Proposed Public Housing Development at Shap Pat Heung Road

Report (Revision 4a)

Hong Kong Housing Authority

January 2024

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Appendix 2-3 Extracts from Final Report of Acoustic Design and Performance Evaluation of the Acoustic Window (ADPEAW)
Appendix 3-1 Site visit record of Potential Fixed Plant Noise Sources

1. Introduction

1.1. Project Background

1.1.1. The Hong Kong Government has identified a potential site for a public housing development at Shap Pat Heung Road (hereafter referred as “the proposed development”).

1.1.2. Atkins China Limited was commissioned by HKHA to undertake a Environmental Assessment Study (EAS) for the proposed development.

1.2. Scope

1.2.1. The scope of this EAS Report is outlined as follow:

- Assess the road traffic noise impacts upon the proposed development with reference to the Hong Kong Planning Standards and Guidelines (HKPSG);
- Assess the potential noise impacts of other fixed type noise sources upon the proposed development with reference to HKPSG;
- Assess the potential air quality impacts due to vehicular emissions from the surroundings road network upon the proposed development with reference to HKPSG;
- Assess the potential air quality impacts due to chimney emissions from the nearby industrial premises with reference to HKPSG, and
- Recommend appropriate environmental mitigation measures as required.

1.3. Site Location and Scale

1.3.1. The Site is located at Shap Pat Heung Road in south of the Yuen Long Town and Shap Pat Heung. It is bounded by the Shap Pat Heung Road. According to the Draft Yuen Long Outline Zoning Plan No. S/YL/26 , the site is located in an area zoned as "Residential (Group A)1"("R(A)1"). Based on the Preliminary Environmental Review conducted by CEDD, the site was previously a car park, no land contamination hotspot and no contamination activity were identified. The Government has handed over the site to HKHA for public housing development in November 2022.

1.3.2. The proposed development comprises of 2 building blocks; Block A and B, consist of 560 and 384 flats respectively. With total 944 flats and 0.7 hectare in area. Location of the proposed development in shown in **Figure 1-1**.

1.4. Development Layout Details

1.4.1. The proposed development layout under this EAS comprises two residential blocks, car park, garden, Home Care Services (HCS), Halfway House (HWH), and Management Office (MO), etc. Details of the proposed facilities are summarised in **Table 1-1** below and the layout plan is attached in **Appendix 1-1**.

Table 1-1 Summary of the Proposed Facilities for the Development

Location	Floor level (mPD)	Name of Proposed Facility	Type of Use
Podium G/F – 1/F	+7.00 to + 13.00	Car park	Car park
Podium 2/F	+17.00	Car park / MO / HCS	Car park, Management Office, Welfare Facilities
Podium 3/F	+22.00	HWH	Welfare Facilities
Domestic Tower	+30.95 to +127.24	Domestic	Residential
Remarks: The final list and layout of social welfare facilities shall be subject to confirmation by user departments at later stage.			

1.4.2. The key development parameters of the proposed development are summarised in **Table 1-2** below.

Table 1-2 Key Development Parameter for the Proposed Development

	Block A	Block B
Domestic floor	4/F to 38/F	4/F to 35/F
No. of domestic storey	35	32
No. of flats per floor	16	12
Total No. of flats	560	384
Tentative Completion of Construction	End of Year 2028	
Tentative Population Intake Year	Year 2029	
Typical floor to floor height – domestic	2.75 m	
First domestic floor level	+30.95 mPD	

1.4.3. The development layout has allowed sufficient setback distance between the nearest air sensitive uses at the proposed development and the kerb of the nearby roads according to recommended buffer zone as required by HKPSG. No planned Air Sensitive Uses with openable windows and fresh air intake as well as active and passive recreational uses would be located within the recommended buffer zone. There are no active industrial emissions within 500m from the proposed development. Adverse air quality impacts are not expected.

1.4.4. Portion of the proposed development would face a busy road section, Shap Pat Heung Road. The road traffic noise impacts are discussed in **Section 2** and the proposed noise mitigation measures has been outlined in **Figures 2-3 & 2-4**. Fixed plant noise impacts are discussed in **Section 3**. Adverse fixed plant noise impact on the proposed development is not anticipated.

2. Road Traffic Noise Impacts

2.1. Assessment Criteria

2.1.1. According to the HKPSG, the road traffic noise criterion of $L_{10\ (peak\ hour)}$ 70 dB(A) is applicable to the domestic premises and convalescences, homes for the aged and offices in the proposed development.

2.1.2. The domestic premises within the proposed development rely on openable window for ventilation. Locations of the noise assessment points on domestic floors and on welfare facilities (3/F) are illustrated in **Figure 2.1** and **Figure 2.2** respectively. Noise assessment points in the proposed domestic floor are identified and summarised in **Table 2-1**.

Table 2-1 Summary of the Noise Sensitive Receivers in the Development

Location	Floor Level (mPD)	Name of the Proposed Welfare Facility [1]/ Area	Noise Criterion $L_{10\ (1\text{-}hr)}$ in dB(A)	Noise Assessment Point ID
Podium 2/F	+17.00	HCS	-	As there will be no openable windows along Shap Pat Heung Road, there will be no Noise Assessment Points.
Podium 3/F	+22.00	HWH	-	HWH-1 to HWH-15 HWH-27 to HWH-35
Domestic Towers	+30.95 and above	Domestic	70	Blk A-011 to Blk A-164 Blk B-011 to Blk B-122

Note:
[1] The standards in HKPSG Chapter 9 table 4.1 apply to uses which rely on opened window for ventilation. The internal layouts used for domestic floors and 3/F are indicative and subject to detailed design. All the windows provided are assumed to be openable for ventilation and will be included in detailed traffic noise assessment.

2.2. Assessment Methodology

2.2.1. Road traffic noise level prediction has been carried out using the NoiseMap model, which is a computerized model developed on the basis of the UK Department of Transport's Calculation of Road Traffic Noise (CRTN) procedures, which is a method accepted by Environmental Protection Department (EPD) for use in Hong Kong.

2.2.2. Existing roads within 300m from the sites of the proposed development have been included in the assessment.

2.2.3. All openable windows for ventilation at all noise sensitive rooms at domestic floors of the proposed development are assigned with noise assessment points and included for the assessment. The noise assessment points, building structures with noise screening effects, topographical contours and road segments with traffic flow data have been input into the NoiseMap model in predicting the potential traffic noise impacts.

2.2.4. The traffic noise impact assessment in this EAS will be based on flow data from the approved PER of the same site conducted by CEDD, and the traffic flow data provided by CEDD's Consultant is extracted in **Appendix 2-1**. EPD has no further technical comments on the PER from noise planning point of view in October 2022, and also the methodology for the assessment of flow data has obtained TD's no in-principle comment.

2.2.5. The flow data corresponds to the projected peak hourly traffic flows in year 2044, which is the highest within 15 years from upon occupancy of the Proposed Development and is then adopted for the purpose of traffic noise impact assessment in this EAS.

2.3. Design Consideration for the Base-case Scenario

2.3.1. The proposed layout scheme of the public housing blocks studied in this EAS has implemented the following design consideration in order to minimize the road traffic noise impacts as much as practicable and with an aim to achieve a high compliance rate.

Provision of Podium

2.3.2. For the base-case scenario, podiums have been adopted as building features for residential building blocks. Podiums are to be provided at +7.0 mPD to +22.0 mPD for the proposed development. The provision of such building feature is to reduce the noise impact to the lower floor levels.

Internal Layout Design

2.3.3. In general, standard modular flat design is adopted in public housing design including those with acoustic windows.

Further Setback

2.3.4. The Project Site is abutting nearby road and existing buildings, further setback is considered not feasible for the proposed development.

2.4. Impact Assessment

Predicted Road Traffic Noise Impacts on Public Housing Units (Base-case Scenario)

2.4.1. The noise assessment has been undertaken for the base-case scenario in accordance with the given layout plan. Locations of the noise assessment points are illustrated in **Figure 2-1.** The predicted road traffic noise levels at all noise assessment points are summarised in **Table 2-2** below.

Table 2-2 Summary of Predicted Peak Hourly Road Traffic Noise Results for the Public Housing Units (Base-case Scenario)

Parameter	Overall			
Traffic Scenario	AM Peak		PM Peak	
Residential Block	Block A	Block B	Block A	Block B
Total No. of Flats	560	384	560	384
Predicted Maximum $L_{10\ (peak\ hour)}$, dB(A)	71	71	73	73
No. of Dwellings with Noise Exceedance	14	8	39	24
	Total: 22		Total: 64	
Compliance Rate, %	98%		93%	

2.4.2. The predicted maximum road traffic noise level of the public housing units in the proposed development is 73 dB(A) which exceeds the relevant noise criterion of 70 dB(A) by up to 3 dB(A). The worst noise compliance rate of the proposed development is 93% at PM peak scenario.

Predicted Road Traffic Noise Impacts on Non-domestic Uses (Base-case Scenario)

2.4.3. For the proposed welfare facilities and office, location of the noise assessment points are illustrated in **Figure 2-3**. The predicted road traffic noise levels at all noise assessment points are summarised in below.

Table 2-3 Summary of Predicted Peak Hourly Road Traffic Noise Result of the Non-domestic Uses (Base-case Scenario)

Parameter	Overall	
Traffic Scenario	AM Peak	PM Peak
Welfare Facilities	Half-Way House for Discharged Mental Patients (HWH) 3/F	Half-Way House for Discharged Mental Patients (HWH) 3/F
Predicted Maximum $L_{10\ (peak\ hour)}$, dB(A)	73	74
No. of Dwellings with Noise Exceedance	11	13
	Total: 13	Total: 15
Compliance Rate, %	52%	44%

2.4.4. Based on predicted road traffic noise result, it is recommended to install horizontal panels in 3/F for the openable windows at the dormitories towards Shap Pat Heung Road (as shown in **Figure 2-3**), as well as not to provide openable windows in 2/F towards the busy road section, i.e. Shap Pat Heung Road.

Mitigation Measures for Domestic Uses

Provision of Acoustic Window

2.4.5. Acoustic window has been proposed for flats predicted with noise exceedance to mitigate the impact of road traffic noise. The proposed acoustic windows are at both Block A and Block B façade facing Shap Pat Heung Road and is illustrated graphically in **Figure 2-4**. In the base case assessment, the domestic façade location with noise exceedance are mainly with Flat Type B, Type C and Type D.

2.4.6. It should be noted that the sound attenuation performance is subject to actual design and configurations of the acoustic window system as well as setting and orientation of the acoustic window. Sound attenuation performance and configurations of the acoustic window for typical public housing units are detailed in **Appendix 2-2**. To achieve the sound attenuation performance, the setting and orientation of the acoustic window shall follow the Final Report of Acoustic Design and Performance Evaluation of the Acoustic Window (ADPEAW). Relevant pages have been extracted from the report and presented in **Appendix 2-3** for reference.

Acoustic Window Configuration

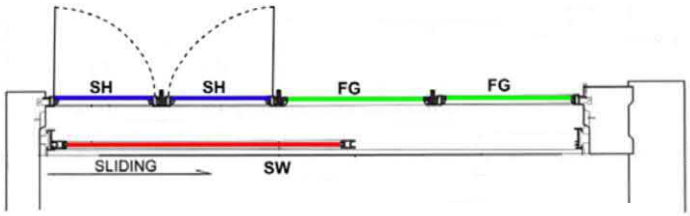
2.4.7. The sound attenuation of the acoustic window system is dependent on the window configuration. Design details of the acoustic window system in MFD-MiC are provided in **Appendix 2-2**. The summary of noise attenuation performance for MFD-MiC with acoustic window are listed in **Table 2-4** below.

Table 2-4 Summary of Noise Attenuation Performance for MFD-MiC with Acoustic Window

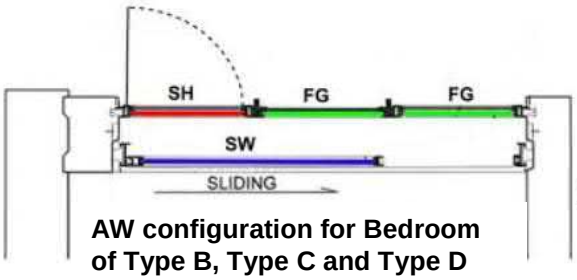
		Acoustic Window Configurations				Noise Attenuation dB(A)	
Flat Type	**Floor size (m^2)**	**Inner Window Opening**	**Outer Window Opening**	**Window Overlapping Length**	**Gap Width between Window Panel**	**With Sound Absorptive Lining**	**Without Sound Absorptive Lining**
Type B-M2	15.592	1352mm (H) x 895mm (W)	1352mm (H) x 945mm (W)	200mm	175mm	6.9	5.8
Type C-M2							
Living Room	16.414	1352mm (H) x 915mm (W)	1352mm (H) x 985mm (W)	100mm	175mm	7.1	5.6
Bedroom 1	6.117	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175mm		

		Acoustic Window Configurations				Noise Attenuation dB(A)	
Flat Type	**Floor size (m^2)**	**Inner Window Opening**	**Outer Window Opening**	**Window Overlapping Length**	**Gap Width between Window Panel**	**With Sound Absorptive Lining**	**Without Sound Absorptive Lining**
Type C-M3							
Living Room	16.736	1352mm (H) x 985mm (W)	1352mm (H) x 1125mm (W)	330mm	175 mm	7.1	5.6
Bedroom 1	6.094	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175 mm		
Type D-M2							
Living Room	16.414	1352mm (H) x 915mm (W)	1352mm (H) x 985mm (W)	100mm	175 mm	7.1	5.6
Bedroom 1	6.117	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175		

2.4.8. The acoustic windows are designed with two layers of window including push open window at outer layer and sliding window at inner layer as illustrated in the figures below. The opening and gap between the two layers of windows allow sufficient air flow to satisfy ventilation requirement; while at the same time, direct transmitted noise to the room is obstructed by the inner sliding window and hence noise reduction could be achieved. In order to achieve the intended noise reduction, the sliding window should be behind the opened side-hung window while the fixed glazing should be kept at close as shown in the figures below. Special locking device (e.g. allen key) would be installed to the fixed glazing at the outer layer of keeping them in the above setting. The fixed glazing at the outer layer needs not be opened for ventilation and could be opened by the key for cleansing and maintenance purposes only, the above information about the acoustic window will be stated in the Decoration Handbook / Deed of Mutual Covenant (DMC) and Sales Brochure (subject to the housing type) to let the future occupants be well aware of its intended purpose, appropriate use and correct setting of the acoustic window.



AW configuration for Flat Type B and Living Room of Type B, Type C and Type D



AW configuration for Bedroom of Type B, Type C and Type D

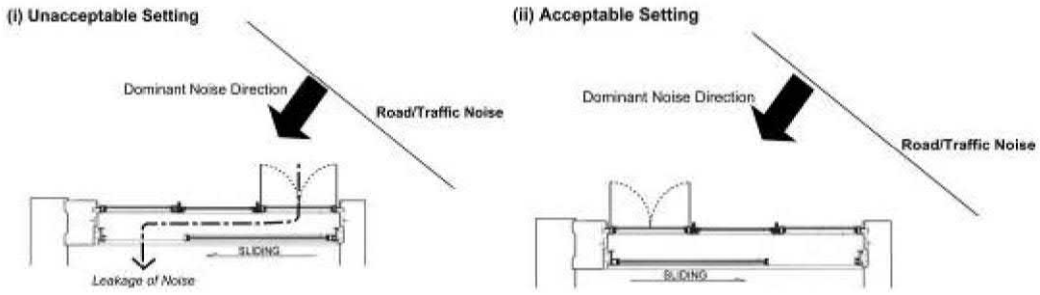
Acoustic Window Settings

2.4.9. For achieving the sound attenuation assessed in the study, the acoustic window should be set at the intended orientation as described in the Final Report of ADPEAW. The setting and orientation are summarised and described in **Table 2-5**. Only one opening with acoustic window design will be allowed in each habitable room, side windows are fixed (fixed glazing) to ensure the noise reduction performance of the acoustic window.

Table 2-5 Proposed Location of Acoustic Windows

NSR	Mitigation Type [1]	Flat Type [1]	With/Without sound absorption	Floor Range
Blk A-024	AW(BT)	D-M2	Without	4/F - 10/F
Blk A-025	AW(BT)	D-M2	Without	4/F - 10/F
Blk A-032	AW(BT)	C	Without	4/F - 11/F
Blk A-033	AW(BT)	C	Without	4/F - 11/F
Blk A-042	AW(BT)	C	Without	4/F - 11/F
Blk A-043	AW(BT)	C	Without	4/F - 11/F
Blk A-052	AW(BT)	C	Without	4/F - 11/F
Blk A-053	AW(BT)	C	Without	4/F - 11/F
Blk A-062	AW(BT)	C	Without	4/F - 11/F
Blk A-063	AW(BT)	C	Without	4/F - 11/F
Blk B-102	AW(BT)	C	Without	4/F - 11/F
Blk B-103	AW(BT)	C	Without	4/F - 11/F
Blk B-112	AW(BT)	B-M2	Without	4/F - 11/F
Blk B-121	AW(BT)	B-M2	Without	4/F - 11/F

Note: 1) Detail acoustic window configuration refers to Table 2-4



Window NOT in parallel with traffic noise source

Advice to Future Residents for the Use of Acoustic Window

2.4.10. The sound attenuation achieved by the acoustic window refers to the designated setting of windows. Hence the future residents in the flats equipped with acoustic windows should be advised of such settings stated in **Section 2.4.9** above for achieving the intended attenuation. Deviation from the recommended setting might affect the noise level in the flat.

2.4.11. The noise reduction purpose of the acoustic window and its setting to achieve the noise reduction effect would be incorporated in the Decoration Handbook / Deed of Mutual Covenant (DMC) and Sales Brochure (subject to the housing type) to inform the future occupants.

Predicted Road Traffic Noise Impacts on Public Housing Units (Mitigated Scenario)

2.4.12. The predicted peak hourly road traffic noise levels of the mitigated scenario with incorporation of fixed glazing with maintenance window and acoustic window are summarised in **Table 2-6**.

Table 2-6 Summary of Predicted Peak Hourly Road Traffic Noise Results for the Public Housing Units (Mitigated Scenario)

Parameter	Overall	
Residential Block	Block A	Block B
Total No. of Flats	560	384
Predicted Maximum $L_{10\ (peak\ hour)}$, dB(A)	70	70
No. of Dwellings with Noise Exceedance	0	0
Compliance Rate, %	100%	

Notes: Noise Criterion $L_{10\ (peak\ hour)}$ = 70 dB(A)

2.4.13. With proper layout design and room arrangement as well as incorporation of suitable mitigation measures, adverse road traffic noise impacts on the noise sensitive room at residential floors is not anticipated to occur.

2.5. Summary

2.5.1. The overall noise compliance rate for the proposed development in base-case scenario is 93%. The predicted maximum peak hourly road traffic noise level in the base-case scenario is 73 dB(A) which exceeds the noise criterion by 3 dB(A). With the provisions of fixed glazing with maintenance window and acoustic window on the public housing blocks, the overall noise compliance rate is 100%, and the predicted maximum peak hourly road traffic noise level is 70 dB(A).

2.5.2. It is planned to provide social welfare facilities, communal facilities and management office together with the proposed public housing developments. It is not recommended to provide openable windows in 2/F towards the busy road section, i.e. Shap Pat Heung Road. However, horizontal panels are suggested to be installed in 3/F for the openable windows at the dormitories towards Shap Pat Heung Road. With careful design and room arrangement included the consideration of noise criteria and provision of proper mitigation measures, adverse road traffic noise impacts on these facilities are not expected to occur.

3. Fixed Plant Noise Impacts

3.1. Assessment Criteria

3.1.1. According to Chapter 9 of the HKPSG, noise assessments for fixed noise sources would normally be conducted in accordance with the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places Or Construction Sites (IND-TM), published under the Noise Control Ordinance. IND-TM lays down statutory Acceptable Noise Levels (ANL). The ANLs for fixed noise sources as stipulated in the IND-TM are provided in **Table 3-1** below:

Table 3-1 Acceptable Noise Level in IND-TM

Time Period	Acceptable Noise Level, $L_{eq\ 30\ min}$, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day-time (0700 – 1900 hours)	60	65	70
Evening (1900 – 2300 hours)			
Night-time (2300 – 0700 hours)	50	55	60

Notes: ASR = Area Sensitivity Rating

3.1.2. The Acceptable Noise Levels (ANLs) are dependent on the Area Sensitivity Rating (ASR) defined and the time period of the day. The ASR of the NSR is determined by the type of area containing it and the presence of any influencing factors (IF) such as industrial areas, major roads, etc. The noise study area contains village type developments and high-rise residential developments with small-scale shops. The type of area is therefore classified as 'Area other than those above" based on IND-TM.

3.1.3. The noise study area contains village type developments and high-rise residential developments with small-scale shops. The type of area is therefore classified as "Area other than those above". Yuen Long Highway is located at the south of the Site and has an Annual Average Daily Traffic (AADT) in Year 2022 of 90,880 (from Shap Pat Heung Interchange to Tong Yan San Tsuen Interchange). Since the AADT figure on Yuen Long Highway is above 30,000 vehicles, it is considered as an 'Influencing Factors (IF). The representative NSRs facing to Yuen Long Highway are considered to be "C" due to directly affected by the IF. However, for the representative NSRs facing to Yuen Long Highway but behind Park Signature Block 5 to 10 and the representative NSRs are indirectly facing to Yuen Long Highway, they are considered to be "B" according to the IND-TM. The consolidated fixed noise criteria for the Development is summarized in **Table 3-2**.

Table 3-2 Consolidated Fixed Plant Noise Criteria

Facade	ASR	Degree to which NSR is affected by IF	Criteria – Daytime and Evening, dB(A)	Criteria – Nighttime, dB(A)
Facades directly affected by Yuen Long Highway	C	Directly affected	70	60
Facades indirectly/not affected by Yuen Long Highway	B	Indirectly affected	65	55

3.2. Identified Fixed Noise Sources

3.2.1. The study area for fixed plant noise assessment includes the areas within 300m from the proposed development site. Fixed noise sources were identified based on the desktop study and confirmed by the site visits in Mar 2023. Locations of the identified fixed noise sources are presented in **Figure 3.1**. Within the noise study area, existing potential fixed plant noise sources which might potentially affect the noise sensitive use at the Site have been identified and summarised in **Table 3-3**. No potential fixed plant noise sources were identified for the village houses and residential buildings located at the north, east and south of the Site.

Table 3-3 Identified Fixed Plant Noise Sources within 300m Assessment Area

Noise Source ID	Location	Type / Identified activity	Approximate distance from Site Boundary (m)
NS01	Ma Tin Sewage Pumping Station	Pumping Station	~100
NS02	United Car Trading Platform	Vehicle Parking / Second-hand Car Trading Workshop	~60
NS03	Fu Shing Motor Service Limited	Car Washing	~105
NS04	Win Fat Warehouse	Storage of Construction Material	~145
NS05	28 Car Wash House	Self-service Car Washing	~160
NS06a	Open Space at the southwest of the Site	Storage of Construction Material	~50
NS06b		Vehicle Parking	~5
NS07	Vehicle Workshops along Kiu Hing Road	Vehicle Workshops	~195
NS08	Storage Area Along Lam Hi Road	Storage	~90

Planned Fixed Plant Noise Sources

3.2.2. Based on the current scheme, there is no planned fixed noise source within the Site. Should there be any planned fixed noise sources within the Site at the later stage, these noise sources will be designed to meet the noise criteria under Ch.9 of the HKPSG.

3.2.3. The Site is proposed for housing development. In case there is any planned fixed noise sources designed in the later stage, to ensure the fixed plant noise generated from the Development would not cause excessive noise impact to the NSRs in the vicinity, potential noise sources from the Development (e.g. pump rooms, transformer rooms, lift machine room, emergency set rooms, etc.), shall be designed to meet the relevant noise criteria as stipulated in the HKPSG. Proper noise control measures, such as silencers and acoustic lining, shall be provided for those potential noise sources designed in the later stage when necessary. Thus, it is anticipated that the fixed plant noise impact on the NSRs in the vicinity due to the operation of the Development will not exceed the relevant noise standard of the HKPSG and the NCO.

Existing Fixed Plant Noise Sources

3.2.4. The existing fixed plant noise sources in the vicinity might potentially affect the planned NSRs at the Site. Desktop studies and site inspections were conducted within the noise study area to identify and verify the locations of existing fixed plant noise sources and to understand the operation details. According to the HKPSG, noise assessments for fixed noise sources would make reference with the IND-TM, published under the NCO.

3.3. Impact Assessment

Assessment Methodology

Exisitng Fixed Plant Noise Sources

3.3.1. The assessment of the fixed noise sources was undertaken in accordance with the following standard acoustic principle:

$$SPL = SWL – DAC + FC + BC$$

Where SPL = Predicted façade noise level, dB(A)
SWL = Sound Power Level, dB(A)
DAC = Distance attentuation correction, dB(A), $20 \log_{10} D + 8$, dB(A), where D is distance in metres (m)
FC = Façade correction of 3 dB(A)
BC = Barrier correction, dB(A)

3.3.2. The total predicted façade noise level (SPL) contributed from adjacent identified fixed noise sources at representative NSR is then calculated by the following formula:

$$\text{Total } SPL_{NSR} = 10 \log_{10} \sum 10 \exp (SPL_i / 10)$$

Where Total SPL_{NSR} = Total predicted façade noise level from all noise sources in the calculations, dB(A)
SPLi = Predicted façade noise level at receiver by individual noise source , dB(A)

Location of Representative NSRs

3.3.3. Locations of the representative NSRs for fixed plant noise impact assessment are identified based on its orientation and potential impact from fixed plant noise sources, including Blk A-011, Blk A-121, Blk A-133, Blk B-042 and Blk B-051. The locations of the identified representative NSRs are illustrated in **Figure 3.2**.

Prediction and Evaluation of Environmental Impacts

3.3.4. Site inspections were conducted on 7 March 2023 to identify the existing major fixed plant noise sources in the vicinity which might potentially affect the noise sensitive uses at the Site. The locations of the potential fixed plant noise sources and site photos taken during site inspections are shown in **Appendix 3.1**. The details of the site inspection findings are described in the following sections and are summarized in **Table 3-3**.

3.3.5. The majority of the identified fixed plant noise sources are located within the area bounded by Shap Pat Heung Road, Kung Um Road, Lam Hi Road, Lam Yu Road, Lam Yu Road and Lam Hau Tsuen Road. Some fixed plant noise sources are located outside this area (i.e. NS07 – Vehicle Workshops along Kiu Hing Road and NS08 – Storage Area along Lam Hi Road), adverse noise impact is not anticipated due to the large separation distance and shielding from nearby buildings.

3.3.6. NS01 – Ma Tin Sewage Pumping Station locates at the northwest of the Site, at around 100 meters away from the Site boundary. No outdoor equipment was identified, and no significant noise was identified from the building façade louver during site inspections. Therefore, no adverse fixed plant noise impacts from Ma Tin Sewage Pumping Station to the noise sensitive uses at the Site is anticipated.

3.3.7. NS02 – United Car Trading Platform locates at the west of the Site, at around 60 meters away from the Site boundary. The car trading platform consisted of several stores offering second-hand vehicle buying and selling services. The area was mainly occupied by parked cars and the storage of vehicle maintenance tools during site inspections. Interview was conducted with site staffs during the site inspection on 8 March 2023, there was no night-time operation for the car trading platform. No active vehicle maintenance activities were observed during site inspections. It is considered that no significant fixed plant noise impact from the United Car Trading Platform to the noise sensitive uses at the Site is anticipated. Nevertheless, for assessment purpose, a SWL of 98dB(A) for the vehicle workshop is assumed with reference to the noise measurement finding of similar premises from the Approved EIA 263/2020.

3.3.8. NS03 – Fu Shing Motor Service Limited locates at the west of the Site, at around 105 meters away from the Site boundary. Car washing and car waxing services were provided. The working area of the car washing and car waxing services was semi-enclosed, with opening facing away from the Site. Car washing for a short period of time was observed and no outdoor car washing or car waxing services were identified during site inspections. Through an interview with the site staff during the site inspection on 8 March 2023, all services will be closed in the evening (i.e. around 6 pm) so no night-time car washing and car waxing services would be provided. It is considered that fixed plant noise impact from the car washing and car waxing services is not significant to the noise sensitive uses at the Site. Nevertheless, for assessment purpose, a SWL of 98dB(A) for the vehicle workshop is assumed with reference to the noise measurement finding of similar premises from the Approved EIA EIA 263/2020.

3.3.9. NS04 – Win Fat Warehouse locates at the west of the Site, at around 145 meters away from the Site boundary. The main purpose of the warehouse was for the construction material storage (i.e. sand). According to the company website[1], Win Fat Warehouse would operate from 7:30 am to 6 pm, from Monday to Saturday. Night-time operation was not anticipated at the warehouse. No active noise emitting activities were observed during site inspections. It is anticipated that no significant fixed plant noise impact is induced from the Win Fat Warehouse to the noise sensitive uses at the Site. Nevertheless, for assessment purpose, a SWL of 99dB(A) for the open storage is assumed with reference to the noise measurement finding of similar premises from the Approved EIA (AEIAR-205/2017).

3.3.10. NS05 – 28 Car Wash House locates at the west of the Site, at around 160 meters away from the Site boundary. It provided 24/7 self-service car washing services and there were 8 self-service car washing booths. During site inspection on 7 March 2023, the measured sound pressure level at a distance of approximate 5 meters away from a car washing activity is around 70 dB(A), i.e. SWL level of 92dB(A). Considering a distant separation (i.e. more than 150 meters) between the Site boundary and car washing machine, significant distance attenuation could be applied and noise level at the noise sensitive uses at the Site was significantly reduced. Nevertheless, as a conservative approach, the worst case scenario with all 8 booths in operation are adopted, i.e. a maximum SWL level of 101 dB(A) is assumed for the impact assessment.

3.3.11. NS06a and 6b – Open Space at the southwest of the Site locates at around 5 meters away from the Site boundary. The major uses of this open space were for car parking (NS06b) and construction material storage (i.e. metal and others) and equipment storage (NS06a) while part of the site is under construction, night-time operation was not anticipated for the equipment storage. During site inspection, the carpark is mainly for private cars and no light and heavy vehicles were observed, it is a low capacity carpark and no obvious noise where observed. Therefore, a quantitative assessment is not considered to NS06b. In addition, the storage area at NS06a is for general construction material and equipment. For assessment purpose, a SWL of 99dB(A) for the open storage is assumed with reference to the noise measurement finding of similar premises from the Approved EIA (AEIAR-205/2017).

3.3.12. In the previous PER, there was an open storage space between La Grove and Park Signature locates at around 10 meters away from the Site boundary (NS07 in previous PER). The area was occupied as a storage of construction materials (i.e. metal) in the PER. However, during the latest site visit, this open storage space is found vacant and no longer serves as open storage purpose. Thus it is no longer considered as a noise source.

Assessment Results

3.3.13. The cumulative fixed plant noise levels due to the above sources are predicted for both daytime, evening and night-time scenario. No noise level exceedance found.

3.3.14. Fixed noise impact assessment is summarized below in **Table 3-4**. No noise exceedance to the fixed plant noise criteria is envisaged.

[1] Win Fat Warehouse Company Website: https://www.facebook.com/WINFAT1266/

Table 3-4 Fixed Plant Noise Assessment Results of the Representative NSRs

NSR ID	Area Sensitivity Rating	Noise Criteria, dB(A)	Predicted Façade Noise Levels, dB(A)	
			Existing Noise Sources	**Compliance**
Day-time/ Evening Scenario				
Blk A-011	C	70	56	Y
Blk A-121	B	65	55	Y
Blk A-133	C	70	56	Y
Blk B-042	B	65	53	Y
Blk B-051	B	65	53	Y
Night-time Scenario				
Blk A-011	C	60	48	Y
Blk A-121	B	55	48	Y
Blk A-133	C	60	49	Y
Blk B-042	B	55	46	Y
Blk B-051	B	55	46	Y

3.4. Summary

3.4.1. Based on the fixed plant noise impact assessment results, the predicted accumulative noise levels at the representative NSRs will comply with the daytime and evening and night-time noise criteria. As such, adverse fixed plant noise impacts on the proposed development are not anticipated.

4. Air Quality Impacts

4.1. Assessment Criteria

4.1.1. This assessment has been prepared based on the criteria and guidelines stated in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG).

4.1.2. The HKPSG recommends a buffer distance on usage of "open space" site for active and passive recreational from roads and industrial areas. Evaluation of potential air quality impacts on the proposed public housing development due to roads and industrial chimney emissions has made reference to the HKPSG guidelines. **Table 4-1** provides the HKPSG recommended buffer distances for recreational uses in open space.

4.1.3. This EAS is to assess the environmental nuisances to the development at operation stage (i.e. 15 years after completion) and hence construction phase would not be included in the EAS. In addition, the Government has handed over the formed site to HKHA in November 2022 for the subsequent housing development. There will be no major site formation/excavation works. Nevertheless, HKHA will ensure the contractors to comply with the Air Pollution Control Ordinance and its subsidiary regulations including Air Pollution Control (Construction Dust) Regulation. Furthermore, dust monitoring would be implemented under the construction contracts as a standard practice.

Table 4-1 HKPSG Recommended Buffer Distance for Open Space

Source	Parameter	Buffer Distance	Permitted Uses
Road and Highways	*Type of Road*		
	Trunk Road and Primary Distributor	>20m	Active and passive recreation uses
		3 - 20m	Passive recreational uses
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreational uses
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreational uses
		<5m	Passive recreational uses
	Under Flyovers		Passive recreational uses
Industrial Areas	*Difference in Height between Industrial Chimney Exit and the Site*		
	<20m	>200m	Active and passive recreational uses
		5 - 200m	Passive recreational uses
	20 - 30m (*)	>100m	Active and passive recreational uses
		5 - 100m	Passive recreational uses
	30m - 40m	>50m	Active and passive recreational uses
		5 - 50m	Passive recreational uses
	>40m	>10m	Active and passive recreational uses

4.2. Industrial Emission

4.2.1. The study area included all areas within 500m from the sites of the proposed development. Initial desktop study was first conducted to review the nature of all buildings within the study area based on latest street maps and statutory plans. Followed by the desktop review, chimneys within study area were then identified by site visit in October 2023, with focus on the industrial buildings identified from the desktop study.

4.2.2. The review summarised that there are no active industrial emissions within 500m from the Subject Site. There is a sewage pumping station, Ma Tin Sewage Pumping Station within the air quality study area, potential odour nuisance is also assessed in **Section 4.4**.

4.3. Vehicular Emissions

Open Roads in Close Vicinity

4.3.1. Roads located around the proposed development is Shap Pat Heung Road and Park Signature Access Road.

4.3.2. Shap Pat Heung Road is a Local Distributor (LD) as confirmed by the Transport Department (TD). The section of Shap Pat Heung Road near the Site is an at-grade road. Horizontal distance measured from the road kerb to the nearest Site Boundary is about 4 meters. **Figure 4-1** illustrates the 5m buffer zone from the kerbside of the Shap Pat Heung Road with reference to the recommended buffer distance requirements for roads as listed in **Table 4-1**. No air sensitive uses of the Proposed Development, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zone. Thus, no adverse vehicular emission impact from Shap Pat Heung Road to the Site would be anticipated.

4.3.3. The surrounding land uses are mainly residential development, village houses, schools and open areas. Nearby godowns, workshops and carparks are located about 80 metres to the west of the proposed development boundary in relatively open areas such that ample open space is available for ventilation to avoid the accumulation of aerial emissions. Potential odour or air nuisances arising from these uses is not anticipated and no odour impact/ nuisance was found along the site boundary of the proposed development during the recent 25 October 2023 site survey.

4.3.4. Park Signature Access Road is used for the exit of Park Signature, serving as a residential vehicular access with low traffic volume. For good air quality planning, 5m buffer distance shall be provided from the road kerb of the Park Signature Access Road. **Figure 4-1** illustrates the 5m buffer zone from the kerbside of the Park Signature Access Road. No air sensitive uses of the Proposed Development, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zone. Thus, no adverse vehicular emission impact from Shap Pat Heung Road to the Site would be anticipated.

4.3.5. There will be carparks in the Site and the proposed carparks should be designed in accordance with the ProPECC PN2/96 Control of Air Pollution in Car Parks in order to ensure the exhaust air discharged to the atmosphere from the carparks would not cause adverse air quality impact to neighbouring air sensitive uses. The exhaust outlets (if any) of the carparks should be located away from any nearby ASRs. Therefore, no adverse air quality impact arising from the proposed carpark on the nearby ASRs is anticipated during the operational phase of the Development.

4.3.6. The setback distance of the nearest air sensitive uses at the proposed development from the kerb of the nearby roads are summarised in **Table 4-2** below. No planned Air Sensitive Uses with openable windows and fresh air intake as well as active and passive recreational uses would be located within the recommended buffer zone. Adverse emissions impacts are not expected.

Table 4-2 Separation Distances between Nearest Roads and Nearest Air Sensitive Uses of the Public Housing Blocks

Road	Road Type	Recommended Buffer Distance for Active and Passive Recreation Uses	Comply (Y/N)
Shap Pat Heung Road	Local Distributor (LD)	>5m	Y

4.3.7. Therefore, adverse vehicular emission due to open roads in close vicinity is not envisaged.

4.4. Odour Impact Assessment

4.4.1. One potential odour source within 200m of the site boundary is the existing Ma Tin Sewage Pumping Station (SPS), which is located around 100 meters away. With reference to the Final Preliminary Environmental Review Report for Shap Pat Heung Road report (approved PER report) submitted on behalf of CEDD, site surveys were conducted in March 2022 and Oct 2023 around the Ma Tin SPS site boundary to identify any odour impact from the Ma Tin SPS on the surrounding area. As advised by DSD, the design sewerage capacity of this SPS is 7,344m^3/d and typical H_2S removal efficiency of activated carbon DOU is over 99.5%. No odour was perceived and no odour generating activity was observed during the odour patrol. The sewage pumping station is fully enclosed during operation, whilst it is also equipped with adequate deodorisation facilities. DSD and EPD also advised that no previous odour complaints were received against the Ma Tin SPS during the past five years (2019 to 2023). Therefore adverse odour nuisance arisen from the sewage pumping stations would not be anticipated.

5. Overall Conclusion

5.1. Noise

5.1.1. The road traffic noise compliance rate for the base-case scenario of the proposed domestic development at Shap Pat Heung Road is 93%. With incorporation of acoustic window and fixed glazing with maintenance window on the public housing blocks as mitigation measures, 100% compliance rate for the proposed development is achieved.

5.1.2. For proposed non-domestic development at Shap Pat Heung Road is 44%. With incorporation of horizontal panel on the proposed welfare facilities in 3/F as mitigation measures, 100% compliance rate for the proposed welfare provision facilities in 3/F is achieved. And for the welfare facilities in 2/F, it is suggested that not to provide openable windows towards the busy road sections, i.e. Shap Pat Heung Road.

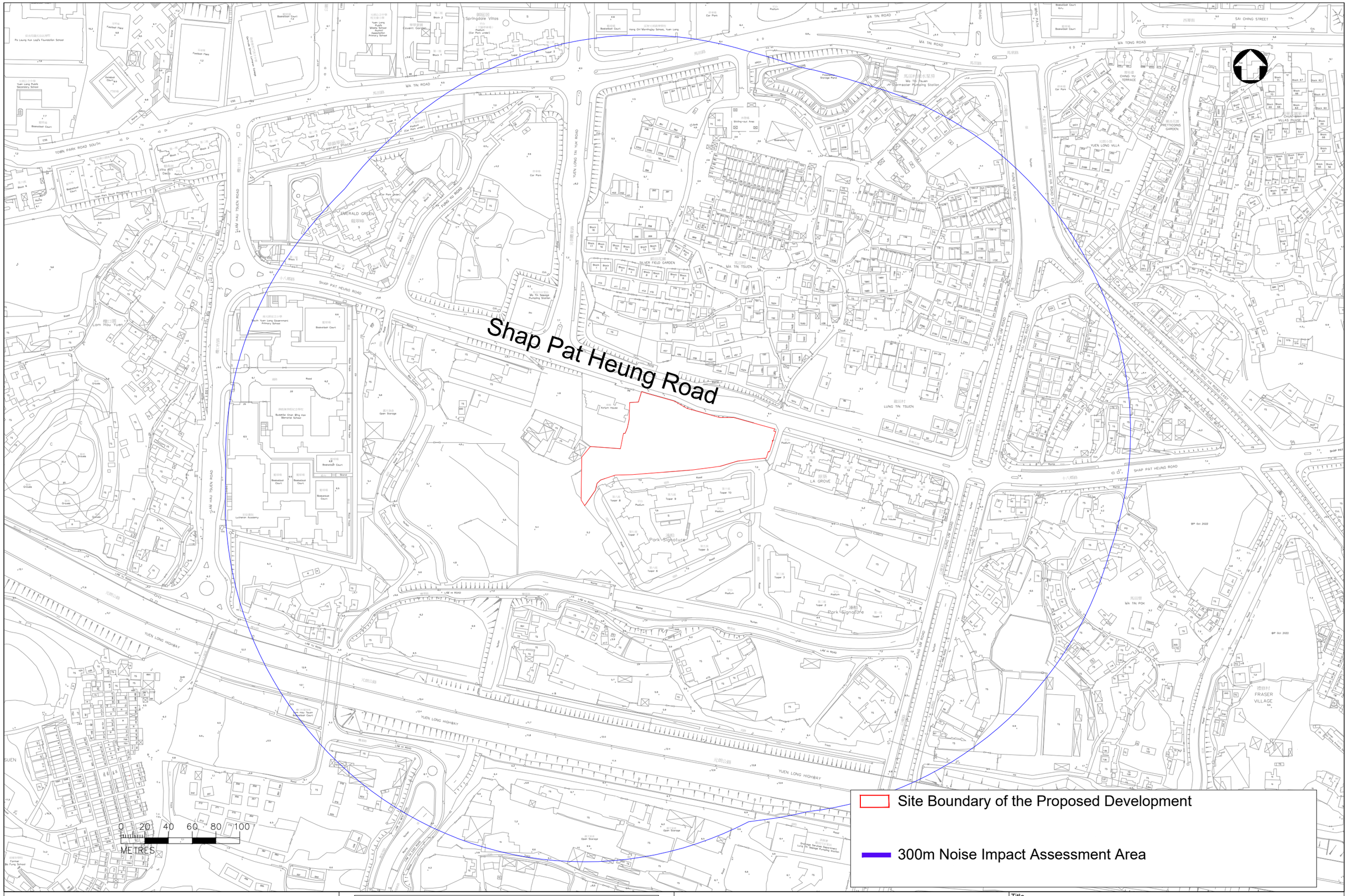
5.1.3. Based on the review of fixed plant noise sources in the vicinity, adverse fixed plant noise impacts on the proposed development are not anticipated.

5.2. Air Quality

5.2.1. Potential air quality impact due to vehicular emissions and chimney emissions have been reviewed. No adverse air quality impacts due to vehicular emissions and chimney emissions are anticipated as the recommended buffer distances stipulated in the HKPSG can be met for the proposed development.

5.2.2. A site survey was also conducted in October 2023 for Ma Tin Sewage Pumping Station, which is 100m from the site boundary and fully enclose. No odour was perceived and no odour generating activity was observed during the patrol. No adverse odour nuisance to the Site is anticipated.

Figures



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Agreement No.: CB20210426 Term Traffic and Environmental Consultancy Services 2021-2024 for New Territories West Region Instruction No. K02
Proposed Public Housing Development at Shap Pat Heung Road Environmental Assessment Study

Title: Location of the Proposed Development

Scale at A3	Date	Figure No.
As Shown	Jul 2023	Figure 1-1

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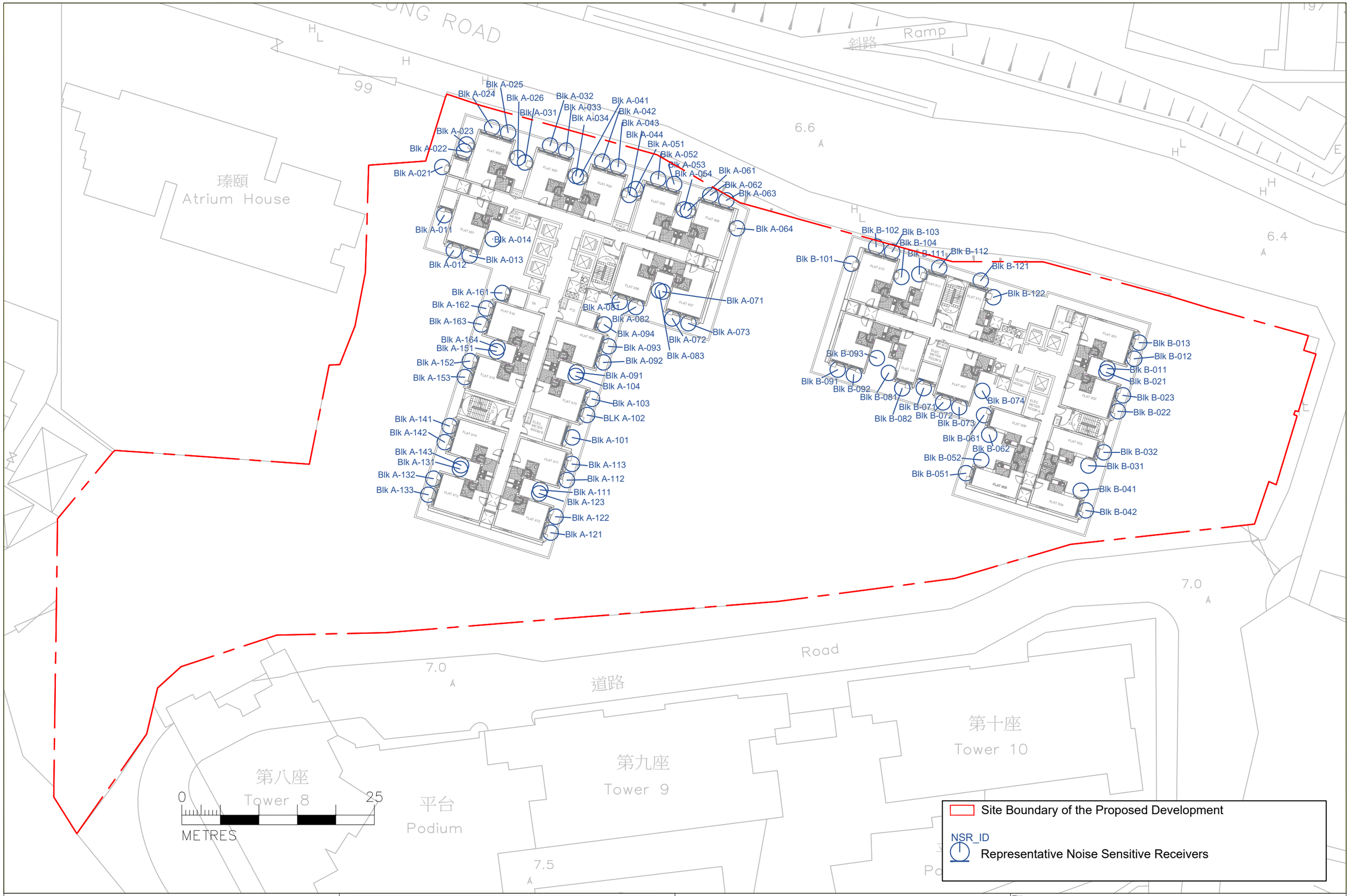

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Instruction No. K02
Proposed Public Housing Development at Shap Pat Heung Road
Environmental Assessment Study

Title
Location Plan of Representative Noise Sensitive Receiver at Domestic Floor

Scale at A3	Date	Figure No.
As shown	Jul 2023	Figure 2-1

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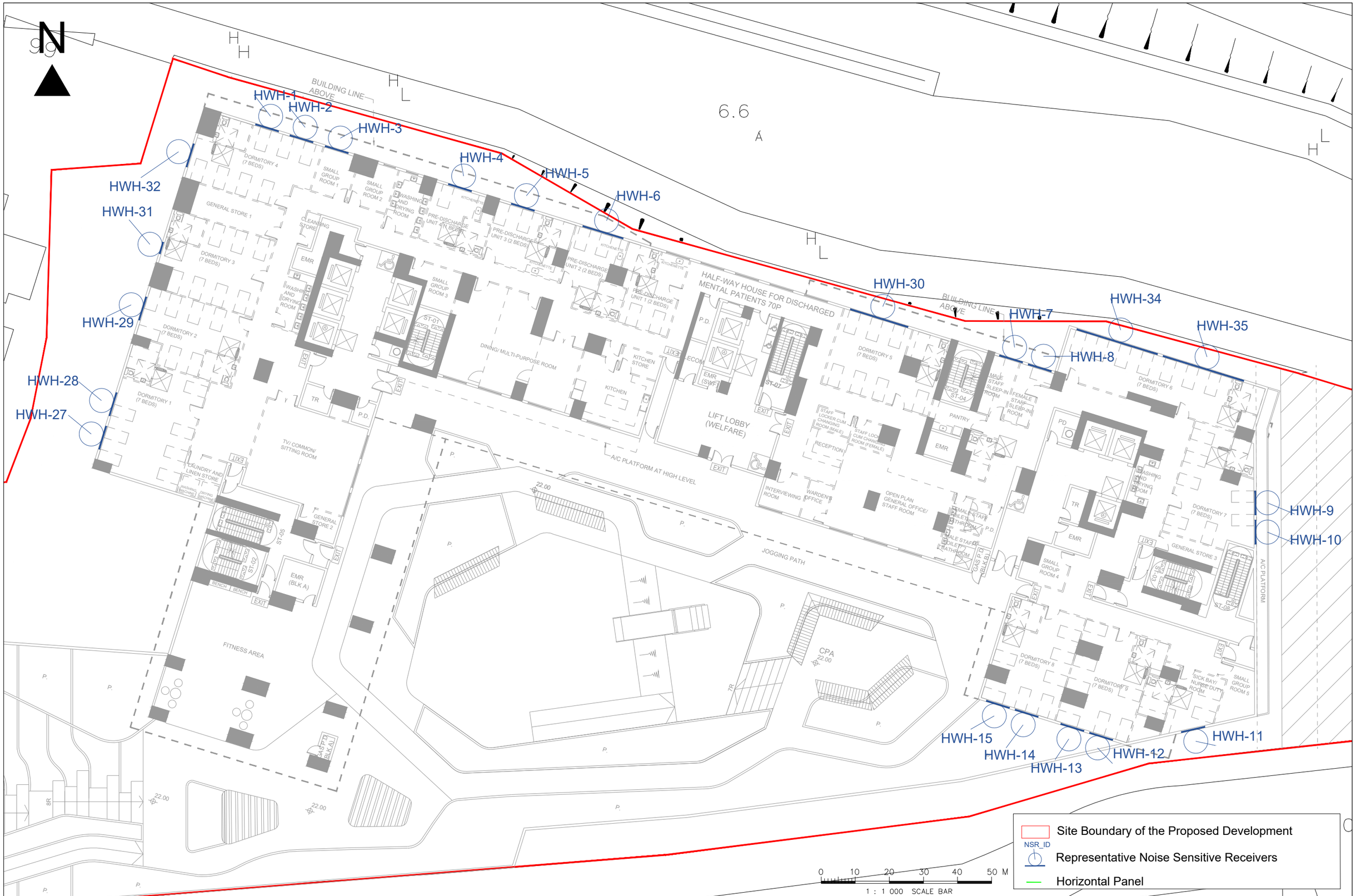

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Title

Location Plan of Representative Noise Sensitive Receiver at Welfare Facilities (3/F)

Scale at A3	Date	Figure No.
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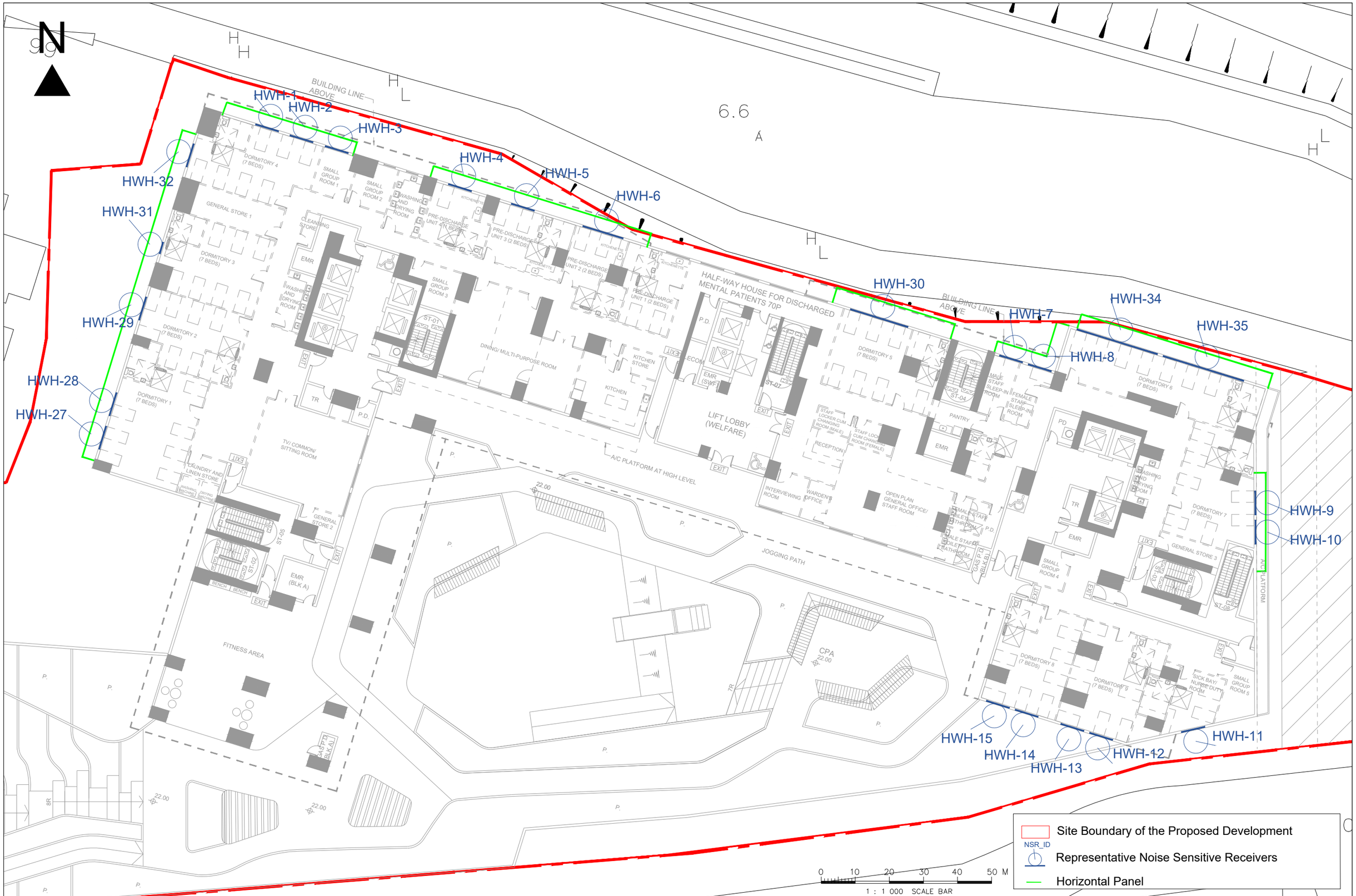

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Proposed Public Housing Development at Shap Pat Heung Road
Environmental Assessment Study

Title

Location Plan of Proposed Noise Mitigation Measure at Non-Domestic Floor (3/F)

Scale at A3	Date	Figure No.
As Shown	Dec 2023	Figure 2-3

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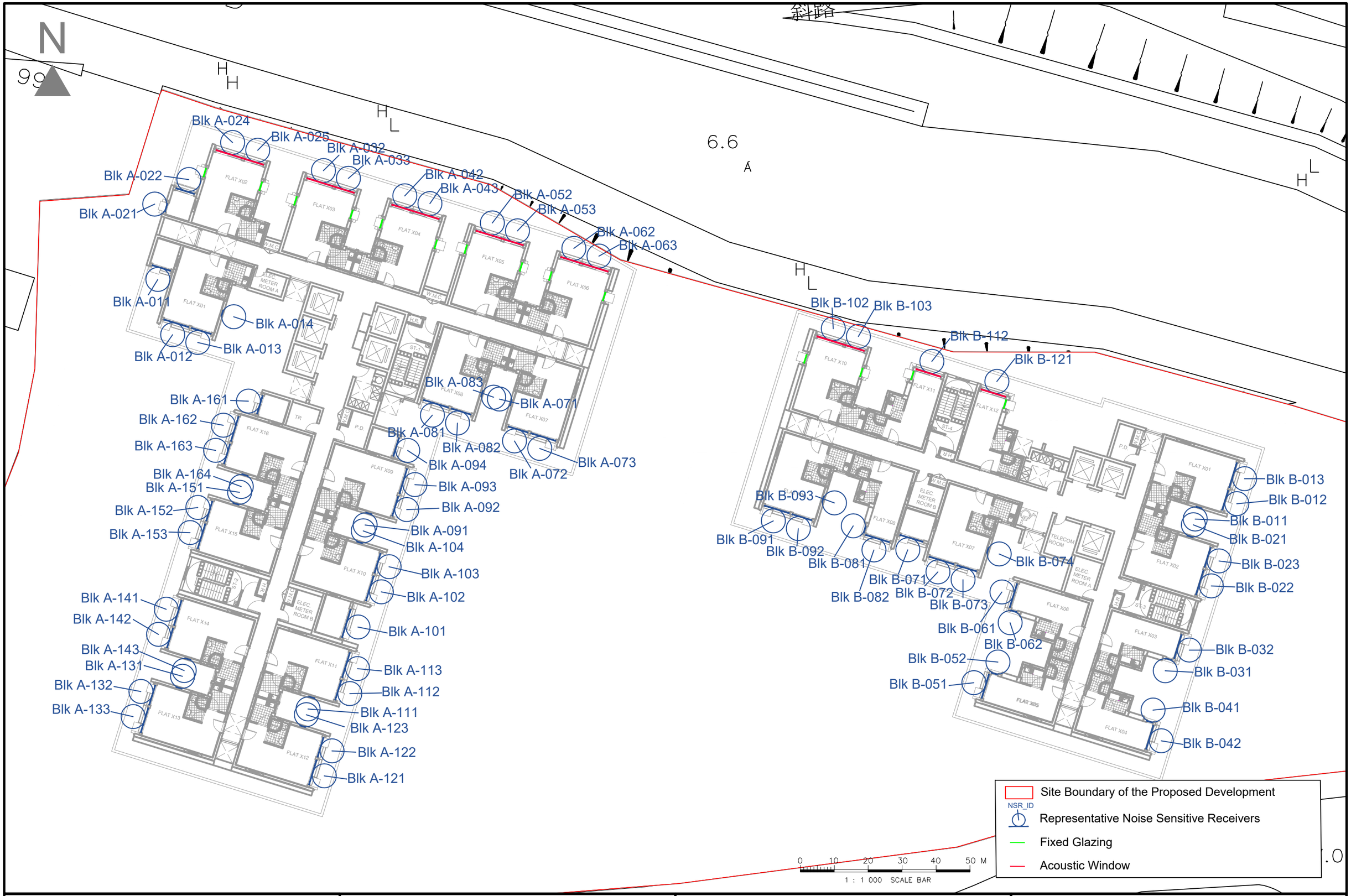

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Proposed Public Housing Development at Shap Pat Heung Road
Environmental Assessment Study

Title
Location Plan of Proposed Noise Mitigation Measure at Domestic Floor

Scale at A3: As Shown
Date: Dec 2023
Figure No.: Figure 2-4

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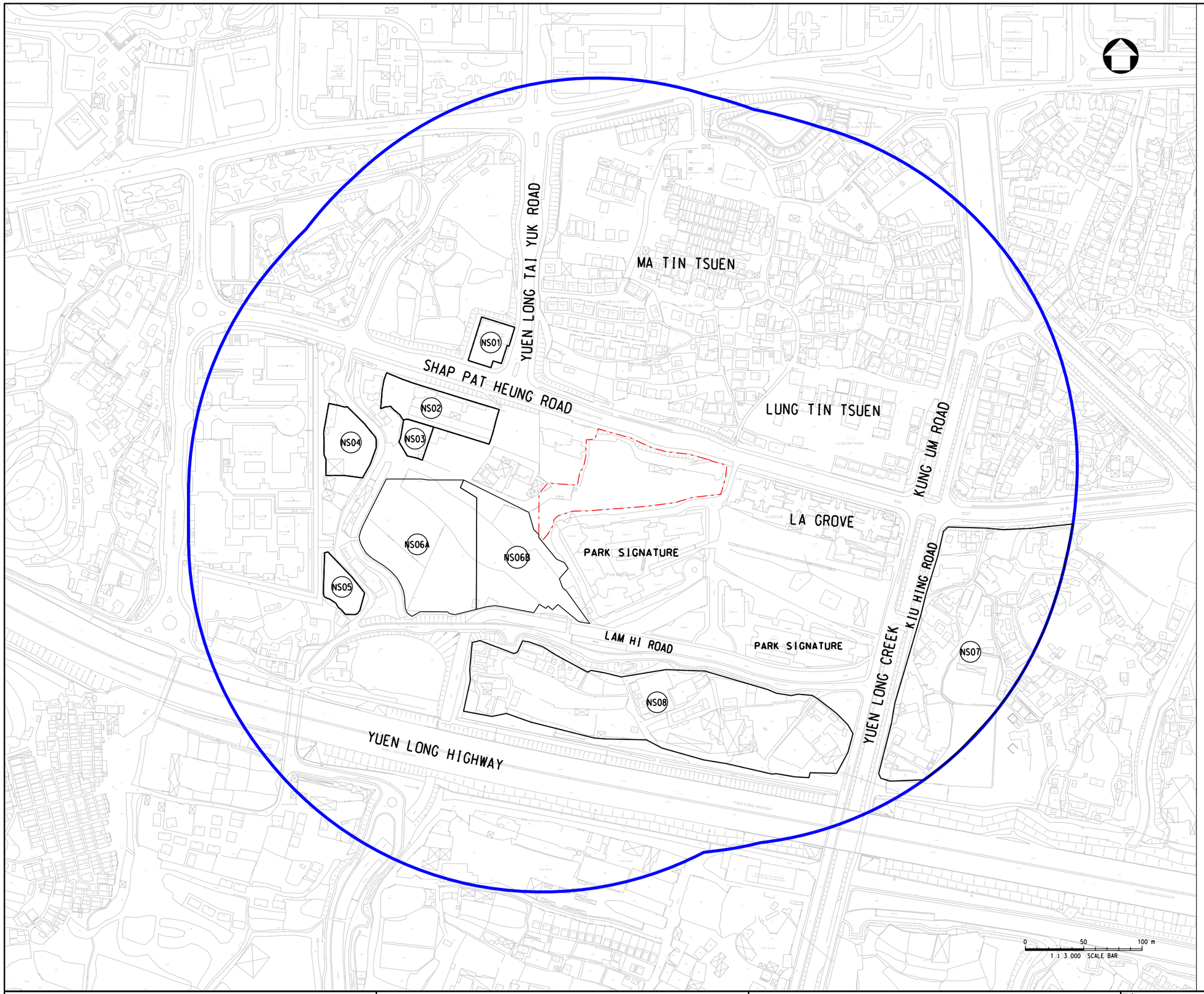

LEGEND:

- SITE BOUNDARY
- 300M NOISE STUDY AREA

POTENTIAL NOISE SOURCES:

- NS01 MA TIN SEWAGE PUMPING STATION
- NS02 UNITED CAR TRADING PLATFORM
- NS03 FU SHING MOTOR SERVICE LIMITED
- NS04 WIN FAT WAREHOUSE
- NS05 28 CAR WASH HOUSE
- NS06A OPEN SPACE AT SOUTHWEST OF THE SITE (STORAGE OF CONSTRUCTION MATERIAL)
- NS06B OPEN SPACE AT SOUTHWEST OF THE SITE (Vehicle Parking)
- NS07 VEHICLE WORKSHOPS ALONG KIU HING ROAD
- NS08 STORAGE AREA ALONG LAM HI ROAD

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AGREEMENT NO.: CB20210426 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES WEST REGION INSTRUCTION NO. K02
PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD
ENVIRONMENTAL ASSESSMENT STUDY

Title: LOCATIONS OF POTENTIAL FIXED PLANT NOISE SOURCES

Scale at A3	Date	Figure No.
1:3000	MAR 2023	Figure 3-1

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斜路

99

6.6

Blk A-011

Blk A-133

Blk A-121

Blk B-051

Blk B-042

0 25

METRES

Site Boundary of the Proposed Development

NSR_ID

Representative Noise Sensitive Receivers

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Instruction No. K02
Proposed Public Housing Development at Shap Pat Heung Road
Environmental Assessment Study

Title
Location Plan of Representative Noise Sensitive Receiver at Domestic Floor

Scale at A3: As Shown | Date: Jul 2023 | Figure No.: Figure 3-2

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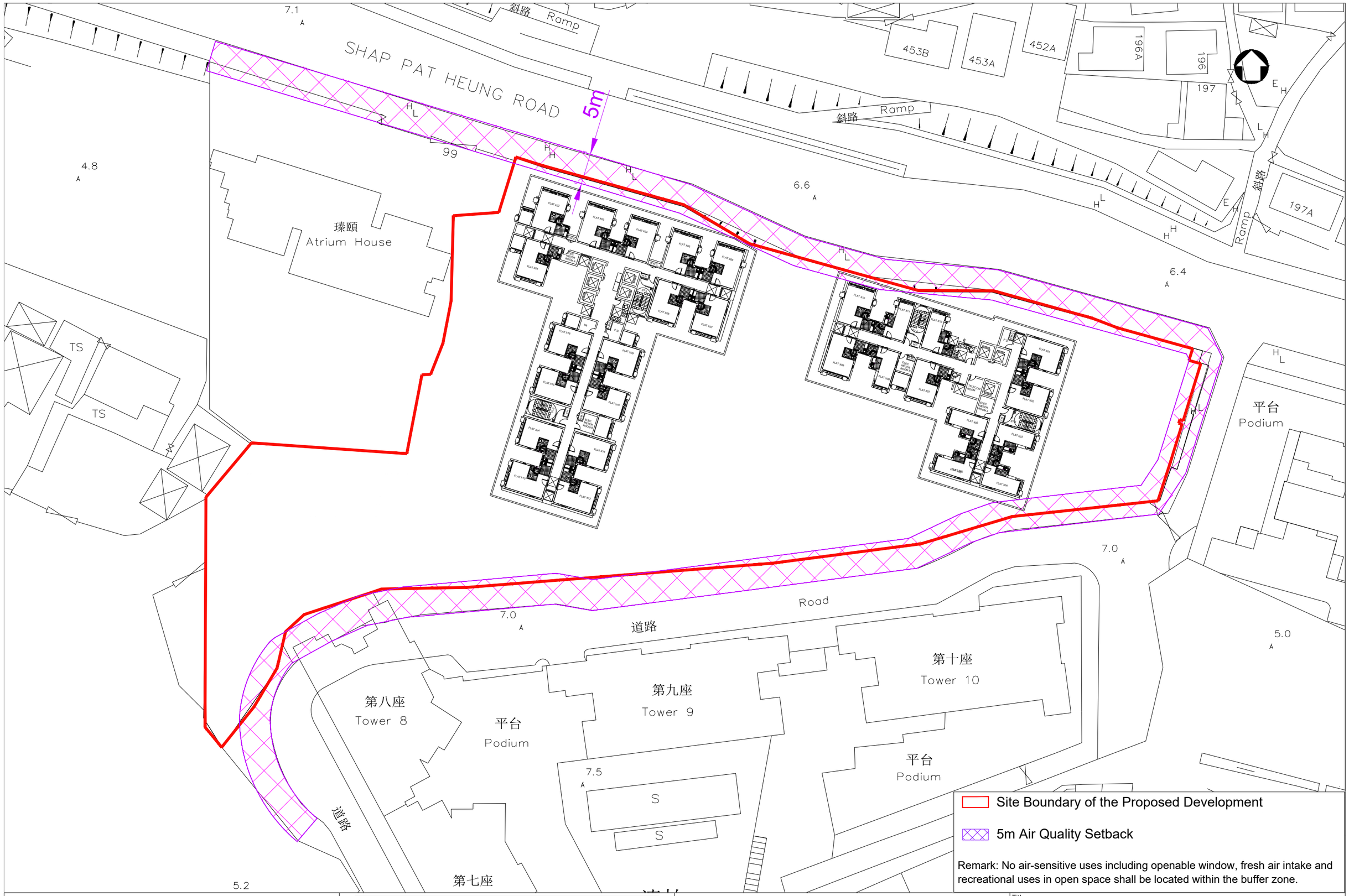

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Instruction No. K02
Proposed Public Housing Development at Shap Pat Heung Road
Environmental Assessment Study

Title
Buffer for Air Quality Setback for the Development

Scale at A3	Date	Figure No.
As Shown	Mar 2023	Figure 4-1

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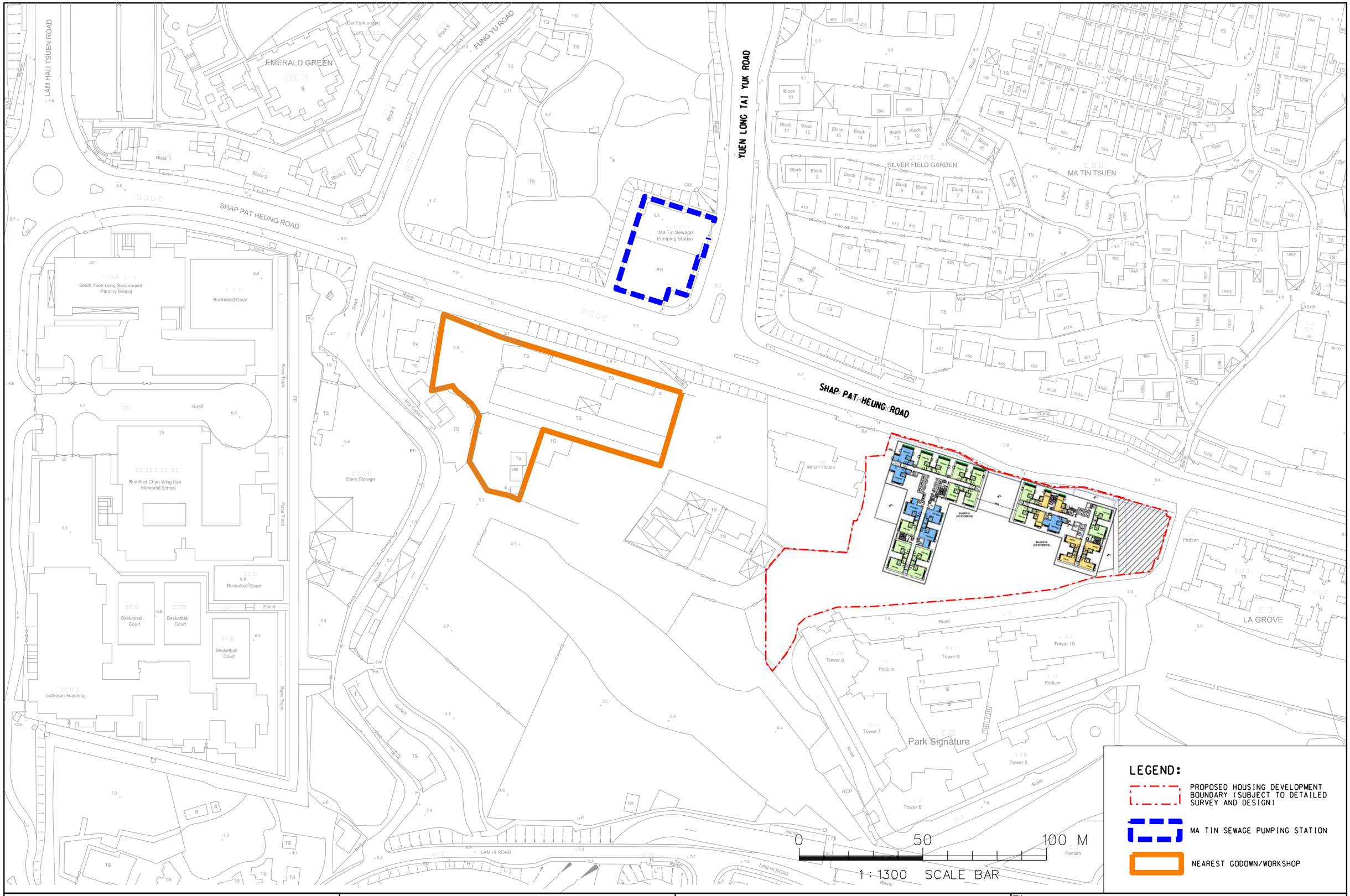

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INSTRUCTION NO.K02: PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD ENVIRONMENTAL ASSESSMENT STUDY (EAS)

Title
LOCATION OF SEWAGE PUMPING STATION, GODOWN AND WORKSHOP

Scale at A3	Date	Figure No.
AS SHOWN	NOV 2023	FIGURE 4.2

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Appendices

Appendix 1-1

Development Layout Plan

N

SHAP PAT HEUNG ROAD

璟頤
ATRIUM HOUSE

原築
LA GROVE

漆柏
PARK SIGNATURE

ACCESS ROAD TO PARK SIGNATURE

EVA / DRIVEWAY

BUILDING LINE ABOVE

LIFT LOBBY (BLK A)

P.D. (DRAIN)

TX ROOM (NON-DOM.)

LIFT LOBBY (BLK B)

TX ROOM (BLK B)

MASTER WATER METER ROOM

FS & MRC

LIFT LOBBY (BLK B)

LAWN

FS UPFEED PUMP ROOM (NON-DOM.)

FAN ROOM

TX ROOM (BLK A)

SUPROF OFFICE

FS CONTROL & SPRINKLER CONTROL VALVE ROOM (NON-DOM.)

FS SPRINKLER INLET

CARPARK
(5.0m x 2.5m x 2.4m H.)
PARKING SPACE: 54

REFUSE ROOM FOR BLK A

REFUSE ROOM FOR BLK B

CLEANING WATER TANKS ROOM (CP) (NON-DOM.)

IRRIGATION WATER TANK ROOM

FS UPFEED PUMP ROOM (NON-DOM.)

CYCLE PARKING SPACE

EMR (CP)

EMR (EV)

EMR. BLK B

AMR BLK B

EMR C (CP)

NO. OF LIGHT GOODS VEHICLE
(3.5m x 8.0m x 3.6m H.)
PARKING SPACE: 5

NO. OF LOADING / UNLOADING SPACE
(3.5m x 12.0m x 4.7m H.)
PARKING SPACE: 5

LGV

LGV (NON-MEDIUM RISE PARKING)

LGV (NON-MEDIUM RISE PARKING)

LGV

LGV

LGV

N

瑧頤
ATRIUM HOUSE

SHAP PAT HEUNG ROAD

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

漆柏
PARK
SIGNATURE

BUILDING LINE ABOVE

FRESH & FLUSH WATER FEED PUMP ROOM (BLK A)

MAIN SWITCH ROOM (NON-DOM.)

MAIN SWITCH ROOM (BLK B)

FS WATER FEED PUMP ROOM (BLK B)

FRESH & FLUSH WATER FEED PUMP ROOM (BLK B)

TBE ROOM (BLK A)

MAIN SWITCH ROOM (BLK A)

FS WATER FEED AND BOOSTER PUMP ROOM (BLK A)

CARPARK
(5.0m x 2.5m x 2.4m H.)
PARKING SPACE: 42

TBE ROOM (BLK B)

FRESH & FLUSH WATER PUMP ROOM (NON-DOM.)

FAN ROOM

GREEN ROOF

LEGEND:

- NON-BUILDING AREA
- SITE BOUNDARY
- 5M SET BACK FROM CURB TO MEET AIR QUALITY STANDARD
- DOMESTIC
- NON-DOMESTIC

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

1/F LAYOUT PLAN

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/BLK/A/LO-02

日期 DATE: SEPTEMBER 2023

05

N

瑧頤
ATRIUM HOUSE

SHAP PAT HEUNG ROAD

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

漆柏
PARK
SIGNATURE

HOME CARE SERVICES (HCS) FOR FRAIL ELDERLY PERSONS

MANAGEMENT OFFICES (MOs)

LIFT LOBBY (BLK A)

LIFT LOBBY (BLK B)

OFFICER'S COMMON AREA OFFICE (OCO)

WORKSHOP FOR ARTISANS AND OFFICE FOR CLEANING CONTRACTOR

CABLE DUCT (BLK A)

GENERATOR ROOM (NON-DOM.)

SPRINKLER PUMP ROOM (NON-DOM.)

CARPARK
(5.0m x 2.5m x 2.4m H.)
PARKING SPACE: 45

FS FIXED FIRE PUMP ROOM (NON-DOM.)

FAN ROOM

EMR (CP)

EMR C (CP)

BICYCLE PARKING SPACE : 10

BUILDING LINE ABOVE

GREEN ROOF

6.66 6.73 6.69 6.58 6.87 6.66 6.88 6.71 6.78 6.94 6.68 6.60 7.00 7.08

LEGEND:

- NON-BUILDING AREA
- SITE BOUNDARY
- 5M SET BACK FROM CURB TO MEET AIR QUALITY STANDARD
- DOMESTIC
- NON-DOMESTIC
- MANAGEMENT OFFICES (MOs)
- HOME CARE SERVICERS FOR FRAIL ELDERLY PERSONS (HCS)

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

2/F LAYOUT PLAN

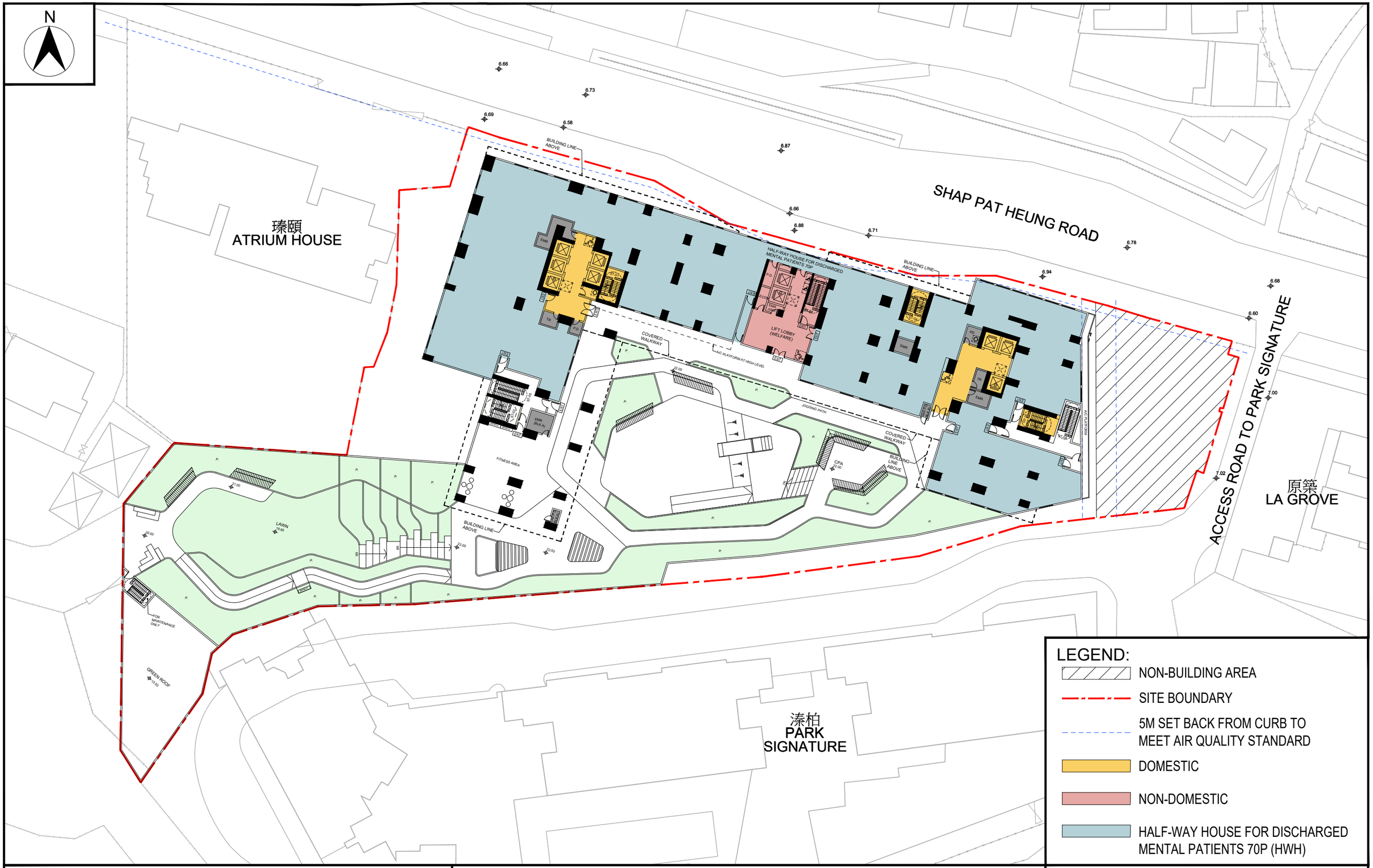
SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/BLK/A/LO-03

日期 DATE: SEPTEMBER 2023

06



PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

3/F LAYOUT PLAN

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/BLK/A/LO-04

日期 DATE: SEPTEMBER 2023

07

N

瑧頤
ATRIUM HOUSE

SHAP PAT HEUNG ROAD

BLOCK A
(35 STOREYS)

BLOCK B
(32 STOREYS)

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

漆柏
PARK
SIGNATURE

FLAT MIX				
	B	C	D	TOTAL
BLK A (35 STOREY)	-	385 (11 x 35)	175 (5 x 35)	560
BLK B (32 STOREY)	224 (7 x 32)	128 (4 x 32)	32 (1 x 32)	384
TOTAL	224 (23.7%)	513 (54.3%)	207 (22.0%)	944 (100%)

LEGEND:

- NON-BUILDING AREA
- SITE BOUNDARY
- 5M SET BACK FROM CURB TO MEET AIR QUALITY STANDARD
- ACOUSTIC WINDOW

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

TYPICAL FLOOR PLAN

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/BLK/A/LO-05

日期 DATE: SEPTEMBER 2023

08

Appendix 2-1

Traffic Forecast Data (Year 2044)

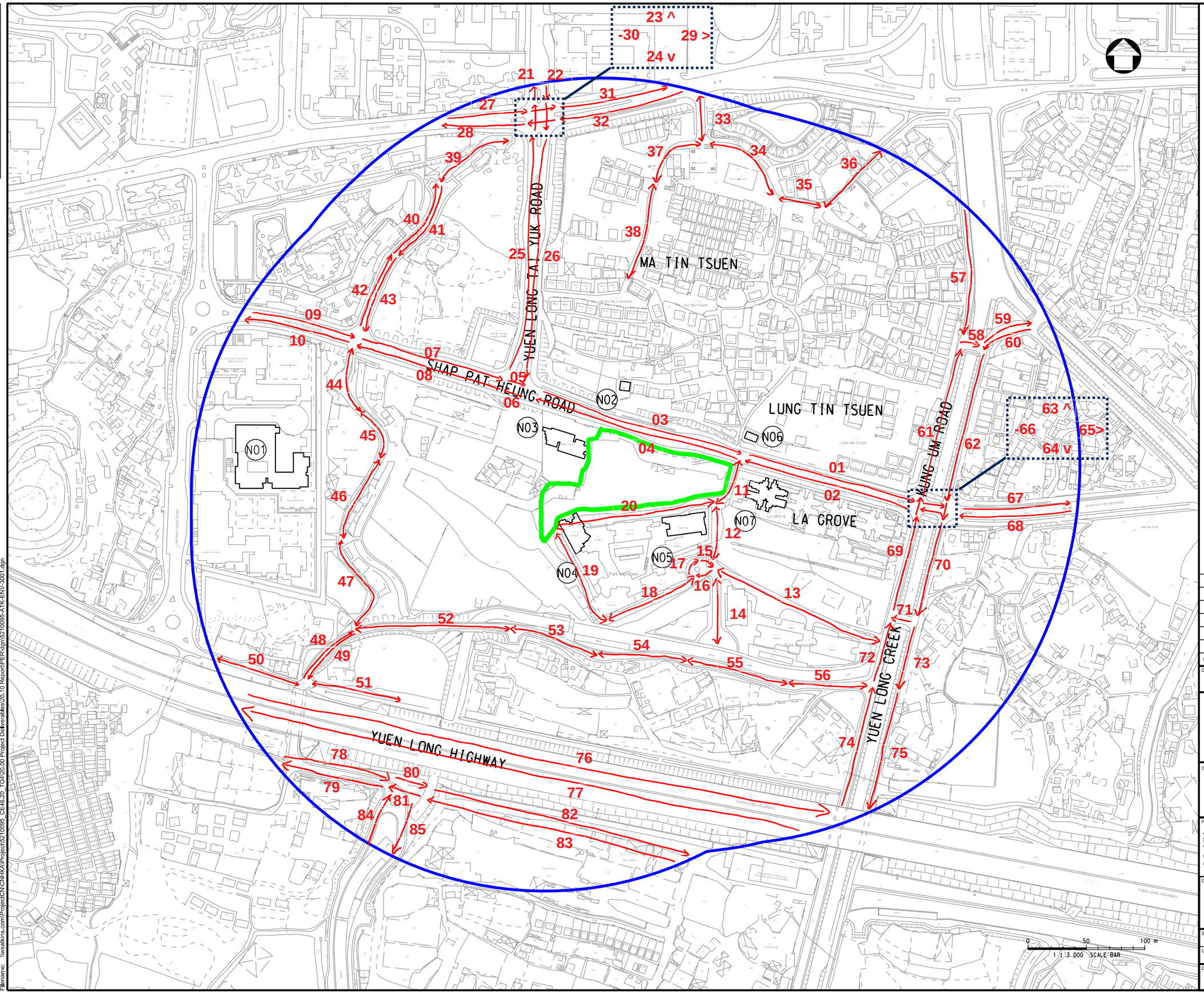
Year 2044 Traffic Data - Design

Index *	Road	Direction	One way / Two ways	Speed Limit (km/h)	Design Traffic Flows					
					AM			PM		
					Total Demand (veh/hr) **	Vehicle Breakdown #		Total Demand (veh/hr) **	Vehicle Breakdown #	
						LV	HV		LV	HV
1	Shap Pat Heung Road	E	1	50	390	90%	10%	240	80%	20%
2	Shap Pat Heung Road	W	1	50	390	85%	15%	440	80%	20%
3	Shap Pat Heung Road	E	1	50	390	90%	10%	230	80%	20%
4	Shap Pat Heung Road	W	1	50	430	90%	10%	510	80%	20%
5	Shap Pat Heung Road	E	1	50	210	90%	10%	120	85%	15%
6	Shap Pat Heung Road	W	1	50	590	90%	10%	600	80%	20%
7	Shap Pat Heung Road	E	1	50	550	90%	10%	350	85%	15%
8	Shap Pat Heung Road	W	1	50	340	95%	5%	280	90%	10%
9	Shap Pat Heung Road	E	1	50	490	90%	10%	300	85%	15%
10	Shap Pat Heung Road	W	1	50	330	95%	5%	200	95%	5%
11	Park Signature Access Road	NS	2	50	10	100%	0%	10	100%	0%
12	Park Signature Access Road	NS	2	50	10	100%	0%	10	100%	0%
13	Park Signature Access Road	EW	2	50	30	95%	5%	30	95%	5%
14	Park Signature Access Road	NS	2	50	10	100%	0%	10	100%	0%
15	Park Signature Access Road	E	1	50	30	95%	5%	30	95%	5%
16	Park Signature Access Road	S	1	50	30	95%	5%	30	95%	5%
17	Park Signature Access Road	N	1	50	30	95%	5%	30	95%	5%
18	Park Signature Access Road	EW	2	50	10	100%	0%	10	100%	0%
19	Park Signature Access Road	NS	2	50	10	100%	0%	10	100%	0%
20	Park Signature Access Road	EW	2	50	10	100%	0%	10	100%	0%
21	Yuen Long Tai Tuk Road	N	1	50	720	85%	15%	610	80%	20%
22	Yuen Long Tai Tuk Road	S	1	50	450	85%	15%	420	85%	15%
23	Yuen Long Tai Tuk Road	N	1	50	720	85%	15%	610	80%	20%
24	Yuen Long Tai Tuk Road	S	1	50	360	95%	5%	210	85%	15%
25	Yuen Long Tai Tuk Road	N	1	50	620	90%	10%	550	80%	20%
26	Yuen Long Tai Tuk Road	S	1	50	360	95%	5%	210	85%	15%
27	Ma Tin Road	E	1	50	540	80%	20%	440	80%	20%
28	Ma Tin Road	W	1	50	270	80%	20%	240	80%	20%
29	Ma Tin Road	E	1	50	560	80%	20%	600	80%	20%
30	Ma Tin Road	W	1	50	270	80%	20%	230	75%	25%
31	Ma Tin Road	E	1	50	560	80%	20%	600	80%	20%
32	Ma Tin Road	W	1	50	250	80%	20%	300	75%	25%
33	Ma Tin Tsuen Access Road	NS	2	50	60	100%	0%	50	100%	0%
34	Ma Tin Tsuen Access Road	EW	2	50	20	100%	0%	20	100%	0%
35	Ma Tin Tsuen Access Road	EW	2	50	20	100%	0%	20	100%	0%
36	Ma Tin Tsuen Access Road	EW	2	50	10	100%	0%	10	100%	0%
37	Ma Tin Tsuen Access Road	NS	2	50	30	100%	0%	30	100%	0%
38	Ma Tin Tsuen Access Road	NS	2	50	30	100%	0%	30	100%	0%
39	Fung Yu Road	NS	2	50	40	100%	0%	30	100%	0%
40	Fung Yu Road	N	1	50	10	100%	0%	20	100%	0%
41	Fung Yu Road	S	1	50	30	100%	0%	10	100%	0%
42	Fung Yu Road	N	1	50	10	100%	0%	20	100%	0%
43	Fung Yu Road	S	1	50	30	100%	0%	10	100%	0%
44	Access Road	NS	2	50	20	80%	20%	20	80%	20%
45	Access Road	NS	2	50	20	80%	20%	20	80%	20%
46	Access Road	NS	2	50	10	100%	0%	10	100%	0%
47	Access Road	NS	2	50	10	100%	0%	10	100%	0%
48	Lam Hi Road	E	1	50	30	95%	5%	20	95%	5%
49	Lam Hi Road	W	1	50	20	95%	5%	20	95%	5%
50	Lam Yu Road	EW	2	50	50	95%	5%	40	95%	5%
51	Access Road	EW	2	50	10	100%	0%	10	100%	0%
52	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
53	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
54	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
55	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
56	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
57	Kung Um Road	NS	2	50	20	95%	5%	20	90%	10%
58	Kung Um Road	EW	2	50	40	90%	10%	50	90%	10%
59	Kiu Hung Road	E	1	50	30	90%	10%	30	90%	10%
60	Kiu Hung Road	W	1	50	130	90%	10%	160	85%	15%
61	Kung Um Road	N	1	50	30	95%	5%	30	95%	5%
62	Kiu Hung Road	S	1	50	130	80%	20%	180	85%	15%
63	Kung Um Road	N	1	50	30	95%	5%	30	95%	5%
64	Kiu Hung Road	S	1	50	480	80%	20%	560	80%	20%
65	Shap Pat Heung Road	E	1	50	570	85%	15%	460	80%	20%
66	Shap Pat Heung Road	W	1	50	410	95%	5%	480	90%	10%
67	Shap Pat Heung Road	E	1	50	560	85%	15%	450	85%	15%
68	Shap Pat Heung Road	W	1	50	430	80%	20%	480	80%	20%
69	Kung Um Road	N	1	50	480	80%	20%	580	80%	20%
70	Kiu Hung Road	S	1	50	480	80%	20%	560	75%	25%
71	Kung Um Road	W	1	50	50	85%	15%	40	75%	25%
72	Kung Um Road	N	1	50	440	85%	15%	540	75%	25%
73	Kiu Hung Road	S	1	50	440	75%	25%	530	80%	20%
74	Kung Um Road	N	1	50	450	85%	15%	530	75%	25%
75	Kiu Hung Road	S	1	50	440	75%	25%	530	80%	20%
76	Yuen Long Highway	E	1	80	5,850	75%	25%	5,750	80%	20%
77	Yuen Long Highway	W	1	80	5,380	80%	20%	5,320	75%	25%
78	Lam Hi Road	E	1	50	380	75%	25%	210	75%	25%
79	Lam Hi Road	W	1	50	620	75%	25%	630	75%	25%
80	Future Road	E	1	50	340	80%	20%	230	80%	20%
81	Future Road	W	1	50	620	75%	25%	630	75%	25%
82	Future Road	E	1	50	340	80%	20%	230	80%	20%
83	Future Road	W	1	50	530	80%	20%	530	75%	25%
84	Lam Tai West Road	N	1	50	440	75%	25%	470	85%	15%
85	Lam Tai East Road	S	1	50	400	80%	20%	350	75%	25%

** Refer to attached Index Plan*

*** Numbers are rounded to nearest 10.*

 # Numbers are rounded to nearest 5.



LEGEND:

- SITE BOUNDARY
- 300M NOISE STUDY AREA

NOISE SENSITIVE RECEIVERS:

- NO1 BUDDHIST CHAN WING KAN MEMORIAL SCHOOL
- NO2 457, MA TIN TSUEN
- NO3 ATRIUM HOUSE
- NO4 TOWER 8, PARK SIGNATURE
- NO5 TOWER 10, PARK SIGNATURE
- NO6 197A, LUNG TIN TSUEN
- NO7 TOWER 5, LA GROVE

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

SNC·LAVALIN

ATKINS
Member of the SNC-Lavalin Group

Client

土木工程拓展署
Civil Engineering and Development Department

Project Title

AGREEMENT NO. 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT (TASK ORDER 4) IN ZONE 1(2021-2024) - FEASIBILITY STUDY (SHAP PAT HEUNG ROAD)

Drawing Title

REPRESENTATIVE NOISE SENSITIVE RECEIVER

Scale	Designed	Drawn	Checked	Authorised
1 : 3 000	IT	IT	RC	WW
Original Size	Date	Date	Date	Date
A3	NOV 2021	NOV 2021	NOV 2021	NOV 2021

Drawing Number: 5210095-ATK-ENV-3001

Revision: A

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User name: WONG3184 Date:2/9/2022 Time:4:02:09 PM
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Appendix 2-2

Summary of Noise Attenuation Performance for MFD-MiC with Acoustic Window

8. Conclusion

8.1 The noise attenuation of the MFD-MiC with acoustic window for the public housing development, with suitable correction applied are summarized in **Table 8**.

Table 8 – Summary of Noise Attenuation Performance for MFD-MiC with Acoustic Window

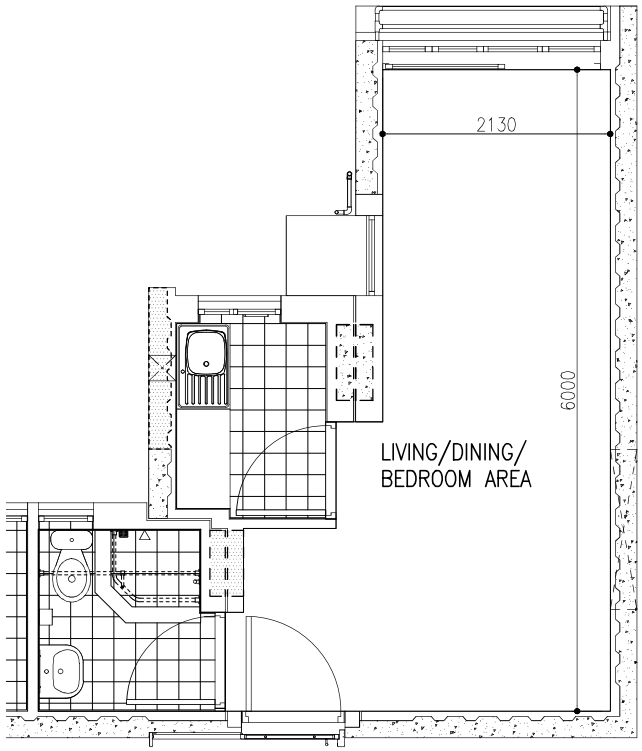
		Acoustic Window Configurations				Noise Attenuation dB(A)	
Flat Type	**Floor Size (m^2)**	**Inner Window Opening**	**Outer Window Opening**	**Window Overlapping Length**	**Gap Width between Window Panel**	**With Sound Absorptive Lining**	**Without Sound Absorptive Lining**
Type A-M2	9.357	1352mm (H) x 820mm (W)	1352mm (H) x 700mm (W)	340mm	175 mm	7.1	5.9
Type B-M2	15.592	1352mm (H) x 895mm (W)	1352mm (H) x 945mm (W)	200mm	175 mm	6.9	5.8
Type C-M2							
Living Room	16.414	1352mm (H) x 915mm (W)	1352mm (H) x 985mm (W)	100mm	175 mm	7.1	5.6
Bedroom 1	6.117	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175 mm		
Type C-M3							
Living Room	16.736	1352mm (H) x 985mm (W)	1352mm (H) x 1125mm (W)	330mm	175 mm	7.1	5.6
Bedroom 1	6.094	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175 mm		
Type D-M2							
Living Room	16.414	1352mm (H) x 915mm (W)	1352mm (H) x 985mm (W)	100mm	175 mm	7.1	5.6
Bedroom 1	6.117	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175 mm		
Bedroom 2	4.692	1352mm (H) x 545mm (W)	1352mm (H) x 545mm (W)	680mm	175 mm	4.2	3.0

8.2 The above values are estimated noise attenuation for use. For the acoustic window configuration deviated from those considered in this technical note/ more refined estimation of the noise attenuation value is required, further discussion with EPD is required on project basis.

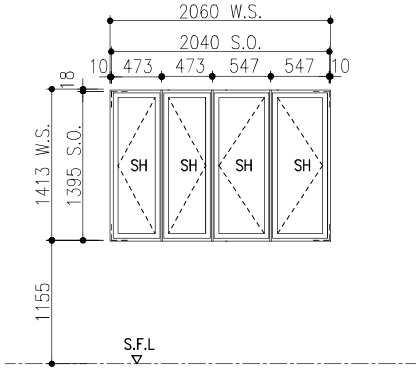
Annex A

MFD-MiC with

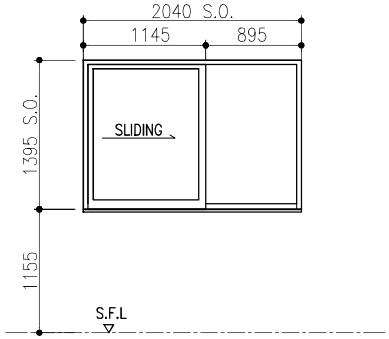
Acoustic Window



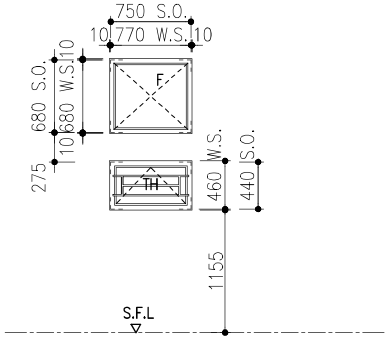
TYPE B – M2 FLAT (WITH ACOUSTIC WINDOW) SCALE 1:50(A3)



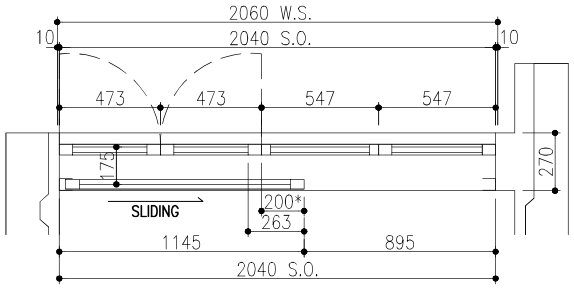
ELEVATION (OUTER LAYER)
SCALE 1:50(A3)



ELEVATION (INNER LAYER)
SCALE 1:50(A3)



SIDE ELEVATION–LIVING ROOM
SCALE 1:50(A3)



PART PLAN OF ACOUSTIC WINDOW
SCALE 1:25(A3)

IFA

LIVING ROOM: 15.592m²

NOTE: ELEVATIONS VIEWED FROM INSIDE

F –FIXED WINDOW

TH –TOP HUNG WINDOW

SH –SIDE HUNG WINDOW

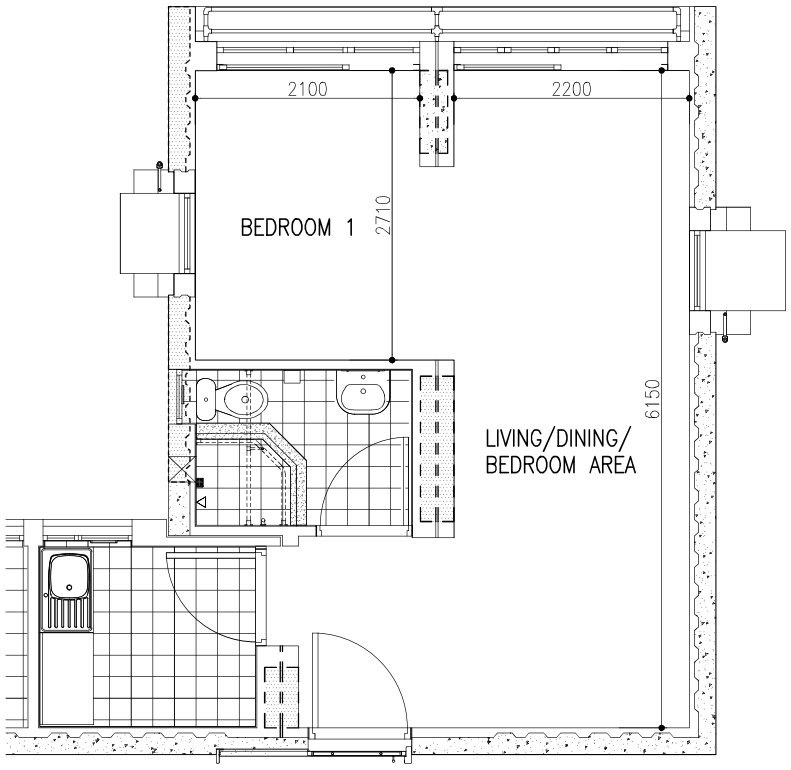
S.O. –STRUCTURAL OPENING

W.S. –WINDOW DIMENSION

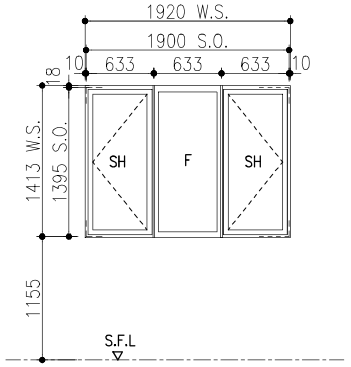
MODULAR FLAT (MIC) WITH ACOUSTIC WINDOW

TYPE B-M2 FLAT

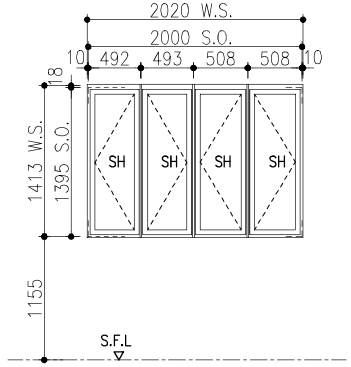
NOVEMBER 2022 (FOR EPD)



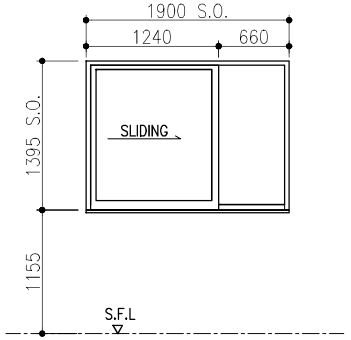
TYPE C – M2 FLAT (WITH ACOUSTIC WINDOW) SCALE 1:50(A3)



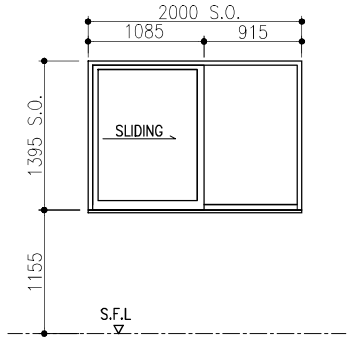
ELEVATION–BEDROOM1
(OUTER LAYER) SCALE 1:50(A3)



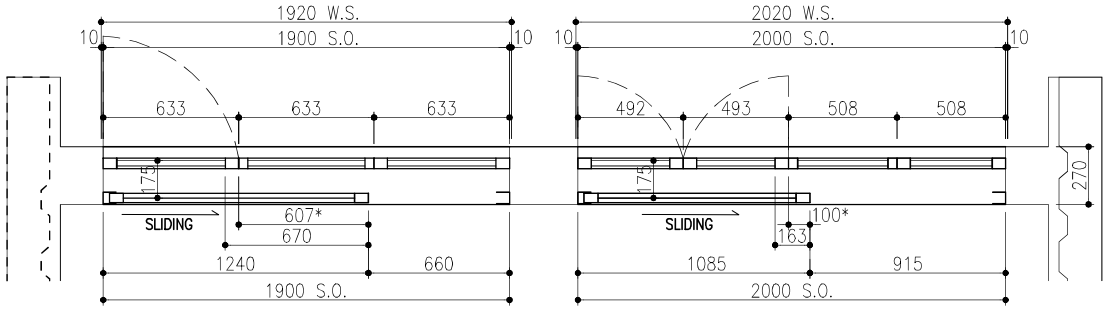
ELEVATION–LIVING ROOM
(OUTER LAYER) SCALE 1:50(A3)



ELEVATION–BEDROOM1
(INNER LAYER) SCALE 1:50(A3)



ELEVATION–LIVING ROOM
(INNER LAYER) SCALE 1:50(A3)



PART PLAN OF ACOUSTIC WINDOW
SCALE 1:25(A3)

IFA

LIVING ROOM: 16.414m²

BR1: 6.117m²

NOTE: ELEVATIONS VIEWED FROM INSIDE

F –FIXED WINDOW

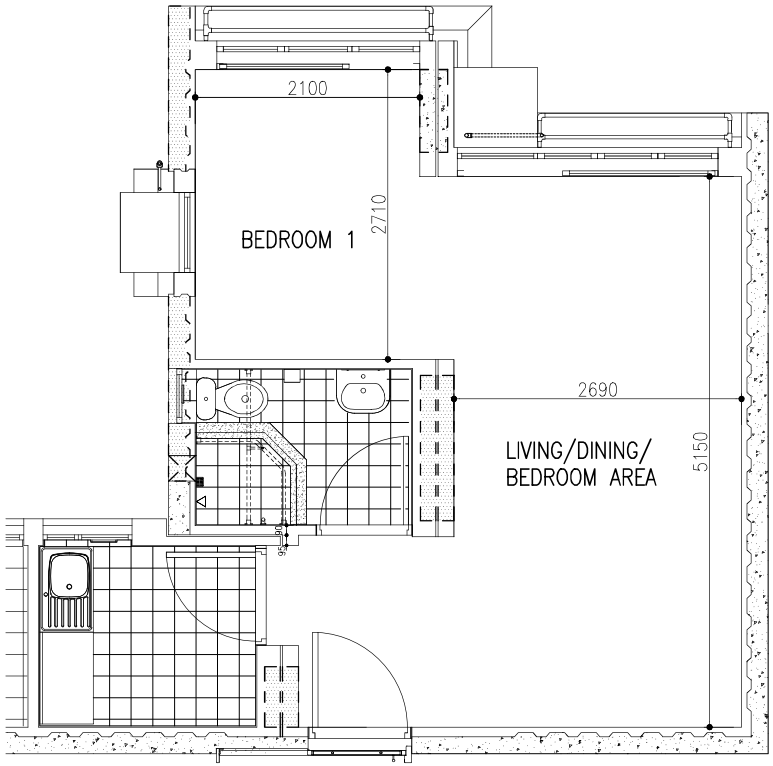
SH –SIDE HUNG WINDOW

S.O. –STRUCTURAL OPENING

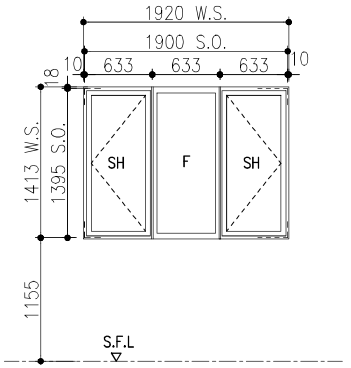
W.S. –WINDOW DIMENSION

MODULAR FLAT (MIC) WITH ACOUSTIC WINDOW TYPE C-M2 FLAT

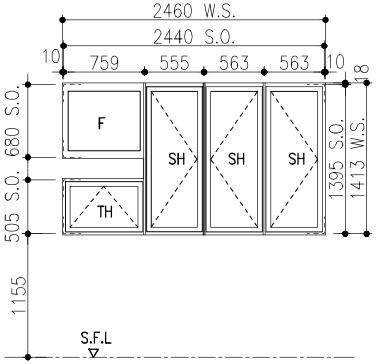
MARCH 2022 (FOR EPD)



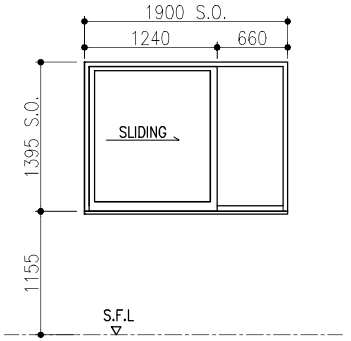
TYPE C – M3 FLAT (WITH ACOUSTIC WINDOW) SCALE 1:50(A3)



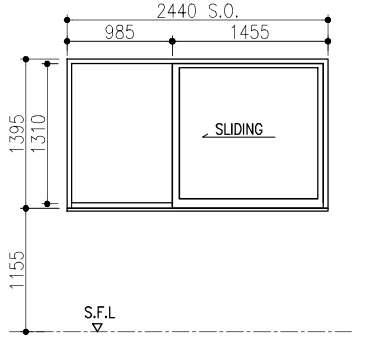
ELEVATION–BEDROOM1
(OUTER LAYER) SCALE 1:50(A3)



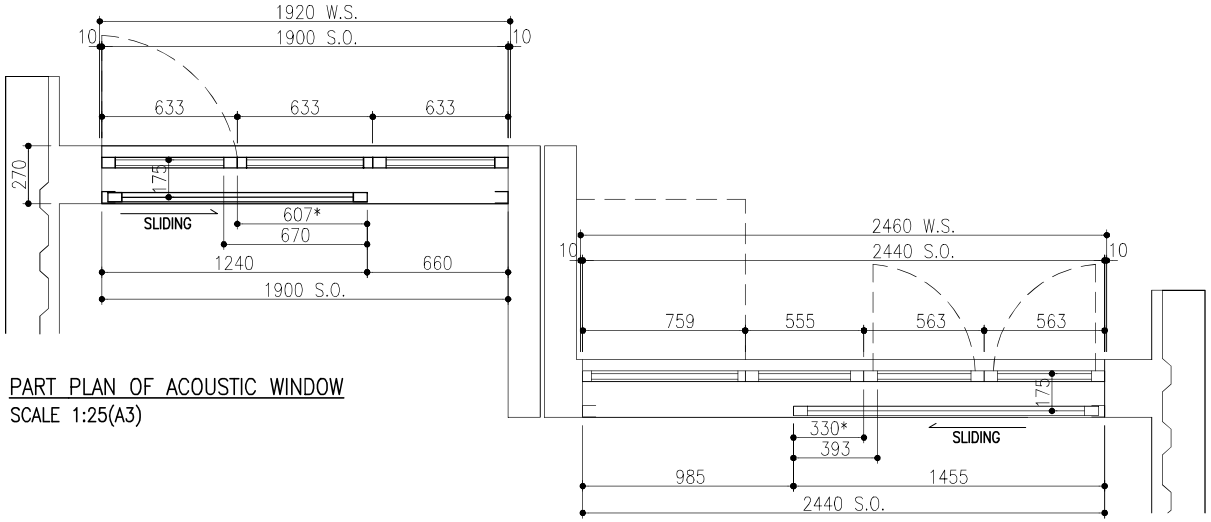
ELEVATION–LIVING ROOM
(OUTER LAYER) SCALE 1:50(A3)



ELEVATION–BEDROOM1
(INNER LAYER) SCALE 1:50(A3)



ELEVATION–LIVING ROOM
(INNER LAYER) SCALE 1:50(A3)



PART PLAN OF ACOUSTIC WINDOW
SCALE 1:25(A3)

IFA

LIVING ROOM: 16.736m²

BR1: 6.094m²

NOTE: ELEVATIONS VIEWED FROM INSIDE

F –FIXED WINDOW

TH –TOP HUNG WINDOW

SH –SIDE HUNG WINDOW

S.O. –STRUCTURAL OPENING

W.S. –WINDOW DIMENSION

MODULAR FLAT (MIC) WITH ACOUSTIC WINDOW TYPE C-M3 FLAT

MARCH 2022 (FOR EPD)

Appendix 2-3

Extracts from Final Report of Acoustic Design and Performance Evaluation of the Acoustic Window (ADPEAW)

Hong Kong Housing Authority
香港房屋委員會

Term Traffic and Environmental Consultancy Services 2010-2012
for Hong Kong Island and Kowloon East Region

Instruction No. M1

Acoustic Design and Performance Evaluation of the Acoustic Window



Final Report

MVA HONG KONG LTD. 弘達 in association with ENVIRON Hong Kong Ltd.

March 2012

28614-1/FR/COV.CDR/LHY/28FEB12

8. IMPLEMENTATION

8.1 Application in San Po Kong Housing Development

8.1.1 As the design of the Acoustic Window was developed and evolved under this study with a view to be applied in SPK housing development, laboratory test and in-situ test of the acoustic window at ex-San Po Kong Flatted Factory (ex-SPKFF) site was carried out in 2009 and 2010. With the sound attenuation of 1B flat measured by in-situ test as a basis, attenuations for other flat types were also evaluated by numerical analysis.

8.1.2 As the in-situ test and numerical analysis already eliminated most uncertainty factors and are regarded as under worst case scenario, the derived sound attenuation performance is considered applicable and appropriate to be adopted in subsequent road traffic noise impact assessment study adopting the same window system in ex-SPKFF site.

8.1.3 The summary of sound attenuation performance to be applied in the subsequent EAS is shown below:

Type of Acoustic Window System	1/2P	2/3P	1B	2B	
				(LIV+BR1)	(BR2)
Sliding window, without absorption at window	5.9	6.6	6.6	6.6	3.5
Sliding window, with absorption at window	7.1	7.7	8.1	8.1	4.7
Sliding door, without absorption at window	7.2	7.8	7.5	7.5	3.5
Sliding door, with absorption at window	7.7	8.2	7.9	7.9	4.7

8.1.4 For those flat units equipped with acoustic window in the EAS, the equivalent noise level of the corresponding noise sensitive receivers would be the results of deducting the noise level at 1 m away from façade calculated by CRTN method by the sound attenuation of the acoustic window assessed in this report. For example, the noise level at 1 m away from façade of a 2/3P flat at 10/F of the building block at San Po Kong development assessed by CRTN is 77.6 dBA. If acoustic window with sound absorption material (sound attenuation = 7.7 dBA) is installed for the flat, the equivalent noise level for the flat would be 77.6 dBA - 7.7 dBA = 69.9 dBA. As such, the flat mitigated by installation of acoustic window with sound absorption material becomes complying with HKPSG requirement.

8.2 Application in Other Housing Development

8.2.1 The sound attenuation performance assessed in this study, although targeted to be applied in SPK housing development as a pilot project, can be considered as reference for generic application of the window system in housing development of other sites.

8.2.2 In general, the sound attenuation of non-typical noise mitigation measures may need to be justified on case by case basis to demonstrate that the proposed sound attenuation is applicable to the specific site. EPD's view/agreement should be sought in principle on whether the acoustic window system could be applied to other public housing developments with severe traffic noise impact while other direct mitigation measures are not sufficient to achieve an acceptable noise performance.

8.2.3 The performance of acoustic windows in this report is assessed with a view to be applied for SPK housing development. For other housing development, this report may be considered as reference for generic application of the window system and could be used as the basis of the said case by case justification in the projects of other housing development.

8.3 Application summary

Acoustic Window configuration

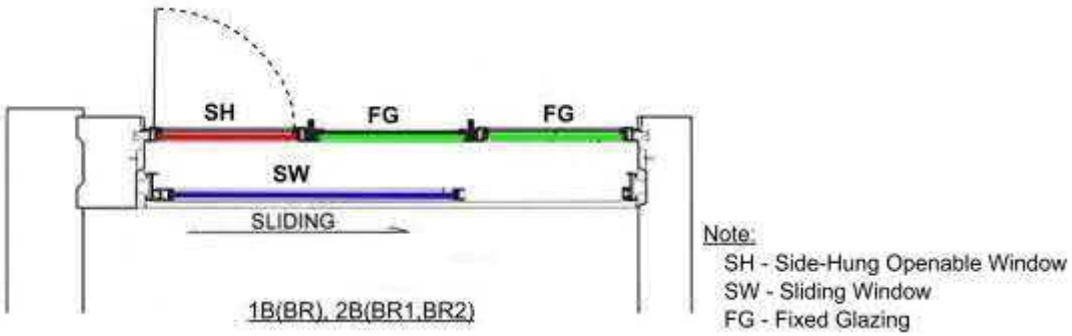
8.3.1 For the acoustic window system, sound attenuation is dependent on the window configuration, namely the inner and outer openings, overlapping length and pane separation. **Appendix H** shows the design of the acoustic window system in different types of flats. The configuration of acoustic window is listed below:

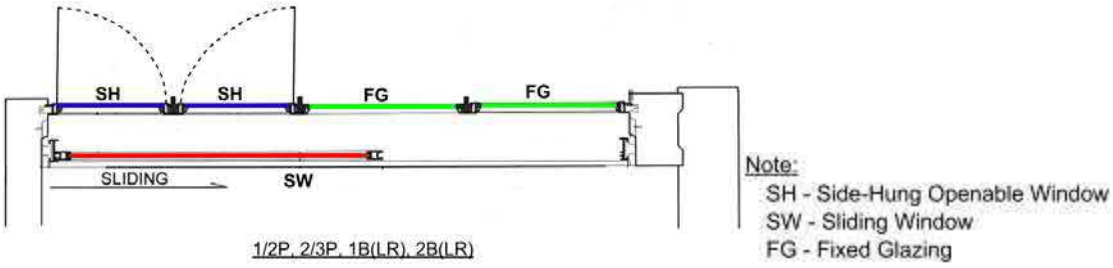
Flat Type	Inner Window Opening	Outer Window Opening	Window Overlapping Length	Window Pane Separation
Flat 1/2P	1352mm (H) x 850mm (W)	1352mm (H) x 870mm (W)	340mm	175mm
Flat 2/3P	1352mm (H) x 980mm (W)	1352mm (H) x 1010mm (W)	340mm	175mm
Flat 1B1, 1B2 & 2B2 – Living Room	1352mm (H) x 1020mm (W)	1352mm (H) x 1050mm (W)	340mm	175mm
Flat 1B1, 1B2 & 2B2 – Bedroom	1352mm (H) x 550mm (W)	1352mm (H) x 560mm (W)	525mm	175mm
Flat 2B2 – Bedroom 2	1352mm (H) x 658mm (W)	1352mm (H) x 668mm (W)	634mm	175mm

8.3.2 Based on the acoustic window system design,

- outer layer of the window system consists of fixed glazing and side-hung openable gasketted window.
- inner layer consists of one sliding window.

8.3.3 The basic configuration of the acoustic window is shown below:





8.3.4 Nevertheless, for operation and maintenance purpose, the fixed glazing specified as FG might be equipped with side-hung openable window. For those "F.G. equipped with side-hung openable window", provision of special window opening device would be considered for incorporation if and when such need is warranted. More information can be referred to **Annex K**. However, the future resident shall be advised of the caution that such window should be closed to achieve the intended sound attenuation and that opening of the windows for purpose of other operation, maintenance or additional ventilation would compromise the indoor noise level in the flat.

8.3.5 For the modified acoustic window system, with a view to reduce the thickness of the wall façade in the living room, acoustic window system will adopt inner sliding door (instead of inner sliding window) in only the living room of 1B flat (or 2B flat), 1/2P and 2/3P flats. The acoustic window system in the bedroom of 1B or 2B flats would still adopt the sliding window versions. **Annex H** shows the design of the modified acoustic window system (with sliding door) in different types of flats. The configuration of the modified acoustic window (with sliding door) is listed below table:

Flat Type	Inner Window Opening	Outer Window Opening	Window Overlapping Length	Window Pane Separation
Flat 1/2P	2492mm (H) x 842mm (W)	1352mm (H) x 870mm (W)	340mm	175mm
Flat 2/3P	2492mm (H) x 972mm (W)	1352mm (H) x 1010mm (W)	340mm	175mm
Flat 1B – Living Room	2492mm (H) x 1012mm (W)	1352mm (H) x 1050mm (W)	340mm	175mm
Flat 2B – Living Room	2492mm (H) x 1012mm (W)	1352mm (H) x 1050mm (W)	340mm	175mm

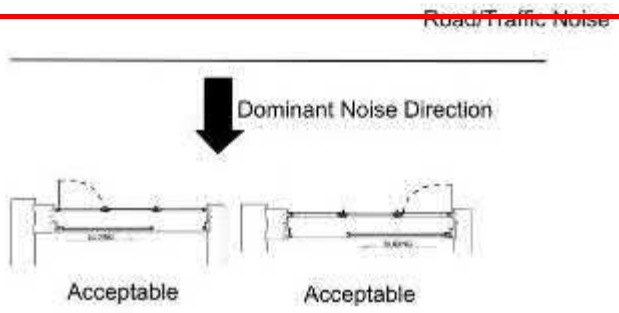
8.3.6 Basically, dimensions and all other parameters of the outer window system of the original acoustic window design would be adopted in the modified acoustic window system. The modified window design will only be adopted in the flat type 1/2P, 2/3P and living room of flat type 1B and 2B.

8.3.7 The purpose of this modification is to provide an option to enhance the accessibility of drying facilities outside window of the living room area.

Acoustic Window Setting and Orientation

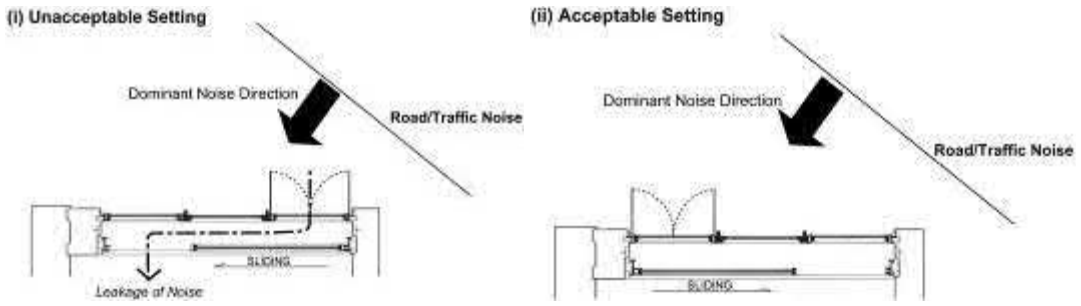
8.3.8 For achieving the sound attenuation assessed in the study, the acoustic window should be set at the intended orientation as described below.

8.3.9 In case a flat is fronting a major noisy road running in parallel with the façade, the left/right settings of the openings of its acoustic window are only mutual images; both of which could achieve the intended sound attenuation in the study.



Window in parallel with traffic noise source

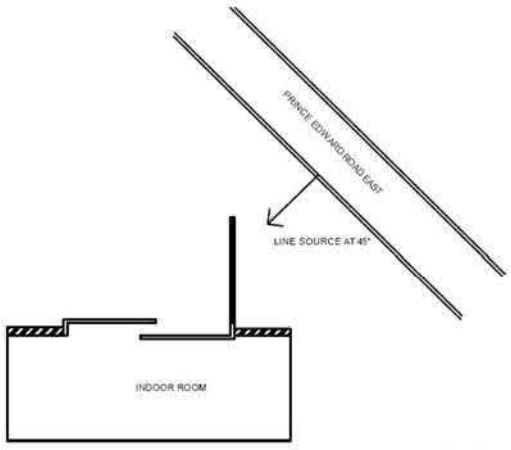
8.3.10 In case the road is located at one side of the flat, the traffic noise would propagate to the façade/flat more from the side of the road rather than right in front of it. The staggered openings of the acoustic window should be set to intercept direct propagation of noise through the openings and the gap between outer and inner panes. In general, the opening of the outer layer of window should be sited further away from the road, as illustrated below. The orientation of acoustic window under test (i.e. parallel to the road) represents the worst scenario based on the openings of the acoustic window not being set as 'unacceptable/unfavourable setting'



Window NOT in parallel with traffic noise source

However, if there exist other features near the acoustic window causing reflection/reverberation of noise (e.g. fins or side walls), separate assessment should be conducted for the setting of the openings to optimize the sound attenuation of the acoustic window.

8.3.11 In San Po Kong project, there are flats of acoustic window with vertical fins or side walls adjacent to the window. An additional study was conducted by using computer simulation for the purpose of determining the most favourable configuration / orientation of openings in terms of sound attenuation after adding building structure like fins. The finding indicated that in such case with fin/wall shielding of effective length of 1.8m long (1.5m long architectural fin in San Po King Project in additional to the standard 0.3m architectural feature) and the noise source at 45 deg., the favourable configuration will have the outer opening set next to the fin/wall and the inner opening away from it as illustrated below. The detail results and discussion of the computer simulation study were included in **Annex L**.



Favourable Setting for window with adjacent Fin/Wall and Noise Source at 45 deg

Materials Requirement

8.3.12 For the acoustic window (sliding window) system, the following materials requirement should be specified for construction:

- Window pane: 6 mm thick
- Sound Absorption Material (where applicable):
  - Thickness: 30 mm
  - NRC: minimum 0.7
  - Location: two sides and top
  - Lining Panel: 2 mm aluminium (or less) with perforation
  - Perforation: 40 % opening
  - Weather-proof Protection – SAM to be wrapped/sealed by protective sheet of biaxially oriented polyester film

8.3.13 Additional requirement for modified acoustic window system (sliding door), the following materials requirement should be specified for lower portion of one side of the sliding door facing to outer window:

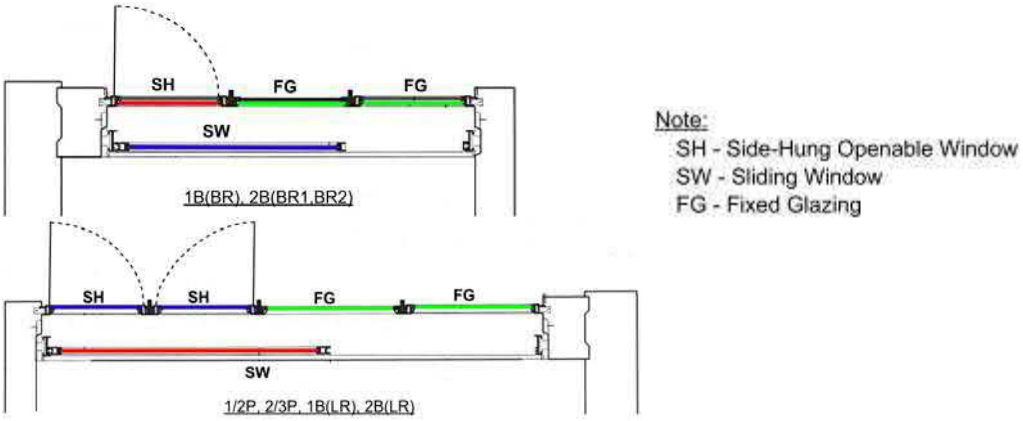
- Sound Absorption Material:
  - Thickness: 30 mm
  - Location: backing side of the lower part of sliding door (refers to plans at **Annex H**)
  - NRC: minimum 0.7
  - Lining Panel: 2 mm aluminium (or less) with perforation
  - Perforation: 40 % opening
  - Weather-proof Protection – SAM to be wrapped/sealed by protective sheet of biaxially oriented polyester film

8.3.14 To facilitate future maintenance for modular acoustic window system and modified acoustic window system, the detailing of the window should be designed to allow the SAM core to be replaceable.

Advice to Future Residents about Acoustic Window

8.3.15 The sound attenuation achieved by the acoustic window refers to the designated setting of windows. Hence the future residents in the flats equipped with acoustic windows should be advised of such settings for achieving the intended attenuation. The following may be considered as reference:

- This special window design is for mitigating traffic noise impact. To achieve the intended sound attenuation, the windows should be set as following:



- Deviation from the above setting by opening other windows might affect the noise level in the flat.

Monitoring and Audit after Completion

8.3.16 In order to obtain more data of sound attenuation performance of the acoustic window and for comparison with the assessment findings of this study, further on-site acoustic testing at constructed flats in San Po Kong housing development after completion is recommended. Similar on-site testing in Sai Chuen Road project for acoustic balcony could be used as reference.

8.3.17 The arrangement, details and programme on the further on-site testing would be further liaised and submitted to EPD for comment.

Appendix 3-1

Site Visit Record of Potential Fixed Plant Noise Sources

Site Photos



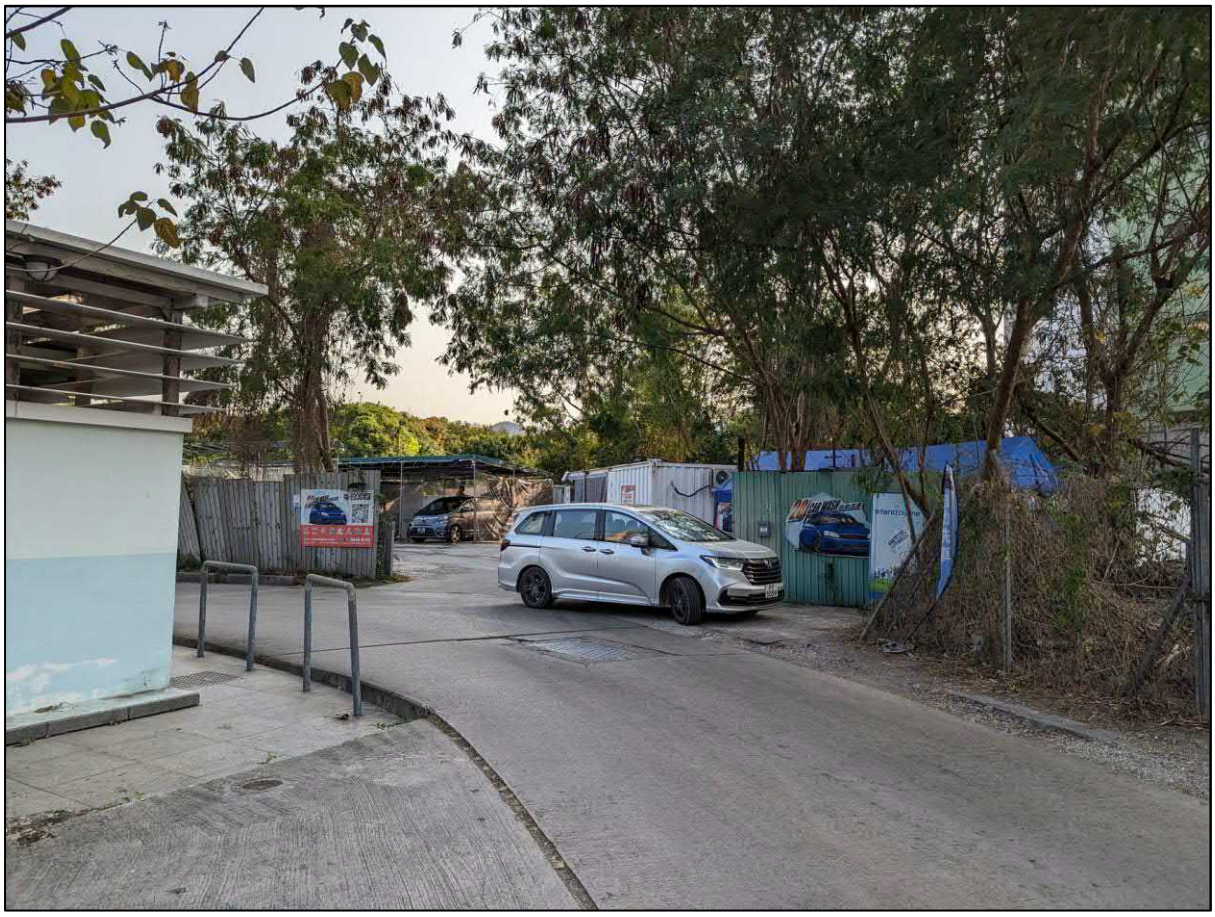
NS 01: Ma Tin Sewage Pumping Station	Date: 7 March 2023



NS 02: United Car Trading Platform NS 03: Entrance of Fu Shing Motor Service Limited	Date: 7 March 2023



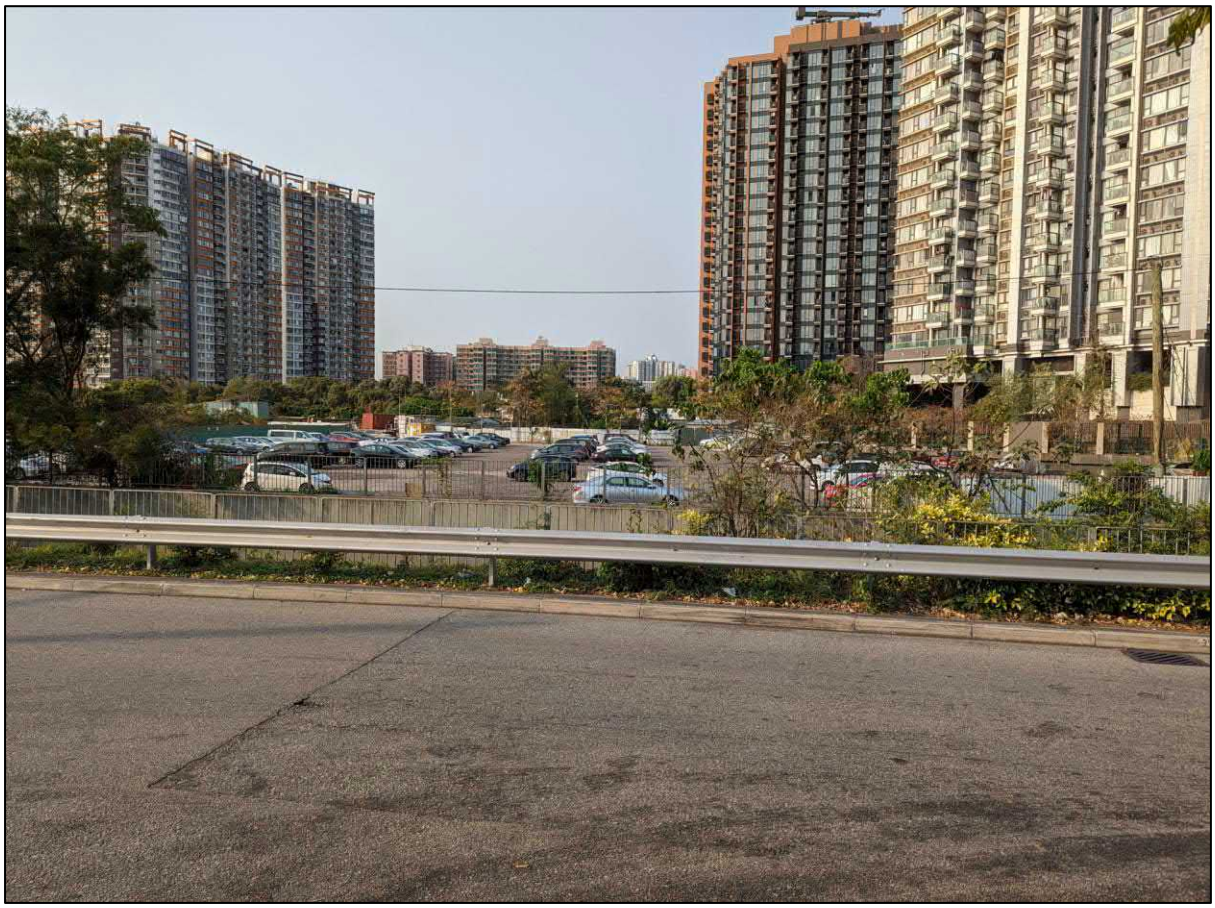
NS 04: Win Fat Warehouse – Storage of Construction Material (i.e. Sand)	Date: 7 March 2023



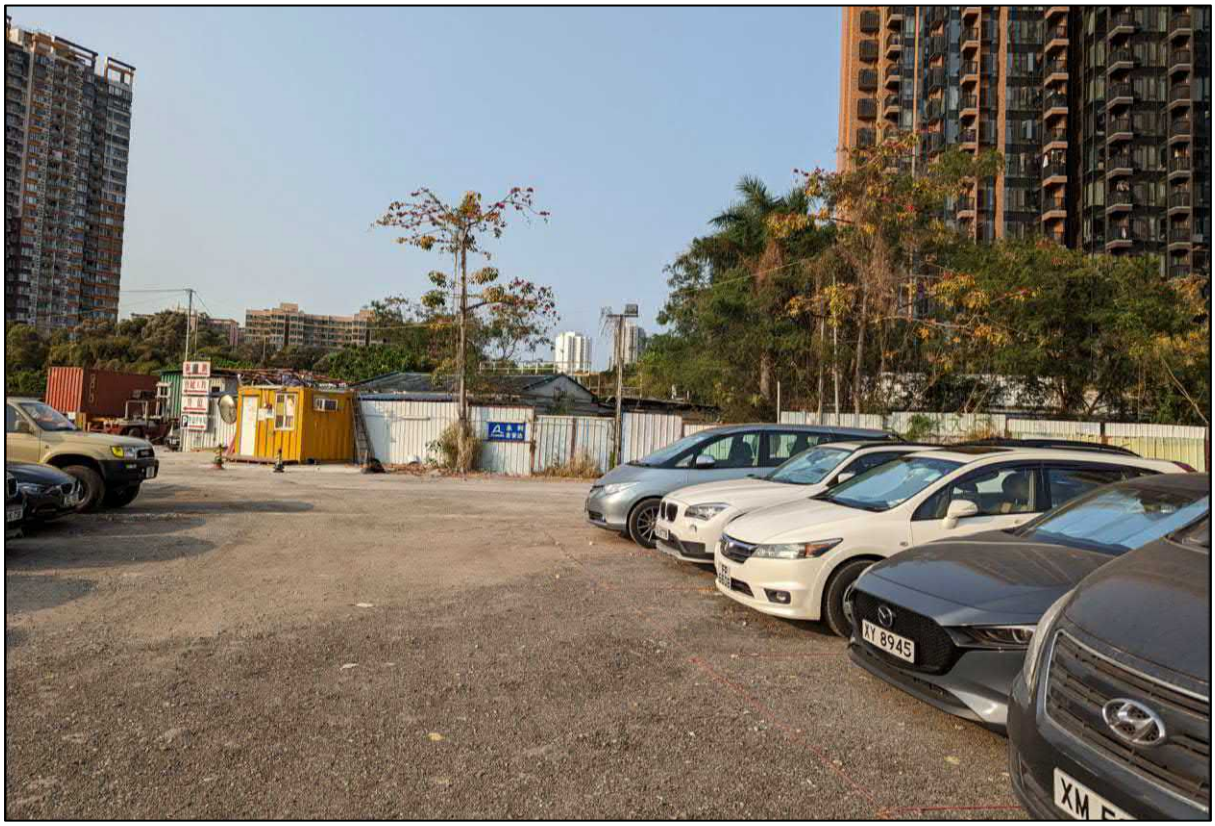
NS 05: Entrance of 28 Car Wash House	Date: 19 May 2022



NS 06a: Open Space at the Southwest of the Site – Storage of Construction Material	Date: 7 March 2023



NS 06b Open Parking at the Southwest of the Site (From Lam Hi Road)	Date: 7 March 2023



NS 06b Open Parking at the Southwest of the Site	Date: 7 March 2023



NS 06b Open Parking at the Southwest of the Site	Date: 7 March 2023



NS 06b Open Parking at the Southwest of the Site	Date: 7 March 2023



NS 07: Vehicle Workshops along Kiu Hing Road	Date: 7 March 2023



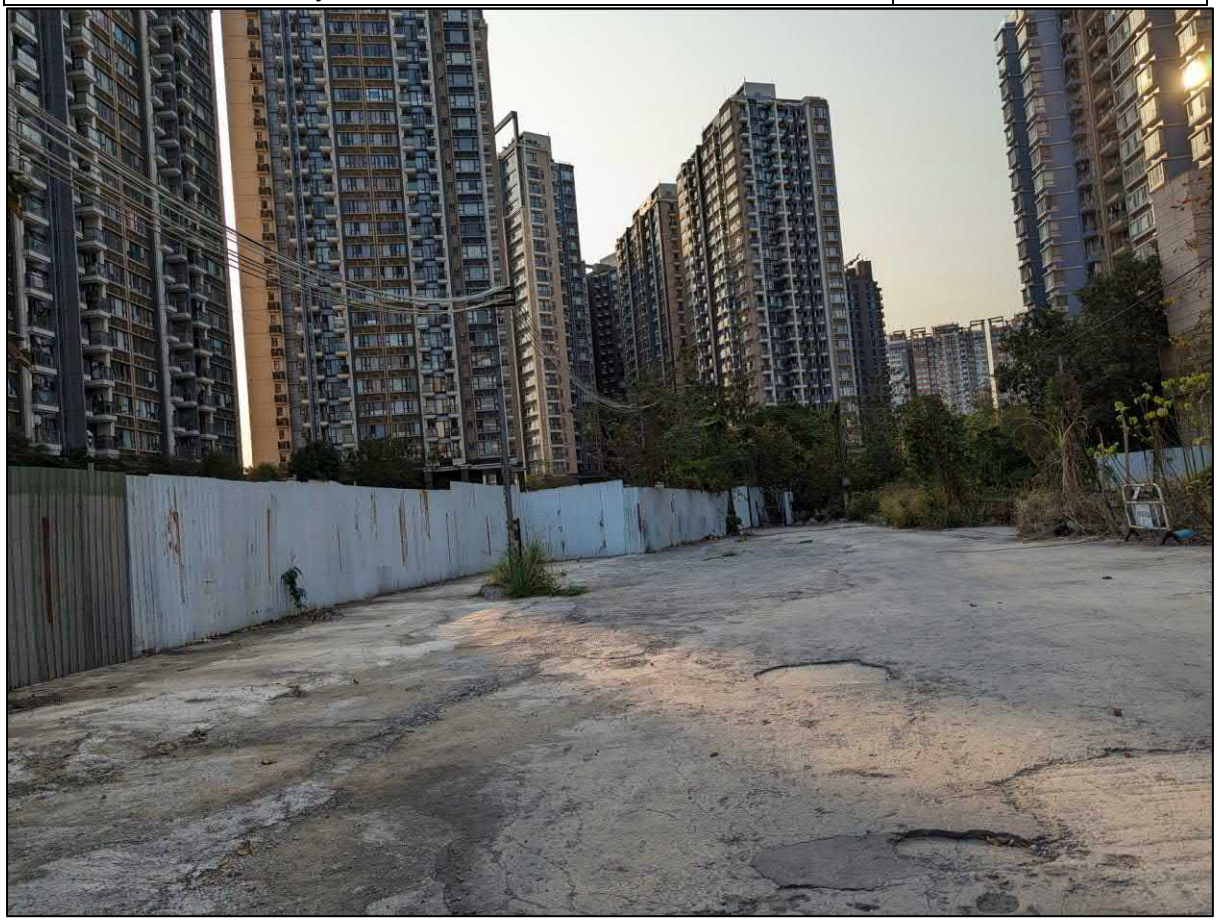
NS 08: Entrance of the storage area along Lam Hi Road	Date: 19 May 2022



NS 08: Storage area along Lam Hi Roads	Date: 19 May 2022



Current status of the Subject Site	Date: 7 March 2023



Previous Open Storage Space between La Grove and Park Signature – Storage of Construction Material (i.e. metal)	Date: 7 March 2023

Appendix 3

土木工程拓展署
Civil Engineering and Development Department

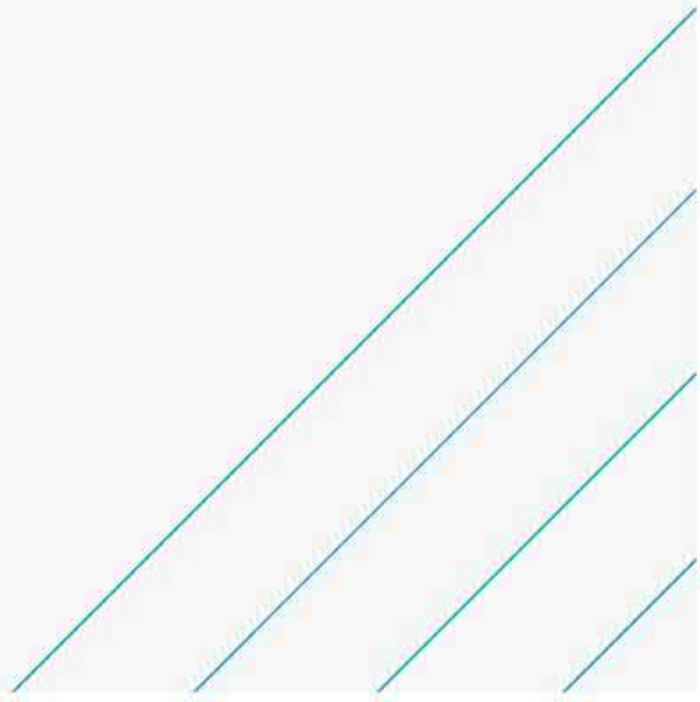
ATKINS
Member of the SNC-Lavalin Group

Agreement No. CE 46/2020 (CE) Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 – Shap Pat Heung Road)

Final Preliminary Traffic and Transport Impact Assessment for Shap Pat Heung Road (Rev.2)

(5210095-OR009-03)

March 2023



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5210095-TIA-1302	Year 2021 Observed Traffic Flows
5210095-TIA-1303	Existing Nearby Public Transport Facilities
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5210095-TIA-1305	Observed Average Queue Length – 2021 AM (Part 2 of 2)
5210095-TIA-1306	Observed Average Queue Length – 2021 PM (Part 1 of 2)
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1. Introduction

1.1. General

1.1.1. The Civil Engineering and Development Department (hereinafter called "CEDD") of the Government of the Hong Kong Special Administrative Region appointed Atkins China Limited (hereinafter called "Atkins"), under Agreement No. CE 46/2020 (CE), to provide professional services in respect of the Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021 - 2024) - Feasibility Study (hereinafter called "the Assignment").

1.1.2. Task Order 4 – Shap Pat Heung Road was issued to Atkins on 27h October 2021.

1.2. Background

1.2.1. The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other purposes.

1.2.2. Potential Sites are/would be identified for housing developments. The respective locations of the Site(s) would be provided by the DR throughout the course of the Assignment. Boundaries of the instructed Site(s) would be subject to review and determination from the findings of study(ies) and assessment(s) under this Assignment.

1.2.3. The demarcation of Zone 1 includes Yuen Long district, Tuen Mun district, Tsuen Wan district and Kwai Tsing district, while the study area of Task Order 4 – Shap Pat Heung Road is located at the south of the Yuen Long town centre and surrounded by nearby residential buildings including Atrium House, LA Grove and Park Signature.

1.2.4. The engineering feasibility study is carried out to determine the scope of the infrastructure works, and provide necessary engineering information to support the Section 16 Application for increasing the domestic plot ratio of the site at Shap Pat Heung Road near Lung Tin Tsuen, Yuen Long for the proposed public housing development.

1.3. Project Scope

1.3.1. Carry out necessary study(ies) and/or assessment(s) for the instructed Site(s) under Task Order(s) issued by the CEDD in order to ascertain the feasibility of the intensification of the Development(s) to a maximum domestic plot ratio of 6.5 and define the scope of the Project (Infrastructure) for the relevant parties to put forward the respective detailed designs.

1.3.2. This scope of study(ies) and technical assessment(s) of the instructed Site(s) include, but not limited to, the following principal works elements:

(a) Recommendation of optimum development schemes for the Development(s) and the required supporting facilities for the Development(s);

(b) Slope cutting and earth filling works as well as geotechnical works/structures (including slope/retaining wall upgrading works if necessary);

(c) Decontamination works, if any;

(d) Transport infrastructure works (including new road connecting to the Site(s), diversion/ upgrading of existing roads, flyovers, traffic improvement works, PTI/public transport laybys, pedestrian footpath, cycle track, footbridges/ subways and any other pedestrian and transport facilities etc. if necessary);

(e) Sewerage infrastructure works (including pumping station(s), treatment plants and reclaimed water (treated sewage effluent, grey water and harvested rainwater as applicable) treatment facilities if necessary);

(f) Drainage infrastructure works and necessary diversion works;

(g) Water supply infrastructure works and necessary diversion works;

(h) Environmental mitigation measures for the Development(s); and

(i) Other infrastructure works, such as utility works, electricity substation, etc., if any deemed to be necessary to support the Development(s).

1.4. Purpose of the Report

1.4.1. The Preliminary Traffic and Transport Impact Assessment (hereinafter called “the Report”) is prepared to present the methodology, assumptions and findings for the traffic impact assessment to justify the intensification of the Proposed Development to the domestic plot ratio of 6.5 in Shap Pat Heung Road, Yuen Long.

1.5. Structure of this Working Paper

1.5.1. Following this introductory chapter, there are 5 future chapters:

- **Section 2 - Proposed Developments**, describes the detail of the Proposed Development;
- **Section 3 - Existing Traffic Condition**, describes the road network and transport facilities in the vicinity;
- **Section 4 - Transport Modelling and Forecast**, describes the methodology of traffic forecasting;
- **Section 5 - Traffic and Transport Impact Assessment**, presents the results of the TTIA at the adopted design years, and recommends improvement measures to alleviate any foreseeable traffic problems; and
- **Section 6 - Summary and Conclusion**, summarizes the findings of the study and presents the conclusions accordingly

2. Proposed Development

2.1. Site Location

2.1.1. The Proposed Development at Shap Pat Heung is located about 1.1km at the south of the existing Long Ping MTR Station and about 1.5km at the southwest of. Yuen Long MTR Station. The study area is bounded by Park Signature to the south, Atrium House to the west, LA Grove to the east and Lung Tin Tsuen to the north.

2.2. Development Schedule

2.2.1. The Subject Site consists of about 0.71ha developable area and the current allowable development domestic plot ratio is 5.0. With the proposed increase of domestic plot ratio to 6.5, the site will be developed into public housing providing 910 nos. of flats with some social welfare facilities. The development parameters of the Proposed Development are presented in **Table 2.1**.

Table 2.1 Adopted Development Parameters

Development Type	Parameters	Target Intake Year
Public Housing Development(1)(2)	910 Flats / 2,457 Persons	2028/2029
Social Welfare Facilities(3)(4)	Centre of Home Care Services (HCS) for Frail Elderly Persons 96-place Residential Child Care Centre (RCCC)	2028/2029

Remarks:
(1) Flexibility would be allowed to change the housing type to cater for demand change between Public Rental Housing (PRH)/ Green Form Subsidised Home Ownership Scheme (GSH) and Other Subsidised Sale Flats (SSFs) subject to pro-rata adjustments of provision of ancillary facilities in accordance with the HKPSG.
(2) Subsidised Sale Flats (SSFs) is considered in this technical assessment as the worst case scenario.
(3) About 5% of domestic GFA had been set aside for the provision of social welfare facilities under the proposed housing development.
(4) The final list of social welfare facilities shall be subject to confirmation by user departments at later stage.

2.3. Design Year

2.3.1. In view of the population intake year of the housing site is 2028/2029, the proposed assessment year is adopted as year 2032 (i.e. population intake year plus four/three years).

2.4. Parking and Servicing Facilities Provision

2.4.1. Based on the scheme for 910 flats, the provision of parking and loading / unloading (L/UL) facilities of the Proposed Development will be made reference to the Hong Kong Planning Standard and Guideline (HKPSG) and the requirements by operational needs by end users. The proposed parking and L/UL facilities provision are summarized in **Table 2.2**. If there are any further updates in the flat number, the parking requirements will be further reviewed according to the HKPSG and agreed with Transport Department in the later stage.

Table 2.2 Proposed Parking and Loading / Unloading Facilities Provision

Parking and L/UL Facilities	HKPSG Standard	Required Provision (nos.)	Adopted Provision (nos.)
Public Housing (1)			
Car Parking	0.52 spaces per 4 - 7 flats excluding 1 person / 2 persons flats (Accessibility Adjustment Ratio: 1 outside 500m-radius of rail station)	68 – 119 (include 2 accessible parking spaces)	119 (include 2 accessible parking spaces)
Motorcycle Parking	1 space per 110 - 250 flats excluding 1 person / 2 persons flats	4 – 9	9
LGV & LB Parking	1 space per 260 flats excluding 1 person / 2 persons flats	4	4
Loading/Unloading (Domestic)(3)	2 " shared-use" L/UL bays per block and will be allowed for overnight parking	4	4
Visitor Car Parking	Up to 5 visitor spaces per block	0 – 10(include 1 - 2 accessible parking spaces)	10 (include 2 accessible parking spaces)
Bicycle Parking	1 bicycle parking space for every 15 flats with flat size smaller than 70m^2 where proper cycle tracks with direct connection to rail stations are accessible.	61	61
Social Welfare Facilities (2)			
LGV & Light Bus Parking (HCS)	Nil	Nil	1(2)
	Nil	Nil	1(2)
LGV & Light Bus Parking (RCCC)	Nil	Nil	

Remarks:
(1) The estimate of parking provisions is assumed no "One person/two persons" flats for the calculation of the overall parking provision of private car, motorcycle parking spaces and shared-use spaces for LGV and light bus (LB).
(2) The final list of social welfare facilities and the provision of parking spaces shall be subject to confirmation by user departments at later stage.
(3) The Loading/Unloading Bays could be used for overnight parking of Medium/Goods Vehicle and Coach.

2.4.2. HD had advised that the high-end of parking provision pursuant to the Hong Kong Planned Standard and Guideline (HKPSG) requirements will be adopted for the Subject Site.

2.5. Provision of Vehicular Access Arrangement

2.5.1. The site is surrounded by existing residential buildings. The only direct frontage is located at Shap Pat Heung Road. Hence, the development vehicular access is proposed at Shap Pat Heung Road.

2.5.2. The development traffic will reach Yuen Long Highway via Shap Pat Heung Interchange to the east, or via Yuen Long Tai Yuk Road, Castle Peak Road – Ping Shan, Long Tin Road and Tong Yan San Tsuen Interchange to the west.

2.5.3. The existing Shap Pat Heung Road is a single carriageway local road with 2 traffic lanes from Lam Hau Tsuen Road to Tai Tong Road, and a dual 2-lane carriageway primary distributor from Tai Tong Road to Shap Pat Heung Interchange. It serves the local developments and connects to Yuen Long Highway at its east end.

2.5.4. Castle Peak Road – Ping Shan between Long Tin Road and Yuen Long Tai Yuk Road is a dual rural trunk road running in an east-west direction with 2 traffic lanes on the eastbound and 1 traffic lane on the westbound carriageway. It is an east-west corridor operating in parallel with Yuen Long Highway to provide the east-west inter-district traffic movements in North West New Territories (NWNT). Besides, it is also a key public transport corridor in the area with serval franchised bus, green minibus (GMB), public light bus and light rail transit (LRT) routes.

2.5.5. Yuen Long Highway (Route 9) between Tong Yan San Tsuen Interchange and Shap Pat Heung Interchange is a dual 3-lane expressway running in an east-west direction servicing strategic traffic. Yuen Long Highway connects with Tsing Long Highway (Route 3) and Fanling Highway at its east and Kong Sham Western Highway (Route 10) and Tuen Mun Road at its west. It is a major strategic east-west traffic corridor to connect the Proposed Development to access urban areas and cross boundary control point to Mainland via Shenzhen Bay Crossing.

2.5.6. The proposed vehicular access will be via Shap Pat Heung Road. The existing Shap Pat Heung Road is a single carriageway approximately 10m wide and the existing clear width of the southern and northern footpaths are about 3.0m. The conceptual design of the new access arrangement within the Subject Site is shown in **Figure 5210095-TIA-1202**.

2.6. Provision of Public Transport Facilities

2.6.1. In view of the long walking distance (>1km) from the Subject Site to the Long Ping Station and Yuen Long MTR Stations, the anticipated public transport demand will utilize the existing nearby public transport services. The public transport demand of the Proposed Development will be discussed in **Section 5.4**.

3. Existing Traffic Condition

3.1. Area of Influence (AOI)

3.1.1. The AOI for this TTIA is shown in **Figure 5210095-TIA-1201**. The AOI covers the road network bounded by Long Tin Road to the West, Shap Pat Heung Interchange to the East, Yuen Long Highway to the South and Castle Peak Road – Ping Shan to the North.

3.2. Key Junctions

3.2.1. The key road links to be assessed are tabulated in **Table 3.1** and shown in **Figure 5210095-TIA-1301**.

Table 3.1 Identified Key Road Links

Index	Road Link
L1a	Tong Yan San Tsuen Interchange Slip Road (From Yuen Long Highway EB to Long Tin Road NB)
L1b	Tong Yan San Tsuen Interchange Slip Road (From Yuen Long Highway WB to Long Tin Road NB)
L1c	Tong Yan San Tsuen Interchange Slip Road (From Long Tin Road SB to Yuen Long Highway EB)
L1d	Tong Yan San Tsuen Interchange Slip Road (From Long Tin Road SB to Yuen Long Highway WB)
L2	Long Tin Road (section between Castle Peak Road & Tong Yan San Tsuen Int)
L3	Yuen Long Highway (section between Tin Shui Wai W Int & Tong Yan San Tsuen Int)
L4	Yuen Long Highway (section between Tong Yan San Tsuen Int & Shap Pat Heung Int)

3.2.2. The key junctions to be assessed are tabulated in **Table 3.2** and shown in **Figure 5210095-TIA-1301**.

Table 3.2 Identified Key Junctions

Index	Junction	Junction Type
J1	Shap Pat Heung Road / Yuen Long Tai Yuk Road	Priority
J2	Shap Pat Heung Road / Lam Hau Tsuen Road	Roundabout
J3	Town Park Road South / Lam Hau Tsuen Road	Signalised
J4	Shan Ha Road / Town Park Road North	Priority
J5	Shap Pat Heung Road / Kung Um Road & Kiu Hing Road	Signalised
J6	Shap Pat Heung Road / Tai Shu Ha Road West / Tai Shu Ha Road East	Priority
J7	Shap Pat Heung Road / Tai Tong Road	Signalised
J8	Shap Pat Heung Road / Fung Ki Road	Signalised
J9	Shap Pat Heung Road / Tai Kei Leng Road	Signalised
J10	Shap Pat Heung Interchange	Roundabout
J11	Yuen Long Tai Yuk Road / Ma Tin Road	Signalised
J12	Yuen Long Tai Yuk Road / Kau Yuk Road	Signalised
J13	Castle Peak Road – Ping Shan / Ma Miu Road	Signalised
J14	Castle Peak Road – Ping Shan / Long Tin Road	Signalised

Index	Junction	Junction Type
J15	Town Park Road North / Ma Tin Road	Priority
J16	Tong Yan San Tsuen Interchange / Long Hon Road & Shan Ha Road	Priority

3.3. Traffic Count Survey

3.3.1. Manual classified traffic count surveys were conducted at all key junctions and road links as tabulated in **Table 3.1** and **3.2** and shown in **Figure 5210095-TIA-1301** to identify the existing traffic flows during the peak hour periods from 07:30 to 10:00 hours and from 16:30 to 19:45 hours on typical weekdays, 02 and 07 December 2021.

3.3.2. The morning and evening peak hours were identified from 07:45 to 08:45 hours and from 17:15 to 18:15 hours respectively. The change of the observed traffic flow pattern is in-line with previous surveys conducted in the vicinity and previous Annual Traffic Census (ATC) data. The observed traffic flows are presented in **Figure 5210095-TIA-1302**.

3.4. Queue Length Survey

3.4.1. The recorded average queue lengths at the approach arms of the key junctions from the traffic surveys are presented in **Figure 5210095-TIA-1304 to 1307**.

3.4.2. Basically, the queuing conditions at the key junctions were manageable and were not tailback to upstream junctions at most of the time. There will be junction improvement works proposed by other development projects in Yuen Long area which will increase the junction capacities in future.

3.5. Existing Public Transport Services

3.5.1. Currently, there are several bus and green minibus services with servicing points along Shap Pat Heung Road. Moderate public transport routes are available within 400m from the Subject Site. The service details of the existing public transport services within the AOI are tabulated in **Table 3.3**.

Table 3.3 Existing Public Transport Services

Route No.	Destinations	Peak Headway (mins)
Franchised Bus		
53	Yuen Long (Yoho Mall) - Tsuen Wan (Nina Tower)	25-35
68A	Yuen Long (Long Ping) - Tsing Yi Station	12-25
68E	Yuen Long Park – Tsing Yi Station	20-30
68F *	Park Yoho – Yuen Long Park	30
68X	Hung Shui Kiu (Hung Fuk Estate) - Mong Kok (Park Avenue)	10-25
264R	Tin Yiu Bus Terminus – Tai Po Market Station	30
268B	Long Ping Station – Hung Hom (Hung Luen Road)	20-30
268C	Yuen Long Park – Kwun Tong Ferry	5-13

Route No.	Destinations	Peak Headway (mins)
268P #	Long Ping Station – Kwun Tong Ferry	-
268X	Hung Shui Kiu (Hung Fuk Estate) - Jordan (West Kowloon Station)	10-35
269D	Tin Shui Wai Station - Lek Yuen	5-15
276	Tin Tsz - Sheung Shui	15-25
276P	Tin Shui Wai Station - Sheung Shui	7-25
968	Yuen Long Park – Causeway Bay (Tin Hau)	-
B1	Tin Tsz – Lok Ma Chau Station	-
B2	Yuen Long Station - Shenzhen Bay Port	60
E36	Pat Heung Road – Airport (Ground Transportation Centre)	15-20
E36S	Ma Wang Road – Airport (Ground Transportation Centre)	-
K66	Long Ping – Tai Tong Wong Nai Tun Tsuen	9-12
K68 *	Yuen Long Industrial Estate – Yuen Long Park	12-13
N269 ^	Tin Tsz – Mei Foo	-
N30 ^	Yuen Long Station – Airport (Cheong Tat Road)	-
NA36 ^	Cathay Pacific City – Kam Sheung Road Station	-
GMB		
NT-31 *	Yuen Long (Hong King Street) - Tong Yan San Tsuen	6-10
NT-31A *	Tong Yan San Tsuen - Yeun Long Plaza	16
NT-32	Yuen Long Station (North) Public Transport Interchange - Tan Kwai Tsuen	10-15
NT-33	Yuen Long (Tai Fung Street) - Ha Pak Nai	20-30
NT-35	Yuen Long (Tai Fung Street) - Sha Kiu (Tsim Bei Tsui)	18-23
NT-39	Yuen Long (Fung Cheung Road) – Kung Um	5-8
NT-39A *	Yuen Long (Kau Yuk Road) – Kung Um Road	7-20
NT-604 *	Yuen Long (Fau Tsoi Street) – Shan Ha Tsuen	20
NT-609 *	Yuen Long Stadium – Pok Oi Hospital	6-15
NT-622 *	Hung Shui Kiu (Hung Yuen Road) - Long Ping Station	15-30

Remarks:
* Circular routes
# Peak period services
^ Overnight services

3.5.2. Apart from the above bus and green minibus services, light rail services of routes 610, 614, 615, 761P are available at both Fung Nin Road LRT Station and Shui Pin Wai LRT Station for the residents of the Proposed Development. The routes serve the passengers to/from Yuen Long, Tin Shui Wai and Tuen Mun areas while Yuen Long Station is the design interchange MTR station of Fung Nin Road LRT Station and Shui Pin Wai LRT Station.

3.5.3. The existing public transport services in the vicinity of the Proposed Development are shown in **Figure 5210095-TIA-1303**.

4. Transport Modelling and Forecast

4.1. Traffic Model Development Approach

4.1.1. A two-tier transport modelling approach will be adopted for the traffic impact assessment. The upper tier Strategic Transport Model (STM) using the in-house model would support the strategic transport planning analysis which provide the boundary conditions and zonal traffic growth information for the lower tier Local Area Traffic Model (LATM) using the Base District Traffic Model (BDTM). The LATM would evaluate the traffic implication and assist for formulating traffic improvement proposals to meet local transport demands.

4.2. Strategic Transport Model (STM)

4.2.1. The Consultant's In-house STM, in EMME platform, has the architecture of a conventional 4-stage transport model that involves the four stages of Income-Vehicle-Trip Generation stage, Integrated Trip Distribution stage / Modal Split stage and Assignment stage.

4.2.2. The In-house STM will be developed based on the travel characteristics data presented in Travel Characteristics Survey 2011 (TCS2011) and Survey on Goods Vehicle Trip Characteristics 2011 (GVTCS2011), in particular on the trip generation / attraction rates, modal split / distribution characteristics, Value of Time (VOT) and Vehicle Operating Costs (VOC). It is then the STM will be validated to the traffic and transport conditions as reported in relevant Monthly Traffic and Transport Digests 2021. With the validated STM with reference to year 2021 traffic survey, this model can be adopted for future traffic forecast with respect to the latest planning data of the 2019-based Territorial Population and Employment Data Matrix (TPEDM).

4.2.3. The STM will be adopted the modelling assumptions for future traffic and transport forecast such as the Gross Domestic Product (GDP) growth, vehicle fleet size, cross-boundary traffic and planning data in the future planning horizon years (i.e. 2032). The detailed modelling assumptions will be discussed in **Section 4.4**.

4.2.4. The base year STM was validated to year 2021 base year traffic flows across the relevant ATC screenlines for the daily, morning (AM) and evening (PM) peak periods. The validation targets for the road based STM are shown in **Table 4.1**. The screenlines relevant to the AOI of this TTIA are shown in **Figure 5210095-TIA-1401**.

Table 4.1 Validation Target for the Road-based Strategic Transport Model

Validation Parameter at Screenline	Mean Error (1)		80% Error (2)		Max Error (3)	
	1-way	2-way	1-way	2-way	1-way	2-way
Daily Total Vehicles	-	3%	-	8%	-	15%
Peak Hour Total Vehicles	10%	5%	15%	10%	30%	20%
Peak Hour Car	15%	10%	25%	15%	50%	30%
Peak Hour Taxi	15%	10%	25%	15%	50%	30%
Peak Hour Goods Vehicle (4)	15%	10%	25%	15%	50%	30%

Remarks: (1) "Mean Error" means that the average vehicles of screenlines, the base year and synthesized volume should be within the specified values.

(2) "80% Error" means that the across 80% of screenlines, the base year and synthesized volume should be within the specified values in bracket ( ).
(3) "Max Error" means that the maximum error of screenlines, the base year and synthesized volume should be within the specified values.
(4) Goods Vehicle include Light Van, Light Goods Vehicle, Medium Goods Vehicle, Heavy Goods Vehicle and Tractor Unit.

4.2.5. The results of the validation for the road-based traffic volumes are shown in are shown **Table 4.2**. Basically, the STM road-based traffic volumes at relevant screenline satisfy the target validation criteria.

Table 4.2 Summary of Strategic Transport Model Validation

Validation at Screenline	Mean Error (1)		80% Error (2)		Max Error (3)	
	1-way	2-way	1-way	2-way	1-way	2-way
Daily Total Vehicles	-	3%	-	81%	-	9%
AM Peak Total Vehicles	6%	4%	91%	86%	22%	13%
AM Peak Car	8%	4%	96%	93%	42%	23%
AM Peak Taxi	12%	10%	96%	85%	28%	20%
AM Peak Goods Vehicle (4)	7%	4%	91%	86%	48%	27%
PM Peak Total Vehicle	4%	3%	94%	85%	28%	16%
PM Peak Car	5%	4%	94%	88%	31%	25%
PM Peak Taxi	6%	5%	98%	96%	37%	17%
PM Peak Goods Vehicle (4)	5%	3%	96%	92%	38%	17%

Remarks: (1) "Mean Error" means that the average vehicles of screenlines, the base year and synthesized volume should be within the specified values stated in STM validation target.
(2) "80% Error" means that the across 80% of screenlines, the base year and synthesized volume should be within the specified values stated in STM validation target.
(3) "Max Error" means that the maximum error of screenlines, the base year and synthesized volume should be within the specified values stated in STM validation target.
(4) Goods Vehicle includes Light Van, Light Goods Vehicle, Medium Goods Vehicle, Heavy Goods Vehicle and Tractor Unit.

4.3. Local Area Traffic Model (LATM)

4.3.1. The LATM, in SATURN platform, has been developed based on the network and zoning structure of the 2015-based Base District Traffic Model (BDTM) under the model area of "New Territories West 1" (NTW1) obtained from TD. The LATM is an assignment model capable to consider detailed junction control, traffic queuing and delays for the forecast of the local are traffic demand. Since the LATM is required to simulate the local traffic movements within the AOI, the model network has been further refined and the zoning system has been further disaggregated to better replicate the detailed traffic movements within the AOI for the model validation and future traffic forecast as well as the formulation of the traffic improvement strategy.

4.3.2. The base year STM cordoned trip matrices will be extracted and further disaggregated into the LATM zoning system for initial inputs and validation for the base year LATM. The design year LATM matrices are developed by applying the traffic zonal growth and replacement of the strategic traffic movement (i.e. LATM External-to-External trips) obtained from the STM cordoned trip matrices. It is therefore the distribution of trips for the validated base year LATM trip matrices can be retained in the design year LATM and at the same time, generally following the growth trend of STM cordoned trip matrices to reflect the latest planning and

modelling assumptions as well as the pattern of the validated base year LATM Internal-to-Internal trips can be brought forward to the design year LATM to account for the local nature of LATM.

4.3.3. The planned infrastructure / road improvements have been incorporated to the LATM. Details of highway infrastructure and local road improvements will be presented in **Section 4.4**.

4.3.4. The LATM has served as a prima basis for facilitating traffic forecasts and assessments to be carried out under this Study. Hence, the 2021 base year LATM has to be rigorously validated against the obtained traffic data comprising junction flows and screenlines flows in peak hours. The screenlines for LATM is shown in **Figure 5210095-TIA-1402**

4.3.5. The LATM validation framework is the same as those for the BDTMs listed in **Table 4.3**. A combination of percentage difference and GEH statistics was adopted for assessing the level of accuracy of the model validation.

Table 4.3 Validation Guidelines for LATM

Validation Criteria	Validation Target
Total Screenline Flows	100% within +10%
All Count Locations	GEH 5 or less on 85% of links GEH 10 or less on 100% of links
Screenline Link Flows	85% within ±10% 100% within ±20%

4.3.6. A generally accepted validation criterion was to achieve ±10% for the screenlines and major links. However, recognising that percentage difference only assess relative error and were often misleading due to numbers of relatively small magnitude, the GEH statistic was primary employed to assess validation. GEH was a modified form of chi-square statistic defined as:

$$GEH = \sqrt{\frac{(V_2 - V_1)^2}{0.5 \times (V_1 + V_2)}}$$

where V1 and V2 were the observed and modelled flows on a specific on a specific link. It was used in order to reflect the difference based on the total volume on a link. If percentages alone were examined then there was a risk of very large percentage differences in small flow volumes appearing important when they were not. Use of the GEH statistic would remove this risk by reducing the significance of relatively large percentage differences between two small numbers.

4.3.7. The validation summary for the LATM screenlines and junctions is shown in **Table 4.4** which shows that the model validation fulfil the target criteria.

Table 4.4 Summary of Local Area Traffic Model Validation

Validation Criteria	Validation Target	% of Link / Junction Flows within Criteria	
		AM Peak	PM Peak
Total Screenline Flows			
% of links within ±10%	100%	100%	100%
Screenline Link Flows			
% of links within ±10%	85%	90%	87%
% of links within ±20%	100%	100%	100%
All Count Locations – Screenline Link Flows			
% of link with GEH 5 or less	85%	97%	93%
% of link with GEH 10 or less	100%	100%	100%
All Count Locations – Junction Entry / Exit Flows			
% of link with GEH 5 or less	85%	91%	93%
% of link with GEH 10 or less	100%	100%	100%

4.3.8. The above results show that all the link and junction flows were satisfactorily validated in the AM and PM peak hours. It is considered that the validated LATM with the 2021 base year traffic conditions is robust and reliable for conducting future traffic projections and traffic forecast to facilitate this TTIA. The validation results are attached in **Appendix B**.

4.4. Modelling Assumptions

4.4.1. The traffic and transport modelling assumptions are summarized and described in the following sections.

Population and Employment Data

4.4.2. The design year model matrices are developed based on the updated matrices taking into account of the future population and employment data in 2019-based TPEDM.

Planned and Committed Developments

4.4.3. The planned and committed developments with tentative development schedules and implementation programmes in the vicinity of the Proposed Development have been considered for traffic forecasting. The list of the considered developments are summarized in **Table 4.5**.

Table 4.5 Planned and Committed Developments

Developments	Included in TPEDM 2019-based?	Remarks
Hung Shui Kiu (HSK) New Development Area (NDA)	Yes	Adopt TPEDM 2019-based Assumption
Yuen Long South (YLS) Development	Yes	Adopt TPEDM 2019-based Assumption
Tuen Mun Area 54 Development	Yes	Adopt TPEDM 2019-based Assumption
Housing Development at Wang Chau	Yes	Adopt TPEDM 2019-based Assumption

Developments	Included in TPEDM 2019-based?	Remarks
Housing Development at Long Bin	Yes	Adopt TPEDM 2019-based Assumption
Brownfield Site Rezoning at Ping Shan North	Yes	Adopt TPEDM 2019-based Assumption
Brownfield Site Rezoning at Sha Kong Wai North	Yes	Adopt TPEDM 2019-based Assumption
Brownfield Site Rezoning at Ping Kwai Road	Yes	Adopt TPEDM 2019-based Assumption
Brownfield Site Rezoning at Ping Shan South	Yes	Adopt TPEDM 2019-based Assumption
Brownfield Site Rezoning at Lam Tei North	Yes	Adopt TPEDM 2019-based Assumption
Brownfield Site Rezoning at Nai Wai	Yes	Adopt TPEDM 2019-based Assumption
Brownfield Site Rezoning at Shap Pat Heung	Yes	Adopt TPEDM 2019-based Assumption
Brownfield Site Rezoning at Tai Kei Leng	Yes	Adopt TPEDM 2019-based Assumption
Brownfield Site Rezoning at Kam Ho Road	Yes	Adopt TPEDM 2019-based Assumption
Proposed Land Exchange Application for Non-industrial Purposes Various Lots in Demarcation District No. 120 and adjoining Government Land off Lam Hi Road	Not Mentioned	Add on-top-of 2019-based TPEDM
Land Exchange Application for Proposed Residential Development at Kung Um Road, Lung Tin Tsuen	Not Mentioned	Add on-top-of 2019-based TPEDM-

Cross-boundary Traffic Forecast

4.4.4. The cross-boundary traffic forecasts provided by Planning Department on 21 May 2021 were adopted for traffic forecasting. As the data are classified as confidential information, the data are not presented in this report.

Gross Domestic Product Growth

4.4.5. The increase in Gross Domestic Product (GDP) were input to the STM for the derive of the future year household income, car availability and the value of time which were used to estimate the future traffic generation and modal split. The GDP growth forecast were adopted based on the information provided by Financial Secretary's Office (FSO) as shown in **Table 4.6**.

Table 4.6 Gross Domestic Product Growth

Forecast	Real GDP
Forecast	
2021 (1)	4.5%
Assumed trend growth (per annum)	

Forecast	Real GDP
2022-25 (4 years) (2)	3.3%
2026-33 (8 years) (3)	2.8%
2034-43 (10 years) (3)	2.6%

Remarks: *(1) The projected real GDP growth rate for 2021 is the mid-point of the range forecast of 3.5% to 5.5% as announced on 14 May 2021.*
(2) The assumed trend growth rates for 2022-25 are extracted from the 2021-22 Budget as announced in February 2021.
(3) The assumptions for years from 2026 onwards are subject to a large degree of uncertainty and to a certain extent judgmental. They are rendered merely as working assumptions for internal reference and can be subject to revisions from time to time. These working assumptions should not be taken as the economic forecasts by the Government.

Value of Time (VOT) and Vehicle Operating Cost (VOC)

4.4.6. The VOT and VOC adopted are based on the TCS 2011 and GVTCS 2011 with the adjustment to the 2021 prices according to the Composite Consumer Price Index (CPI).

4.4.7. The VOT for future years is assumed to growth at the one-third of the real GDP per capita growth rate while the VOC will remain constant in real terms.

Vehicle Fleet Size

4.4.8. The future vehicle fleet size for private vehicles (private cars and motorcycles) (PV) and goods vehicle (GV) were adopted by the mid-year fleet size provided by TD as shown in **Table 4.7**.

Table 4.7 Projected Vehicle Fleet Size at Mid-Year Private Vehicles

Year	Private Car and Motorcycle	Goods Vehicles
2021	651,000 (actual)	116,600 (actual)
2026	711,700	119,500
2031	782,000	122,600
2036	821,800	125,700

Notes: *Figures rounded to the nearest hundreds.*

Airport Usage

4.4.9. The air passenger (excluding transit passengers) and air cargo (excluding transhipment) forecasts for model development were estimated with reference to the latest information obtained from Airport Authority Hong Kong (AA). The assumed future airport usage adopted are shown in **Table 4.8**.

Table 4.8 Airport Usage Forecast

Year	Daily OD (Trips)	Daily OD Cargo (Tonnes)
2026	185,000	14,200
2031	215,000	17,200

Notes: *Daily traffic is calculated by the annual traffic divided by 365.*
Source: *MP2035 traffic forecast.*

Port Productivity and Port Backup / Open Storage Area

4.4.10. According to the Study on the Strategic Development Plan for Hong Kong Port 2030, it is forecasted that there is no imminent need to build a new port container terminal prior to 2030 provided that the existing port facilities enhanced as recommended. The total container throughput forecast would be approximately 31.5 million TEU in year 2030. The average growth rate from year 2015 to year 2030 was estimated as 1.5% per annum (p.a.). To project the container throughput forecast, the estimated growth rate of 1.5% p.a. was applied to year 2018. The assumed future container terminal throughput adopted are shown in **Table 4.9**.

Table 4.9 Container Throughput Assumptions in Hong Kong Port

Year	Container Throughput Assumptions (TEUs)
2026	22,076,000
2031	23,782,000
2036	25,620,000
2041	27,600,000

4.5. Rail and Road Network Assumptions

Rail Network

4.5.1. The railway network assumptions adopted in this Study are shown in **Table 4.10**.

Table 4.10 Railway Network Assumptions

By Year 2032 (in addition to year 2021)	
1	Shatin to Central Link - North-South Corridor (NSC)
2	Hung Shui Kiu Station
3	Tung Chung West Extension and Tung Chung East Station
4	Tuen Mun South Extension
5	Siu Ho Wan Station
6	Lok Ma Chau Spur Line Kwu Tung Station

Road Network

4.5.2. The road network assumptions adopted in this Study are shown in **Table 4.11**.

Table 4.11 Major Road Network Assumptions

Year 2032 (in addition to year 2021)		Configuration (1)
	Kowloon	
1	Road Improvement Works for South East Kowloon Development	S2 / D2 / D3 (2)
2	Widening of Gascoigne Road Flyover	D2
3	Central Kowloon Route and Trunk Road T2	D3 / D2 (2)
	New Territories	
4	Tseung Kwan O – Lam Tin Tunnel and Cross Bay Link	D2
5	Dualling of Hiram's Highway btn. Clear Water Bay Road & Marina Cove and Marine Cove & Sai Kung Town	D2
6	Widening of Castle Peak Road - Castle Peak Bay	D2
7	Widening of Lin Ma Hang Road btn. Ping Yuen River & Lin Ma Hang	S2

8	Widening of Fuk Hang Tsuen Road	S2
9	Improvements to Fan Kam Road	S2
10	Widening of Tai Po Road (existing remaining D2 Shatin section)	D3
11	Fanling Bypass Eastern Section and Western Section	D2 / S2 (2)
12	Po Shek Wu Road Flyover	S1
13	North-South Link	S2
14	Trunk Road T4	D2
15	Flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road	S1
16	Upgrading of remaining sections of Kam Tin Road and Lam Kam Road	S2
17	Widening of Fanling Highway btn. Pak Shek Au Int. & Po Shek Wu Int.	D4
18	North Lantau Road P1	D1
19	Widening and addition of slip roads at Lung Fu Road / Tuen Mun Road / Wong Chu Road / Hoi Wing Road	S1

Remarks: (1) "S1" denotes single 1-lane carriageway; "S2" denotes single 2-lane carriageway; "D2" denotes dual 2-lane carriageway; "D3" denotes dual 3-lane carriageway; "D4" denotes dual 4-lane carriageway; and "D5" denotes dual 5-lane carriageway.

(2) The configuration of these proposed highways varies at different sections of the roads.

4.5.3. The locations of the local road network improvement proposals by YLS Development and Housing Development at Long Bin are listed as below and the gazette layout is enclosed in **Appendix C**.

- Shap Pat Heung Road / Kung Um Road & Kiu Hing Road
- Shap Pat Heung Interchange
- Tong Yan San Tsuen Interchange
- New Junction at Long Hon Road / Shan Ha Road

4.6. Toll Assumption

4.6.1. Future tolls are assumed to remain constant in real terms. For government tunnels with an existing that toll structure, the same flat toll structure will be remained for future design years. Prevailing concessionary tolls on Western Harbour Crossing and Tai Lam Tunnel are adopted. Toll assumptions in 2021 dollars for future year STM are shown in **Table 4.12**. The tolls presented are assumed to remain constant in real terms in all future design years.

Table 4.12 Toll Assumptions for Design Year

Tunnel	Vehicle Type											
	Motorcycle	Car	Taxi	Public Light Bus	Private Light Bus	Light Goods Vehicle	Medium Goods Vehicle	Heavy Goods Vehicle	Single-Decked Bus	Double-Decked Bus	Articulated Vehicle (1)	Each Additional Axle
Cross Harbour Tunnel	8	20	10	10	10	15	20	30	10	15	40	10
Eastern Harbour Crossing	13	25	25	38	38	38	50	75	50	75	100	25
Western Harbour Crossing	25	75	70	85	85	85	110	140	140	200	170	30

Tunnel	Vehicle Type											
	Motorcycle	Car	Taxi	Public Light Bus	Private Light Bus	Light Goods Vehicle	Medium Goods Vehicle	Heavy Goods Vehicle	Single-Decked Bus	Double-Decked Bus	Articulated Vehicle (1)	Each Additional Axle
Tate' s Cairn Tunnel	15	20	20	23	24	24	28	28	32	35	52	24
Tai Lam Tunnel	24	52	52	109	109	53	59	65	155	183	65	-
Aberdeen Tunnel	5											
Lion Rock Tunnel	8											
Shing Mun Tunnels	5											
Sha Tin Heights Tunnel / Eagle's Nest Tunnel / Tai Wai Tunnel	8											

Note: The toll level for Lantau Link, Tseung Kwan O Tunnel, Tseung Kwan O – Lam Tin Tunnel, Tune Mun-Chek Lap Kok Link, Route 11, Tuen Mun Bypass are assumed to be zero.

Remarks:
(1) Toll of articulated vehicle = toll rate for "Heavy Goods Vehicle" + toll rate for "Each Additional Axle".

4.7. Trip Generation

4.7.1. To estimate the traffic generation of the Proposed Development appropriate trip rates should be adopted. Reference has been made to the TPDM published by TD.

4.7.2. The adopted trip rates and estimated trip generation/ attraction demand of the Proposed Development and associated facilities during the morning and evening peak as summarized in **Table 4.13**.

Table 4.13 Traffic Generation of the Proposed Development

	Parameters	Trip Rates				Traffic Demand (pcu/hr)			
		AM		PM		AM		PM	
		Gen	Att	Gen	Att	Gen	Att	Gen	Att
Public Housing (Subsidised Housing: HOS / PSPS)	910 + 10% flats (1)	0.0622	0.0426	0.0297	0.0401	63	43	30	41
Social Welfare Facilities (2) (3)	-	-	-	-	-	10	10	10	10
					Sub-Total	**73**	**53**	**40**	**51**
					Grand Total	**126**		**91**	

Remarks:
(1) 10% variation for design flexibility is allowed in the population/flats for technical assessment. The actual nos. of population/flats will be subject to confirmation by the user department at later stage.
(2) It is anticipated the Social Welfare Facilities and kindergarten would mainly serve the Proposed Development and resident in the vicinity. The traffic demand is anticipated to be minimal. 10pcu/hr one-way is assumed for assessment purpose.
(3) The actual type of SWD facilities are subject to confirmation by user department at later stage.

4.7.3. As shown in **Table 4.13**, the Proposed Development would generate about 126 pcu/hr and 91 pcu/hr during the morning and evening peak hour periods respectively.

4.8. Assessment Scenarios

4.8.1. With the model development methodology and the modelling assumptions presented in the previous sections, the traffic models for this TTIA have been developed and model runs have been conducted for various assessment scenarios as follow:

a) Year 2021 Baseline Scenario;
b) Year 2032 Reference Scenario (i.e. without the Proposed Development);
c) Year 2032 Design Scenario (i.e. with the Proposed Development with Domestic Plot Ratio 6.5);

4.8.2. The traffic flows for the assessment scenarios a) to c) are shown in **Figures 5210095-TIA-1302**, **5210095-TIA-1403** and **5210095-TIA-1405** respectively.

4.8.3. The distribution of development traffic is shown in **Figure 5210095-TIA-1404** and the development traffic routes are shown in **Figure 5210095-TIA-1406**.

5. Traffic and Transport Impact Assessment

5.1. Methodology

Road Links Assessment

5.1.1. Road link capacity analysis were carried out in accordance with the procedures outlined in TPDM. The performance of road links are represented in terms of Volume/Capacity (V/C) ratio.

5.1.2. A V/C ratio equals to or less than 1.0 indicates that a road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A V/C ratio above 1.0 indicates the onset of congestion. A V/C ratio above 1.2 indicates more serious congestion with traffic speeds deteriorating progressively with further increase in traffic.

5.1.3. The key road links assessed are tabulated in **Table 5.1** and the locations are shown

Junctions Assessment

5.1.4. The performance of priority junctions / roundabouts are represented in terms of design flow/capacity (DFC) ratio while that of signalized junctions are represented in terms of reserve capacity (RC). The performance indicators are summarized below:

- DFC ≤ 0.75 / RC ≥ 25% – acceptable for new junctions
- DFC ≤ 0.85 / RC ≥ 15% – acceptable for existing junctions
- DFC > 1.0 / RC < 0% – not acceptable in general under “with development” Scenario

5.1.5. Problematic road links and junctions will be identified and mitigation measures will be proposed where practicable.

5.2. Road Link Assessment

5.2.1. The performance of the assessed road links for all the assessment scenarios are summarized in **Table 5.2**.

Table 5.1 Road Link Assessments

Index [2]	Road Link	Direction / Turning	Capacity (pcu/hr)	Flow / Volume to Capacity (V/C) Ratio [1]											
				2021 Baseline				2032 Reference				2032 Design			
				AM		PM		AM		PM		AM		PM	
				Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio	Flow (pcu/hr)	V/C Ratio
L1a	Tong Yan San Tsuen Interchange	EB→NB	1800	1,617	0.90	1,647	0.92	1,025	0.57	1,394	0.77	1,025	0.57	1,394	0.77
L1b		WB→NB	1800	1,298	0.72	1,298	0.72	1,395	0.78	1,395	0.78	1,395	0.78	1,395	0.78
L1c		SB→EB	1800	2,044	**1.14**	1,215	0.68	1,806	**1.00**	1,647	0.92	1,806	**1.00**	1,647	0.92
L1d		SB→WB	1800	1,274	0.71	1,327	0.74	912	0.51	823	0.46	912	0.51	823	0.46
L2	Long Tin Road	NB	3600/ 5400	3,582	**1.00**	3,860	**1.07**	3,327	0.62	4,035	0.75	3,327	0.62	4,035	0.75
		SB	5400	4,190	0.78	3,471	0.64	4,316	0.80	3,859	0.71	4,316	0.80	3,859	0.71
L3	Yuen Long Highway (section between TSWW Int. and TYST Int.)	EB	6100	5,776	0.95	4,843	0.79	6,622	**1.09**	6,765	**1.11**	6,638	**1.09**	6,780	**1.11**
		WB	6100	4,554	0.75	4,771	0.78	4,672	0.77	4,877	0.80	4,694	0.77	4,889	0.80
L4	Yuen Long Highway (section between TYST Int. & SPH Int.)	EB	6100	6,203	**1.02**	4,411	0.72	6,956	**1.14**	6,299	**1.03**	6,956	**1.14**	6,299	**1.03**
		WB	6100	4,578	0.75	5,160	0.85	5,130	0.84	5,633	0.92	5,130	0.84	5,633	0.92

Remarks: (1) Bold figure indicates V/C ratio of more than 1.0 which denotes overcapacity.
*(2) Refer to **Figure 5210095-TIA-1301***

5.2.2. As shown in **Table 5.1**, most of the assessed road links would operate with acceptable operation performance with V/C ratio less than 1.0 under all assessment scenarios except the slip road of Tong Yan San Tsuen Interchange (i.e. L1c), Long Tin Road Northbound (i.e. L2 NB) and Yuen Long Highway Eastbound (i.e. L3 EB and L4 EB). These road links would still operate with tolerable V/C ratios with values between 1.0 to 1.2 which indicates the onset of congestion.

5.2.3. In short, the traffic condition with / without the Proposed Development would be tolerable even up to the design year.

5.2.4. The traffic impact to Yuen Long Highway induced by the Proposed Development is relatively small compared to the Year 2032 Reference Scenario (i.e. less than no increment in v/c ratio). The impact to these road links would be mainly due to the cumulative traffic impact of other the planned / committed developments in the district.

5.2.5. There will be road improvement works by others including Yuen Long South Development, Widening of Yuen Long Highway and Route 11. The link capacities on the key road links will be increased to cater the future traffic demand.

5.3. Junction Assessments

5.3.1. The key junctions assessed are tabulated in **Table 5.2** and the locations are shown in **Figure 5210095-TIA-1301**. The calculation sheets are attached in **Appendix A**.

Table 5.2 Junctions Performance

No.(2)	Junction	Type	Reserve Capacity (RC) % / Design Flow/Capacity Ratio (DFC) (1)					
			2021 Baseline		2032 Reference		2032 Design	
			AM	PM	AM	PM	AM	PM
J1	Shap Pat Heung Road / Yuen Long Tai Yuk Road	Priority	0.82	0.84	0.79	0.82	0.80	0.83
J2	Shap Pat Heung Road / Lam Hau Tsuen Road	Round-about	0.30	0.15	0.32	0.18	0.33	0.18
J3	Town Park Road South / Lam Hau Tsuen Road	Signal	27%	58%	28%	55%	23%	50%
J4	Shan Ha Road / Town Park Road North	Priority	0.70	0.82	0.79	0.76	0.82	0.79
J5	Shap Pat Heung Road / Kung Um Road & Kiu Hing Road (4)	Signal	**-5%**	**-4%**	**12%** (4)	**12%** (4)	**12%**	**12%**
J6	Shap Pat Heung Road / Tai Shu Ha Road West / Tai Shu Ha Road East	Priority	0.38	0.53	0.56	0.52	0.58	0.53
J7	Shap Pat Heung Road / Tai Tong Road	Signal	22%	26%	21%	20%	16%	17%
J8	Shap Pat Heung Road / Fung Ki Road	Signal	51%	53%	48%	32%	44%	31%
J9	Shap Pat Heung Road / Tai Kei Leng Road	Signal	47%	47%	80%	57%	75%	55%
J10	Shap Pat Heung Interchange	Round-about	**0.91**	**0.91**	**0.89**	**0.89**	**0.90**	**0.90**
J11	Yuen Long Tai Yuk Road / Ma Tin Road	Signalised	22%	36%	27%	35%	27%	35%
J12	Yuen Long Tai Yuk Road / Kau Yuk Road	Signalised	33%	34%	42%	37%	42%	37%
J13	Castle Peak Road – Ping Shan / Ma Miu Road	Signalised	15%	32%	**10%**	28%	**10%**	28%
J14	Castle Peak Road – Ping Shan / Long Tin Road	Signalised	65%	82%	45%	64%	45%	64%
J15	Town Park Road North / Ma Tin Road	Priority	0.21	0.14	0.24	0.17	0.24	0.17
J16	Tong Yan San Tsuen Interchange / Long Hon Road & Shan Ha Road (3)	Priority	0.88	0.89	N/A	N/A	N/A	N/A

Remarks:

(1) Bold figure indicates RC of less than 15% or DFC of more than 0.85 which denotes marginal junction performance. RC of less than 0% or DFC of more than 1.0 denotes overcapacity.

*(2) Refer to **Figure 5210095-TIA-1301**.*

(3) Junction will be removed upon the completion of road improvement works under YLS Development

(4) Road improvement works proposed by YLS Development as mentioned in Section 4.5.3 would have been implemented in the design year (i.e. year 2032) and it is anticipated that certain development traffic would be conveyed via the proposed road improvement works. In this regard, the Proposed Development traffic with approved domestic plot ratio of 5.0 has been included in the 2032 Reference scenario.

5.3.2. As shown in **Table 5.2**, most of the key junctions would operate with satisfactory performance (i.e. RC ≥ 15% and DFC ≤ 0.85) under future year assessment scenarios except Shap Pat Heung Road / Kung Um Road & Kiu Hing Road (J5), Shap Pat Heung Interchange (J10) and Castle Peak Road – Ping Shan / Ma Miu Road (J13).

5.3.3. The purpose of this TTIA is to assess the traffic impact due to the intensification of the Proposed Development from a domestic plot ratio of 5.0 to a maximum domestic plot ratio of 6.5. The additional traffic induced by the intensification is minimal (i.e. 10pcu/hr). According to the above table, the impact to J5 and J10 is insignificant, which indicated that the traffic condition would be same / similar regardless of the intensification of domestic plot ratio to 6.5. Furthermore, for J5 and J10, the RC and DFC would be 12% and 0.90 respectively, which are considered tolerable.

5.3.4. For J13, it is anticipated that the development traffic of the Proposed Development to strategic links will not travel the junction. Hence, there will be no traffic impact due to the Proposed Development and no improvement scheme will be required under this project.

5.3.5. In short, the traffic condition with / without the Proposed Development would be tolerable even up to the design year.

5.4. Queue Length Assessments

5.4.1. In accordance with the Chapter 2.5 of TPDM Volume 4, queue length assessments have been conducted for the signalized junctions. The estimated average queue lengths for design year 2032 Reference and 2032 Design scenarios have been summarized in **Table 5.3**. The calculation sheets are attached in **Appendix D**.

Table 5.3 Summary of Estimated Average Queue Length

No.(1)	Junction	Arm	Length of Stacking Area (m)	Estimated Average Queue Length (m)					
				2021 Baseline		2032 Reference		2032 Design	
				AM	PM	AM	PM	AM	PM
J3	Town Park Road South / Lam Hau Tsuen Road	WB	35	28	25	30	25	31	26
		NB	95	47	20	37	25	40	27
		EB	>200	47	46	52	45	55	47
J5	Shap Pat Heung Road / Kung Um Road & Kiu Hing Road (2)	WB	185	112	104	49	51	50	52
		NB	75	126	117	51	62	52	62
		EB	>200	87	66	81	58	83	59
		SB	120	56	49	39	47	39	47
J7	Shap Pat Heung Road / Tai Tong Road	WB	>200	72	81	68	79	73	84
		NB	150	71	65	66	66	69	68
		EB	145	41	38	42	39	45	41
		SB	>200	69	73	75	75	77	76
J8	Shap Pat Heung Road / Fung Ki Road	WB	>200	41	47	42	45	44	47
		NB	20	8	5	7	6	7	6
		EB	>200	50	47	51	48	53	50
		SB	175	41	41	51	58	52	58
J9	Shap Pat Heung Road / Tai Kei Leng Road	WB	95	26	32	28	33	29	34
		NB	>200	75	31	36	41	37	42
		EB	>200	205	35	43	50	44	50
J11	Yuen Long Tai Yuk Road / Ma Tin Road	WB	95	21	24	20	23	20	23
		NB	200	39	38	40	36	40	36
		EB	170	37	32	38	32	38	32
		SB	>200	34	31	32	30	32	30
J12	Yuen Long Tai Yuk Road / Kau Yuk Road	WB	90	48	41	42	40	42	40
		NB	>200	54	45	50	44	50	44
		SB	125	49	36	40	30	40	30
J13	Castle Peak Road – Ping Shan / Ma Miu Road	WB	195	52	38	52	43	52	43
		NB	95	51	49	56	50	56	50
		EB	>200	42	42	62	51	62	51
		SB	95	53	46	54	42	54	42
J14	Castle Peak Road – Ping Shan / Long Tin Road	WB	>200	56	54	66	61	66	61
		EB	130	35	35	47	41	47	41
		SB	200	35	27	37	33	37	33

*Remarks: (1) Refer to **Figure 5210095-TIA-1301**.*
(2) Junction improvement works proposed by YLS Development as mentioned in Section 4.5.3 will implemented.

5.4.2. From **Table 5.3**, it shows that the impact to junction average queue length due to the Proposed Development would be insignificant by comparing to 2032 Design Case with the 2032 Reference Case.

5.4.3. As shown in the above table, the existing average queue length of J5 (about 120m) exceeds the stacking area (about 75m). The junction will be enhanced by junction improvement works proposed by YLS Development.

5.5. Construction Traffic Impact Assessment

5.5.1. No site formation works would be required for the Subject Site under this Study. Therefore, the construction traffic impact would be mainly due to the construction vehicles generated during the housing construction by HD. As advised by HD, for other previous projects in similar scale, the trip generation of construction vehicle will be about 5 to 6 trucks per hour, which would pose insignificant traffic impact to the nearby road network.

5.5.2. Furthermore, the construction traffic can be managed by avoiding entering / leaving the site during peak hour to minimise the traffic impact to the nearby road networks. In addition, the Contractor shall keep monitoring the traffic condition of near road network during the construction stage and traffic control measures will be implemented to avoid construction traffic via congested road sections or junctions of the area.

5.5.3. It is anticipated that there is sufficient area within the Subject Site to accommodate the construction vehicles during construction. Therefore, minimal traffic impact to the surrounding roads by queueing of construction vehicles outside the Subject Site is anticipated.

5.6. Proposed Traffic and Transport Arrangement

Estimated Public Transport Passenger Demand

5.6.1. In view of the considerably long walking distance (>500m) from the Subject Site to the nearest LRT Station, additional road-based feeder services (i.e. franchised bus and GMB) have been studied for the Proposed Development to cater for the anticipated public transport demand.

5.6.2. The provision of public transport facilities of the Proposed Development were determined making reference to population characteristics of Shap Pat Heung area (Building Group YL0004 and YL0006), presented in the 2016 mid-term Population Census results, the breakdown of Workers, Student and Non-student in the area is summarized in **Table 5.4**.

Table 5.4 Breakdown of Workers, Student and Non-student in the Areas

	Population	Resident Worker	Student	Non-student (1)
Shap Pat Heung (YL0004&YL0006) (2)	3,549	2,110	470	969
		59.5%	13.2%	27.3%
Proposed Development (TO4)	2,703(4)	1,607	358	738

Remarks:
(1) Housewife, Retire or others.
(2) Building groups YL0004 and YL0006 refer to La Grove and Park Signature Tower 1-6 respectively. Source of information is attached in **Appendix F**.
(3) Detailed breakdown from 2021 Population Census is not available. Hence, the assessment is based on 2016 mid-term Population Census results.
(4) 10% variation for design flexibility is allowed in the population/flats for technical assessment. The actual nos. of population/flats will be subject to confirmation by the user department at later stage.

5.6.3. With reference to TCS2011, the overall peak hours for mechanised trips on a weekday were found to be 08:00 – 09:00 a.m. in the morning and 06:00 – 07:00 p.m. in the evening, each accounting for about 12% of the daily trips made. In

view of a majority of students present during morning peak period, therefore, nominal 20% and 35% of Workers and Students respectively to be generated during morning peak hour is assumed for assessment purpose. The pedestrian generation by Transport Mode are summarized in **Table 5.5**.

Table 5.5 Pedestrian Generation by Transport Mode

Population Type	Pedestrian Trip (ped/hr) (1)	Development Pedestrian Trip by Transport Mode (ped/hr) (2)						
		MTR	Bus	PLB	Walk	School Bus	Others (3)	Total (4)
2016 Model Split of Shap Pat Heung (YL0004 & YL0006) (5)								
Worker	-	43%	30%	1%	2%	-	24%	100%
Student	-	27%	11%	3%	17%	35%	7%	100%
2016 Model Split of New Town (6) (7)								
Worker	-	44%	29%	6%	9%	-	12%	100%
Student	-	27%	16%	7%	33%	11%	6%	100%
2021 Model Split of New Town (6) (7)								
Worker	-	45%	27%	5%	9%	-	13%	100%
Student	-	33%	17%	5%	29%	10%	7%	100%
Adopted Model Split of The Proposed Development								
Worker	-	43%	30%	1%	2%	-	24%	100%
Student	-	27%	11%	3%	17%	35%	7%	100%
The Proposed Development								
Worker	321	137	97	4	7	-	76	321
Student	125	34	14	4	21	44	8	125
Total		**171**	**112**	**8**	**28**	**44**	**84**	**447**

Remarks:
(1) Assumed about 20% and 35% of Workers and Students respectively to be generated during morning peak hour making reference to TCS2011.Source of information is attached in **Appendix F**.
(2) Refer to the overall mode spilt of Shap Pat Heung area (YL0004 & YL0006) in the 2016 mid-term Population Census results.
(3) "Others" includes private cars, taxi and shuttle bus.
(4) The figures are rounded to nearest integer. The figures may not add up to the totals due to rounding.
(5) Source of information is attached in **Appendix F**.
(6) "New Town" includes Tseung Kwan O New Town, Tsuen Wan New Town, Tuen Mun New Town, Yuen Long New Town, Tin Shui Wai New Town, Fanling/ Sheung Shui New Town, Tai Po New Town, Sha Tin New Town, Ma On Shan New Town, Kwai Chung New Town, Tsing Yi New Town and North Lantau New Town.
(7) Source of information is attached in **Appendix F**.

5.6.4. The model split of New Town in 2021 Population Census has been considered and compared with the model split of New Town in 2016 Population Census. As shown in the above table, the difference between 2016 and 2021 results for New Town is small. Hence, 2016 Model Split of Shap Pat Heung has been adopted.

Railway Assessment

5.6.5. From **Table 5.5**, it is anticipated that about 159 passengers would be travelling by MTR. The carrying capacities of the Tuen Ma Line (TML) and additional demand and V/C ratio induced by the Proposed Development is summarized in **Table 5.6**.

Table 5.6 Estimated Additional Demand on Tuen Ma Line

No. of Train per hour per direction	28
Design Capacity per direction in 6 ppsm (1) (a)	70,000
Carrying Capacity per direction in 6 ppsm (1) (b)	58,800
Carrying Capacity per direction in 4 ppsm (1) [(b) * 71.2%] (c)	41,866
Passenger Demand from Proposed Developments (d)	171
Additional V/C Ratio in 6 ppsm [(d) / (b)]	+0.3%
Additional V/C Ratio in 4 ppsm [(d) / (c)]	+0.4%
Additional Passenger Demand per train	7

Remarks:
(1) Source of information is attached in **Appendix F**.

5.6.6. The additional demand on the future TML is about +0.3% to +0.4% only, which is equivalent to 7 passengers per train. It is anticipated that the additional demand is insignificant in comparison with the existing carrying capacity of TML. Moreover, MTR Corporation Limited will monitor the passenger flow and consider further enhancing the carrying capacity of TML by arranging short-haul trips to run between busy stations and acquitting more trains to cope with the passengers demands.

5.6.7. It is anticipated that the demand for Light Rail (LR) is minimal in view of long walking distance (i.e. >500m walking distance) from the Proposed Development to the nearest LR station. Existing public transport services in the vicinity of the Proposed Development have provided direct connection to urban area and Yuen Long MTR station. The traffic impact to LR system due to the Proposed Development would be negligible.

Public Transport Demand of the Proposed Development

5.6.8. From **Table 5.5**, the required public transport provision during morning peak hour is assessed and summarized in **Table 5.7**.

Table 5.7 Required Public Transport Provision during Morning Peak Hour

Public Transport Type	Capacity (passenger/ service)	Estimated Passenger Demand (1)	Required no. of Services (service/hr)
Bus (include MTR Feeder) (1)	120	283	3
PLB (2)	19	8	1

Note:
(1) Passenger demand of Bus including the estimated passenger trips by 'Bus' and 'MTR' in Table 5.5. It is assumed that MTR passenger will use Bus as Feeder service to MTR station.

5.6.9. As shown in **Table 5.7**, 3 nos. of bus and 1 no. of PLB during the AM peak hour would be required to cater for the additional public transport demand from the Proposed Development.

5.6.10. It is considered that the existing single bus layby on both sides of Shap Pat Heung Road can accommodate the additional bus and PLB demand from the Proposed Development. Also, based on the on-site observation of the existing usage of layby

as well as existing bus and PLB utilization, the current bus and PLB routes would have adequate spare capabilities to cater for the additional demand.

5.7. Pedestrian Walkway Analysis

5.7.1. The definition of the Level-of-service (LOS) for analysis of pedestrian walkway is elaborated in **Table 5.8** below.

Table 5.8 Definition of Level-of-service (LOS)

Level Of Service (LOS)	Flow Rate (ped/min/m)	Definition
A	≤ 16	Pedestrian freely select walking speed and conflicts between pedestrians are unlikely.
B	16 – 23	Pedestrians freely select walking speed and bypass other pedestrians in primarily one directional flow. Minor conflicts will occur where reverse direction or crossing movements exist, requiring slightly lowering mean pedestrian speeds and potential volumes.
C	23 – 33	Pedestrians are restricted in selecting walking speed and bypass other pedestrians. Conflicts are highly likely to occur where reverse direction or crossing movements exits, requiring frequent adjustment of speed and direction.
D	33 – 49	Most pedestrians would have their normal walking speed restricted and reduced. Multiple conflicts with other pedestrians will occur where pedestrians are involved in reverse-flow and crossing movements.
E	49 – 75	Virtually all pedestrians would have frequent adjustment of gait. At the lower range, forward progress would only be available their normal walking speeds restricted requiring to bypass slower-moving pedestrians. Extreme difficulties for pedestrian attempting reverse-flow and cross-flow movements.
F	> 75	All pedestrian walking speeds are extremely restricted and forward progress can only be made by shuffling. Frequent and unavoidable contact with other pedestrians will occur. Reserve or crossing movements would be virtually impossible.

5.7.2. The walkway is assessed based on the requirement stipulated in TPDM Vol. 2 Chapter 3.4 cl. 3.4.11.3:

"In view of the public expectation for a better walking environment, the upper end of LOS C(23 pedestrians/minute/m as stated in the HCM) is preferred. The Street Furniture & Greening Zone (SF&GZ) acts as a buffer between the Through Zone and the road and incorporates landscaping and a variety of street furniture."

5.7.3. It is expected that pedestrian demand generated by the Proposed Development will be using the nearest layby at Shap Pat Heung Road for commuting via buses / GMB. The westbound and eastbound footpaths at Shap Pat Heung Road adjacent to the Subject Site will be assessed.

5.7.4. The eastern footpath in between La Grove Tower 5 and the Proposed Development has been assessed to review the LOS performance for a scenario of a planned pedestrian access.

5.7.5. According to the pedestrian survey, the pedestrian flows during peak hours were relatively low.

5.7.6. The LOS analysis is summarized in **Table 5.9** for 2021 existing condition.

Table 5.9 LOS Analysis in Year 2021

Index (1)	Location	Clear Width (m)	Effective Width (m) (2)	2-way Pedestrian Flow (ped/hr)		Flow Rate (ped/min/m)		LOS	
				AM	PM	AM	PM	AM	PM
P1	EB Bus Stop outside Ma Tin Tsuen	3.8	1.8	197	67	1.8	0.6	A	A
P2	WB Bus Stop outside Subject Site	3.0	1.0	198	188	3.3	3.1	A	A
P3	Near La Grove Tower 5	1.5	0.5	231	153	7.7	5.1	A	A

Remarks:
(1) *Refer to **Figure 5210095-TIA-1202**.*
(2) Effective width is the width accounting the dead widths on both sides of the walkway, i.e. 0.5m on each side, and 1m bus stop queuing zones with reference to TPDM Vol.9 Chapter 2.7 cl. 2.7.14.7 if applicable.

5.7.7. From above table, it is found that all assessed footpaths have desirable LOS (i.e. “C” or above) in existing condition.

5.7.8. The future LOS analysis is summarized in **Table 5.10** for 2032 reference scenario. With decreasing trend of the population in the PDZ 179 of the 2019-based TPEDM from 2019 to 2036, the growth rate of 1% p.a. is adopted and applied to the 2021 pedestrian flows for the estimate of the 2032 pedestrian flows as a conservative approach.

Table 5.10 LOS Analysis of Year 2032 Reference Case

Index (1)	Location	Clear Width (m)	Effective Width (m) (2)	2-way Pedestrian Flow (ped/hr)		Flow Rate (ped/min/m)		LOS	
				AM	PM	AM	PM	AM	PM
P1	EB Bus Stop outside Ma Tin Tsuen	3.8	1.8	219	75	2.0	0.7	A	A
P2	WB Bus Stop outside Subject Site	3.0	1.0	220	209	3.7	3.5	A	A
P3	Near La Grove Tower 5	1.5 (3)	0.5	257	170	8.6	5.7	A	A

Remarks:
(1) *Refer to **Figure 5210095-TIA-1202**.*

(2) Effective width is the width accounting the dead widths on both sides of the walkway, i.e. 0.5m on each side, and 1m bus stop queuing zones with reference to TPDM Vol.9 Chapter 2.7 cl. 2.7.14.7 if applicable.
(3) Existing width is used for assessment purpose. The provision of the footpath width should be further reviewed by HD.

5.7.9. From above table, it is found that all assessed footpaths have desirable LOS (i.e. "C" or above) in 2032 reference scenario.

5.7.10. Future LOS analysis is summarized in **Table 5.11** for 2032 design scenario. The total passenger demand derived in **Table 5.7** is superimposed on top of Year 2032 reference pedestrian flows for all assessed footpaths as conservative assessment.

Table 5.11 LOS Analysis of Year 2032 Design Case

Index (1)	Location	Clear Width (m)	Effective Width (m) (2)	2-way Pedestrian Flow (ped/hr)		Flow Rate (ped/min/m)		LOS	
				AM	PM	AM	PM	AM	PM
P1	EB Bus Stop outside Ma Tin Tsuen	3.8	1.8	510	366	4.7	3.4	A	A
P2	WB Bus Stop outside Subject Site	3.0	1.0	511	500	8.5	8.3	A	A
P3	Near La Grove Tower 5	1.5 (3)	0.5	704	617	23.5	20.6	C	B

Remarks:
(1) *Refer to **Figure 5210095-TIA-1202**.*
(2) Effective width is the width accounting the dead widths on both sides of the walkway, i.e. 0.5m on each side, and 1m bus stop queuing zones with reference to TPDM Vol.9 Chapter 2.7 cl. 2.7.14.7 if applicable.
(3) Existing width is used for assessment purpose.

5.7.11. From above table, it is found that all assessed footpaths have desirable LOS (i.e. "C" or above) in 2032 design scenario.

5.7.12. Based on the LOS analysis results, the impact due to the Proposed Development on adjacent footpaths is insignificant.

6. Summary and Conclusions

6.1. Summary

6.1.1. Civil Engineering and Development Department appointed Atkins China Limited to undertake the Task Order No. 4 of Agreement No. CE 46/2020 (CE) Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 – Feasibility Study.

6.1.2. The Subject Site consists of about 0.71ha developable area and the current allowable development domestic plot ratio is 5.0. With the proposed increase of domestic plot ratio to 6.5, the Proposed Development consists of public housing with 910 flats and social welfare facilities. The tentative intake year will be at 2028/2029.

6.1.3. The provision of parking and servicing facilities of the Proposed Development will be made reference to the Hong Kong Planning Standard and Guideline published by Planning Department. HD advised that the high-end of the parking provision will be adopted.

6.1.4. Vehicular access for the Proposed Development will be via Shap Pat Heung Road. The development traffic will reach the strategic road network of Yuen Long Highway via Shap Pat Heung Interchange to the east, or via Shan Ha Road and Tong Yan San Tsuen Interchange to the west.

6.1.5. A two-tier transport modelling approach, including the upper tier Strategic Transport Model and the lower tier Local Area Traffic Model, has been adopted for this study. Traffic and Transport Impact Assessment has been carried out for the design year 2032. The future road network has considered the proposed roadwork under Yuen Long South Development Stage 1 and Stage 2 Phase 1 which is anticipated to be completed and commissioned before the population intake of this development.

6.1.6. Road link assessments have been carried out in accordance with the procedures outlined in Transport Planning and Design Manual (TPDM). It was found that most of the road links would operate with Volume/Capacity (V/C) ratio less than 0.85; some road links would operate with operation performance with V/C ratio between 0.85 to 1.2 in the Year 2032. The traffic impact induced by the Proposed Development was found to be insignificant.

6.1.7. Junction assessments have been carried out in accordance with the procedures outlined in TPDM. The operational performance of most of the key junctions would operate with reserved capacities (RC) more than 15% or design flow/capacity ratio (DFC) less than 0.85 in the Year 2032. Amongst all, the junctions of Shap Pat Heung Road / Kung Um Road & Kiu Hing Road (J5), Shap Pat Heung Interchange (J10) and Castle Peak Road – Ping Shan / Ma Miu Road (J13) would operate with RC between 0% and 15% or DFC between 0.85 and 1.0 in the Year 2032. Based on the assessment results, the traffic impact induced by the Proposed Development is considered relatively insignificant. In short, the traffic condition with the Proposed Development would be tolerable in the design year.

6.1.8. Considering the minimal estimated construction traffic generation from the Proposed Development, it is anticipated that the construction traffic impact on adjacent road links and junctions would be insignificant.

6.1.9. The provision of public transport facilities of the Proposed Development were determined making reference to population characteristics as presented in the 2016 mid-term and 2021 Population Census results. It is anticipated that public transport demand from the Proposed Development would have negligible impact to the existing public transport facilities.

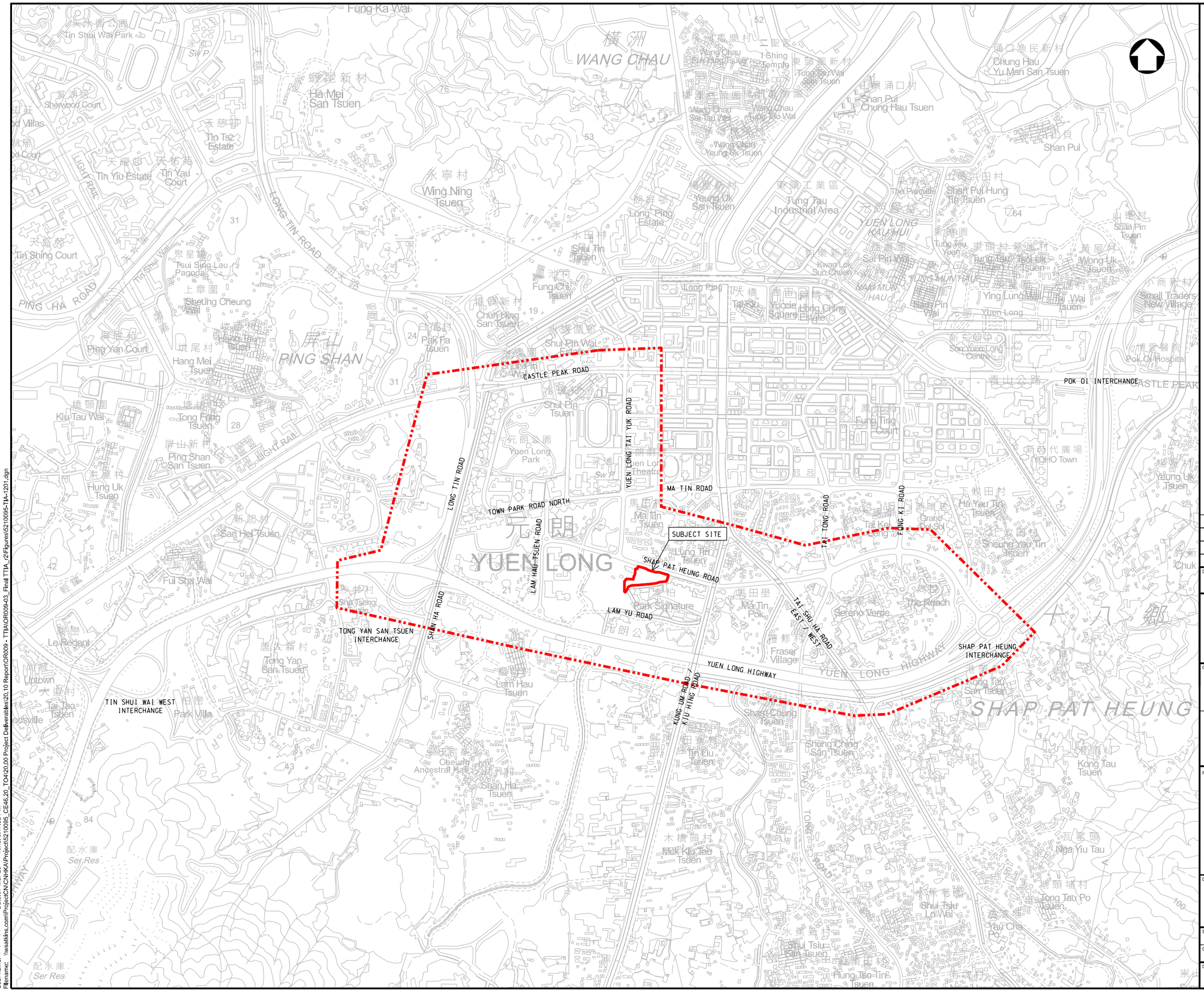
6.1.10. It is expected that pedestrian demand generated by the Proposed Development will be using the nearest layby at Shap Pat Heung Road for commuting via buses / GMB. The footpaths at Shap Pat Heung Road adjacent to the Subject Site have been assessed. Based on the LOS analysis results, the impact due to the Proposed Development on adjacent footpaths is insignificant.

6.2. Conclusions

6.2.1. Based on the above discussion, it is concluded that the proposed public housing development at Shap Pat Heung Road with domestic plot ratio 6.5 would not induce adverse traffic and transport impact on the surrounding road network upon in year 2032. Therefore, the Proposed Development is considered acceptable from traffic and transport point of view.

6.2.2. It is concluded that no road improvement works under this Subject Site (i.e. Shap Pat Heung Road Site) would be required to be carried out by CEDD.

Figures



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-	JAN 2022	FIRST ISSUE	PC	TL	PT

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Suitability: -

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Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title

AGREEMENT NO. CE 46 / 2020(CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

AREA OF INFLUENCE AND LOCATION OF DEVELOPMENT SITE

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	TL	PT
Original Size	Date	Date	Date	Date
A3	JAN 2022	JAN 2022	JAN 2022	JAN 2022

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Revision: A

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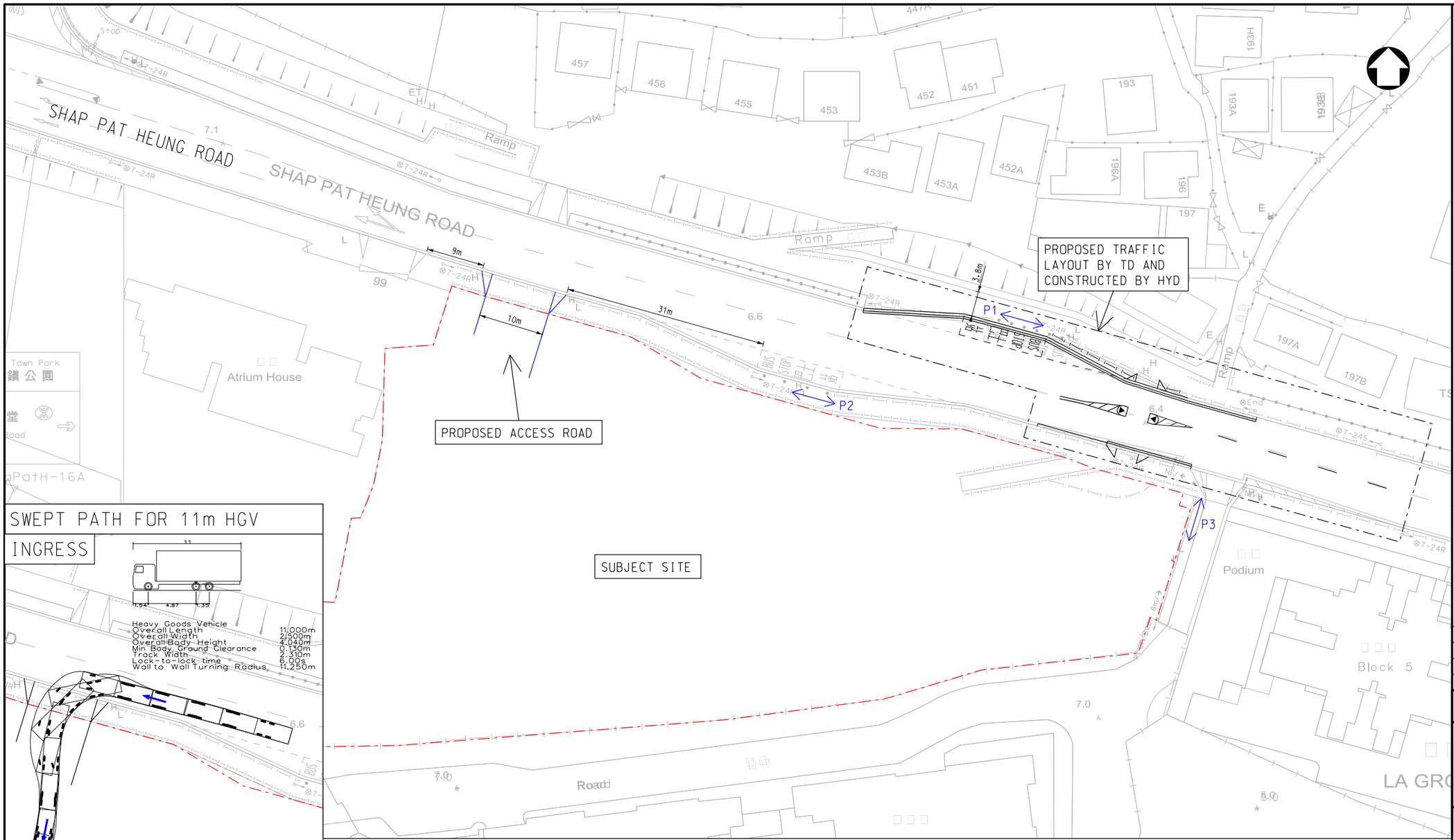
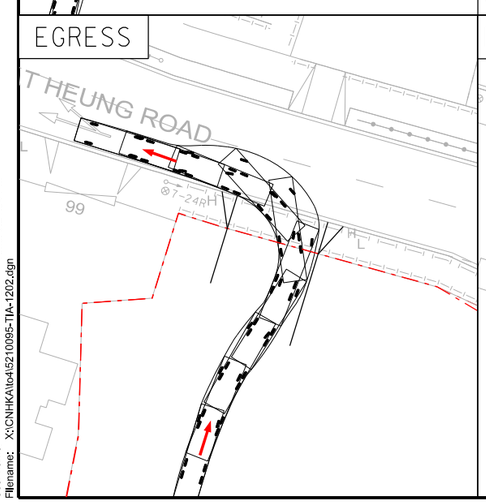


SWEPT PATH FOR 11m HGV

INGRESS

SIGHTLINE CHECKING

EGRESS



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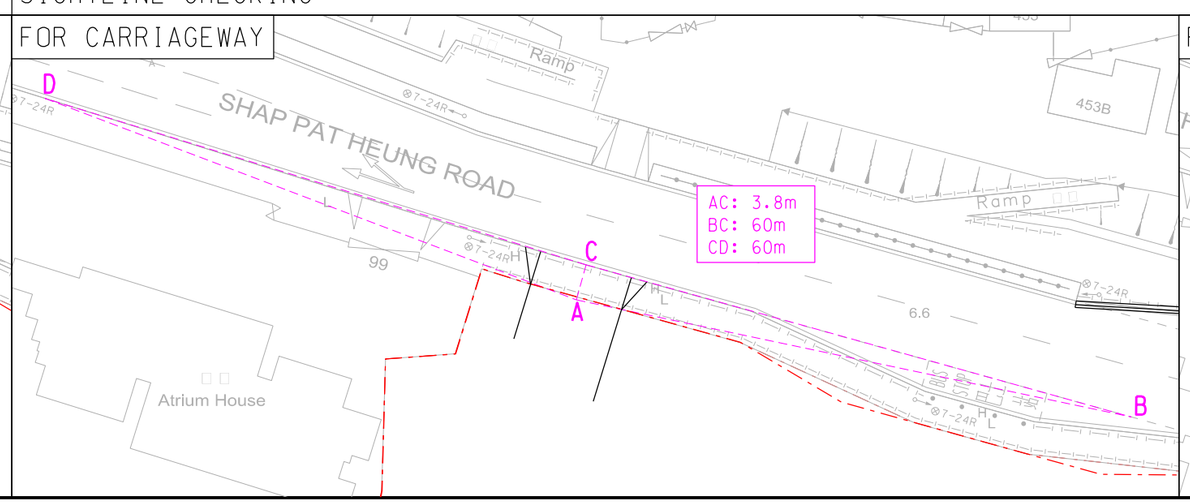
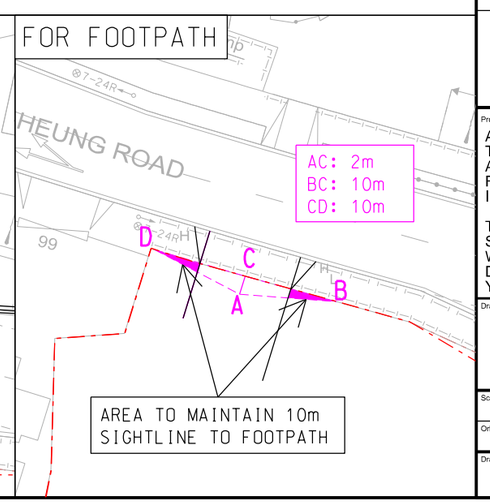


FOR FOOTPATH



LEGEND:

- PROPOSED HOUSING SITE DEVELOPMENT BOUNDARY(SUBJECT TO DETAILED SURVEY AND DESIGN)
- PROPOSED TRAFFIC LAYOUT
- PROPOSED TRAFFIC LAYOUT (BY OTHERS)
- P1 PEDESTRIAN COUNTING STATIONS

Rev.	Date	Description	By	Chk'd	App'd
B	AUG 2022	UPDATED RUN-IN/OUT	PC	TL	PT
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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

PROPOSED ACCESS ARRANGEMENT AT SHAP PAT HEUNG ROAD

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Original Size	Date	Date	Date	Date
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Drawing Number: 5210095-TIA-1202

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User name: LAUK4827 Date:07-Mar-23 Time: 9:21:54 PM
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LEGEND:

- AREA OF INFLUENCE
- PROPOSED HOUSING SITE DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SUYVEY AND DESIGN)
- J1 KEY JUNCTIONS
- L1 KEY ROAD LINKS

Rev.	Date	Description	By	Chk'd	App'd
A	MAY 2022	RECEIVED COMMENTS INCORPORATED	PC	TL	PT
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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

LOCATIONS OF KEY JUNCTIONS AND KEY ROAD LINKS

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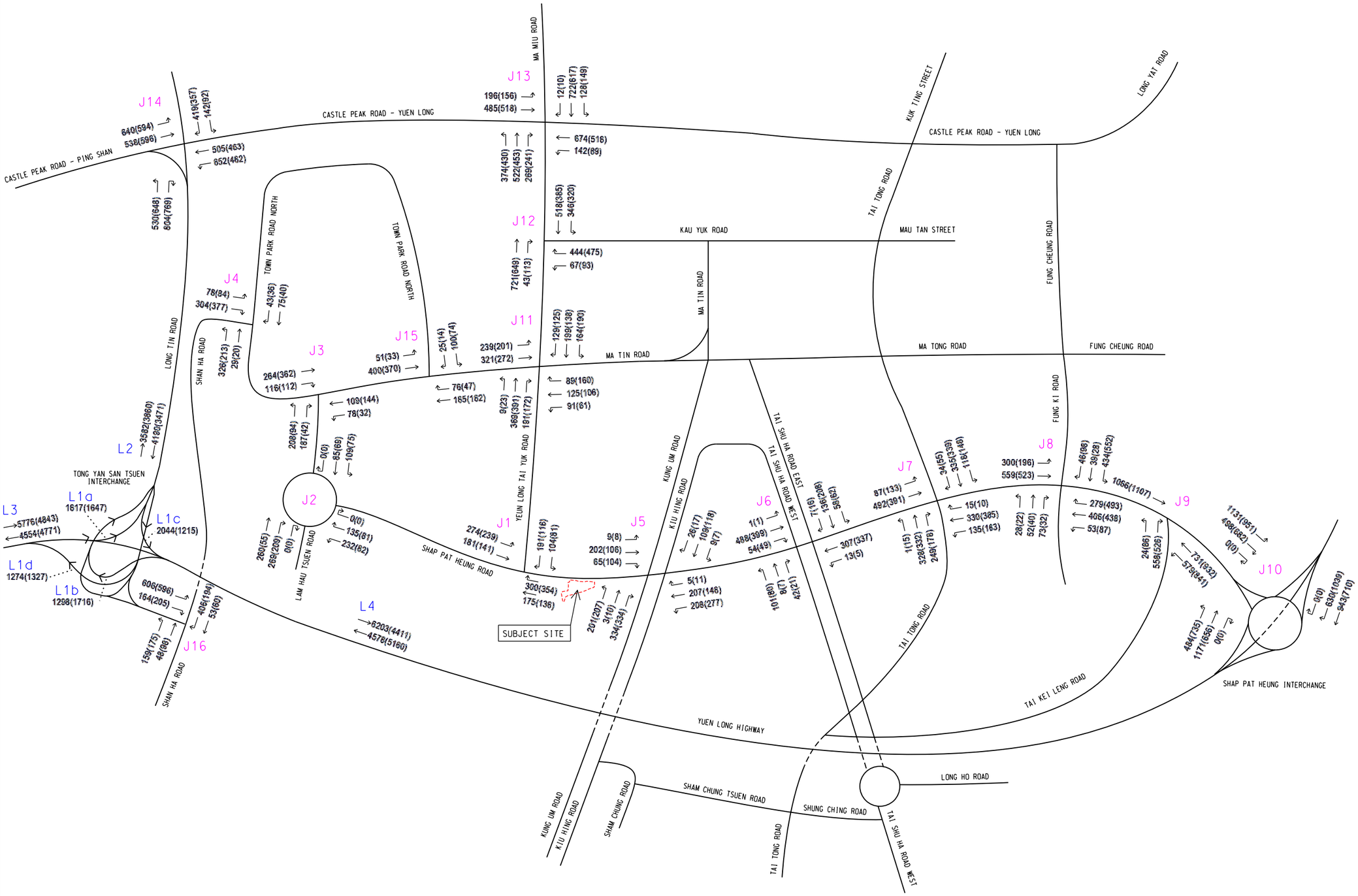

LEGEND:

J1	JUNCTION INDEX
L1	ROAD LINK INDEX
100(100) →	AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

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A	MAY 2022	RECEIVED COMMENTS INCORPORATED	PC	TL	PT
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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title:
YEAR 2021 OBSERVED TRAFFIC FLOWS

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N.T.S.	VAR	PC	TL	PT
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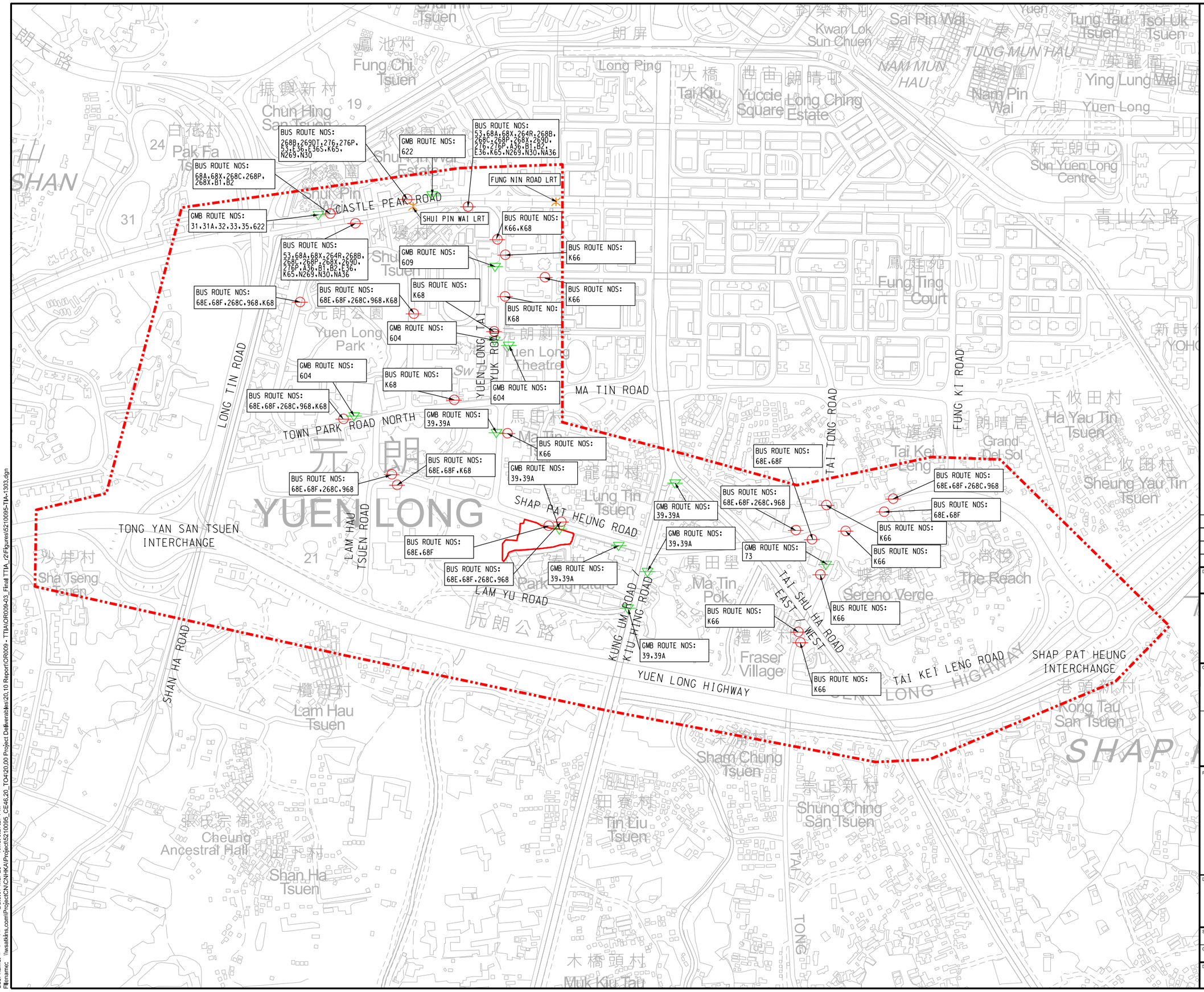

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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

EXISTING NEARBY PUBLIC TRANSPORT FACILITIES

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Original Size	Date	Date	Date	Date
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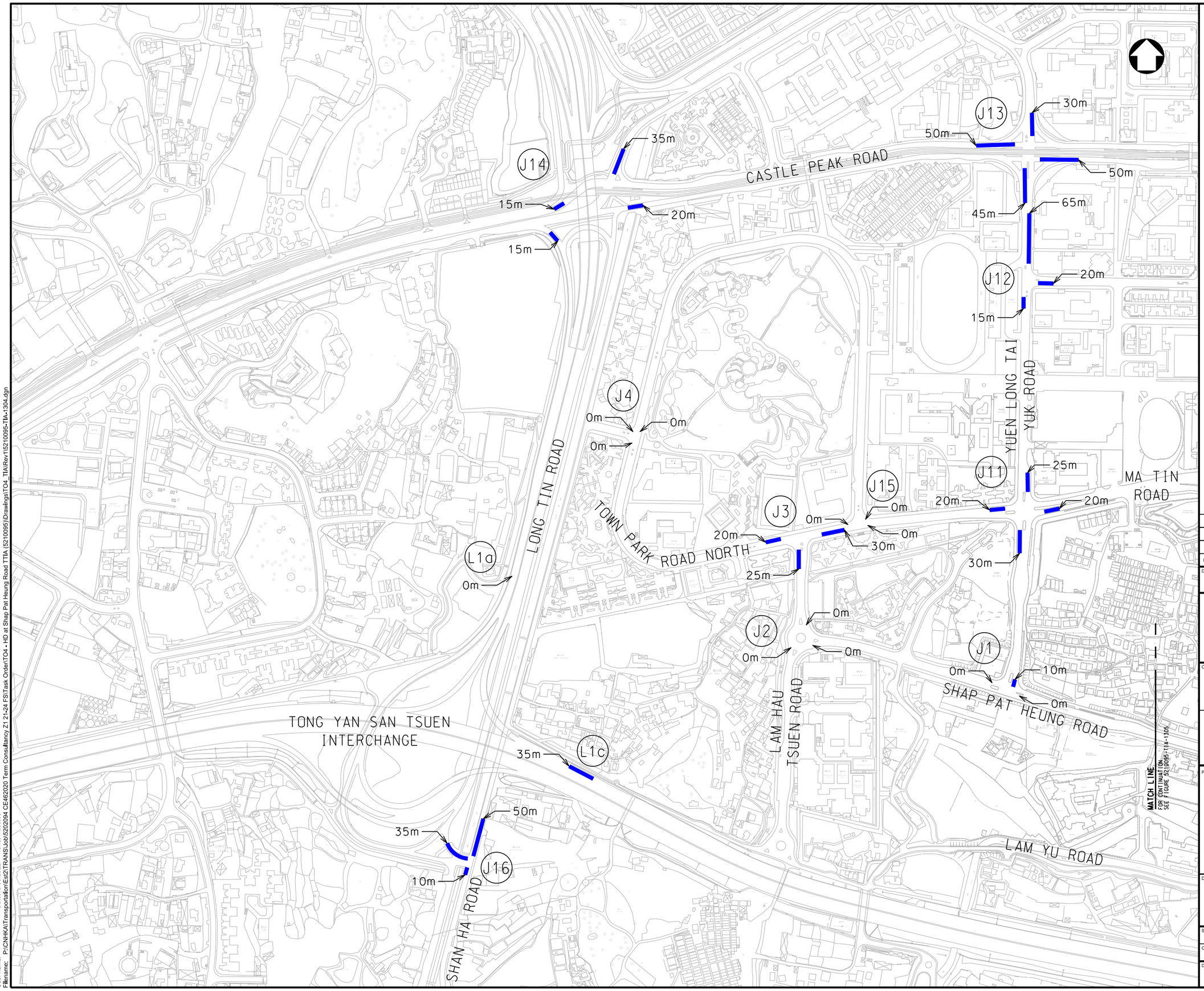

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AM PEAK AVERAGE QUEUE LENGTH (m)

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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

OBSERVED AVERAGE QUEUE LENGTH - 2021 AM (PART 1 OF 2)

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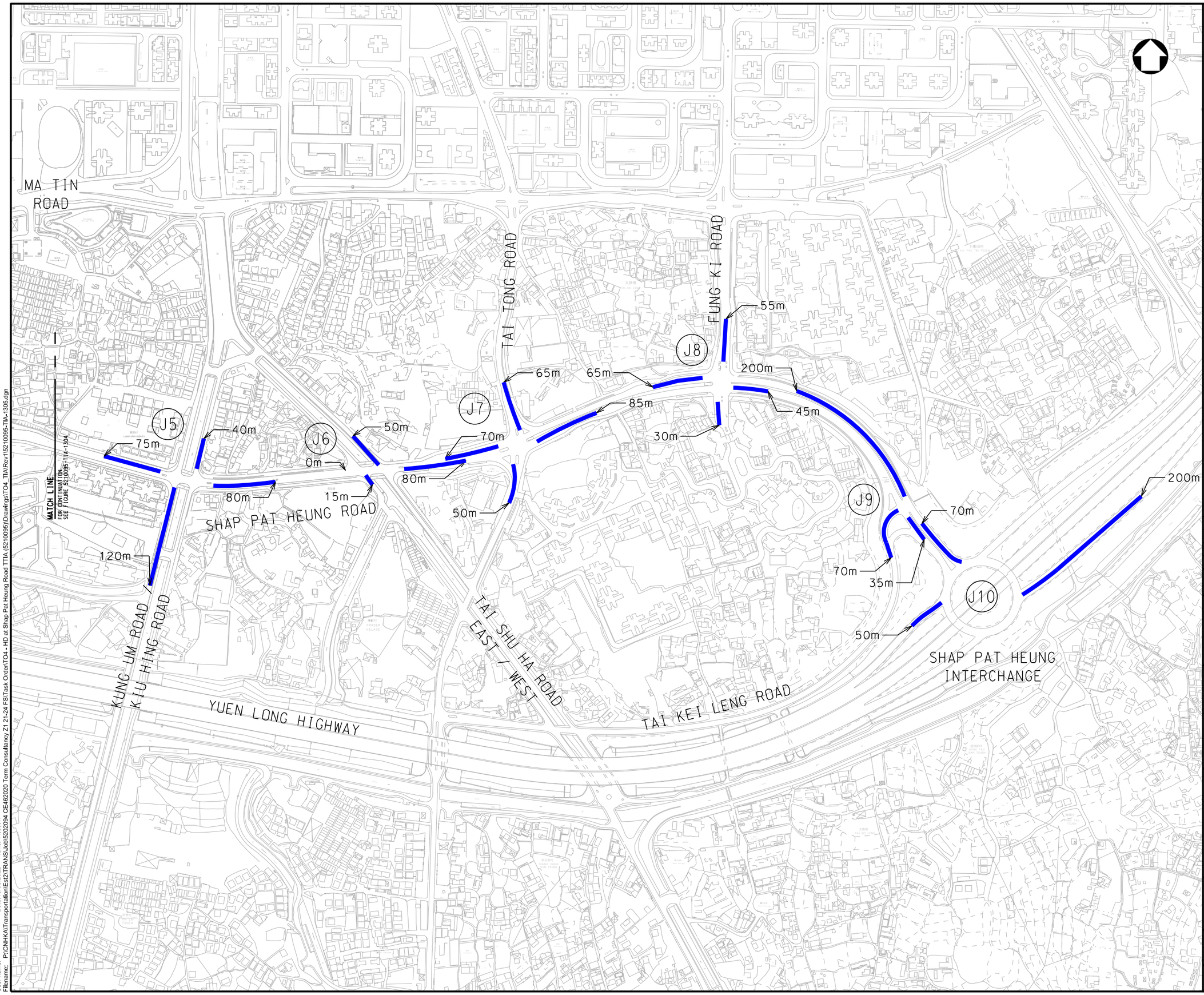

LEGEND:

AM PEAK AVERAGE QUEUE LENGTH (m)

Rev.	Date	Description	By	Chk'd	App'd
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TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

OBSERVED AVERAGE QUEUE LENGTH - 2021 AM (PART 2 OF 2)

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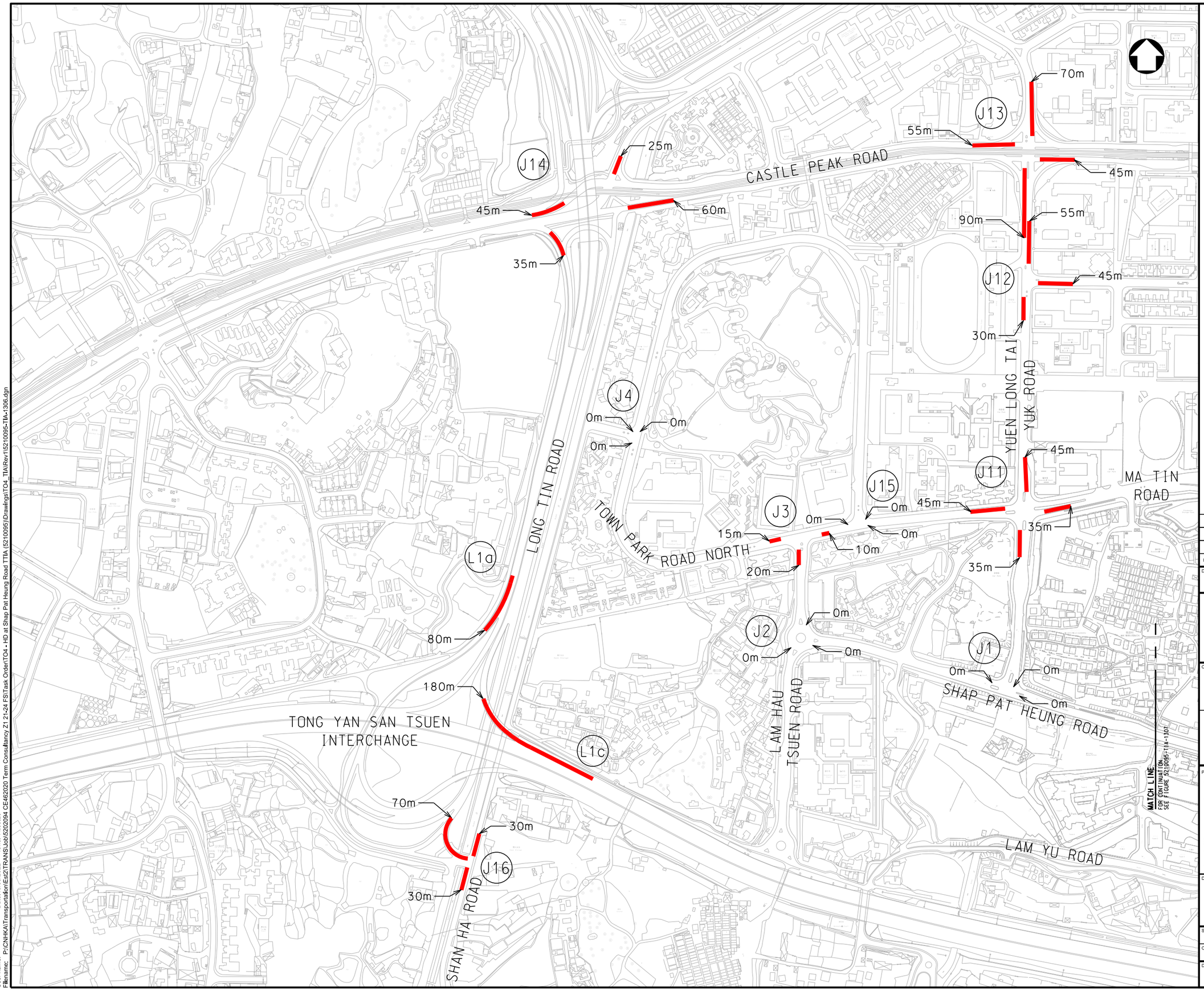

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PM PEAK AVERAGE QUEUE LENGTH (m)

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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

OBSERVED AVERAGE QUEUE LENGTH - 2021 PM (PART 1 OF 2)

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Drawing Number: 5210095-TIA-1306

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MA TIN ROAD

TAI TONG ROAD

FUNG KI ROAD

SHAP PAT HEUNG ROAD

KUNG UM ROAD / KIU HING ROAD

TAI SHU HA ROAD EAST / WEST

YUEN LONG HIGHWAY

TAI KEI LENG ROAD

SHAP PAT HEUNG INTERCHANGE

MATCH LINE
FOR CONTINUATION
SEE FIGURE 5210095-TIA-1306

J5 50m 80m

J6 0m 0m 0m 0m 80m 80m

J7 60m 60m 70m 5m

J8 60m 40m

J9 45m 40m 50m 50m

J10 70m 35m 120m

LEGEND:

PM PEAK AVERAGE QUEUE LENGTH (m)

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AGREEMENT NO. CE 46 / 2020(CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

OBSERVED AVERAGE QUEUE LENGTH - 2021 PM (PART 2 OF 2)

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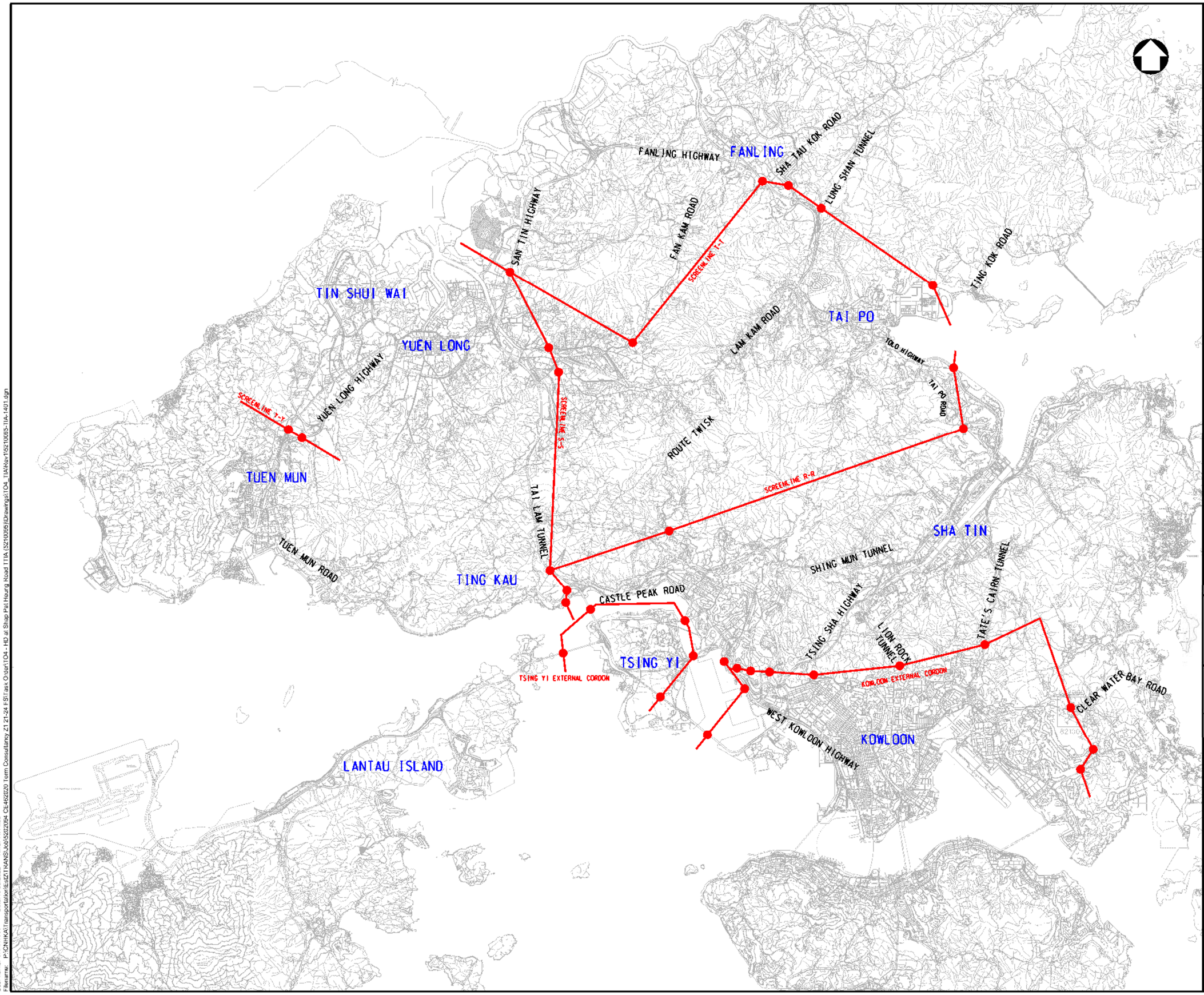

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A	MAY 2022	RECEIVED COMMENTS INCORPORATED	PC	TL	PT
-	JAN 2022	FIRST ISSUED	PC	TL	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Member of the SNC-Lavalin Group

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title:
AGREEMENT NO. CE 46 / 2020(CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title:
SCREENLINES FOR STRATEGIC TRANSPORT MODEL

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	TL	PT
Original Size	Date	Date	Date	Date
A3	JAN 2022	JAN 2022	JAN 2022	JAN 2022

Drawing Number: 5210095-TIA-1401

Revision: A

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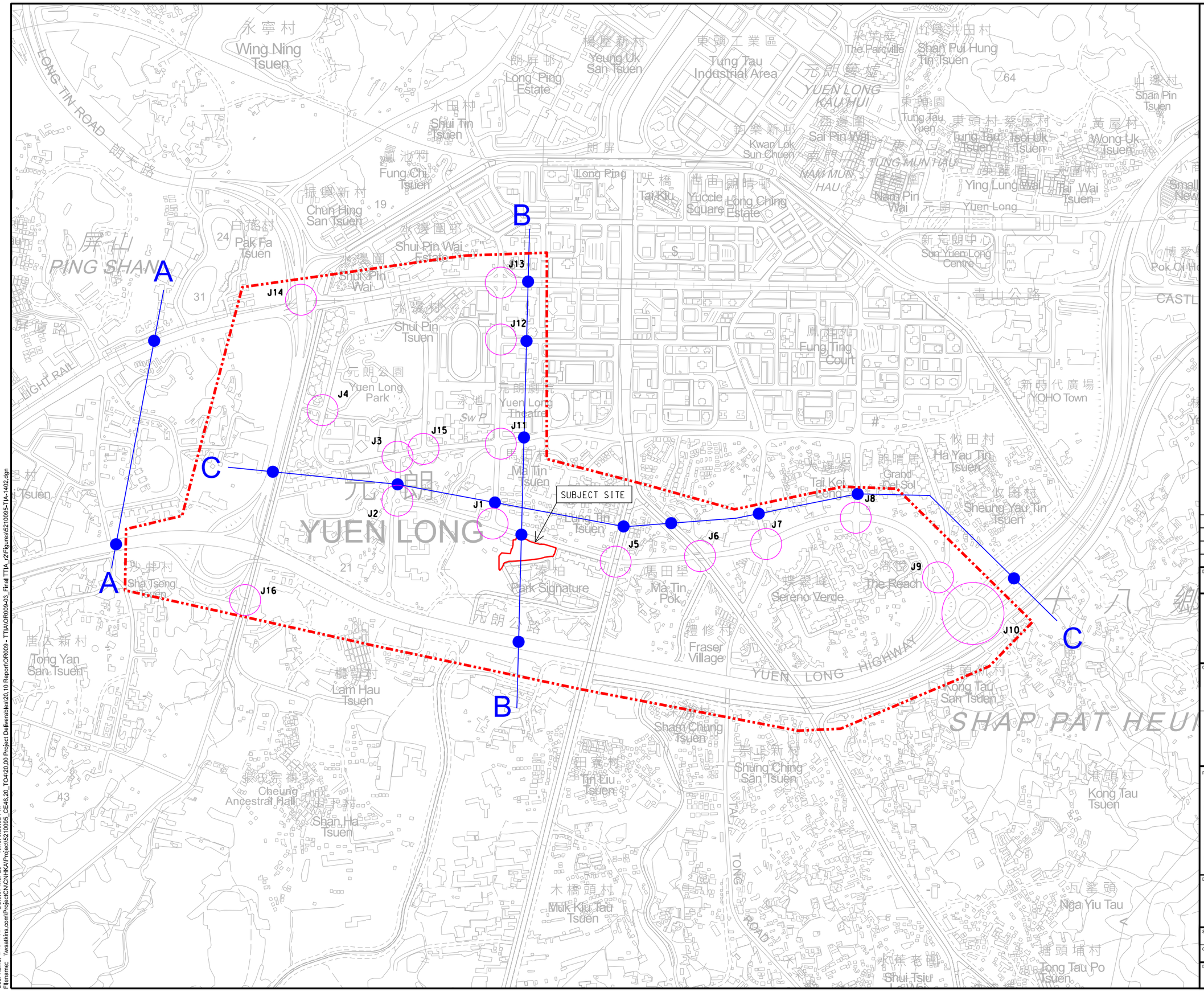

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-	JAN 2022	FIRST ISSUE	PC	TL	PT
Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: INVESTIGATION
Suitability: -

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Client
CEDD 土木工程拓展署
Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title
AGREEMENT NO. CE 46 / 2020(CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title
SCREENLINES FOR LOCAL AREA TRAFFIC MODEL

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	TL	PT
Original Size	Date	Date	Date	Date
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Drawing Number: 5210095-TIA-1402
Revision: A

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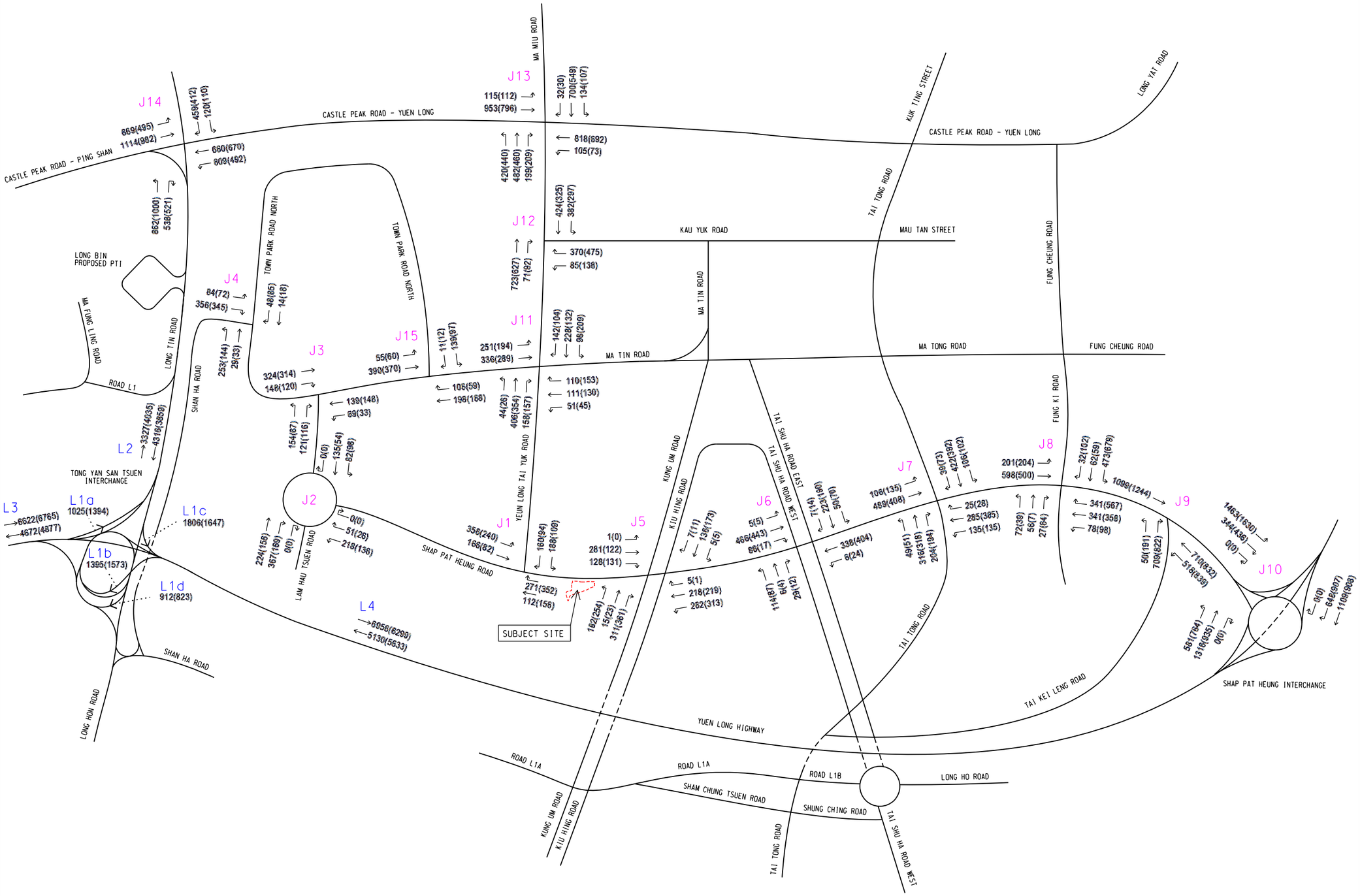

LEGEND:

- J1 — JUNCTION INDEX
- L1 — ROAD LINK INDEX
- 100(100) ⟶ — AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

Rev.	Date	Description	By	Chk'd	App'd
A	MAY 2022	RECEIVED COMMENTS INCOPORATED	PC	TL	PT
-	JAN 2022	FIRST ISSUE	PC	TL	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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CEDD 土木工程拓展署
Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title

AGREEMENT NO. CE 46 / 2020(CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

YEAR 2032 REFERENCE TRAFFIC FLOWS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	TL	PT
Original Size	Date	Date	Date	Date
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Drawing Number: 5210095-TIA-1403

Revision: A

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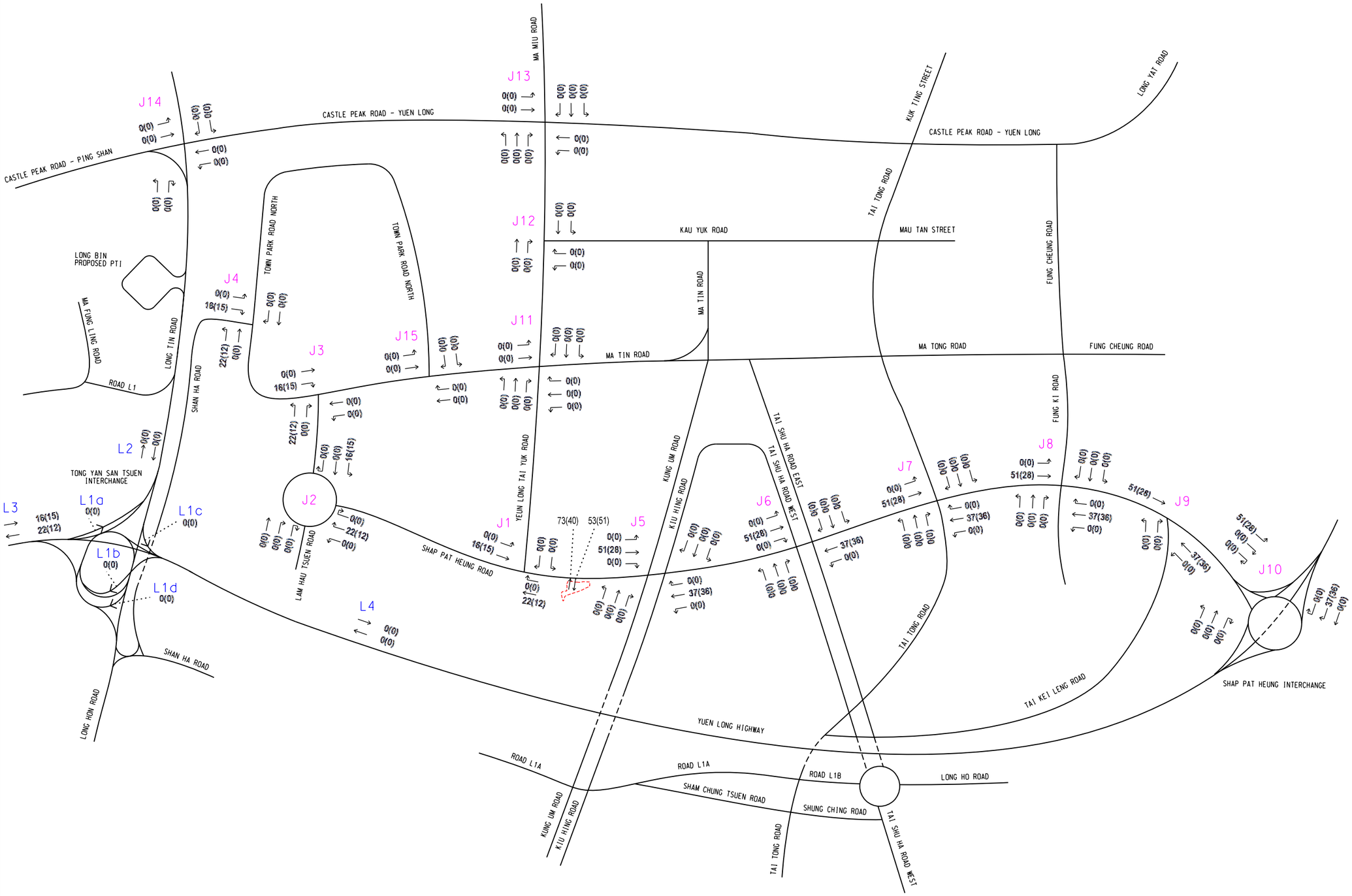

LEGEND:

J1	JUNCTION INDEX
L1	ROAD LINK INDEX
100(100) →	AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

Rev.	Date	Description	By	Chk'd	App'd
A	MAY 2022	RECEIVED COMMENTS INCORPORATED	PC	TL	PT
-	JAN 2022	FIRST ISSUE	PC	TL	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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CEDD 土木工程拓展署
Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title

AGREEMENT NO. CE 46 / 2020(CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title

DISTRIBUTION OF DEVELOPMENT TRAFFIC

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	TL	PT
Original Size	Date	Date	Date	Date
A3	JAN 2022	JAN 2022	JAN 2022	JAN 2022

Drawing Number: 5210095-TIA-1404

Revision: A

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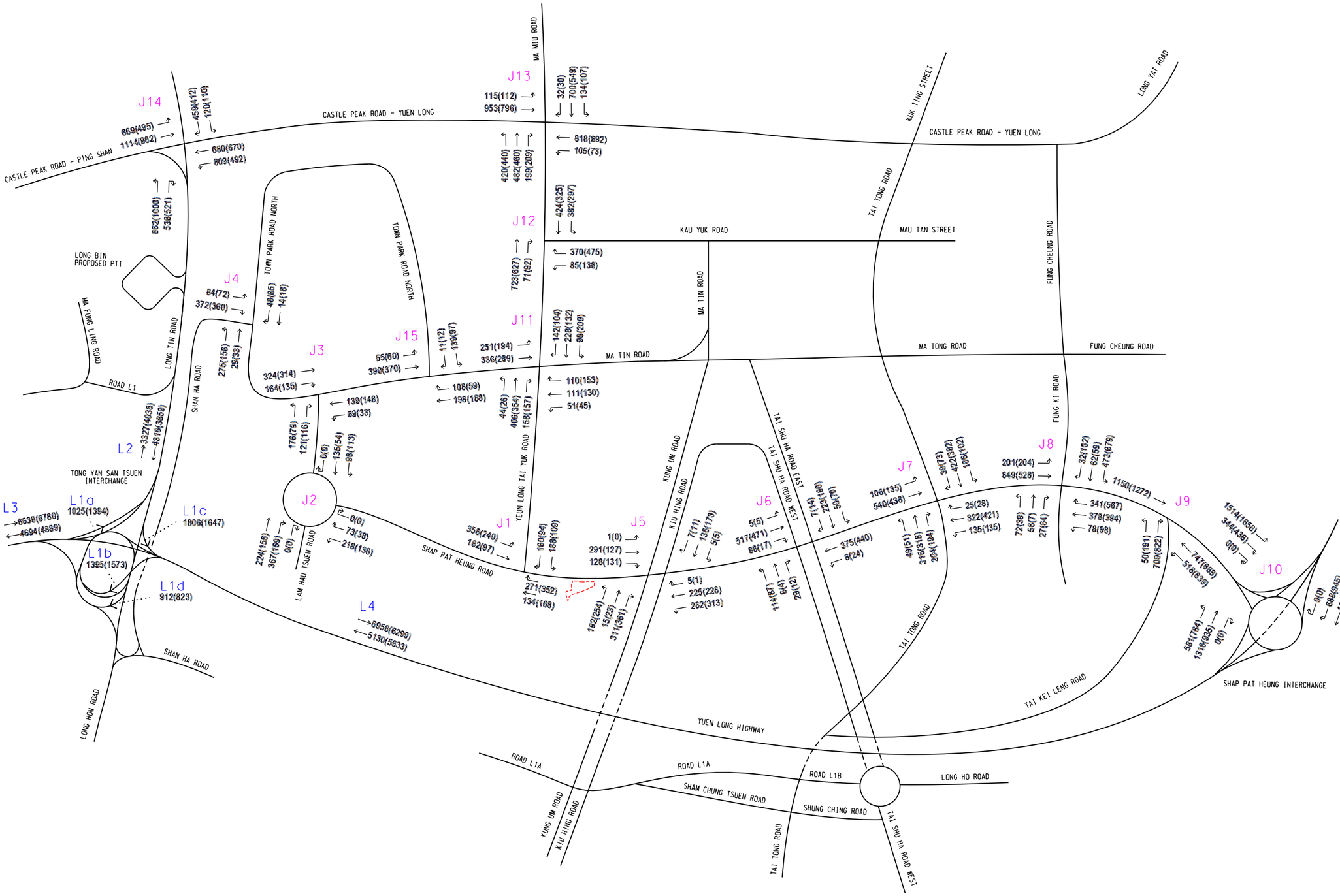

LEGEND:

J1	JUNCTION INDEX
L1	ROAD LINK INDEX
100(100) →	AM(PM) PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

Rev.	Date	Description	By	Chk'd	App'd
A	MAY 2022	RECEIVED COMMENTS INCORPORATED	PC	TL	PT
-	JAN 2022	FIRST ISSUE	PC	TL	PT

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

土木工程處
CIVIL ENGINEERING OFFICE

Project Title:
AGREEMENT NO. CE 46 / 2020(CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 1 (2021-2024) - FEASIBILITY STUDY

TASK ORDER NO.4
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

Drawing Title:
YEAR 2032 DESIGN TRAFFIC FLOWS

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	PC	TL	PT
Original Size	Date	Date	Date	Date
A3	JAN 2022	JAN 2022	JAN 2022	JAN 2022

Drawing Number: 5210095-TIA-1405

Revision: A

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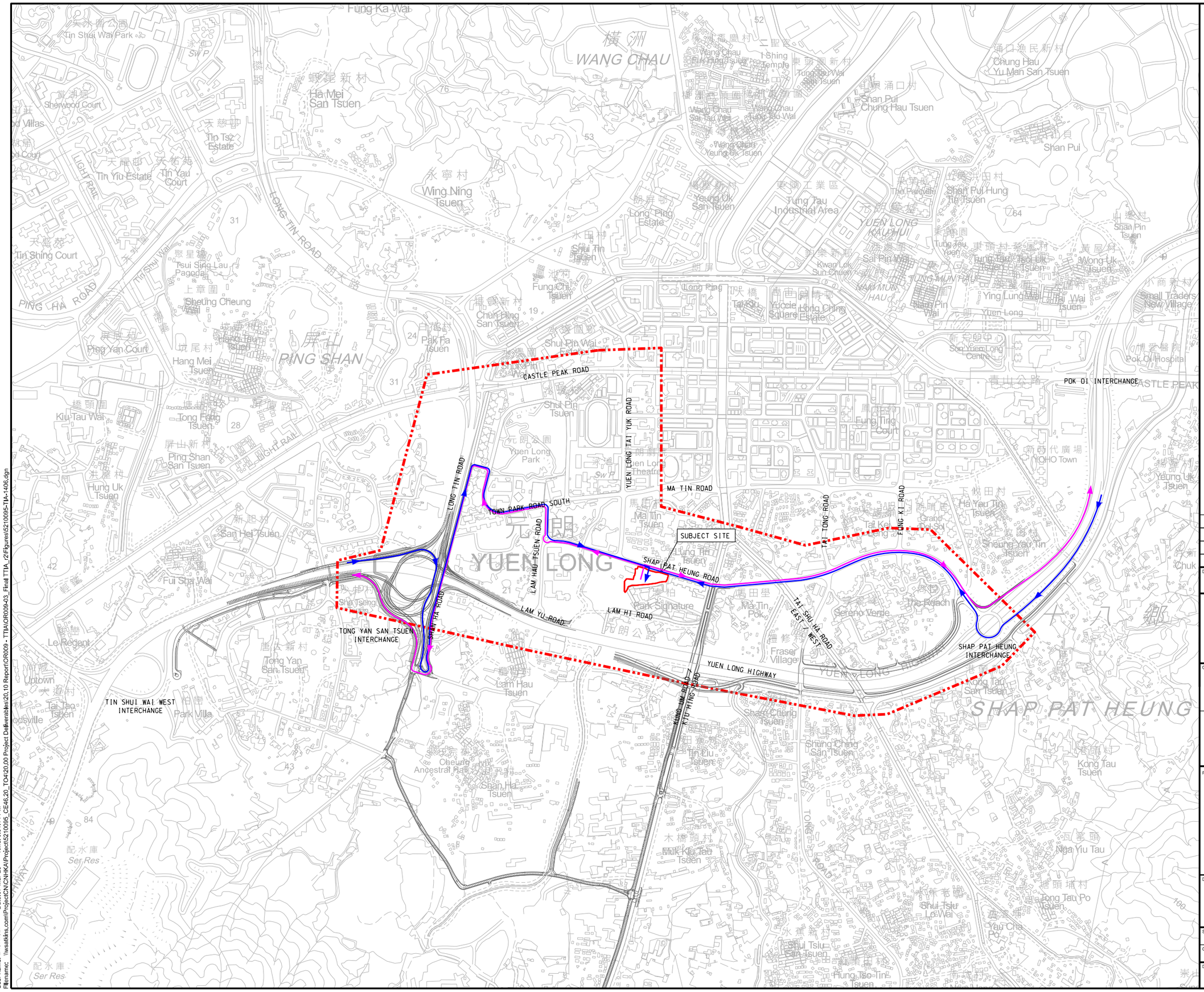

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Appendix A

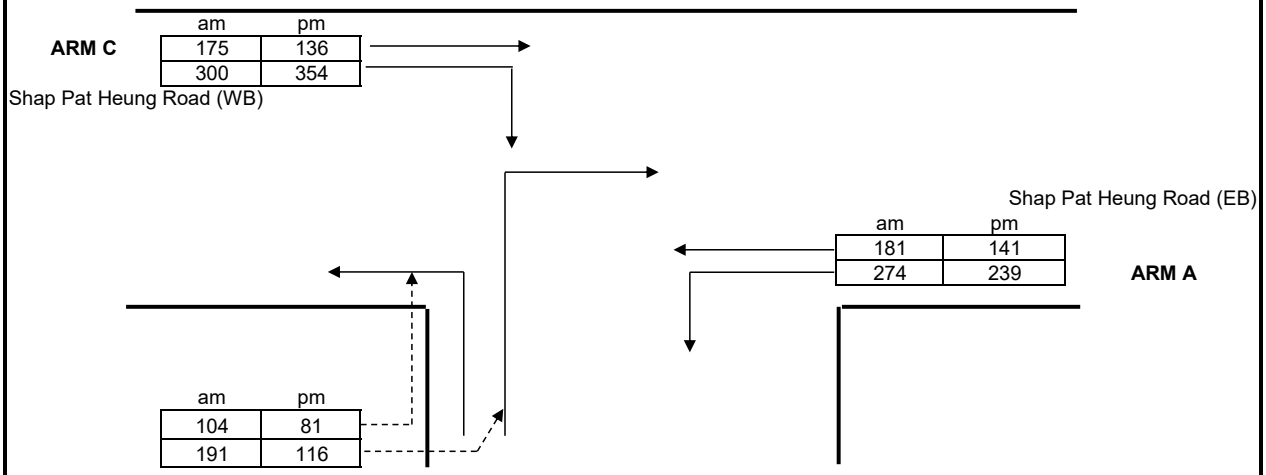
Junction Calculation Sheets

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Two Lanes Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J1 - Shap Pat Heung Road / Yuen Long Tai Yuk Road		Designed by:	PC
Scheme:	Existing		Checked by:	TL
Design Year:	2021	Job No.: 5210095	Date :	31/05/2022
ARM A:	Shap Pat Heung Road (EB)			
ARM B:	Yuen Long Tai Yuk Road (SB)			
ARM C:	Shap Pat Heung Road (WB)			



GEOMETRY					
Major road width	W	10.90	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	7.00
Residual width	Wr(c-a)	3.00		w(c-b)	0.00
Visibilities	Vr(b-a)	85	Calculated	D	0.62
	Vl(b-a)	110		E	1.27
	Vr(b-c)	85		F	0.64
	Vr(c-b)	85		Y	0.62

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	175	136
	q(c-b)	300	354
	q(a-b)	274	239
	q(a-c)	181	141
	q(b-a)	191	116
	q(b-c)	104	81
	f	0.35	0.41
CAPACITIES	Q(b-a)	273	273
	Q(b-c)	865	881
	Q(c-b)	408	419
	Q(b-ac)	359	381
DFC's	b-a	0.70	0.43
	b-c	0.12	0.09
	c-b	0.735	0.845
	b-ac	0.821	0.517
Critical DFC		**0.82**	**0.84**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

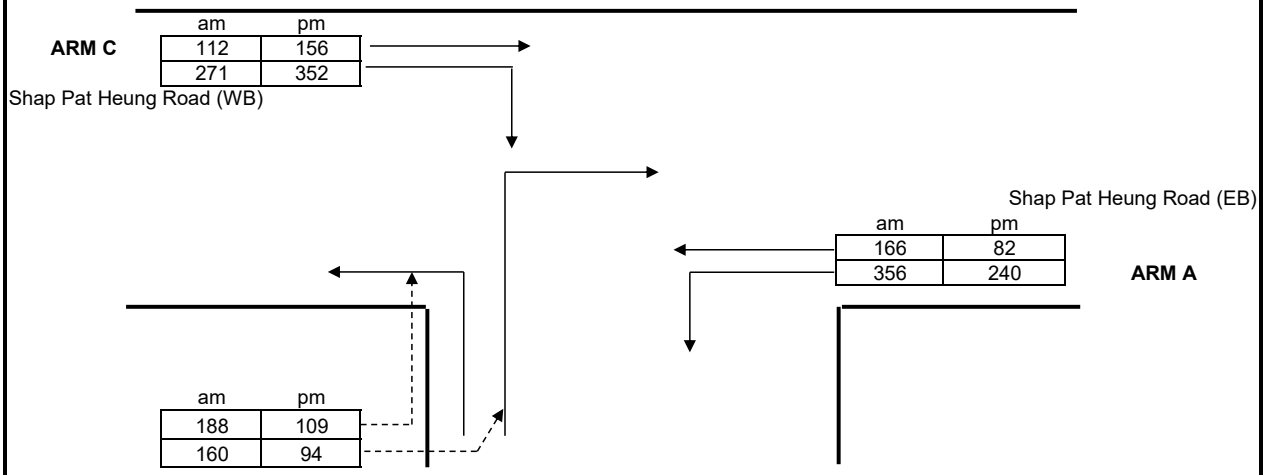
- In accordance with TPDM V2.4

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Two Lanes Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J1 - Shap Pat Heung Road / Yuen Long Tai Yuk Road		Designed by:	PC
Scheme:	Reference		Checked by:	TL
Design Year:	2032	Job No.: 5210095	Date :	31/05/2022
ARM A:	Shap Pat Heung Road (EB)			
ARM B:	Yuen Long Tai Yuk Road (SB)			
ARM C:	Shap Pat Heung Road (WB)			



GEOMETRY					
Major road width	W	10.90	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	7.00
Residual width	Wr(c-a)	3.00		w(c-b)	0.00
Visibilities	Vr(b-a)	85	Calculated	D	0.62
	Vl(b-a)	110		E	1.27
	Vr(b-c)	85		F	0.64
	Vr(c-b)	85		Y	0.62

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	112	156
	q(c-b)	271	352
	q(a-b)	356	240
	q(a-c)	166	82
	q(b-a)	160	94
	q(b-c)	188	109
	f	0.54	0.54
CAPACITIES	Q(b-a)	282	280
	Q(b-c)	860	898
	Q(c-b)	399	427
	Q(b-ac)	442	444
DFC's	b-a	0.57	0.34
	b-c	0.22	0.12
	c-b	0.680	0.823
	b-ac	0.787	0.458
Critical DFC		**0.79**	**0.82**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

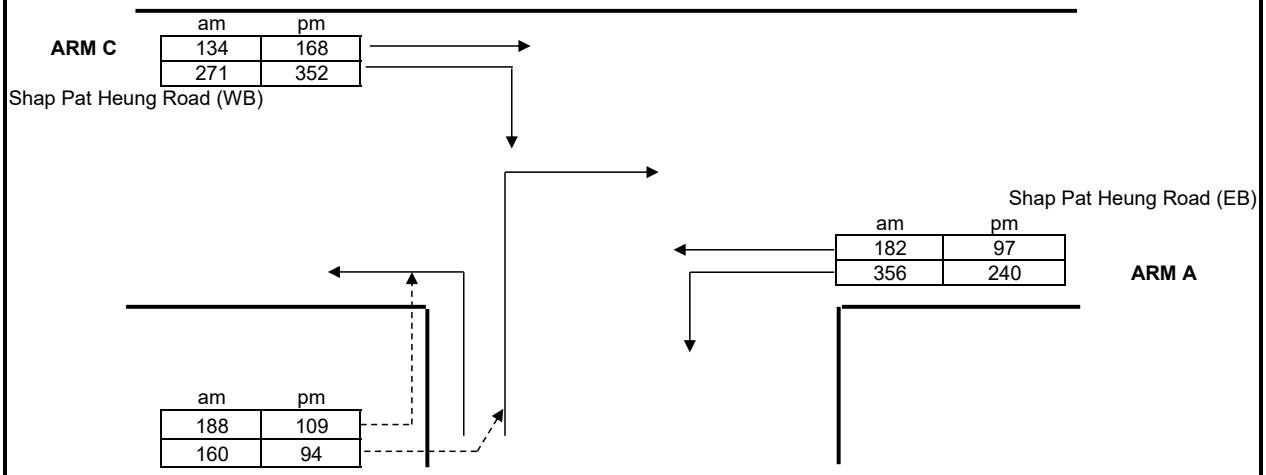
- In accordance with TPDM V2.4

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Two Lanes Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J1 - Shap Pat Heung Road / Yuen Long Tai Yuk Road		Designed by:	PC
Scheme:	Design		Checked by:	TL
Design Year:	2032	Job No.: 5210095	Date :	31/05/2022
ARM A:	Shap Pat Heung Road (EB)			
ARM B:	Yuen Long Tai Yuk Road (SB)			
ARM C:	Shap Pat Heung Road (WB)			



GEOMETRY					
Major road width	W	10.90	Lane widths	w(b-a)	0.00
Central Reserve width	Wcr	0.00		w(b-c)	7.00
Residual width	Wr(c-a)	3.00		w(c-b)	0.00
Visibilities	Vr(b-a)	85	Calculated	D	0.62
	Vl(b-a)	110		E	1.27
	Vr(b-c)	85		F	0.64
	Vr(c-b)	85		Y	0.62

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	134	168
	q(c-b)	271	352
	q(a-b)	356	240
	q(a-c)	182	97
	q(b-a)	160	94
	q(b-c)	188	109
	f	0.54	0.54
CAPACITIES	Q(b-a)	277	276
	Q(b-c)	855	893
	Q(c-b)	396	425
	Q(b-ac)	437	439
DFC's	b-a	0.58	0.34
	b-c	0.22	0.12
	c-b	0.684	0.828
	b-ac	0.797	0.462
Critical DFC		**0.80**	**0.83**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

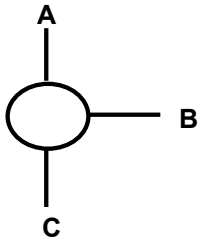
- In accordance with TPDM V2.4

SIMPLIFIED ROUNDABOUT CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road		
Junction:	J2 - Shap Pat Heung Road / Lam Hau Tsuen Road	Designed by:	PC
Scheme:	Existing	Checked by:	TL
Design Year: 2021	Job No.: 5210095	Date :	31/05/2022

ARM A: LAM HAU TSUEN ROAD SB
ARM B: SHAP PAT HEUNG ROAD WB
ARM C: LAM HAU TSUEN ROAD NB



GEOMETRY *

ARM	*v (m)*	*e (m)*	*L (m)*	*r (m)*	*D (m)*	*Phi*	*S*
A	5.30	8.00	9	60	35	5	0.48
B	5.10	7.70	8	60	35	5	0.52
C	3.20	7.80	16	30	35	5	0.46

AM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	109	85	269	194
B	135	0	232	85	367
C	260	269	0	135	529

Flow in pcu/hr

PM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	75	69	209	144
B	81	0	82	69	163
C	55	209	0	81	264

Flow in pcu/hr

CALCULATIONS *

ARM	K	X_2	M	F	t_D	f_c	Q_E(AM)	Q_E(PM)	DFC AM	DFC PM
A	1.12	6.68	0.08	2023	1.46	0.72	2049	2097	0.09	0.07
B	1.12	6.37	0.08	1931	1.46	0.70	2096	2108	0.18	0.08
C	1.10	5.60	0.08	1696	1.46	0.65	1773	1812	**0.30**	**0.15**

Crtical Arm:	**C**	**C**
DFC:	**0.30**	**0.15**

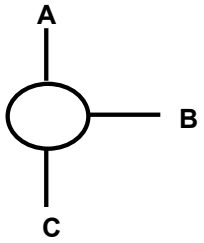
**- In accordance with TPDM V2.4 Appendix*

SIMPLIFIED ROUNDABOUT CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road		
Junction:	J2 - Shap Pat Heung Road / Lam Hau Tsuen Road	Designed by:	PC
Scheme:	Reference	Checked by:	TL
Design Year: 2032	Job No.: 5210095	Date :	31/05/2022

ARM A: LAM HAU TSUEN ROAD SB
ARM B: SHAP PAT HEUNG ROAD WB
ARM C: LAM HAU TSUEN ROAD NB



GEOMETRY *

ARM	*v (m)*	*e (m)*	*L (m)*	*r (m)*	*D (m)*	*Phi*	*S*
A	5.30	8.00	9	60	35	5	0.48
B	5.10	7.70	8	60	35	5	0.52
C	3.20	7.80	16	30	35	5	0.46

AM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	82	135	367	217
B	51	0	218	135	269
C	224	367	0	51	591

Flow in pcu/hr

PM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	98	54	169	152
B	26	0	136	54	162
C	156	169	0	26	325

Flow in pcu/hr

CALCULATIONS *

ARM	K	X_2	M	F	t_D	f_c	Q_E(AM)	Q_E(PM)	DFC AM	DFC PM
A	1.12	6.68	0.08	2023	1.46	0.72	1970	2129	0.11	0.07
B	1.12	6.37	0.08	1931	1.46	0.70	2056	2120	0.13	0.08
C	1.10	5.60	0.08	1696	1.46	0.65	1834	1852	**0.32**	**0.18**

Crtical Arm:	**C**	**C**
DFC:	**0.32**	**0.18**

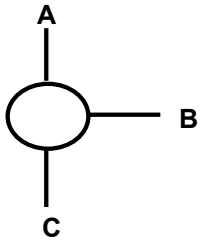
**- In accordance with TPDM V2.4 Appendix*

SIMPLIFIED ROUNDABOUT CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road		
Junction:	J2 - Shap Pat Heung Road / Lam Hau Tsuen Road	Designed by:	PC
Scheme:	Design	Checked by:	TL
Design Year: 2032	Job No.: 5210095	Date :	31/05/2022

ARM A: LAM HAU TSUEN ROAD SB
ARM B: SHAP PAT HEUNG ROAD WB
ARM C: LAM HAU TSUEN ROAD NB



GEOMETRY *

ARM	*v (m)*	*e (m)*	*L (m)*	*r (m)*	*D (m)*	*Phi*	*S*
A	5.30	8.00	9	60	35	5	0.48
B	5.10	7.70	8	60	35	5	0.52
C	3.20	7.80	16	30	35	5	0.46

AM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	98	135	367	233
B	73	0	218	135	291
C	224	367	0	73	591

Flow in pcu/hr

PM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	113	54	169	167
B	38	0	136	54	174
C	156	169	0	38	325

Flow in pcu/hr

CALCULATIONS *

ARM	K	X_2	M	F	t_D	f_c	Q_E(AM)	Q_E(PM)	DFC AM	DFC PM
A	1.12	6.68	0.08	2023	1.46	0.72	1970	2129	0.12	0.08
B	1.12	6.37	0.08	1931	1.46	0.70	2056	2120	0.14	0.08
C	1.10	5.60	0.08	1696	1.46	0.65	1818	1843	**0.33**	**0.18**

Crtical Arm:	**C**	**C**
DFC:	**0.33**	**0.18**

**- In accordance with TPDM V2.4 Appendix*

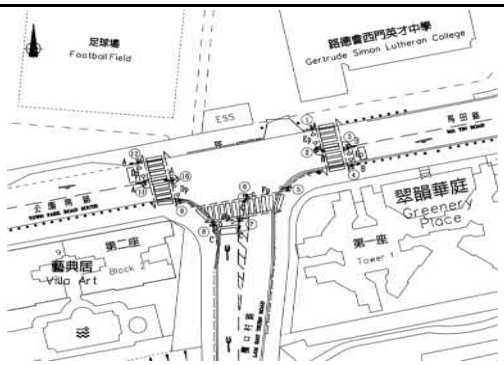
TRAFFIC SIGNAL CALCULATION SHEET

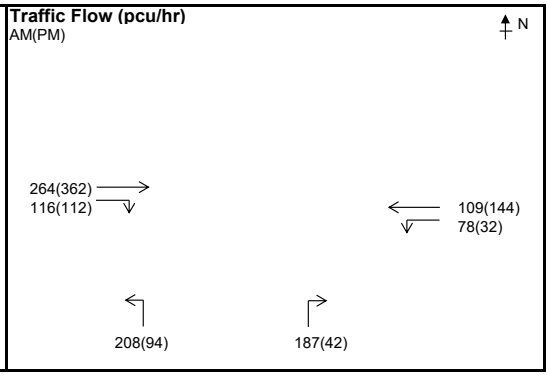
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

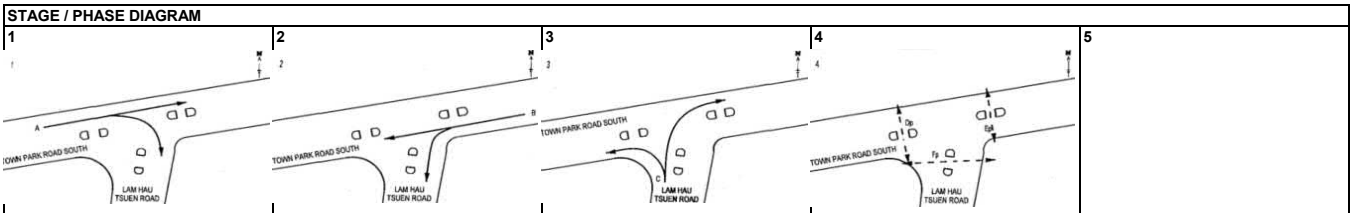
Junction : J3 - LAM HAU TSUEN ROAD/TOWN PARK ROAD SOUTH (YL112) Design Year: 2021

Scheme : Existing Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+B+C+Fp	G=	IG=5	G=	IG=8	G=	IG=4	G=12	IG=10	G=	IG=	
A+B+C+Fp	G=	IG=5	G=	IG=8	G=	IG=4	G=12	IG=10	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Town Park Road South EB														
A1	1	4.50	Y	N	15		380	31%	2005	**0.190**	474	24%	2015	**0.235**
Town Park Road South WB														
B2	2	3.50	Y	N	15		187	42%	1885	**0.099**	176	18%	1930	**0.091**
Lam Hau Tsuen Road NB														
C1	3	4.50	Y	N	15/20		395	53% / 47%	1900	**0.208**	136	69% / 31%	1890	**0.072**
Dp	3		5GM +	4FG =	9	sec								
Ep	3		5GM +	4FG =	9	sec								
Fp	3		12GM +	8FG =	20	sec								

Notes:

AM Peak	A+B+C+Fp	PM Peak	A+B+C+Fp
Sum of Critical *y* ***Y***	**0.497**	Sum of Critical *y* ***Y***	**0.398**
Lost Time ***L*** (sec)	36	Lost Time ***L*** (sec)	36
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.630	Practical *Y* ***Ypr***	0.630
Reserve Capacity ***RC***	**27%**	Reserve Capacity ***RC***	**58%**

Date : 31/05/2022 Junction : J3 - LAM HAU TSUEN ROAD/TOWN PARK ROAD SOUTH

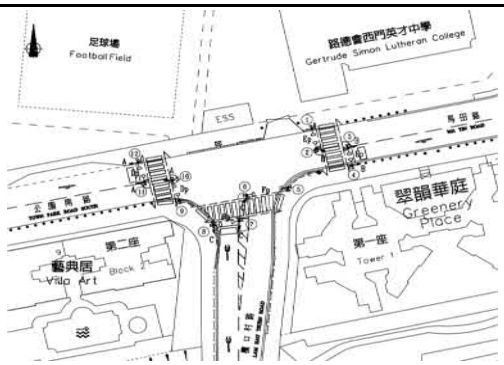
TRAFFIC SIGNAL CALCULATION SHEET

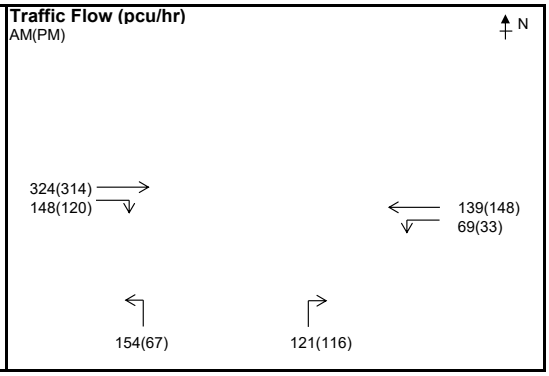
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

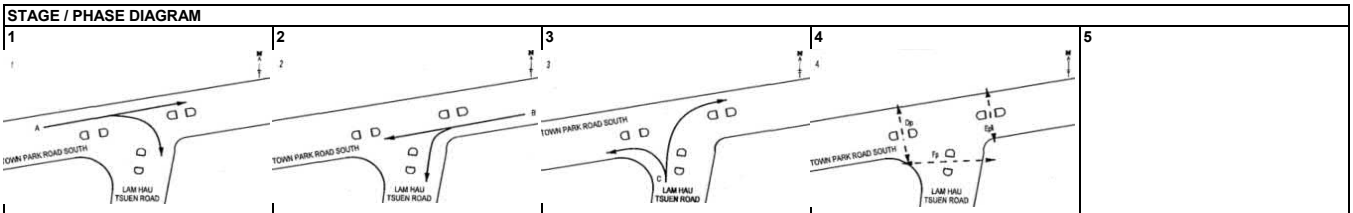
Junction : J3 - LAM HAU TSUEN ROAD/TOWN PARK ROAD SOUTH (YL112) Design Year: 2032

Scheme : Reference Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+B+C+Fp	G=	IG=5	G=	IG=8	G=	IG=4	G=12	IG=10	G=	IG=	
A+B+C+Fp	G=	IG=5	G=	IG=8	G=	IG=4	G=12	IG=10	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Town Park Road South EB														
A1	1	4.50	Y	N	15		472	31%	2000	**0.236**	434	28%	2010	**0.216**
Town Park Road South WB														
B2	2	3.50	Y	N	15		208	33%	1900	**0.109**	181	18%	1930	**0.094**
Lam Hau Tsuen Road NB														
C1	3	4.50	Y	N	15/20		275	56% / 44%	1895	**0.145**	183	37% / 63%	1905	**0.096**
Dp	3		5GM +	4FG =	9	sec								
Ep	3		5GM +	4FG =	9	sec								
Fp	3		12GM +	8FG =	20	sec								

Notes:

AM Peak	A+B+C+Fp	PM Peak	A+B+C+Fp
Sum of Critical *y* ***Y***	**0.491**	Sum of Critical *y* ***Y***	**0.406**
Lost Time ***L*** (sec)	36	Lost Time ***L*** (sec)	36
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.630	Practical *Y* ***Ypr***	0.630
Reserve Capacity ***RC***	**28%**	Reserve Capacity ***RC***	**55%**

Date : 31/05/2022 Junction : J3 - LAM HAU TSUEN ROAD/TOWN PARK ROAD SOUTH

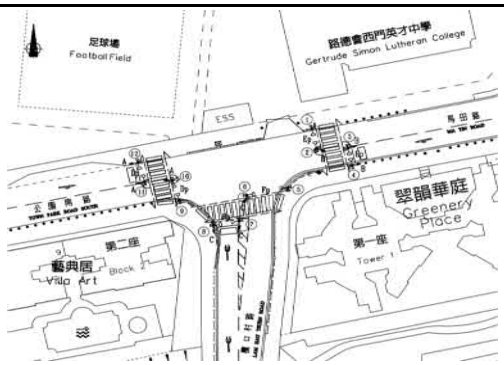
TRAFFIC SIGNAL CALCULATION SHEET

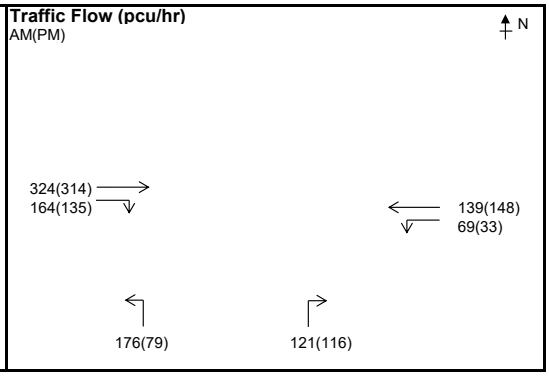
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

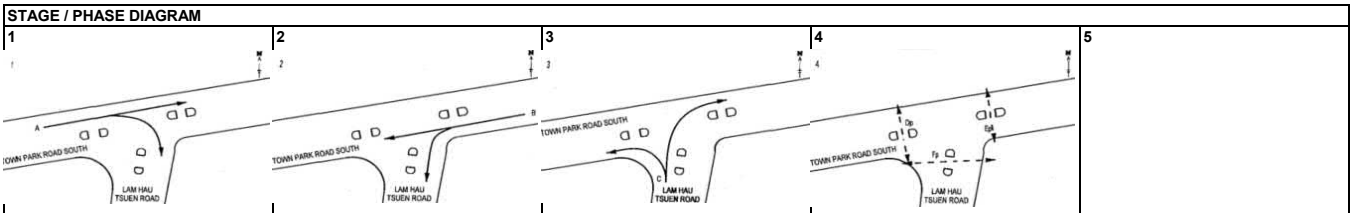
Junction : J3 - LAM HAU TSUEN ROAD/TOWN PARK ROAD SOUTH (YL112) Design Year: 2032

Scheme : Design Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+B+C+Fp	G=	IG=5	G=	IG=8	G=	IG=4	G=12	IG=10	G=	IG=
A+B+C+Fp	G=	IG=5	G=	IG=8	G=	IG=4	G=12	IG=10	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Town Park Road South EB														
A1	1	4.50	Y	N	15		488	34%	2000	**0.244**	449	30%	2005	**0.224**
Town Park Road South WB														
B2	2	3.50	Y	N	15		208	33%	1900	**0.109**	181	18%	1930	**0.094**
Lam Hau Tsuen Road NB														
C1	3	4.50	Y	N	15/20		297	59% / 41%	1895	**0.157**	195	41% / 59%	1905	**0.102**
Dp	3		5GM +	4FG =	9	sec								
Ep	3		5GM +	4FG =	9	sec								
Fp	3		12GM +	8FG =	20	sec								

Notes:

AM Peak	A+B+C+Fp	PM Peak	A+B+C+Fp
Sum of Critical *y* ***Y***	**0.510**	Sum of Critical *y* ***Y***	**0.420**
Lost Time ***L*** (sec)	36	Lost Time ***L*** (sec)	36
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.630	Practical *Y* ***Ypr***	0.630
Reserve Capacity ***RC***	**23%**	Reserve Capacity ***RC***	**50%**

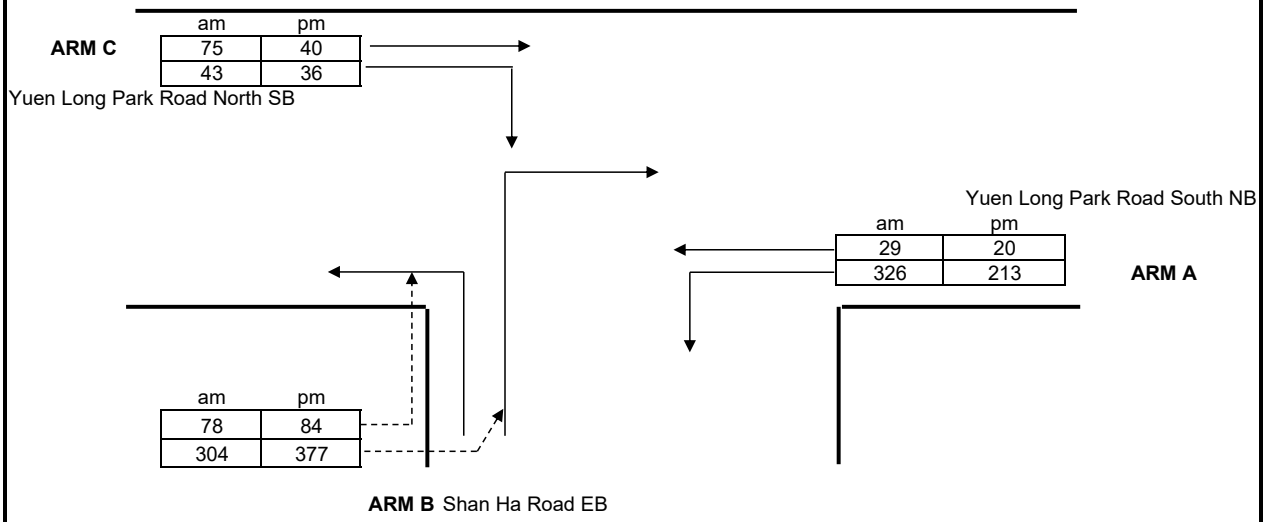
Date : 31/05/2022 Junction : J3 - LAM HAU TSUEN ROAD/TOWN PARK ROAD SOUTH

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J4 - Shan Ha Road / Town Park Road North		Designed by:	PC
Scheme:	Existing		Checked by:	TL
Design Year:	2021	Job No.: 5210095	Date :	31/05/2022
ARM A:	Yuen Long Park Road South NB			
ARM B:	Shan Ha Road EB			
ARM C:	Yuen Long Park Road North SB			



GEOMETRY					
Major road width	W	9.80	Lane widths	w(b-a)	4.00
Central Reserve width	Wcr	0.00		w(b-c)	4.00
Residual width	Wr(c-a)	2.50		w(c-b)	4.40
Visibilities	Vr(b-a)	65	Calculated	D	0.92
	Vl(b-a)	45		E	0.98
	Vr(b-c)	65		F	1.00
	Vr(c-b)	45		Y	0.66

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	75	40
	q(c-b)	43	36
	q(a-b)	326	213
	q(a-c)	29	20
	q(b-a)	304	377
	q(b-c)	78	84
	f	0.20	0.18
CAPACITIES	Q(b-a)	518	537
	Q(b-c)	694	707
	Q(c-b)	658	688
	Q(b-ac)	546	561
DFC's	b-a	0.59	0.70
	b-c	0.11	0.12
	c-b	0.065	0.052
	b-ac	0.700	0.821
Critical DFC		**0.70**	**0.82**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

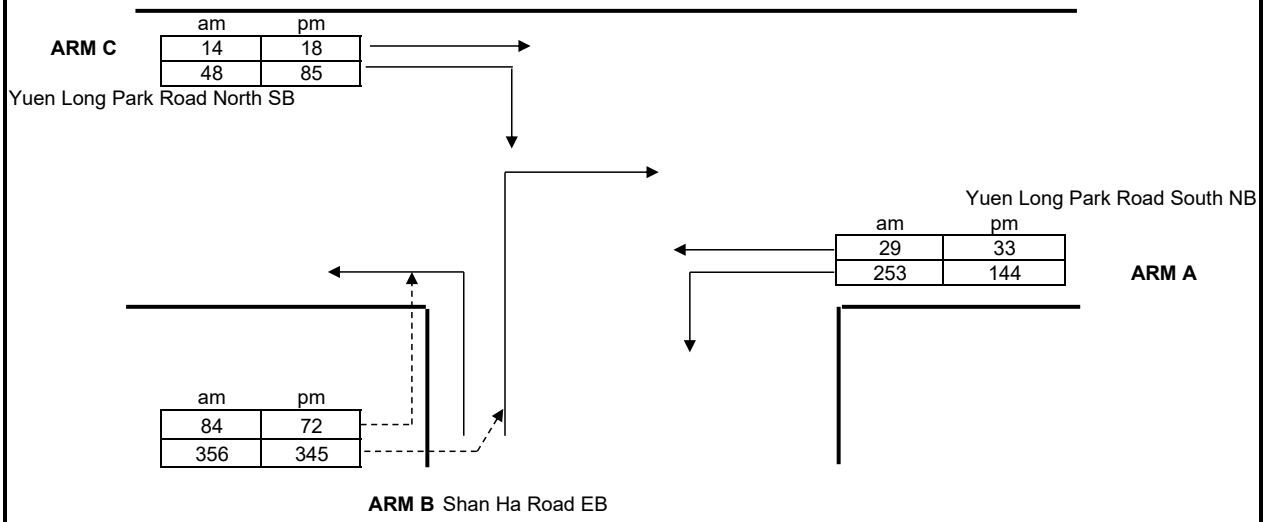
- In accordance with TPDM V2.4

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J4 - Shan Ha Road / Town Park Road North		Designed by:	PC
Scheme:	Reference		Checked by:	TL
Design Year:	2032	Job No.: 5210095	Date :	31/05/2022
ARM A:	Yuen Long Park Road South NB			
ARM B:	Shan Ha Road EB			
ARM C:	Yuen Long Park Road North SB			



GEOMETRY					
Major road width	W	9.80	Lane widths	w(b-a)	4.00
Central Reserve width	Wcr	0.00		w(b-c)	4.00
Residual width	Wr(c-a)	2.50		w(c-b)	4.40
Visibilities	Vr(b-a)	65	Calculated	D	0.92
	Vl(b-a)	45		E	0.98
	Vr(b-c)	65		F	1.00
	Vr(c-b)	45		Y	0.66

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	14	18
	q(c-b)	48	85
	q(a-b)	253	144
	q(a-c)	29	33
	q(b-a)	356	345
	q(b-c)	84	72
	f	0.19	0.17
CAPACITIES	Q(b-a)	531	527
	Q(b-c)	701	710
	Q(c-b)	676	701
	Q(b-ac)	557	552
DFC's	b-a	0.67	0.65
	b-c	0.12	0.10
	c-b	0.071	0.121
	b-ac	0.790	0.756
Critical DFC		**0.79**	**0.76**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

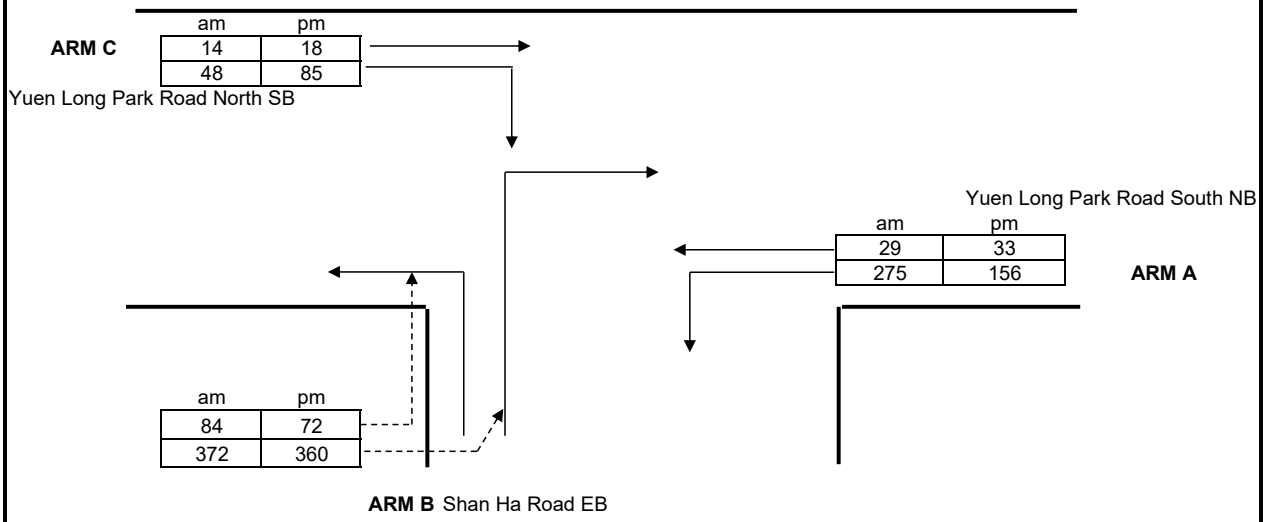
- In accordance with TPDM V2.4

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J4 - Shan Ha Road / Town Park Road North		Designed by:	PC
Scheme:	Design		Checked by:	TL
Design Year:	2032	Job No.: 5210095	Date :	31/05/2022
ARM A:	Yuen Long Park Road South NB			
ARM B:	Shan Ha Road EB			
ARM C:	Yuen Long Park Road North SB			



GEOMETRY					
Major road width	W	9.80	Lane widths	w(b-a)	4.00
Central Reserve width	Wcr	0.00		w(b-c)	4.00
Residual width	Wr(c-a)	2.50		w(c-b)	4.40
Visibilities	Vr(b-a)	65	Calculated	D	0.92
	Vl(b-a)	45		E	0.98
	Vr(b-c)	65		F	1.00
	Vr(c-b)	45		Y	0.66

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	14	18
	q(c-b)	48	85
	q(a-b)	275	156
	q(a-c)	29	33
	q(b-a)	372	360
	q(b-c)	84	72
	f	0.18	0.17
CAPACITIES	Q(b-a)	529	526
	Q(b-c)	699	709
	Q(c-b)	671	698
	Q(b-ac)	554	550
DFC's	b-a	0.70	0.68
	b-c	0.12	0.10
	c-b	0.072	0.122
	b-ac	0.823	0.785
Critical DFC		**0.82**	**0.79**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

- In accordance with TPDM V2.4

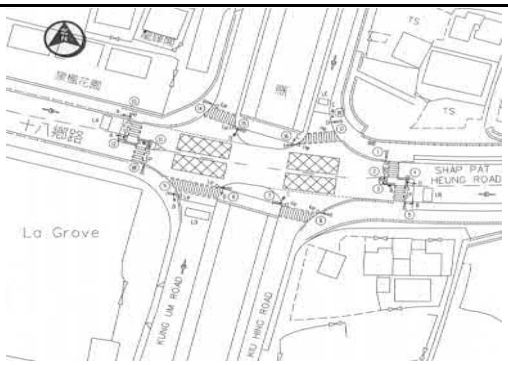
TRAFFIC SIGNAL CALCULATION SHEET

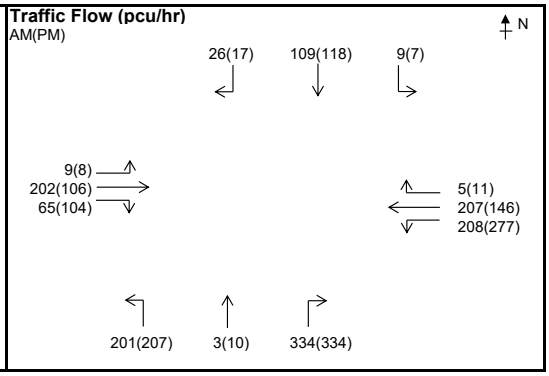
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

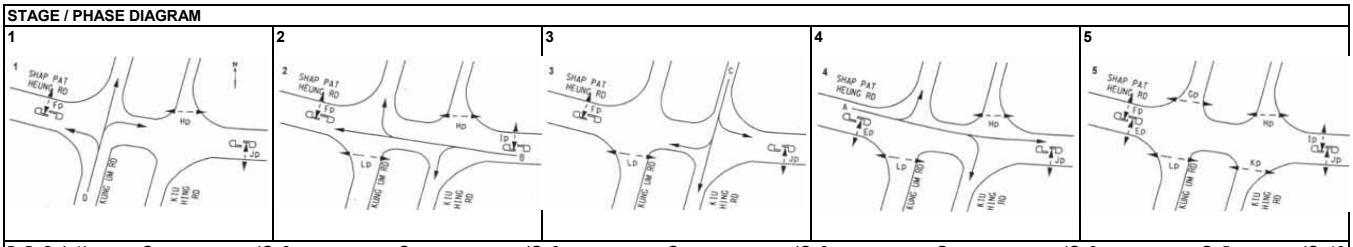
Junction : J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD (YL109) Design Year: 2021

Scheme : Existing Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



D+B+C+A+Kp	G=	IG=8	G=	IG=6	G=	IG=8	G=	IG=9	G=5	IG=13	
D+B+C+A+Kp	G=	IG=8	G=	IG=6	G=	IG=8	G=	IG=9	G=5	IG=13	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q*	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	4	4.10	Y	N	15/15		276	3% / 24%	1965	**0.140**	218	4% / 48%	1920	**0.114**
Shap Pat Heung Road WB														
B1	2	4.20	Y	N	20/15		420	50% / 1%	1960	**0.214**	434	64% / 3%	1935	**0.224**
Kung Um Road NB														
D1	1	4.60	Y	N	15/15		538	37% / 62%	1885	**0.285**	551	38% / 61%	1890	**0.292**
Kiu Hing Road SB														
C1	3	3.30	Y	N	20/15		144	6% / 18%	1900	**0.076**	142	5% / 12%	1915	**0.074**
Ep	4,5		5GM +	5FG =	10	sec								
Fp	1,2,3,5		5GM +	5FG =	10	sec								
Gp	5		5GM +	7FG =	12	sec								
Hp	1,2,4,5		5GM +	8FG =	13	sec								
Ip	2,5		5GM +	5FG =	10	sec								
Jp	1,3,4,5		5GM +	5FG =	10	sec								
Kp	5		5GM +	7FG =	12	sec								
Lp	2,3,4,5		5GM +	10FG =	15	sec								

Notes:

AM Peak	D+B+C+A+Kp	PM Peak	D+B+C+A+Kp
Sum of Critical *y* ***Y***	**0.716**	Sum of Critical *y* ***Y***	**0.704**
Lost Time ***L*** (sec)	45	Lost Time ***L*** (sec)	45
Cycle Time ***c*** (sec)	182	Cycle Time ***c*** (sec)	182
Practical *Y* ***Ypr***	0.677	Practical *Y* ***Ypr***	0.677
Reserve Capacity ***RC***	**-5%**	Reserve Capacity ***RC***	**-4%**

Date : 31/05/2022 Junction : J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

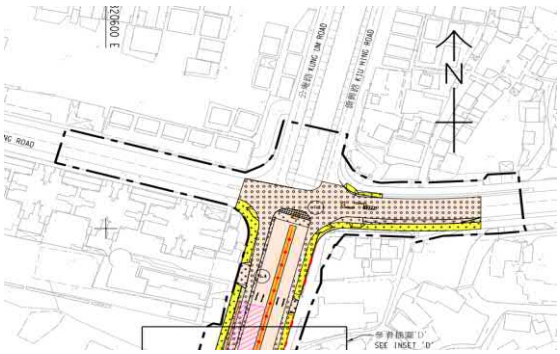
Junction : J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD (YL109)

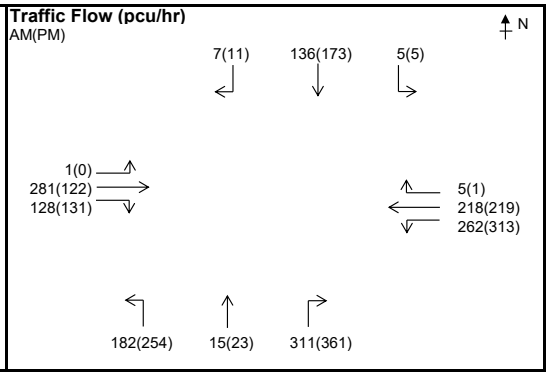
Design Year: 2032

Scheme : Reference (PR5.0)

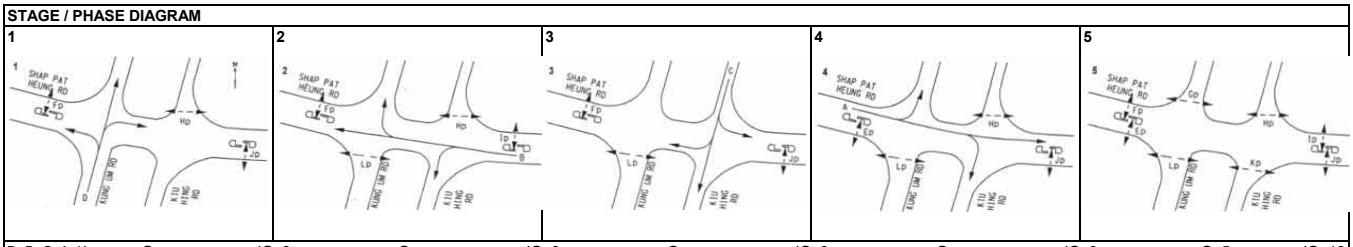
Designed by: PC

Checked by: TL





STAGE / PHASE DIAGRAM



D+B+C+A+Kp	G=	IG=8	G=	IG=6	G=	IG=8	G=	IG=9	G=5	IG=12	
D+B+C+A+Kp	G=	IG=8	G=	IG=6	G=	IG=8	G=	IG=9	G=5	IG=12	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q*	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	4	4.10	Y	N	15/15		410	0% / 31%	1965	**0.209**	253	0% / 52%	1925	**0.131**
Shap Pat Heung Road WB														
B1	2	3.50	Y	N	15		262	100%	1610	**0.163**	313	100%	1610	**0.194**
B2	2	3.50	N	N	15		223	2%	2100	0.106	220	0%	2105	0.105
Kung Um Road NB														
D1	1	3.50	Y	N	15		197	92%	1800	0.109	277	92%	1800	0.154
D2	1	3.50	N	N	20		311	100%	1960	**0.159**	361	100%	1960	**0.184**
Kiu Hing Road SB														
C1	3	3.30	Y	N	20/15		148	3% / 5%	1930	**0.077**	189	3% / 6%	1930	**0.098**
Ep	4,5		5GM +	5FG =	10	sec								
Fp	1,2,3,5		5GM +	5FG =	10	sec								
Gp	5		5GM +	7FG =	12	sec								
Hp	1,2,4,5		5GM +	8FG =	13	sec								
Ip	2,5		5GM +	5FG =	10	sec								
Jp	1,3,4,5		5GM +	7FG =	12	sec								
Kp	5		5GM +	10FG =	15	sec								
Lp	2,3,4,5		5GM +	10FG =	15	sec								

Notes:

AM Peak	D+B+C+A+Kp	PM Peak	D+B+C+A+Kp
Sum of Critical *y* ***Y***	**0.607**	Sum of Critical *y* ***Y***	**0.608**
Lost Time ***L*** (sec)	44	Lost Time ***L*** (sec)	44
Cycle Time ***c*** (sec)	182	Cycle Time ***c*** (sec)	182
Practical *Y* ***Ypr***	0.682	Practical *Y* ***Ypr***	0.682
Reserve Capacity ***RC***	**12%**	Reserve Capacity ***RC***	**12%**

Date : 31/05/2022 Junction : J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD

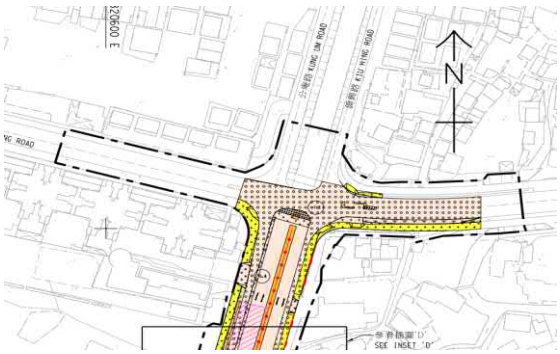
TRAFFIC SIGNAL CALCULATION SHEET

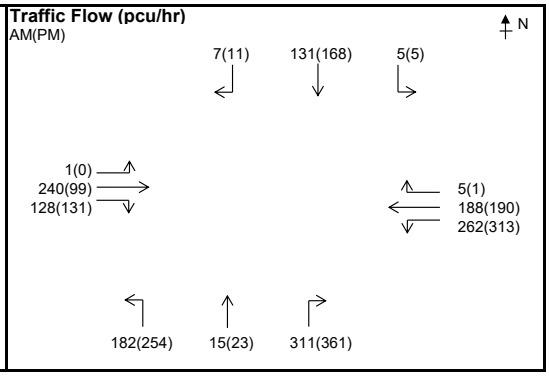
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

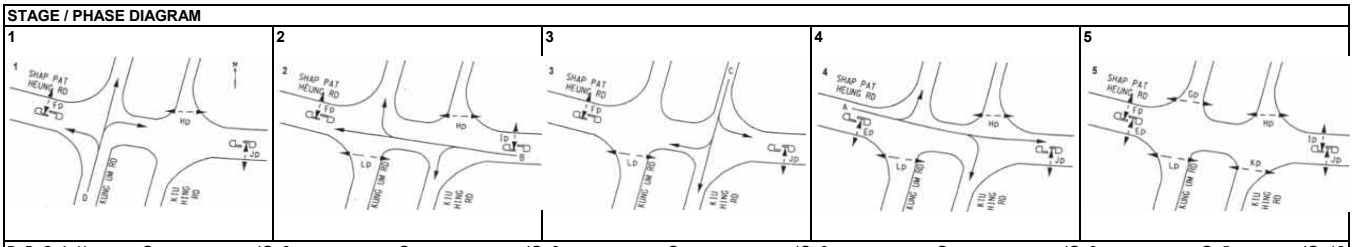
Junction : J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD (YL109) Design Year: 2032

Scheme : Reference (PR0) Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



D+B+C+A+Kp	G=	IG=8	G=	IG=6	G=	IG=8	G=	IG=9	G=5	IG=12	
D+B+C+A+Kp	G=	IG=8	G=	IG=6	G=	IG=8	G=	IG=9	G=5	IG=12	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q*	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	4	4.10	Y	N	15/15		369	0% / 35%	1950	**0.189**	230	0% / 57%	1910	**0.120**
Shap Pat Heung Road WB														
B1	2	3.50	Y	N	15		262	100%	1610	**0.163**	313	100%	1610	**0.194**
B2	2	3.50	N	N	15		193	3%	2100	0.092	191	1%	2105	0.091
Kung Um Road NB														
D1	1	3.50	Y	N	15		197	92%	1800	0.109	277	92%	1800	0.154
D2	1	3.50	N	N	20		311	100%	1960	**0.159**	361	100%	1960	**0.184**
Kiu Hing Road SB														
C1	3	3.30	Y	N	20/15		143	3% / 5%	1930	**0.074**	184	3% / 6%	1930	**0.095**
Ep	4,5		5GM +	5FG =	10	sec								
Fp	1,2,3,5		5GM +	5FG =	10	sec								
Gp	5		5GM +	7FG =	12	sec								
Hp	1,2,4,5		5GM +	8FG =	13	sec								
Ip	2,5		5GM +	5FG =	10	sec								
Jp	1,3,4,5		5GM +	7FG =	12	sec								
Kp	5		5GM +	10FG =	15	sec								
Lp	2,3,4,5		5GM +	10FG =	15	sec								

Notes:

AM Peak	D+B+C+A+Kp	PM Peak	D+B+C+A+Kp
Sum of Critical *y* ***Y***	**0.585**	Sum of Critical *y* ***Y***	**0.594**
Lost Time ***L*** (sec)	44	Lost Time ***L*** (sec)	44
Cycle Time ***c*** (sec)	182	Cycle Time ***c*** (sec)	182
Practical *Y* ***Ypr***	0.682	Practical *Y* ***Ypr***	0.682
Reserve Capacity ***RC***	**17%**	Reserve Capacity ***RC***	**15%**

Date : 31/05/2022 Junction : J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD

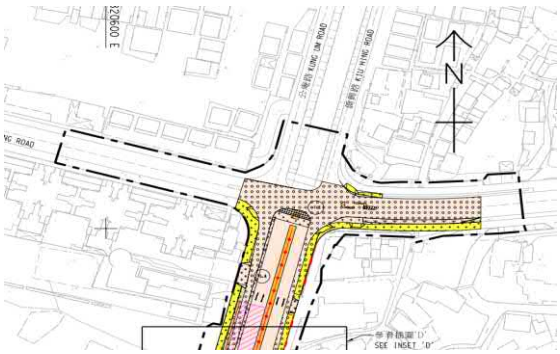
TRAFFIC SIGNAL CALCULATION SHEET

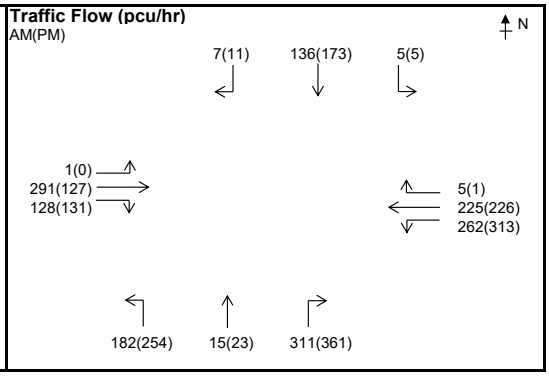
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

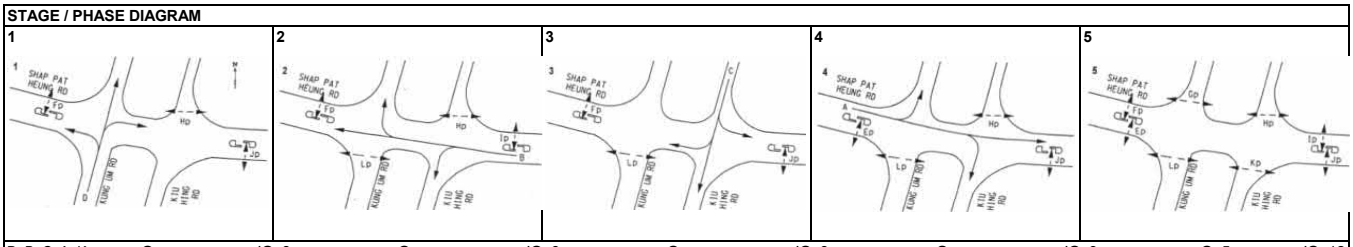
Junction : J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD (YL109) Design Year: 2032

Scheme : Design Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



D+B+C+A+Kp	G=	IG=8	G=	IG=6	G=	IG=8	G=	IG=9	G=5	IG=12	
D+B+C+A+Kp	G=	IG=8	G=	IG=6	G=	IG=8	G=	IG=9	G=5	IG=12	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q*	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	4	4.10	Y	N	15/15		420	0% / 30%	1965	**0.214**	258	0% / 51%	1925	**0.134**
Shap Pat Heung Road WB														
B1	2	3.50	Y	N	15		262	100%	1610	**0.163**	313	100%	1610	**0.194**
B2	2	3.50	N	N	15		230	2%	2100	0.110	227	0%	2105	0.108
Kung Um Road NB														
D1	1	3.50	Y	N	15		197	92%	1800	0.109	277	92%	1800	0.154
D2	1	3.50	N	N	20		311	100%	1960	**0.159**	361	100%	1960	**0.184**
Kiu Hing Road SB														
C1	3	3.30	Y	N	20/15		148	3% / 5%	1930	**0.077**	189	3% / 6%	1930	**0.098**
Ep	4,5		5GM +	5FG =	10	sec								
Fp	1,2,3,5		5GM +	5FG =	10	sec								
Gp	5		5GM +	7FG =	12	sec								
Hp	1,2,4,5		5GM +	8FG =	13	sec								
Ip	2,5		5GM +	5FG =	10	sec								
Jp	1,3,4,5		5GM +	7FG =	12	sec								
Kp	5		5GM +	10FG =	15	sec								
Lp	2,3,4,5		5GM +	10FG =	15	sec								

Notes:

AM Peak	D+B+C+A+Kp	PM Peak	D+B+C+A+Kp
Sum of Critical *y* ***Y***	**0.612**	Sum of Critical *y* ***Y***	**0.611**
Lost Time ***L*** (sec)	44	Lost Time ***L*** (sec)	44
Cycle Time ***c*** (sec)	182	Cycle Time ***c*** (sec)	182
Practical *Y* ***Ypr***	0.682	Practical *Y* ***Ypr***	0.682
Reserve Capacity ***RC***	**12%**	Reserve Capacity ***RC***	**12%**

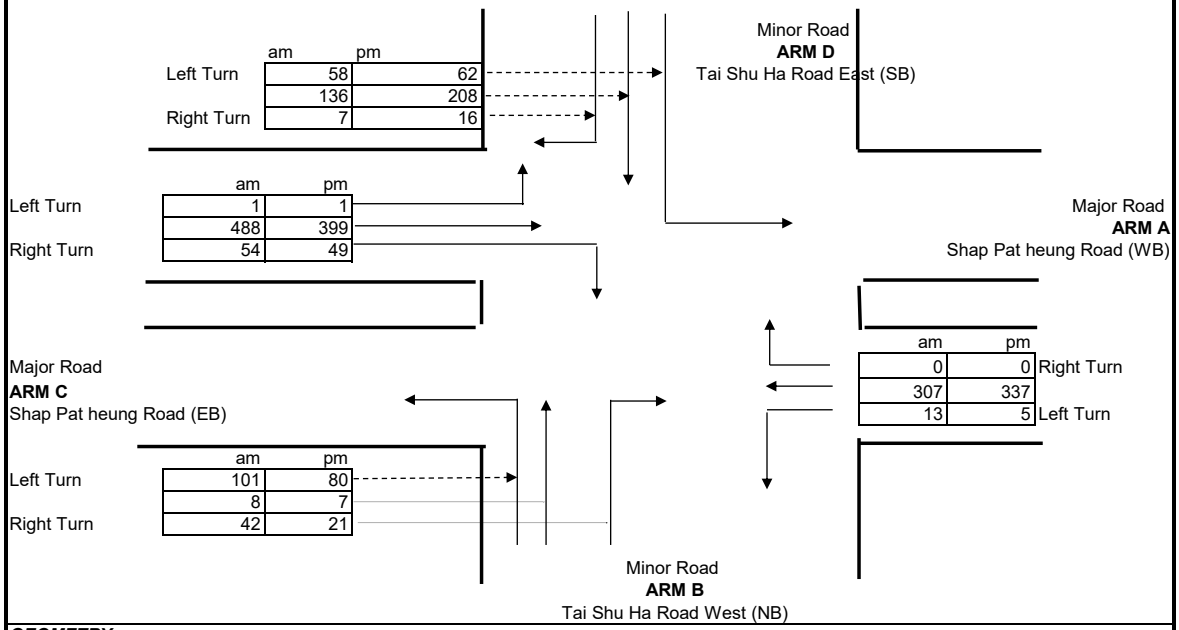
Date : 31/05/2022 Junction : J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD

Simplified Priority Junction Capacity Calculation

SNC·LAVALIN ATKINS Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road				
Junction:	J6 - Shap Pat Heung Road / Tai Shu Ha Road West \ Tai Shu Ha Road East			Designed by:	PC
Scheme:	Existing			Checked by:	TL
Design Year:	2021	Job No.:	5210095	Date :	31/05/2022
ARM A:	Shap Pat heung Road (WB)	ARM C:	Shap Pat heung Road (EB)		
ARM B:	Tai Shu Ha Road West (NB)	ARM D:	Tai Shu Ha Road East (SB)		



GEOMETRY

Major road width		W	9.50	Residual width		Wr(c-a)	0.00
Central Reserve width		Wcr	0.00	Residual width		Wr(a-c)	0.00
Arm B				**Arm D**			
Lane widths		w(b-a)	5.40	Lane widths		w(d-c)	5.40
		w(b-c)	5.40			w(d-a)	5.40
		w(c-b)	0.00			w(a-d)	0.00
Visibilities	Vr(b-a) 108	D	1.07	Visibilities	Vr(d-c) 108	D	1.08
	Vl(b-a) 37	E	1.15		Vl(d-c) 47	E	1.15
	Vr(b-c) 108	F	0.60		Vr(d-a) 108	F	0.65
	Vr(c-b) 31	Y	0.67		Vr(a-d) 100	Y	0.67

ANALYSIS

Arm B		**AM PEAK**	**PM PEAK**	**Arm D**		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS	q(c-a)	488	399	TRAFFIC FLOWS	q(a-c)	307	337
	q(c-b)	54	49		q(a-d)	0	0
	q(a-b)	13	5		q(c-d)	1	1
	q(a-c)	307	337		q(c-a)	488	399
	q(b-a)	42	21		q(d-c)	7	16
	q(b-c)	101	80		q(d-a)	58	62
	q(b-d)	8	7		q(d-b)	136	208
	f	0.71	0.79		f	0.89	0.79
CAPACITIES	Q(b-a)	438	427	CAPACITIES	Q(d-c)	449	477
	Q(b-c)	770	763		Q(d-a)	721	746
	Q(c-b)	403	400		Q(a-d)	391	406
	Q(b-ac)	630	655		Q(d-ca)	676	668
	Q(b-d)left	490	500		Q(d-b)left	481	502
	Q(b-d)right	490	500		Q(d-b)right	481	502
	Q(c-a)	1559	1579		Q(a-c)	1800	1800
DFC's	b-ad	0.103	0.056	DFC's	d-c	0.155	0.234
	b-cd	0.140	0.112		d-a	0.224	0.297
	c-b	0.134	0.123		a-d	0.000	0.000
	b-acd	0.243	0.168		d-abc	0.379	0.531
	c-a	0.313	0.253		a-c	0.171	0.187
DFC		**0.31**	**0.25**	**DFC**		**0.38**	**0.53**

	AM PEAK	**PM PEAK**
Critical DFC	0.38	0.53

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

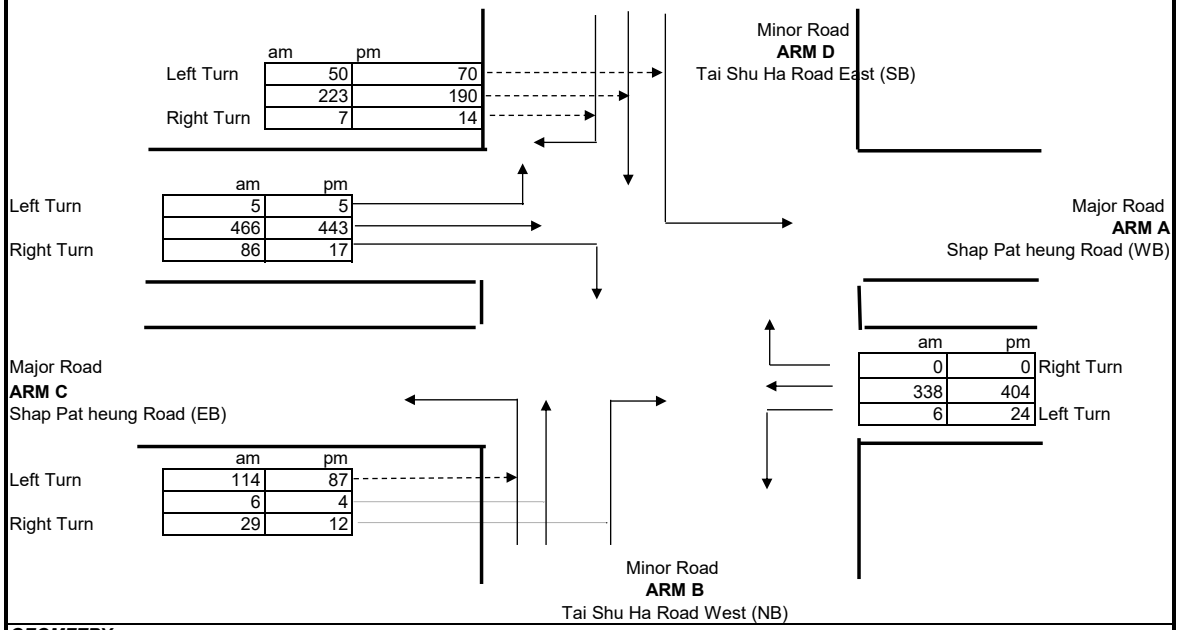
- In accordance with TPDM V2.4

Simplified Priority Junction Capacity Calculation

SNC·LAVALIN ATKINS Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road				
Junction:	J6 - Shap Pat Heung Road / Tai Shu Ha Road West \ Tai Shu Ha Road East			Designed by:	PC
Scheme:	Reference			Checked by:	TL
Design Year:	2032	Job No.:	5210095	Date :	31/05/2022
ARM A:	Shap Pat heung Road (WB)	ARM C:	Shap Pat heung Road (EB)		
ARM B:	Tai Shu Ha Road West (NB)	ARM D:	Tai Shu Ha Road East (SB)		



GEOMETRY

Major road width		W	9.50	Residual width		Wr(c-a)	0.00
Central Reserve width		Wcr	0.00	Residual width		Wr(a-c)	0.00
Arm B				**Arm D**			
Lane widths		w(b-a)	5.40	Lane widths		w(d-c)	5.40
		w(b-c)	5.40			w(d-a)	5.40
		w(c-b)	0.00			w(a-d)	0.00
Visibilities	Vr(b-a) 108	D	1.07	Visibilities	Vr(d-c) 108	D	1.08
	Vl(b-a) 37	E	1.15		Vl(d-c) 47	E	1.15
	Vr(b-c) 108	F	0.60		Vr(d-a) 108	F	0.65
	Vr(c-b) 31	Y	0.67		Vr(a-d) 100	Y	0.67

ANALYSIS

Arm B		AM PEAK	PM PEAK	Arm D		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	466	443	TRAFFIC FLOWS	q(a-c)	338	404
	q(c-b)	86	17		q(a-d)	0	0
	q(a-b)	6	24		q(c-d)	5	5
	q(a-c)	338	404		q(c-a)	466	443
	q(b-a)	29	12		q(d-c)	7	14
	q(b-c)	114	87		q(d-a)	50	70
	q(b-d)	6	4		q(d-b)	223	190
	f	0.80	0.88		f	0.88	0.83
CAPACITIES	Q(b-a)	402	415	CAPACITIES	Q(d-c)	439	463
	Q(b-c)	762	742		Q(d-a)	726	733
	Q(c-b)	399	387		Q(a-d)	387	406
	Q(b-ac)	645	677		Q(d-ca)	672	668
	Q(b-d)left	474	484		Q(d-b)left	474	484
	Q(b-d)right	474	484		Q(d-b)right	474	484
	Q(c-a)	1412	1721		Q(a-c)	1800	1800
DFC's	b-ad	0.078	0.033	DFC's	d-c	0.247	0.221
	b-cd	0.156	0.122		d-a	0.308	0.298
	c-b	0.215	0.044		a-d	0.000	0.000
	b-acd	0.234	0.154		d-abc	0.555	0.518
	c-a	0.330	0.257		a-c	0.188	0.224
DFC		**0.33**	**0.26**	**DFC**		**0.56**	**0.52**

	AM PEAK	PM PEAK
Critical DFC	0.56	0.52

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

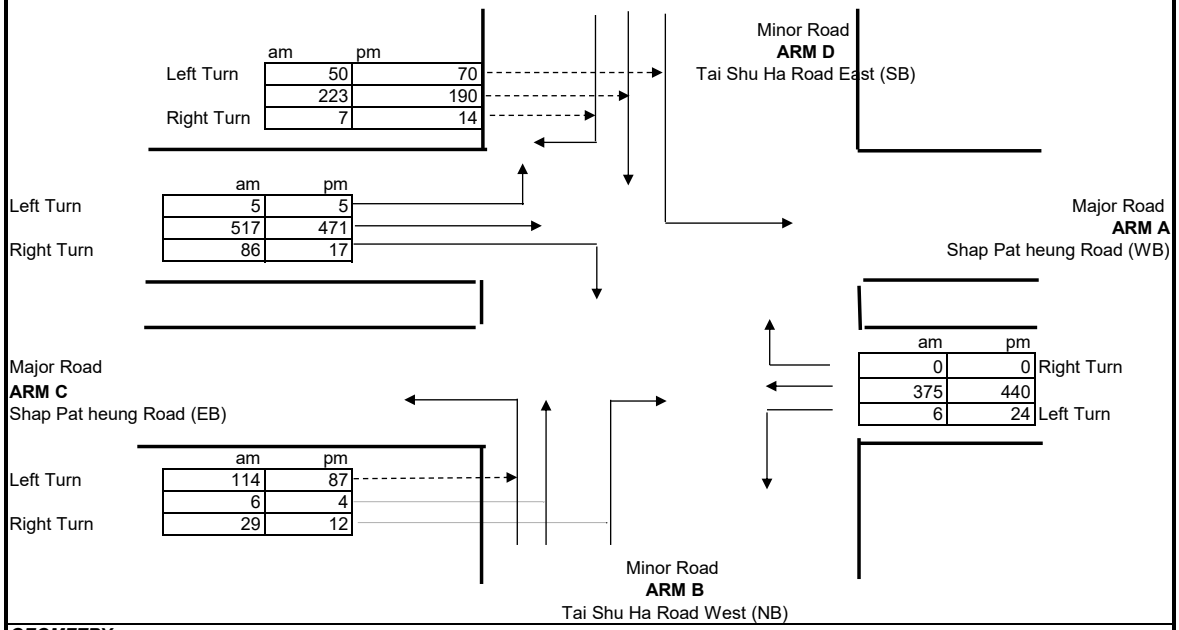
- In accordance with TPDM V2.4

Simplified Priority Junction Capacity Calculation

SNC·LAVALIN ATKINS Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road				
Junction:	J6 - Shap Pat Heung Road / Tai Shu Ha Road West \ Tai Shu Ha Road East			Designed by:	PC
Scheme:	Design			Checked by:	TL
Design Year:	2032	Job No.:	5210095	Date :	31/05/2022
ARM A:	Shap Pat heung Road (WB)	ARM C:	Shap Pat heung Road (EB)		
ARM B:	Tai Shu Ha Road West (NB)	ARM D:	Tai Shu Ha Road East (SB)		



GEOMETRY

Major road width		W	9.50	Residual width		Wr(c-a)	0.00
Central Reserve width		Wcr	0.00	Residual width		Wr(a-c)	0.00
Arm B				**Arm D**			
Lane widths		w(b-a)	5.40	Lane widths		w(d-c)	5.40
		w(b-c)	5.40			w(d-a)	5.40
		w(c-b)	0.00			w(a-d)	0.00
Visibilities	Vr(b-a) 108	D	1.07	Visibilities	Vr(d-c) 108	D	1.08
	Vl(b-a) 37	E	1.15		Vl(d-c) 47	E	1.15
	Vr(b-c) 108	F	0.60		Vr(d-a) 108	F	0.65
	Vr(c-b) 31	Y	0.67		Vr(a-d) 100	Y	0.67

ANALYSIS

Arm B		AM PEAK	PM PEAK	Arm D		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	517	471	TRAFFIC FLOWS	q(a-c)	375	440
	q(c-b)	86	17		q(a-d)	0	0
	q(a-b)	6	24		q(c-d)	5	5
	q(a-c)	375	440		q(c-a)	517	471
	q(b-a)	29	12		q(d-c)	7	14
	q(b-c)	114	87		q(d-a)	50	70
	q(b-d)	6	4		q(d-b)	223	190
	f	0.80	0.88		f	0.88	0.83
CAPACITIES	Q(b-a)	384	401	CAPACITIES	Q(d-c)	420	449
	Q(b-c)	752	731		Q(d-a)	712	725
	Q(c-b)	394	382		Q(a-d)	379	402
	Q(b-ac)	629	665		Q(d-ca)	656	658
	Q(b-d)left	456	470		Q(d-b)left	454	471
	Q(b-d)right	456	470		Q(d-b)right	454	471
	Q(c-a)	1407	1720		Q(a-c)	1800	1800
DFC's	b-ad	0.082	0.034	DFC's	d-c	0.258	0.227
	b-cd	0.159	0.123		d-a	0.320	0.305
	c-b	0.218	0.045		a-d	0.000	0.000
	b-acd	0.240	0.157		d-abc	0.578	0.531
	c-a	0.367	0.274		a-c	0.208	0.244
DFC		**0.37**	**0.27**	**DFC**		**0.58**	**0.53**

	AM PEAK	PM PEAK
Critical DFC	0.58	0.53

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

- In accordance with TPDM V2.4

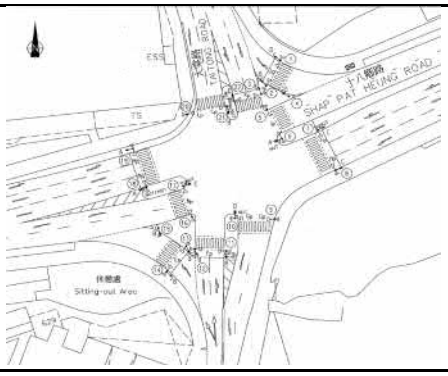
TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

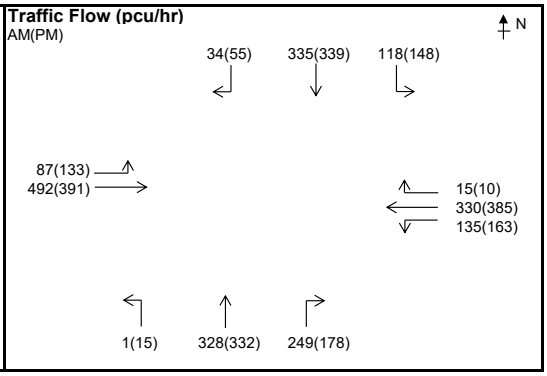
JOB NO. : 5210095

Junction : J7 - SHAP PAT HEUNG ROAD/TAI TONG ROAD (YL100) Design Year: 2021

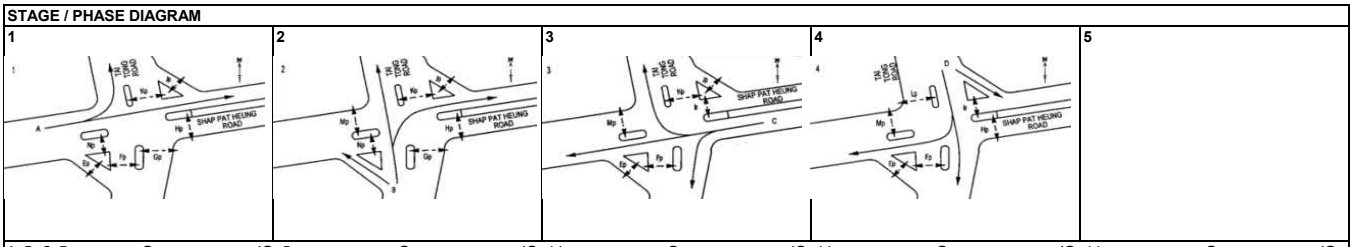
Scheme : Existing Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM



A+B+C+D	G=	IG=5	G=	IG=11	G=	IG=11	G=	IG=11	G=	IG=	
A+B+C+D	G=	IG=5	G=	IG=11	G=	IG=11	G=	IG=11	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	1	3.30	Y	N	13		87	100%	1745	0.050	133	100%	1745	0.076
A2	1	3.30	N	N			246		2085	**0.118**	196		2085	**0.094**
A3	1	3.30	N	N			246		2085	0.118	195		2085	0.094
Shap Pat Heung Road WB														
C1	3	3.60	Y	N	20		135	100%	1835	0.074	163	100%	1835	0.089
C2	3	3.90	N	N			176		2145	**0.082**	201		2145	**0.094**
C3	3	3.30	N	N	15		169	9%	2065	0.082	194	5%	2075	0.093
Tai Tong Road NB														
B1	2	3.60	Y	N	30		286	0%	1380	**0.207**	258	6%	1380	0.187
B2	2	3.60	N	N	25		292	85%	1410	0.207	267	67%	1425	**0.187**
Tai Tong Road SB														
D1	4	3.30	Y	N	25		233	51%	1890	**0.123**	259	57%	1880	**0.138**
D2	4	3.30	N	N	20		254	13%	2065	0.123	283	19%	2055	0.138
Ep	1,3,4		6GM +	6FG =	12	sec								
Fp	1,3,4		7GM +	7FG =	14	sec								
Gp	1,2		8GM +	8FG =	16	sec								
Hp	1,2,4		10GM +	10FG =	20	sec								
Ip	3,4		8GM +	8FG =	16	sec								
Jp	1,2,3		6GM +	8FG =	14	sec								
Kp	1,2,3		6GM +	6FG =	12	sec								
Lp	4		9GM +	6FG =	15	sec								
Mp	2,3,4		10GM +	6FG =	16	sec								
Np	1,2		6GM +	6FG =	12	sec								

Notes:

AM Peak	A+B+C+D	PM Peak	A+B+C+D
Sum of Critical *y* ***Y***	**0.531**	Sum of Critical *y* ***Y***	**0.513**
Lost Time ***L*** (sec)	34	Lost Time ***L*** (sec)	34
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.645	Practical *Y* ***Ypr***	0.645
Reserve Capacity ***RC***	**22%**	Reserve Capacity ***RC***	**26%**

Date : 15/07/2022 Junction : J7 - SHAP PAT HEUNG ROAD/TAI TONG ROAD

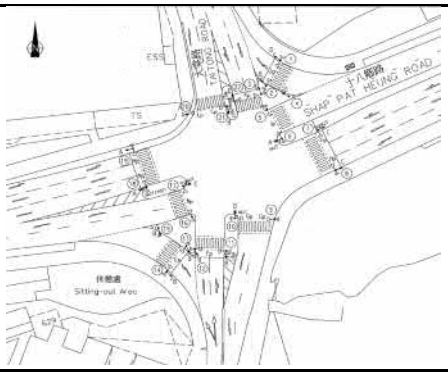
TRAFFIC SIGNAL CALCULATION SHEET

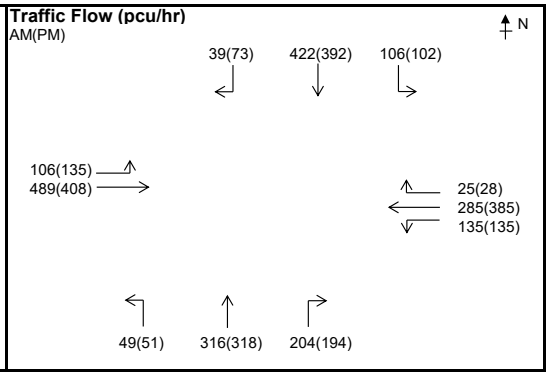
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

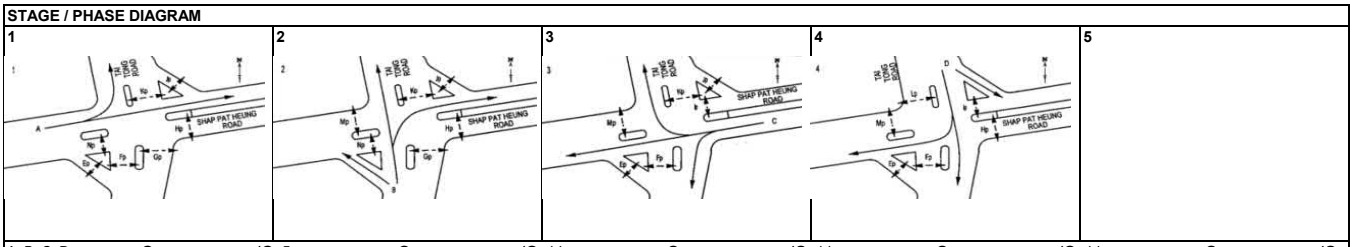
Junction : J7 - SHAP PAT HEUNG ROAD/TAI TONG ROAD (YL100) Design Year: 2032

Scheme : Reference Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+B+C+D	G=	IG=5	G=	IG=11	G=	IG=11	G=	IG=11	G=	IG=	
A+B+C+D	G=	IG=5	G=	IG=11	G=	IG=11	G=	IG=11	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	1	3.30	Y	N	13		106	100%	1745	0.061	135	100%	1745	0.077
A2	1	3.30	N	N			245		2085	**0.118**	204		2085	**0.098**
A3	1	3.30	N	N			244		2085	0.117	204		2085	0.098
Shap Pat Heung Road WB														
C1	3	3.60	Y	N	20		135	100%	1835	0.074	135	100%	1835	0.074
C2	3	3.90	N	N			158		2145	0.074	211		2145	**0.098**
C3	3	3.30	N	N	15		152	16%	2050	**0.074**	202	14%	2055	0.098
Tai Tong Road NB														
B1	2	3.60	Y	N	30		266	7%	1280	**0.208**	262	8%	1280	0.205
B2	2	3.60	N	N	25		273	75%	1315	0.208	271	72%	1320	**0.205**
B3 Flare	2	3.60												
Tai Tong Road SB														
D1	4	3.30	Y	N	25		258	29%	1910	0.135	260	28%	1915	**0.136**
D2	4	3.30	N	N	20		279	14%	2065	**0.135**	277	26%	2045	0.135
D3 Flare	4	3.30												
Ep	1,3,4		6GM +	6FG =	12	sec								
Fp	1,3,4		7GM +	7FG =	14	sec								
Gp	1,2		8GM +	8FG =	16	sec								
Hp	1,2,4		10GM +	10FG =	20	sec								
Ip	3,4		8GM +	8FG =	16	sec								
Jp	1,2,3		6GM +	8FG =	14	sec								
Kp	1,2,3		6GM +	6FG =	12	sec								
Lp	4		9GM +	6FG =	15	sec								
Mp	2,3,4		10GM +	6FG =	16	sec								
Np	1,2		6GM +	6FG =	12	sec								

Notes:

AM Peak	A+B+C+D	PM Peak	A+B+C+D
Sum of Critical *y* ***Y***	**0.535**	Sum of Critical *y* ***Y***	**0.537**
Lost Time ***L*** (sec)	34	Lost Time ***L*** (sec)	34
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.645	Practical *Y* ***Ypr***	0.645
Reserve Capacity ***RC***	**21%**	Reserve Capacity ***RC***	**20%**

Date : 15/07/2022 Junction : J7 - SHAP PAT HEUNG ROAD/TAI TONG ROAD

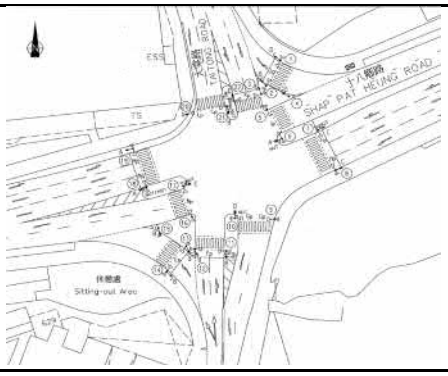
TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

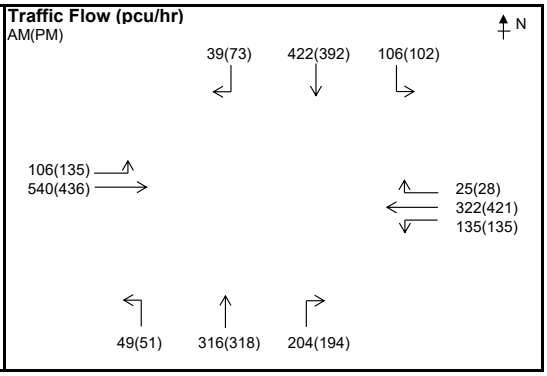
JOB NO. : 5210095

Junction : J7 - SHAP PAT HEUNG ROAD/TAI TONG ROAD (YL100) Design Year: 2032

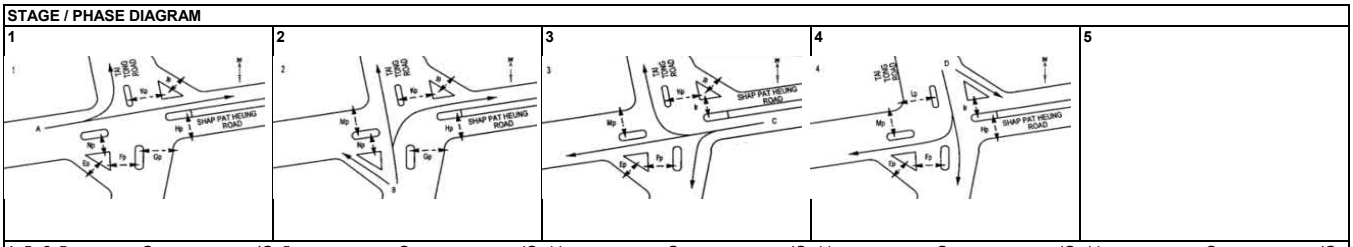
Scheme : Design Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM



A+B+C+D	G=	IG=5	G=	IG=11	G=	IG=11	G=	IG=11	G=	IG=	
A+B+C+D	G=	IG=5	G=	IG=11	G=	IG=11	G=	IG=11	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	1	3.30	Y	N	13		106	100%	1745	0.061	135	100%	1745	0.077
A2	1	3.30	N	N			270		2085	**0.129**	218		2085	**0.105**
A3	1	3.30	N	N			270		2085	0.129	218		2085	0.105
Shap Pat Heung Road WB														
C1	3	3.60	Y	N	20		135	100%	1835	0.074	135	100%	1835	0.074
C2	3	3.90	N	N			177		2145	0.083	229		2145	0.107
C3	3	3.30	N	N	15		170	15%	2055	**0.083**	220	13%	2060	**0.107**
Tai Tong Road NB														
B1	2	3.60	Y	N	30		266	7%	1280	**0.208**	262	8%	1280	0.205
B2	2	3.60	N	N	25		273	75%	1315	0.208	271	72%	1320	**0.205**
B3 Flare	2	3.60												
Tai Tong Road SB														
D1	4	3.30	Y	N	25		258	29%	1910	0.135	260	28%	1915	**0.136**
D2	4	3.30	N	N	20		279	14%	2065	**0.135**	277	26%	2045	0.135
D3 Flare	4	3.30												
Ep	1,3,4		6GM +	6FG =	12	sec								
Fp	1,3,4		7GM +	7FG =	14	sec								
Gp	1,2		8GM +	8FG =	16	sec								
Hp	1,2,4		10GM +	10FG =	20	sec								
Ip	3,4		8GM +	8FG =	16	sec								
Jp	1,2,3		6GM +	8FG =	14	sec								
Kp	1,2,3		6GM +	6FG =	12	sec								
Lp	4		9GM +	6FG =	15	sec								
Mp	2,3,4		10GM +	6FG =	16	sec								
Np	1,2		6GM +	6FG =	12	sec								

Notes:

AM Peak	A+B+C+D	PM Peak	A+B+C+D
Sum of Critical *y* ***Y***	**0.555**	Sum of Critical *y* ***Y***	**0.552**
Lost Time ***L*** (sec)	34	Lost Time ***L*** (sec)	34
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.645	Practical *Y* ***Ypr***	0.645
Reserve Capacity ***RC***	**16%**	Reserve Capacity ***RC***	**17%**

Date : 15/07/2022 Junction : J7 - SHAP PAT HEUNG ROAD/TAI TONG ROAD

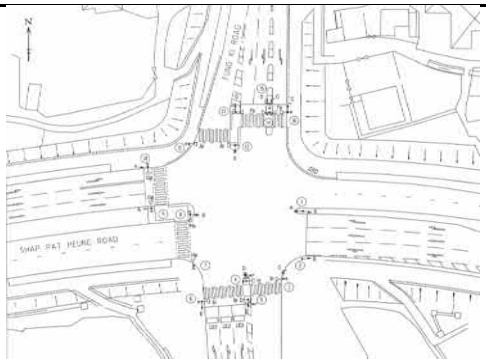
TRAFFIC SIGNAL CALCULATION SHEET

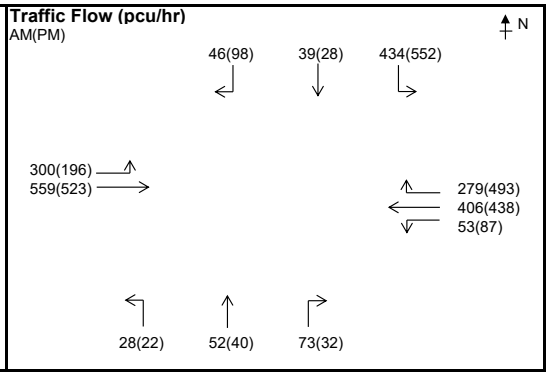
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

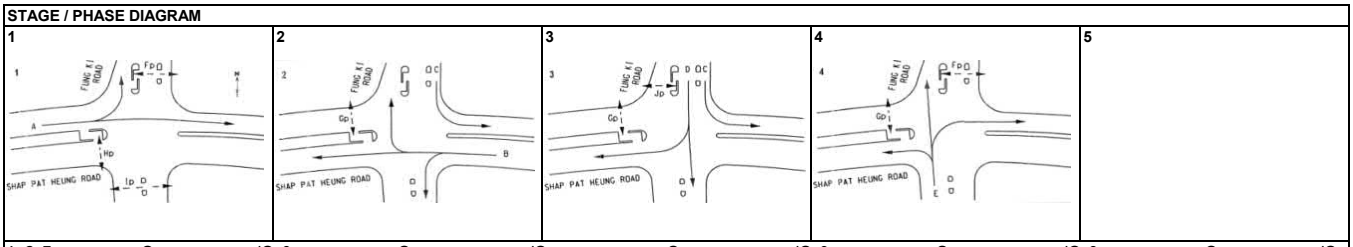
Junction : J8 - FUNG KI ROAD/SHAP PAT HEUNG ROAD/ACCESS ROAD (YL97) Design Year: 2021

Scheme : Existing Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+C+E	G=	IG=6	G=	IG=	G=	IG=9	G=	IG=8	G=	IG=	
A+C+E	G=	IG=6	G=	IG=	G=	IG=9	G=7	IG=8	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	1	3.30	Y	N	10		300	100%	1690	**0.178**	196	100%	1690	0.116
A2	1	3.50	N	N			280		2105	0.133	262		2105	**0.124**
A3	1	3.50	N	N			279		2105	0.133	261		2105	0.124
Shap Pat Heung Road WB														
B1	2	3.00	Y	N	30		220	24%	1890	0.116	251	35%	1880	0.134
B2	2	3.00	N	N			239		2055	0.116	274		2055	0.133
B3	2	3.50	N	N	15		279	100%	1915	0.146	493	100%	1915	0.257
Access Road NB														
E1	4	3.30	Y	N	10		28	100%	845	0.033	22	100%	845	0.026
E2	4	3.50	N	N	25		64	19%	1040	**0.062**	40	0%	1055	0.038
E3	4	3.75	N	N	23		61	100%	1000	0.061	32	100%	1000	0.032
Fung Ki Road SB														
C1	2,3	3.30	Y	N	10		434	100%	1690	**0.257**	552	100%	1690	**0.327**
D1	3	3.50	N	N	25		44	11%	2090	0.021	64	56%	2035	0.031
D2	3	3.75	N	N	23		41	100%	1995	0.021	62	100%	1995	0.031
Fp	1,4		7GM +	10FG =	17	sec								
Gp	2,3,4		5GM +	10FG =	15	sec								
Hp	1		5GM +	9FG =	14	sec								
Ip	1		10GM +	9FG =	19	sec								
Jp	3		5GM +	8FG =	13	sec								

Notes:

AM Peak	A+C+E	PM Peak	A+C+E
Sum of Critical *y* ***Y***	**0.496**	Sum of Critical *y* ***Y***	**0.451**
Lost Time ***L*** (sec)	20	Lost Time ***L*** (sec)	28
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.750	Practical *Y* ***Ypr***	0.690
Reserve Capacity ***RC***	**51%**	Reserve Capacity ***RC***	**53%**

Date : 15/07/2022 Junction : J8 - FUNG KI ROAD/SHAP PAT HEUNG ROAD/ACCESS ROAD

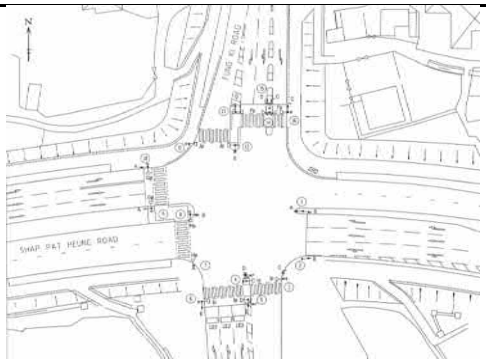
TRAFFIC SIGNAL CALCULATION SHEET

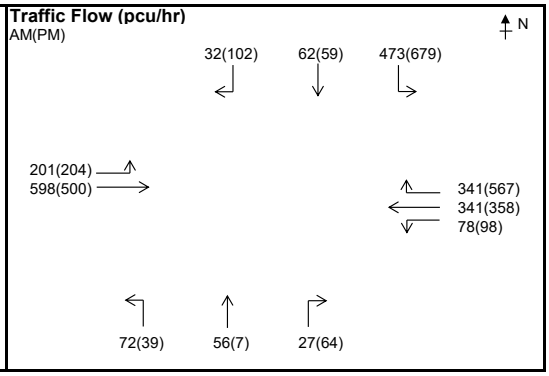
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

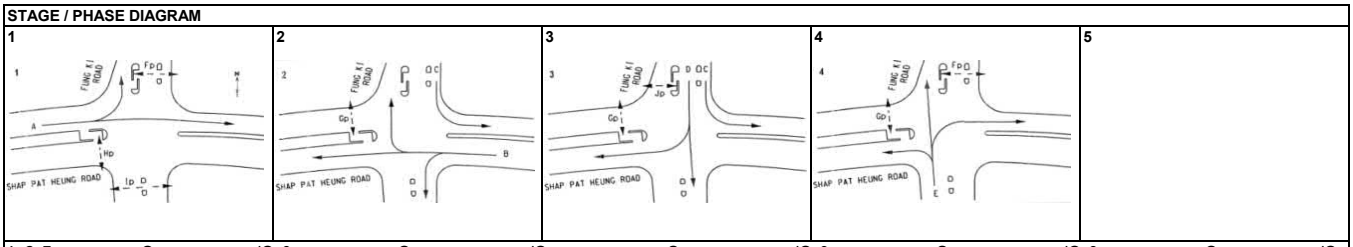
Junction : J8 - FUNG KI ROAD/SHAP PAT HEUNG ROAD/ACCESS ROAD (YL97) Design Year: 2032

Scheme : Reference Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+C+E	G=	IG=6	G=	IG=	G=	IG=9	G=	IG=8	G=	IG=	
A+C+E	G=	IG=6	G=	IG=	G=	IG=9	G=	IG=8	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	1	3.30	Y	N	10		201	100%	1690	0.119	204	100%	1690	**0.121**
A2	1	3.50	N	N			299		2105	**0.142**	250		2105	0.119
A3	1	3.50	N	N			299		2105	0.142	250		2105	0.119
Shap Pat Heung Road WB														
B1	2	3.00	Y	N	30		200	39%	1880	0.106	217	45%	1875	0.116
B2	2	3.00	N	N			219		2055	0.107	239		2055	0.116
B3	2	3.50	N	N	15		341	100%	1915	0.178	567	100%	1915	0.296
Access Road NB														
E1	4	3.30	Y	N	10		72	100%	845	**0.085**	39	100%	845	**0.046**
E2	4	3.50	N	N	25		56	0%	1055	0.053	36	81%	1005	0.036
E3	4	3.75	N	N	23		27	100%	1000	0.027	35	100%	1000	0.035
Fung Ki Road SB														
C1	2,3	3.30	Y	N	10		473	100%	1690	**0.280**	679	100%	1690	**0.402**
D1	3	3.50	N	N	25		62	0%	2105	0.029	82	28%	2070	0.040
D2	3	3.75	N	N	23		32	100%	1995	0.016	79	100%	1995	0.040
Fp	1,4		7GM +	10FG =	17	sec								
Gp	2,3,4		5GM +	10FG =	15	sec								
Hp	1		5GM +	9FG =	14	sec								
Ip	1		10GM +	9FG =	19	sec								
Jp	3		5GM +	8FG =	13	sec								

Notes:

AM Peak	A+C+E	PM Peak	A+C+E
Sum of Critical *y* ***Y***	**0.507**	Sum of Critical *y* ***Y***	**0.569**
Lost Time ***L*** (sec)	20	Lost Time ***L*** (sec)	20
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.750	Practical *Y* ***Ypr***	0.750
Reserve Capacity ***RC***	**48%**	Reserve Capacity ***RC***	**32%**

Date : 15/07/2022 Junction : J8 - FUNG KI ROAD/SHAP PAT HEUNG ROAD/ACCESS ROAD

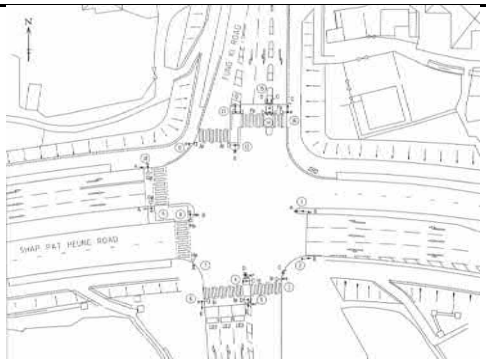
TRAFFIC SIGNAL CALCULATION SHEET

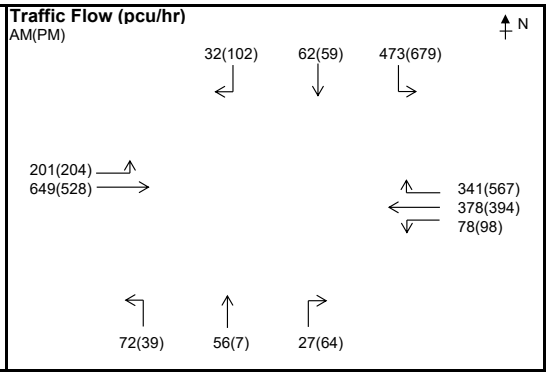
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

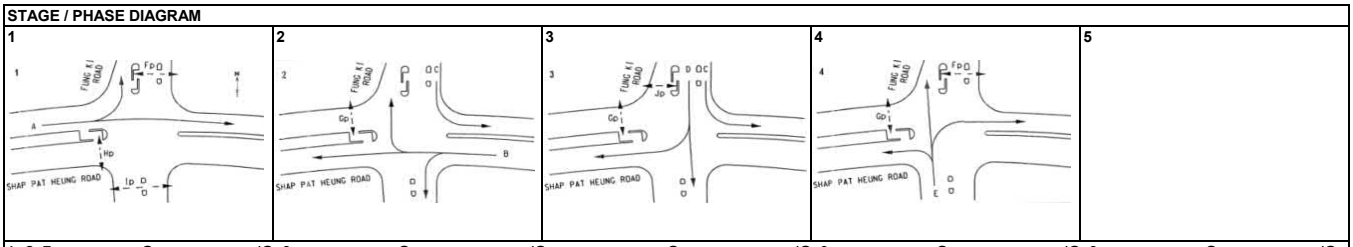
Junction : J8 - FUNG KI ROAD/SHAP PAT HEUNG ROAD/ACCESS ROAD (YL97) Design Year: 2032

Scheme : Design Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+C+E	G=	IG=6	G=	IG=	G=	IG=9	G=	IG=8	G=	IG=	
A+C+E	G=	IG=6	G=	IG=	G=	IG=9	G=	IG=8	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	1	3.30	Y	N	10		201	100%	1690	0.119	204	100%	1690	0.121
A2	1	3.50	N	N			325		2105	**0.154**	264		2105	**0.125**
A3	1	3.50	N	N			324		2105	0.154	264		2105	0.125
Shap Pat Heung Road WB														
B1	2	3.00	Y	N	30		218	36%	1880	0.116	235	42%	1875	0.125
B2	2	3.00	N	N			238		2055	0.116	257		2055	0.125
B3	2	3.50	N	N	15		341	100%	1915	0.178	567	100%	1915	0.296
Access Road NB														
E1	4	3.30	Y	N	10		72	100%	845	**0.085**	39	100%	845	**0.046**
E2	4	3.50	N	N	25		56	0%	1055	0.053	36	81%	1005	0.036
E3	4	3.75	N	N	23		27	100%	1000	0.027	35	100%	1000	0.035
Fung Ki Road SB														
C1	2,3	3.30	Y	N	10		473	100%	1690	**0.280**	679	100%	1690	**0.402**
D1	3	3.50	N	N	25		62	0%	2105	0.029	82	28%	2070	0.040
D2	3	3.75	N	N	23		32	100%	1995	0.016	79	100%	1995	0.040
Fp	1,4		7GM +	10FG =	17	sec								
Gp	2,3,4		5GM +	10FG =	15	sec								
Hp	1		5GM +	9FG =	14	sec								
Ip	1		10GM +	9FG =	19	sec								
Jp	3		5GM +	8FG =	13	sec								

Notes:

AM Peak	A+C+E	PM Peak	A+C+E
Sum of Critical *y* ***Y***	**0.519**	Sum of Critical *y* ***Y***	**0.573**
Lost Time ***L*** (sec)	20	Lost Time ***L*** (sec)	20
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.750	Practical *Y* ***Ypr***	0.750
Reserve Capacity ***RC***	**44%**	Reserve Capacity ***RC***	**31%**

Date : 15/07/2022 Junction : J8 - FUNG KI ROAD/SHAP PAT HEUNG ROAD/ACCESS ROAD

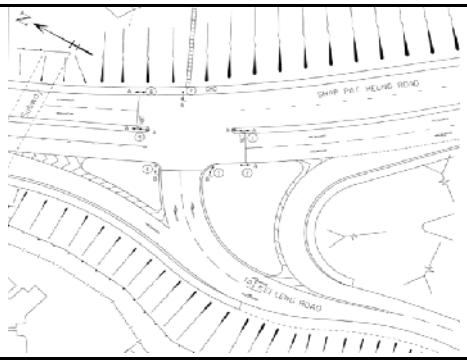
TRAFFIC SIGNAL CALCULATION SHEET

ATKINS

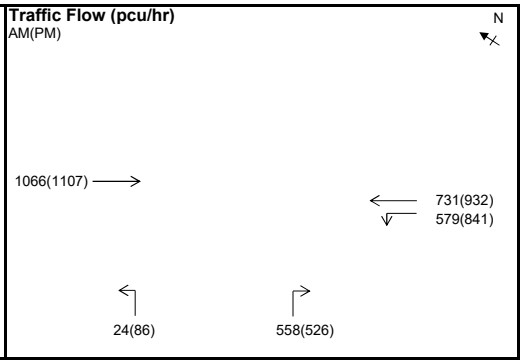
JOB NO. : 5210095

Junction : J9 - TAI KEI LENG ROAD/SHAP PAT HEUNG ROAD (YL84) Design Year: 2021

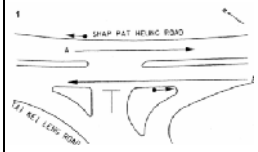
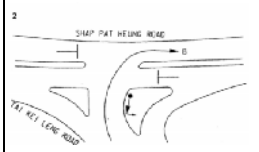
Scheme : Existing Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM

1	2	3	4	5
				

A+B	G=	IG=7	G=	IG=5	G=	IG=	G=	IG=	G=	IG=	
A+B	G=	IG=7	G=	IG=5	G=	IG=	G=	IG=	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	1	4.00	Y	N			515		1410	**0.365**	535		1410	**0.379**
A2	1	4.00	N	N			551		1510	0.365	572		1510	0.379
Shap Pat Heung Road WB														
A3	1	4.00	Y	N			418		2015	0.207	533		2015	0.265
A4	1	4.00	N	N			313		1510	0.207	399		1510	0.264
Tai Kei Leng Road NB														
B1	2	4.00	Y	N	20		254	100%	1310	0.194	240	100%	1310	**0.183**
B2	2	4.00	N	N	15		304	100%	1565	**0.194**	286	100%	1565	0.183

Notes:

AM Peak	A+B	PM Peak	A+B
Sum of Critical *y* ***Y***	**0.559**	Sum of Critical *y* ***Y***	**0.563**
Lost Time ***L*** (sec)	10	Lost Time ***L*** (sec)	10
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical Y ***Ypr***	0.825	Practical Y ***Ypr***	0.825
Reserve Capacity ***RC***	**47%**	Reserve Capacity ***RC***	**47%**

Date : 08/03/2023 Junction : J9 - TAI KEI LENG ROAD/SHAP PAT HEUNG ROAD

ATKINS CHINA LIMITED

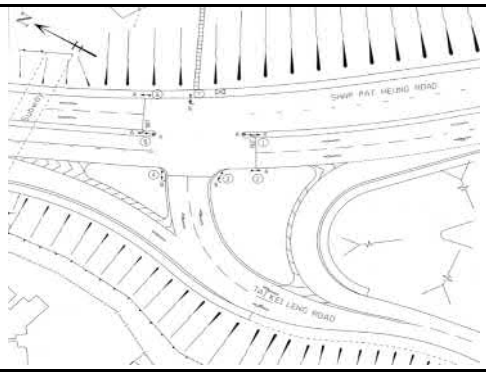
TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

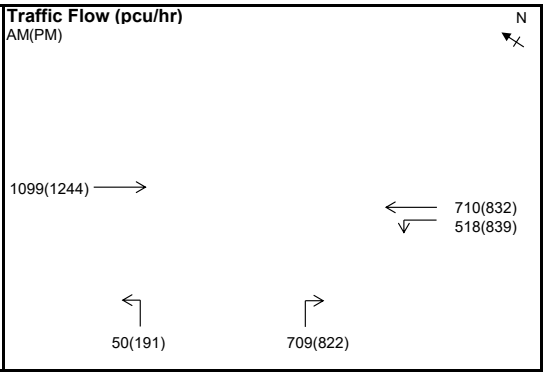
JOB NO. : 5210095

Junction : J9 - TAI KEI LENG ROAD/SHAP PAT HEUNG ROAD (YL84) Design Year: 2032

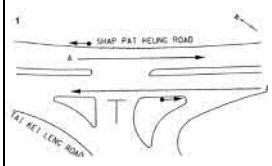
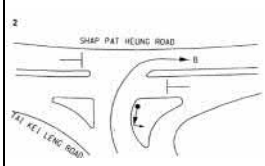
Scheme : Reference Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM

1	2	3	4	5
				

A+B	G=	IG=7	G=	IG=5	G=	IG=	G=	IG=	G=	IG=
A+B	G=	IG=7	G=	IG=5	G=	IG=	G=	IG=	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	1	4.00	Y	N			531		2015	0.264	601		2015	0.298
A2	1	4.00	N	N			568		2155	**0.264**	643		2155	**0.298**
Shap Pat Heung Road WB														
A3	1	4.00	Y	N			406		2015	0.201	476		2015	0.236
A4	1	4.00	N	N			304		1510	0.201	356		1510	0.236
Tai Kei Leng Road NB														
B1	2	4.00	Y	N	20		328	100%	1685	**0.195**	380	100%	1685	**0.226**
B2	2	4.00	N	N	15		381	100%	1960	0.194	442	100%	1960	0.226

Notes:

AM Peak	A+B	PM Peak	A+B
Sum of Critical *y* ***Y***	**0.458**	Sum of Critical *y* ***Y***	**0.524**
Lost Time ***L*** (sec)	10	Lost Time ***L*** (sec)	10
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.825	Practical *Y* ***Ypr***	0.825
Reserve Capacity ***RC***	**80%**	Reserve Capacity ***RC***	**57%**

Date : 15/07/2022 Junction : J9 - TAI KEI LENG ROAD/SHAP PAT HEUNG ROAD

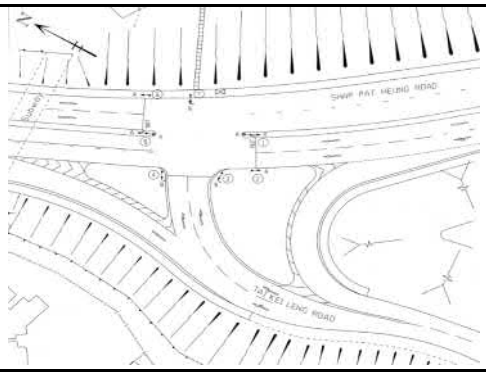
TRAFFIC SIGNAL CALCULATION SHEET

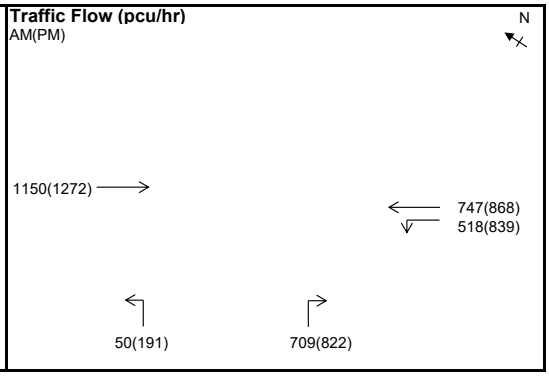
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

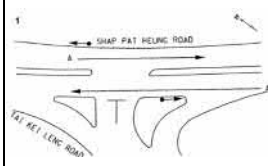
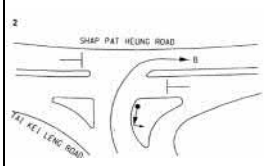
Junction : J9 - TAI KEI LENG ROAD/SHAP PAT HEUNG ROAD (YL84) Design Year: 2032

Scheme : Design Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM

1	2	3	4	5
				

A+B	G=	IG=7	G=	IG=5	G=	IG=	G=	IG=	G=	IG=
A+B	G=	IG=7	G=	IG=5	G=	IG=	G=	IG=	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Shap Pat Heung Road EB														
A1	1	4.00	Y	N			556		2015	**0.276**	615		2015	**0.305**
A2	1	4.00	N	N			594		2155	0.276	657		2155	0.305
Shap Pat Heung Road WB														
A3	1	4.00	Y	N			427		2015	0.212	496		2015	0.246
A4	1	4.00	N	N			320		1510	0.212	372		1510	0.246
Tai Kei Leng Road NB														
B1	2	4.00	Y	N	20		328	100%	1685	**0.195**	380	100%	1685	**0.226**
B2	2	4.00	N	N	15		381	100%	1960	0.194	442	100%	1960	0.226

Notes:

AM Peak	A+B	PM Peak	A+B
Sum of Critical *y* ***Y***	**0.471**	Sum of Critical *y* ***Y***	**0.531**
Lost Time ***L*** (sec)	10	Lost Time ***L*** (sec)	10
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.825	Practical *Y* ***Ypr***	0.825
Reserve Capacity ***RC***	**75%**	Reserve Capacity ***RC***	**55%**

Date : 15/07/2022 Junction : J9 - TAI KEI LENG ROAD/SHAP PAT HEUNG ROAD

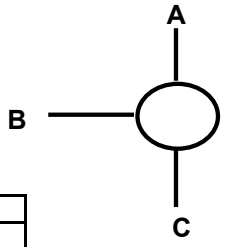
ATKINS CHINA LIMITED

SIMPLIFIED ROUNDABOUT CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road		
Junction:	J10 - Shap Pat Heung Interchange	Designed by:	PC
Scheme:	Existing	Checked by:	TL
Design Year: 2021	Job No.: 5210095	Date :	31/05/2022

ARM A: YUEN LONG HIGHWAY SB
ARM B: SHAP PAT HEUNG ROAD EB
ARM C: YUEN LONG HIGHWAY NB



GEOMETRY *

ARM	*v (m)*	*e (m)*	*L (m)*	*r (m)*	*D (m)*	*Phi*	*S*
A	7.30	8.60	5	23	100	50	0.42
B	7.30	12.70	5	22	100	50	1.73
C	7.30	10.60	5	37	100	40	1.06

AM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	630	943	498	1,573
B	1,131	0	498	1,171	1,629
C	1,171	484	0	630	1,655

Flow in pcu/hr

PM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	1,039	710	682	1,749
B	951	0	682	656	1,633
C	656	735	0	1,039	1,391

Flow in pcu/hr

CALCULATIONS *

ARM	K	X_2	M	F	t_D	f_c	Q_E(AM)	Q_E(PM)	DFC AM	DFC PM
A	0.94	8.01	54.60	2427	1.01	0.55	2017	1922	0.78	**0.91**
B	0.94	8.51	54.60	2579	1.01	0.57	1785	2060	**0.91**	0.79
C	0.99	8.36	54.60	2533	1.01	0.57	2150	1921	0.77	0.72

Crtical Arm:	**B**	**A**
DFC:	**0.91**	**0.91**

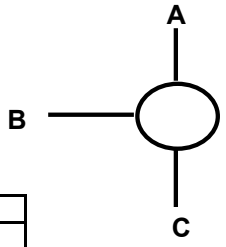
**- In accordance with TPDM V2.4 Appendix*

SIMPLIFIED ROUNDABOUT CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road		
Junction:	J10 - Shap Pat Heung Interchange	Designed by:	PC
Scheme:	Reference	Checked by:	TL
Design Year: 2032	Job No.: 5210095	Date :	31/05/2022

ARM A: YUEN LONG HIGHWAY SB
ARM B: SHAP PAT HEUNG ROAD EB
ARM C: YUEN LONG HIGHWAY NB



GEOMETRY *

ARM	*v (m)*	*e (m)*	*L (m)*	*r (m)*	*D (m)*	*Phi*	*S*
A	7.30	8.60	5	23	100	50	0.42
B	7.30	12.70	5	22	100	50	1.73
C	7.30	10.60	5	37	100	40	1.06

AM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	648	1,109	344	1,757
B	728	0	344	1,316	1,072
C	1,316	581	0	648	1,897

Flow in pcu/hr

PM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	907	908	436	1,815
B	815	0	436	935	1,251
C	935	764	0	907	1,699

Flow in pcu/hr

CALCULATIONS *

ARM	K	X_2	M	F	t_D	f_c	Q_E(AM)	Q_E(PM)	DFC AM	DFC PM
A	0.94	8.01	54.60	2427	1.01	0.55	2096	2049	0.84	**0.89**
B	0.94	8.51	54.60	2579	1.01	0.57	1707	1911	0.63	0.65
C	0.99	8.36	54.60	2533	1.01	0.57	2140	1995	**0.89**	0.85

Crtical Arm:	**C**	**A**
DFC:	**0.89**	**0.89**

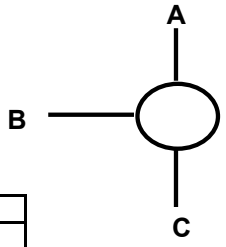
**- In accordance with TPDM V2.4 Appendix*

SIMPLIFIED ROUNDABOUT CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road		
Junction:	J10 - Shap Pat Heung Interchange	Designed by:	PC
Scheme:	Design	Checked by:	TL
Design Year: 2032	Job No.: 5210095	Date :	31/05/2022

ARM A: YUEN LONG HIGHWAY SB
ARM B: SHAP PAT HEUNG ROAD EB
ARM C: YUEN LONG HIGHWAY NB



GEOMETRY *

ARM	*v (m)*	*e (m)*	*L (m)*	*r (m)*	*D (m)*	*Phi*	*S*
A	7.30	8.60	5	23	100	50	0.42
B	7.30	12.70	5	22	100	50	1.73
C	7.30	10.60	5	37	100	40	1.06

AM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	688	1,109	344	1,794
B	758	0	344	1,316	1,098
C	1,316	581	0	685	1,897

Flow in pcu/hr

PM FLOWS

from/to	*A*	*B*	*C*	*Circ*	*Entry*
A	0	945	908	436	1,851
B	830	0	436	935	1,264
C	935	764	0	943	1,699

Flow in pcu/hr

CALCULATIONS *

ARM	K	X_2	M	F	t_D	f_c	Q_E(AM)	Q_E(PM)	DFC AM	DFC PM
A	0.94	8.01	54.60	2427	1.01	0.55	2096	2049	0.86	**0.90**
B	0.94	8.51	54.60	2579	1.01	0.57	1707	1911	0.64	0.66
C	0.99	8.36	54.60	2533	1.01	0.57	2119	1975	**0.90**	0.86

Crtical Arm:	**C**	**A**
DFC:	**0.90**	**0.90**

**- In accordance with TPDM V2.4 Appendix*

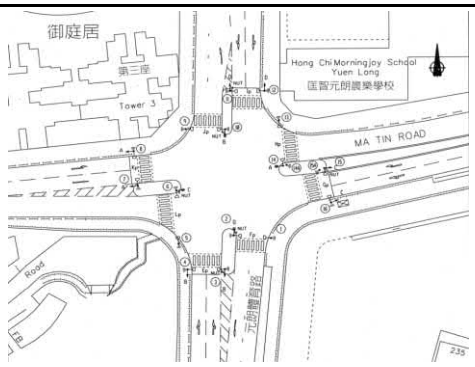
TRAFFIC SIGNAL CALCULATION SHEET

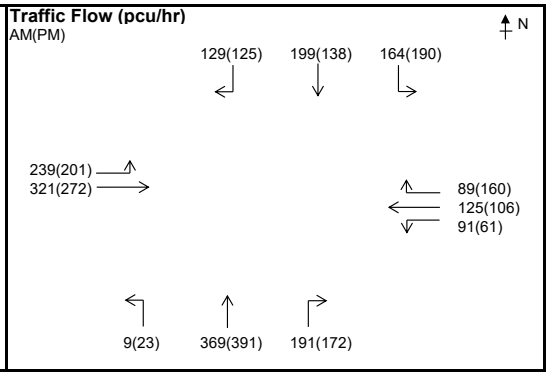
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

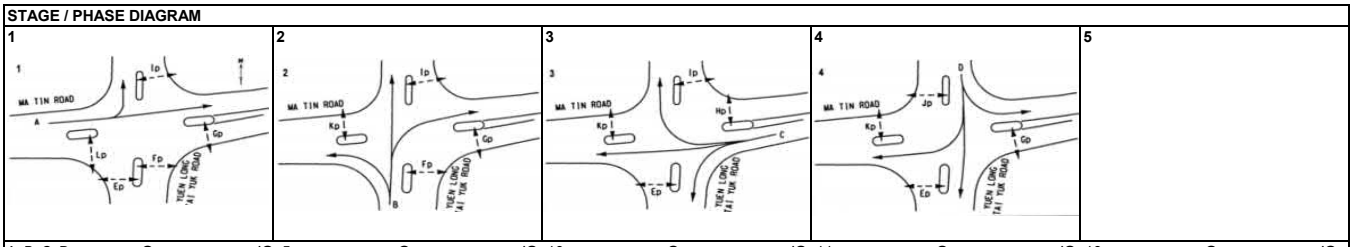
Junction : J11 - YUEN LONG TAI YUK ROAD/MA TIN ROAD (YL101) Design Year: 2021

Scheme : Existing Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+B+C+D	G=	IG=5	G=	IG=10	G=	IG=11	G=	IG=10	G=	IG=	
A+B+C+D	G=	IG=5	G=	IG=10	G=	IG=11	G=	IG=10	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Ma Tin Road EB														
A1	1	3.60	Y	N	10		239	100%	1715	0.139	201	100%	1715	0.117
A2	1	3.60	N	N			321		2115	**0.152**	272		2115	**0.129**
Ma Tin Road WB														
C1	3	3.00	Y	N	15		216	42%	1840	**0.117**	167	37%	1850	**0.090**
C2	3	3.00	N	N	15		89	100%	1870	0.048	160	100%	1870	0.086
Yuen Long Tai Yuk Road NB														
B1	2	3.60	Y	N	15		281	3%	1970	0.143	288	8%	1960	0.147
B2	2	3.60	N	N	20		288	66%	2015	**0.143**	298	58%	2025	**0.147**
Yuen Long Tai Yuk Road SB														
D1	4	3.60	Y	N	10		231	71%	1785	**0.129**	210	90%	1740	**0.121**
D2	4	3.40	N	N	20		261	49%	2020	0.129	243	51%	2015	0.121
Ep	1,3,4		5GM +	8FG =	13	sec								
Fp	2		5GM +	7FG =	12	sec								
Gp	1,2,4		5GM +	7FG =	12	sec								
Hp	3		5GM +	8FG =	13	sec								
Ip	1,2,3		5GM +	8FG =	13	sec								
Jp	4		5GM +	7FG =	12	sec								
Kp	2,3,4		5GM +	7FG =	12	sec								
Lp	1		5GM +	11FG =	16	sec								

Notes:

AM Peak	A+B+C+D	PM Peak	A+B+C+D
Sum of Critical *y* ***Y***	**0.542**	Sum of Critical *y* ***Y***	**0.487**
Lost Time ***L*** (sec)	32	Lost Time ***L*** (sec)	32
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.660	Practical *Y* ***Ypr***	0.660
Reserve Capacity ***RC***	**22%**	Reserve Capacity ***RC***	**36%**

Date : 15/07/2022 Junction : J11 - YUEN LONG TAI YUK ROAD/MA TIN ROAD

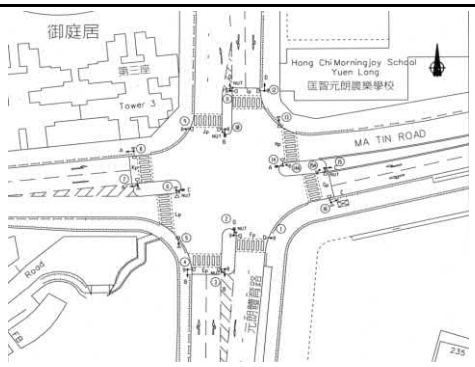
TRAFFIC SIGNAL CALCULATION SHEET

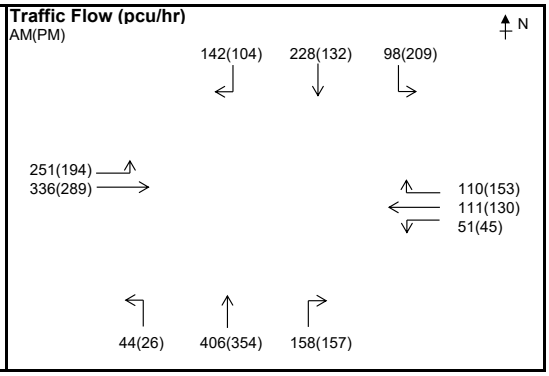
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

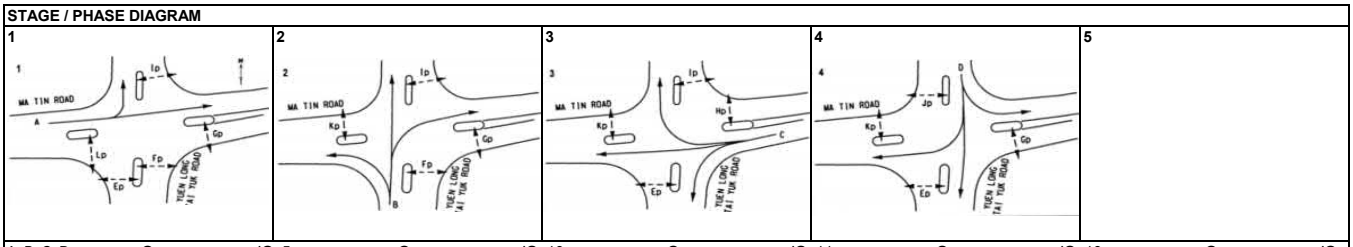
Junction : J11 - YUEN LONG TAI YUK ROAD/MA TIN ROAD (YL101) Design Year: 2032

Scheme : Reference Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+B+C+D	G=	IG=5	G=	IG=10	G=	IG=11	G=	IG=10	G=	IG=	
A+B+C+D	G=	IG=5	G=	IG=10	G=	IG=11	G=	IG=10	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Ma Tin Road EB														
A1	1	3.60	Y	N	10		251	100%	1715	0.146	194	100%	1715	0.113
A2	1	3.60	N	N			336		2115	**0.159**	289		2115	**0.137**
Ma Tin Road WB														
C1	3	3.00	Y	N	15		162	31%	1855	**0.087**	175	26%	1865	**0.094**
C2	3	3.00	N	N	15		110	100%	1870	0.059	153	100%	1870	0.082
Yuen Long Tai Yuk Road NB														
B1	2	3.60	Y	N	15		297	15%	1945	0.153	264	10%	1955	**0.135**
B2	2	3.60	N	N	20		311	51%	2035	**0.153**	273	58%	2030	0.134
Yuen Long Tai Yuk Road SB														
D1	4	3.60	Y	N	10		225	44%	1855	**0.121**	209	100%	1715	**0.122**
D2	4	3.40	N	N	20		243	58%	2005	0.121	236	44%	2030	0.116
Ep	1,3,4		5GM +	8FG =	13	sec								
Fp	2		5GM +	7FG =	12	sec								
Gp	1,2,4		5GM +	7FG =	12	sec								
Hp	3		5GM +	8FG =	13	sec								
Ip	1,2,3		5GM +	8FG =	13	sec								
Jp	4		5GM +	7FG =	12	sec								
Kp	2,3,4		5GM +	7FG =	12	sec								
Lp	1		5GM +	11FG =	16	sec								

Notes:

AM Peak	A+B+C+D	PM Peak	A+B+C+D
Sum of Critical *y* ***Y***	**0.520**	Sum of Critical *y* ***Y***	**0.487**
Lost Time ***L*** (sec)	32	Lost Time ***L*** (sec)	32
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.660	Practical *Y* ***Ypr***	0.660
Reserve Capacity ***RC***	**27%**	Reserve Capacity ***RC***	**35%**

Date : 15/07/2022 Junction : J11 - YUEN LONG TAI YUK ROAD/MA TIN ROAD

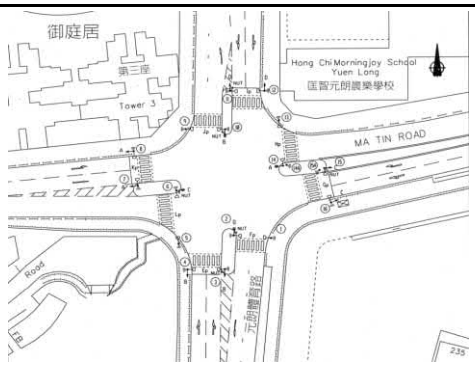
TRAFFIC SIGNAL CALCULATION SHEET

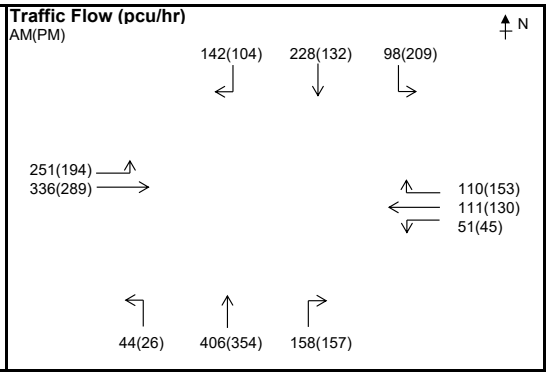
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

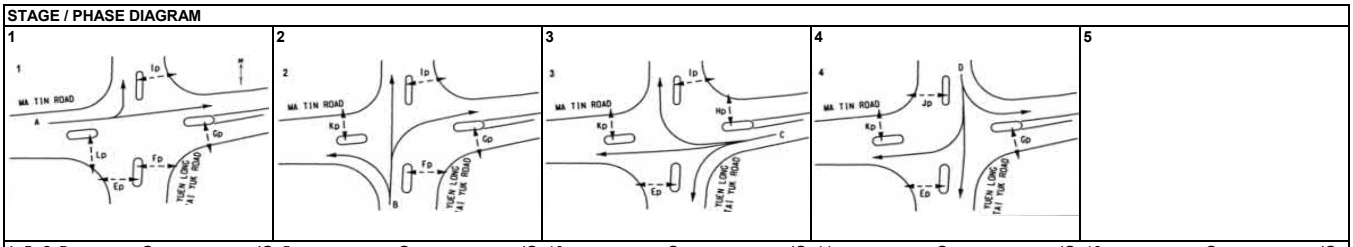
Junction : J11 - YUEN LONG TAI YUK ROAD/MA TIN ROAD (YL101) Design Year: 2032

Scheme : Design Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



A+B+C+D	G=	IG=5	G=	IG=10	G=	IG=11	G=	IG=10	G=	IG=	
A+B+C+D	G=	IG=5	G=	IG=10	G=	IG=11	G=	IG=10	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Ma Tin Road EB														
A1	1	3.60	Y	N	10		251	100%	1715	0.146	194	100%	1715	0.113
A2	1	3.60	N	N			336		2115	**0.159**	289		2115	**0.137**
Ma Tin Road WB														
C1	3	3.00	Y	N	15		162	31%	1855	**0.087**	175	26%	1865	**0.094**
C2	3	3.00	N	N	15		110	100%	1870	0.059	153	100%	1870	0.082
Yuen Long Tai Yuk Road NB														
B1	2	3.60	Y	N	15		297	15%	1945	0.153	264	10%	1955	**0.135**
B2	2	3.60	N	N	20		311	51%	2035	**0.153**	273	58%	2030	0.134
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D1	4	3.60	Y	N	10		225	44%	1855	**0.121**	209	100%	1715	**0.122**
D2	4	3.40	N	N	20		243	58%	2005	0.121	236	44%	2030	0.116
Ep	1,3,4		5GM +	8FG =	13	sec								
Fp	2		5GM +	7FG =	12	sec								
Gp	1,2,4		5GM +	7FG =	12	sec								
Hp	3		5GM +	8FG =	13	sec								
Ip	1,2,3		5GM +	8FG =	13	sec								
Jp	4		5GM +	7FG =	12	sec								
Kp	2,3,4		5GM +	7FG =	12	sec								
Lp	1		5GM +	11FG =	16	sec								

Notes:

AM Peak	A+B+C+D	PM Peak	A+B+C+D
Sum of Critical *y* ***Y***	**0.520**	Sum of Critical *y* ***Y***	**0.487**
Lost Time ***L*** (sec)	32	Lost Time ***L*** (sec)	32
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.660	Practical *Y* ***Ypr***	0.660
Reserve Capacity ***RC***	**27%**	Reserve Capacity ***RC***	**35%**

Date : 15/07/2022 Junction : J11 - YUEN LONG TAI YUK ROAD/MA TIN ROAD

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

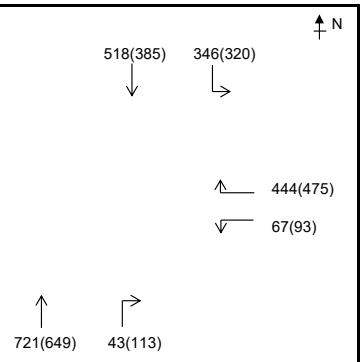
JOB NO. : 5210095

Junction : J12 - YUEN LONG TAI YUK ROAD/KAU YUK ROAD (YL51) Design Year: 2021

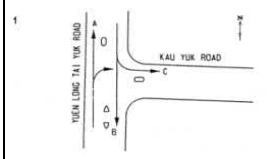
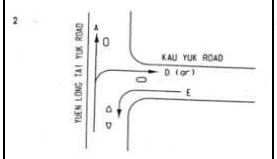
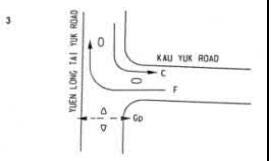
Scheme : Existing Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM

1	2	3	4	5
				

A+F	G=	IG=7	G=	IG=	G=	IG=7	G=	IG=	G=	IG=
A+F	G=	IG=7	G=	IG=	G=	IG=7	G=	IG=	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Yuen Long Tai Yuk Road NB														
A1	1,2	3.20	Y	N			721		1935	**0.373**	649		1935	**0.335**
D1	2	3.20	N	N	15		43	100%	1885	0.023	113	100%	1885	0.060
Yuen Long Tai Yuk Road SB														
C1	1,3	3.30	Y	N	15		346	100%	1770	0.195	320	100%	1770	0.181
B1	1	3.30	N	N			518		2085	0.248	385		2085	0.185
Kau Yuk Road WB														
E1	2	3.00	Y	N	10		67	100%	1665	0.040	93	100%	1665	0.056
F1	3	3.00	N	N	15		444	100%	1870	**0.237**	475	100%	1870	**0.254**
Gp	3		10GM +	6FG =	16	sec								

Notes:

AM Peak	A+F	PM Peak	A+F
Sum of Critical *y* ***Y***	**0.610**	Sum of Critical *y* ***Y***	**0.589**
Lost Time ***L*** (sec)	12	Lost Time ***L*** (sec)	12
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	100
Practical *Y* ***Ypr***	0.810	Practical *Y* ***Ypr***	0.792
Reserve Capacity ***RC***	**33%**	Reserve Capacity ***RC***	**34%**

Date : 15/07/2022 Junction : J12 - YUEN LONG TAI YUK ROAD/KAU YUK ROAD

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

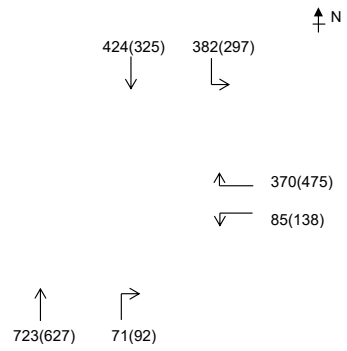
JOB NO. : 5210095

Junction : J12 - YUEN LONG TAI YUK ROAD/KAU YUK ROAD (YL51) Design Year: 2032

Scheme : Reference Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM

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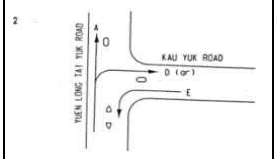
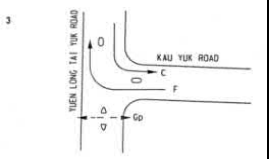
				

A+F	G=	IG=7	G=	IG=	G=	IG=7	G=	IG=	G=	IG=
A+F	G=	IG=7	G=	IG=	G=	IG=7	G=	IG=	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Yuen Long Tai Yuk Road NB														
A1	1,2	3.20	Y	N			723		1935	**0.374**	627		1935	**0.324**
D1	2	3.20	N	N	15		71	100%	1885	0.038	92	100%	1885	0.049
Yuen Long Tai Yuk Road SB														
C1	1,3	3.30	Y	N	15		382	100%	1770	0.216	297	100%	1770	0.168
B1	1	3.30	N	N			424		2085	0.203	325		2085	0.156
Kau Yuk Road WB														
E1	2	3.00	Y	N	10		85	100%	1665	0.051	138	100%	1665	0.083
F1	3	3.00	N	N	15		370	100%	1870	**0.198**	475	100%	1870	**0.254**
Gp	3		10GM +	6FG =	16	sec								

Notes:	AM Peak	A+F	PM Peak	A+F
	Sum of Critical *y* ***Y***	**0.572**	Sum of Critical *y* ***Y***	**0.578**
	Lost Time ***L*** (sec)	12	Lost Time ***L*** (sec)	12
	Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	100
	Practical *Y* ***Ypr***	0.810	Practical *Y* ***Ypr***	0.792
	Reserve Capacity ***RC***	**42%**	Reserve Capacity ***RC***	**37%**

Date : 15/07/2022 Junction : J12 - YUEN LONG TAI YUK ROAD/KAU YUK ROAD

TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

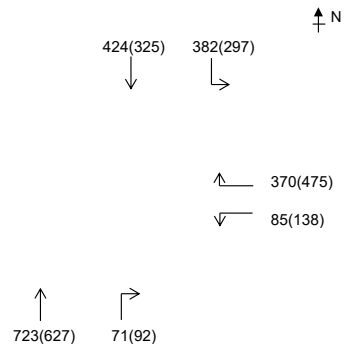
JOB NO. : 5210095

Junction : J12 - YUEN LONG TAI YUK ROAD/KAU YUK ROAD (YL51) Design Year: 2032

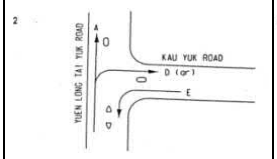
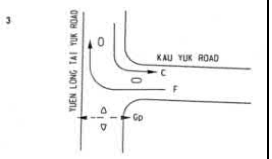
Scheme : Design Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM

1	2	3	4	5
				

A+F	G=	IG=7	G=	IG=	G=	IG=7	G=	IG=	G=	IG=
A+F	G=	IG=7	G=	IG=	G=	IG=7	G=	IG=	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Yuen Long Tai Yuk Road NB														
A1	1,2	3.20	Y	N			723		1935	**0.374**	627		1935	**0.324**
D1	2	3.20	N	N	15		71	100%	1885	0.038	92	100%	1885	0.049
Yuen Long Tai Yuk Road SB														
C1	1,3	3.30	Y	N	15		382	100%	1770	0.216	297	100%	1770	0.168
B1	1	3.30	N	N			424		2085	0.203	325		2085	0.156
Kau Yuk Road WB														
E1	2	3.00	Y	N	10		85	100%	1665	0.051	138	100%	1665	0.083
F1	3	3.00	N	N	15		370	100%	1870	**0.198**	475	100%	1870	**0.254**
Gp	3		10GM +	6FG =	16	sec								

Notes:	AM Peak	A+F	PM Peak	A+F
	Sum of Critical *y* ***Y***	**0.572**	Sum of Critical *y* ***Y***	**0.578**
	Lost Time ***L*** (sec)	12	Lost Time ***L*** (sec)	12
	Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	100
	Practical *Y* ***Ypr***	0.810	Practical *Y* ***Ypr***	0.792
	Reserve Capacity ***RC***	**42%**	Reserve Capacity ***RC***	**37%**

Date : 15/07/2022 Junction : J12 - YUEN LONG TAI YUK ROAD/KAU YUK ROAD

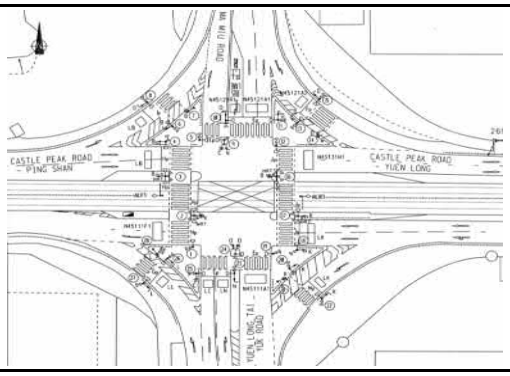
TRAFFIC SIGNAL CALCULATION SHEET

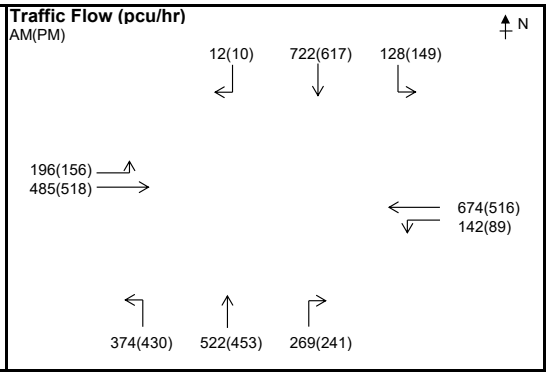
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

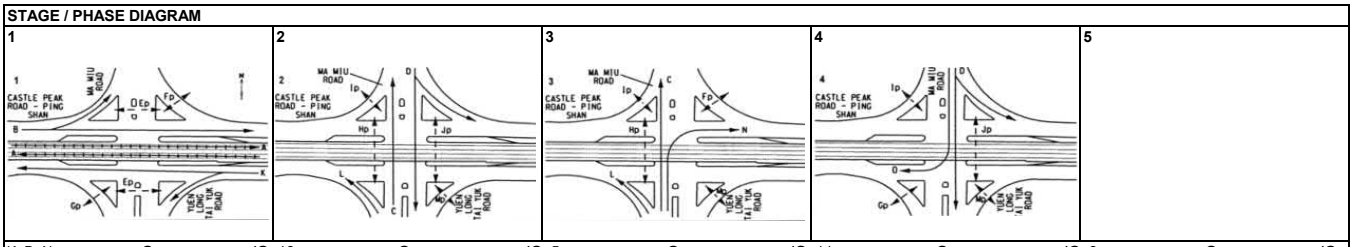
Junction : J13 - YUEN LONG TAI YUK ROAD/CASTLE PEAK ROAD - PING SHAN (MJ16) Design Year: 2021

Scheme : Existing Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM



K+D+N	G=	IG=13	G=	IG=5	G=	IG=11	G=	IG=9	G=	IG=	
B+D+N	G=	IG=13	G=	IG=5	G=	IG=11	G=	IG=9	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road - Yuen Long EB														
B1	1	3.20	Y	N	45		325	60%	1895	0.172	323	48%	1905	**0.170**
B2	1	3.20	N	N			356		2075	0.172	351		2075	0.169
Castle Peak Road - Yuen Long WB														
K1	1	3.40	Y	N	40		391	36%	1930	0.203	290	31%	1935	0.150
K2	1	3.40	N	N			425		2095	**0.203**	315		2095	0.150
Yuen Long Tai Yuk Road NB														
L1	2,3	3.30	Y	N	40		374	100%	1875	0.199	430	100%	1875	0.229
C1	2,3	3.50	N	N			522		2105	0.248	453		2105	0.215
N1	3	4.60	N	N	12		269	100%	1970	**0.137**	241	100%	1970	**0.122**
Ma Miu Road SB														
D1	2,4	3.20	Y	N	45		408	31%	1915	**0.213**	367	41%	1910	0.192
D2	2,4	3.20	N	N			442		2075	0.213	399		2075	**0.192**
O1	4	3.40	N	N	10		12	100%	1820	0.007	10	100%	1820	0.005
A	1	(LRT)	6GM +	6FG =	12	sec								
Ep	1		8GM +	9FG =	17	sec								
Fp	1,3		5GM +	5FG =	10	sec								
Gp	1,4		5GM +	5FG =	10	sec								
Hp	2,3		15GM +	8FG =	23	sec								
Ip	2,3,4		5GM +	5FG =	10	sec								
Jp	2,4		17GM +	8FG =	25	sec								
Mp	2,3,4		10GM +	6FG =	16	sec								

Notes:

AM Peak	K+D+N	PM Peak	B+D+N
Sum of Critical *y* ***Y***	**0.552**	Sum of Critical *y* ***Y***	**0.484**
Lost Time ***L*** (sec)	35	Lost Time ***L*** (sec)	35
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.638	Practical *Y* ***Ypr***	0.638
Reserve Capacity ***RC***	**15%**	Reserve Capacity ***RC***	**32%**

Date : 31/05/2022 Junction : J13 - YUEN LONG TAI YUK ROAD/CASTLE PEAK ROAD - PING SHAN

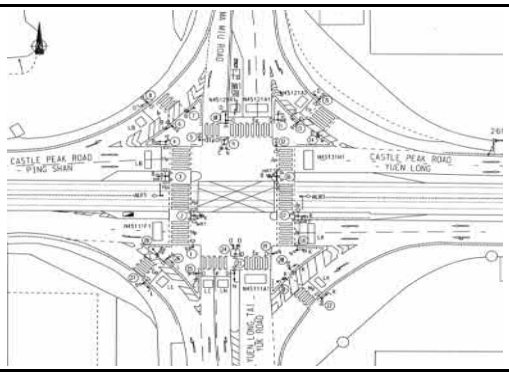
TRAFFIC SIGNAL CALCULATION SHEET

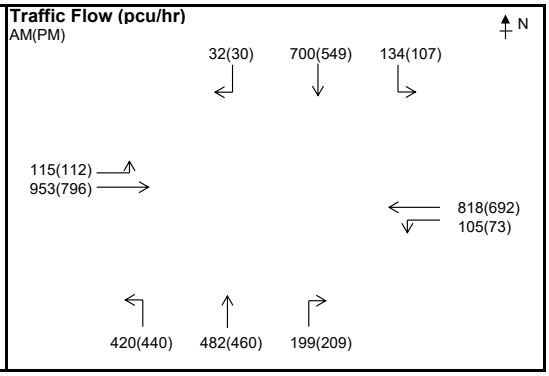
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

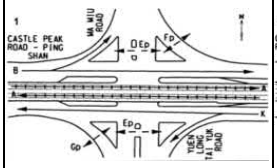
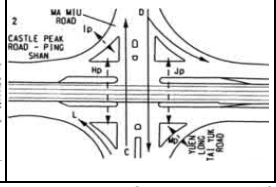
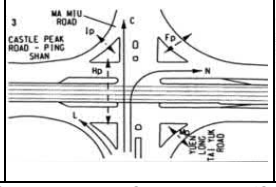
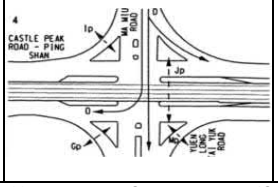
Junction : J13 - YUEN LONG TAI YUK ROAD/CASTLE PEAK ROAD - PING SHAN (MJ16) Design Year: 2032

Scheme : Reference Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM

1	2	3	4	5
				

B+D+N	G=	IG=13	G=	IG=5	G=	IG=11	G=	IG=9	G=	IG=
B+D+N	G=	IG=13	G=	IG=5	G=	IG=11	G=	IG=9	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road - Yuen Long EB														
B1	1	3.20	Y	N	45		513	22%	1920	0.267	436	26%	1920	0.227
B2	1	3.20	N	N			555		2075	**0.267**	472		2075	**0.227**
Castle Peak Road - Yuen Long WB														
K1	1	3.40	Y	N	40		444	24%	1940	0.229	368	20%	1940	0.190
K2	1	3.40	N	N			479		2095	0.229	397		2095	0.189
Yuen Long Tai Yuk Road NB														
L1	2,3	3.30	Y	N	40		420	100%	1875	0.224	440	100%	1875	0.235
C1	2,3	3.50	N	N			482		2105	0.229	460		2105	0.219
N1	3	4.60	N	N	12		199	100%	1970	**0.101**	209	100%	1970	**0.106**
Ma Miu Road SB														
D1	2,4	3.20	Y	N	45		400	34%	1915	0.209	315	34%	1915	**0.164**
D2	2,4	3.20	N	N			434		2075	**0.209**	341		2075	0.164
O1	4	3.40	N	N	10		32	100%	1820	0.018	30	100%	1820	0.016
A	1	(LRT)	6GM +	6FG =	12	sec								
Ep	1		8GM +	9FG =	17	sec								
Fp	1,3		5GM +	5FG =	10	sec								
Gp	1,4		5GM +	5FG =	10	sec								
Hp	2,3		15GM +	8FG =	23	sec								
Ip	2,3,4		5GM +	5FG =	10	sec								
Jp	2,4		17GM +	8FG =	25	sec								
Mp	2,3,4		10GM +	6FG =	16	sec								

Notes:

AM Peak	B+D+N	PM Peak	B+D+N
Sum of Critical *y* ***Y***	**0.578**	Sum of Critical *y* ***Y***	**0.498**
Lost Time ***L*** (sec)	35	Lost Time ***L*** (sec)	35
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.638	Practical *Y* ***Ypr***	0.638
Reserve Capacity ***RC***	**10%**	Reserve Capacity ***RC***	**28%**

Date : 31/05/2022 Junction : J13 - YUEN LONG TAI YUK ROAD/CASTLE PEAK ROAD - PING SHAN

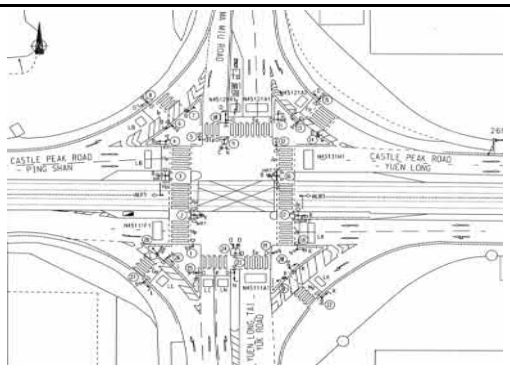
TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

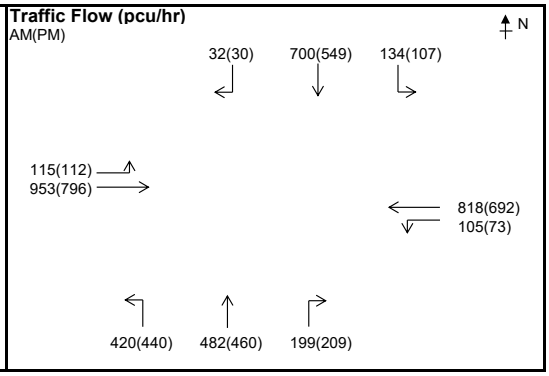
JOB NO. : 5210095

Junction : J13 - YUEN LONG TAI YUK ROAD/CASTLE PEAK ROAD - PING SHAN (MJ16) Design Year: 2032

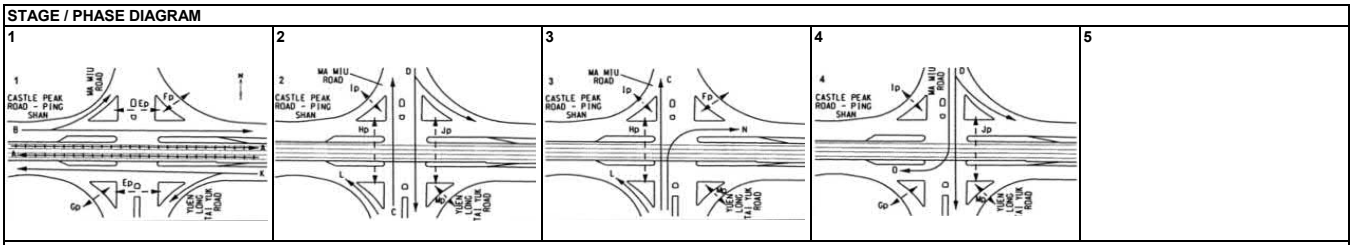
Scheme : Design Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM



B+D+N	G=	IG=13	G=	IG=5	G=	IG=11	G=	IG=9	G=	IG=	
B+D+N	G=	IG=13	G=	IG=5	G=	IG=11	G=	IG=9	G=	IG=	

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road - Yuen Long EB														
B1	1	3.20	Y	N	45		513	22%	1920	0.267	436	26%	1920	0.227
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C1	2,3	3.50	N	N			482		2105	0.229	460		2105	0.219
N1	3	4.60	N	N	12		199	100%	1970	**0.101**	209	100%	1970	**0.106**
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D1	2,4	3.20	Y	N	45		400	34%	1915	0.209	315	34%	1915	**0.164**
D2	2,4	3.20	N	N			434		2075	**0.209**	341		2075	0.164
O1	4	3.40	N	N	10		32	100%	1820	0.018	30	100%	1820	0.016
A	1	(LRT)	6GM +	6FG =	12	sec								
Ep	1		8GM +	9FG =	17	sec								
Fp	1,3		5GM +	5FG =	10	sec								
Gp	1,4		5GM +	5FG =	10	sec								
Hp	2,3		15GM +	8FG =	23	sec								
Ip	2,3,4		5GM +	5FG =	10	sec								
Jp	2,4		17GM +	8FG =	25	sec								
Mp	2,3,4		10GM +	6FG =	16	sec								

Notes:

AM Peak	B+D+N	PM Peak	B+D+N
Sum of Critical *y* ***Y***	**0.578**	Sum of Critical *y* ***Y***	**0.498**
Lost Time ***L*** (sec)	35	Lost Time ***L*** (sec)	35
Cycle Time ***c*** (sec)	120	Cycle Time ***c*** (sec)	120
Practical *Y* ***Ypr***	0.638	Practical *Y* ***Ypr***	0.638
Reserve Capacity ***RC***	**10%**	Reserve Capacity ***RC***	**28%**

Date : 31/05/2022 Junction : J13 - YUEN LONG TAI YUK ROAD/CASTLE PEAK ROAD - PING SHAN

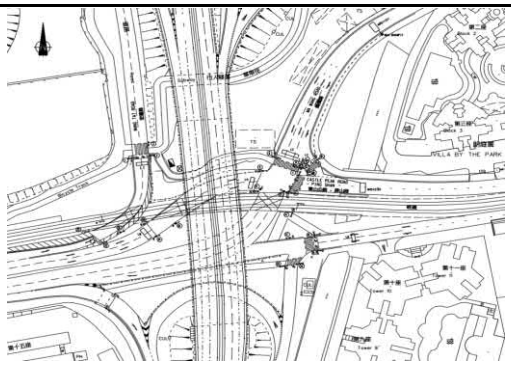
TRAFFIC SIGNAL CALCULATION SHEET

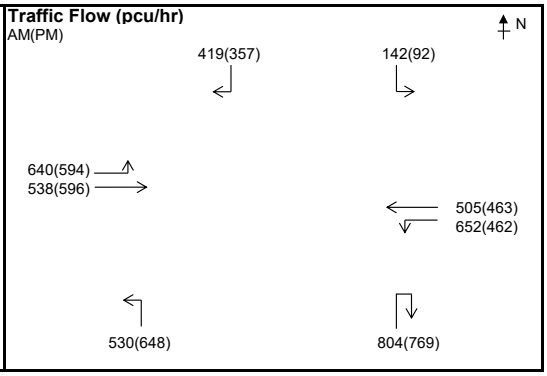
ATKINS
Member of the SNC-Lavalin Group

JOB NO. : 5210095

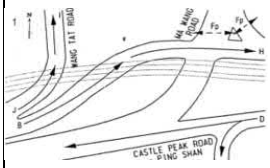
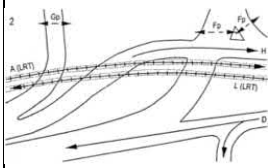
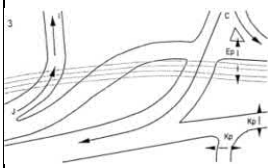
Junction : J14 - MA WANG ROAD/CASTLE PEAK ROAD - PING SHAN (MJ15) Design Year: 2021

Scheme : Existing Designed by: PC Checked by: TL





STAGE / PHASE DIAGRAM

1	2	3	4	5
				

D+C	G=	IG=	G=	IG=12	G=	IG=6	G=	IG=	G=	IG=
J+A(LRT)	G=	IG=7	G=18	IG=19	G=	IG=	G=	IG=	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road EB														
J1	1,3	5.00	Y	N	26		640	100%	2000	0.320	594	100%	2000	**0.297**
B1	1	3.50	Y	N			260		1965	0.132	288		1965	0.147
B2	1	3.50	N	N			278		2105	0.132	308		2105	0.146
H1	1,2	3.50	Y	N			260		1965	0.132	288		1965	0.147
H2	1,2	3.50	N	N			278		2105	0.132	308		2105	0.146
I1	1,3	3.50	Y	N			640		1965	0.326	594		1965	0.302
Castle Peak Road WB														
D1	1,2	3.30	Y	N	15		652	100%	1770	**0.368**	462	100%	1770	0.261
D2	1,2	3.30	N	N			505		2085	0.242	463		2085	0.222
Ma Wang Road SB														
C1	3	3.30	Y	N	20/55		174	82% / 18%	1825	0.095	140	66% / 34%	1835	0.076
C2	3	3.30	N	N	50		194	100%	2025	**0.096**	155	100%	2025	0.077
C3	3	3.30	N	N	50		193	100%	2025	0.095	154	100%	2025	0.076
A(LRT)	2	#	7GM +	7FG =	14	sec								
Ep	3		10GM +	9FG =	19	sec								
Fp	1,2		5GM +	10FG =	15	sec								
Gp	2		5GM +	6FG =	11	sec								
Kp	3		5GM +	9FG =	14	sec								
L(LRT)	2	#	7GM +	7FG =	14	sec								

Notes:
LRT I/G time by observation is adopted for phase A & L(LRT)
Averaged cycle time by observation is adopted.

AM Peak	D+C	PM Peak	J+A(LRT)
Sum of Critical *y* ***Y***	**0.464**	Sum of Critical *y* ***Y***	**0.297**
Lost Time ***L*** (sec)	16	Lost Time ***L*** (sec)	43
Cycle Time ***c*** (sec)	108	Cycle Time ***c*** (sec)	108
Practical *Y* ***Ypr***	0.767	Practical *Y* ***Ypr***	0.542
Reserve Capacity ***RC***	**65%**	Reserve Capacity ***RC***	**82%**

Date : 31/05/2022 Junction : J14 - MA WANG ROAD/CASTLE PEAK ROAD - PING SHAN

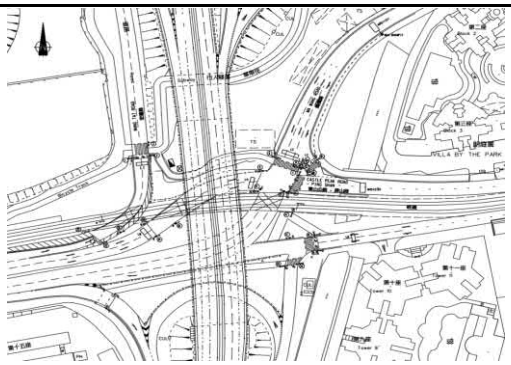
TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

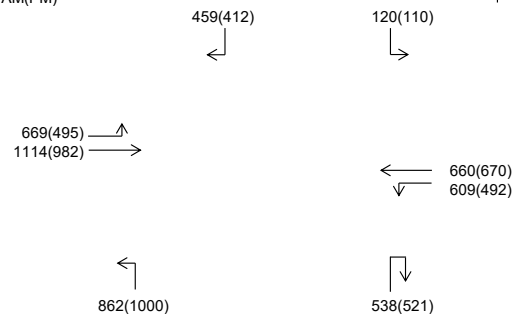
JOB NO. : 5210095

Junction : J14 - MA WANG ROAD/CASTLE PEAK ROAD - PING SHAN (MJ15) Design Year: 2032

Scheme : Reference Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM

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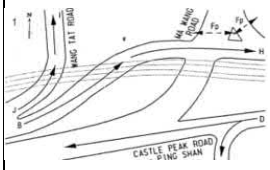
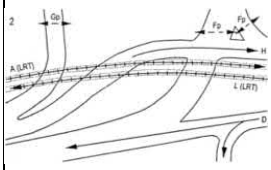
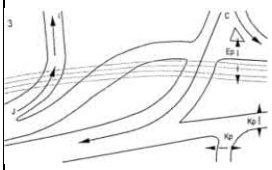
				

B+A(LRT)+C	G=	IG=7	G=18	IG=20	G=	IG=0	G=	IG=	G=	IG=
B+A(LRT)+C	G=	IG=7	G=18	IG=20	G=	IG=0	G=	IG=	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road EB														
J1	1,3	5.00	Y	N	26		669	100%	2000	0.335	495	100%	2000	0.248
B1	1	3.50	Y	N			538		1965	**0.274**	474		1965	0.241
B2	1	3.50	N	N			576		2105	0.274	508		2105	**0.241**
H1	1,2	3.50	Y	N			538		1965	0.274	474		1965	0.241
H2	1,2	3.50	N	N			576		2105	0.274	508		2105	0.241
I1	1,3	3.50	Y	N			669		1965	0.340	495		1965	0.252
Castle Peak Road WB														
D1	1,2	3.30	Y	N	15		609	100%	1770	0.344	535	92%	1780	0.301
D2	1,2	3.30	N	N			660		2085	0.317	627		2085	0.301
Ma Wang Road SB														
C1	3	3.30	Y	N	20/55		181	66% / 34%	1835	**0.099**	163	67% / 33%	1835	0.089
C2	3	3.30	N	N	50		199	100%	2025	0.098	180	100%	2025	**0.089**
C3	3	3.30	N	N	50		199	100%	2025	0.098	179	100%	2025	0.088
A(LRT)	2	#	7GM +	7FG =	14	sec								
Ep	3		10GM +	9FG =	19	sec								
Fp	1,2		5GM +	10FG =	15	sec								
Gp	2		5GM +	6FG =	11	sec								
Kp	3		5GM +	9FG =	14	sec								
L(LRT)	2	#	7GM +	7FG =	14	sec								

Notes:
LRT I/G time by observation is adopted for phase A & L(LRT)
Averaged cycle time by observation is adopted.

AM Peak	B+A(LRT)+C	PM Peak	B+A(LRT)+C
Sum of Critical *y* ***Y***	**0.372**	Sum of Critical *y* ***Y***	**0.330**
Lost Time ***L*** (sec)	43	Lost Time ***L*** (sec)	43
Cycle Time ***c*** (sec)	108	Cycle Time ***c*** (sec)	108
Practical *Y* ***Ypr***	0.542	Practical *Y* ***Ypr***	0.542
Reserve Capacity ***RC***	**45%**	Reserve Capacity ***RC***	**64%**

Date : 31/05/2022 Junction : J14 - MA WANG ROAD/CASTLE PEAK ROAD - PING SHAN

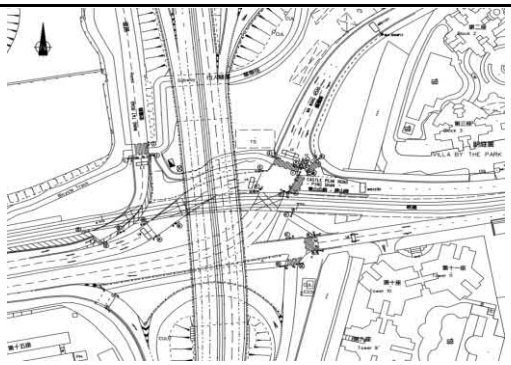
TRAFFIC SIGNAL CALCULATION SHEET

ATKINS
Member of the SNC-Lavalin Group

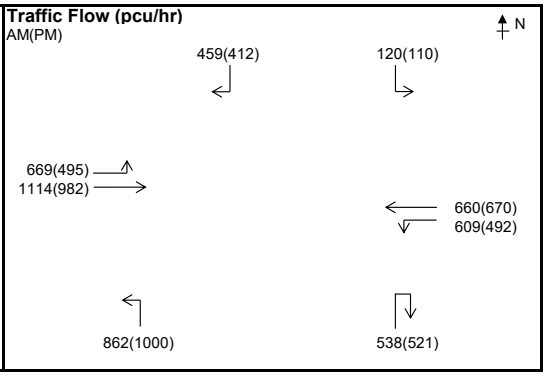
JOB NO. : 5210095

Junction : J14 - MA WANG ROAD/CASTLE PEAK ROAD - PING SHAN (MJ15) Design Year: 2032

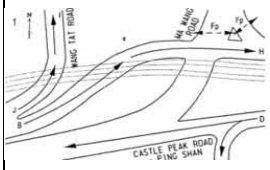
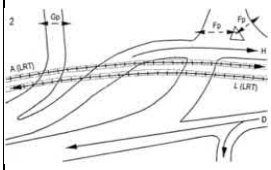
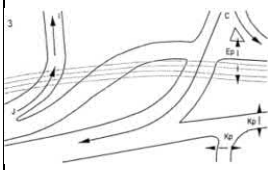
Scheme : Design Designed by: PC Checked by: TL



Traffic Flow (pcu/hr)
AM(PM)



STAGE / PHASE DIAGRAM

1	2	3	4	5
				

B+A(LRT)+C	G=	IG=7	G=18	IG=20	G=	IG=0	G=	IG=	G=	IG=
B+A(LRT)+C	G=	IG=7	G=18	IG=20	G=	IG=0	G=	IG=	G=	IG=

Capacity Calculations

Phase	Stage	Lane Width (m) *w*	Nearside lane? (Y/N)	Opposed turn? (Y/N)	Radius for turning (m) *r*	Gradient in % *g*	AM Peak Design Flow *q* (pcu/hr)	AM Peak Proportion turning (%) *f*	AM Peak Saturation flow *S* (pcu/hr)	AM Peak Flow factor *y*	PM Peak Design Flow *q* (pcu/hr)	PM Peak Proportion turning (%) *f*	PM Peak Saturation flow *S* (pcu/hr)	PM Peak Flow factor *y*
Castle Peak Road EB														
J1	1,3	5.00	Y	N	26		669	100%	2000	0.335	495	100%	2000	0.248
B1	1	3.50	Y	N			538		1965	**0.274**	474		1965	0.241
B2	1	3.50	N	N			576		2105	0.274	508		2105	**0.241**
H1	1,2	3.50	Y	N			538		1965	0.274	474		1965	0.241
H2	1,2	3.50	N	N			576		2105	0.274	508		2105	0.241
I1	1,3	3.50	Y	N			669		1965	0.340	495		1965	0.252
Castle Peak Road WB														
D1	1,2	3.30	Y	N	15		609	100%	1770	0.344	535	92%	1780	0.301
D2	1,2	3.30	N	N			660		2085	0.317	627		2085	0.301
Ma Wang Road SB														
C1	3	3.30	Y	N	20/55		181	66% / 34%	1835	**0.099**	163	67% / 33%	1835	0.089
C2	3	3.30	N	N	50		199	100%	2025	0.098	180	100%	2025	**0.089**
C3	3	3.30	N	N	50		199	100%	2025	0.098	179	100%	2025	0.088
A(LRT)	2	#	7GM +	7FG =	14	sec								
Ep	3		10GM +	9FG =	19	sec								
Fp	1,2		5GM +	10FG =	15	sec								
Gp	2		5GM +	6FG =	11	sec								
Kp	3		5GM +	9FG =	14	sec								
L(LRT)	2	#	7GM +	7FG =	14	sec								

Notes:
LRT I/G time by observation is adopted for phase A & L(LRT)
Averaged cycle time by observation is adopted.

AM Peak	B+A(LRT)+C	PM Peak	B+A(LRT)+C
Sum of Critical *y* ***Y***	**0.372**	Sum of Critical *y* ***Y***	**0.330**
Lost Time ***L*** (sec)	43	Lost Time ***L*** (sec)	43
Cycle Time ***c*** (sec)	108	Cycle Time ***c*** (sec)	108
Practical *Y* ***Ypr***	0.542	Practical *Y* ***Ypr***	0.542
Reserve Capacity ***RC***	**45%**	Reserve Capacity ***RC***	**64%**

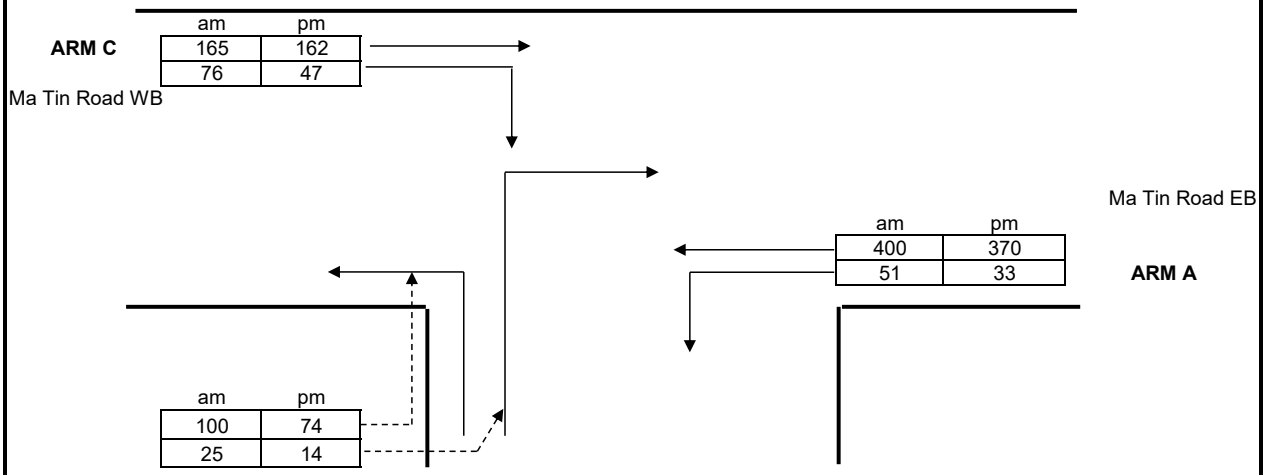
Date : 31/05/2022 Junction : J14 - MA WANG ROAD/CASTLE PEAK ROAD - PING SHAN

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J15 - Town Park Road North / Ma Tin Road		Designed by:	PC
Scheme:	Existing		Checked by:	TL
Design Year:	2021	Job No.: 5210095	Date :	31/05/2022
ARM A:	Ma Tin Road EB			
ARM B:	Town Park Road North SB			
ARM C:	Ma Tin Road WB			



GEOMETRY					
Major road width	W	8.95	Lane widths	w(b-a)	4.70
Central Reserve width	Wcr	0.00		w(b-c)	4.50
Residual width	Wr(c-a)	2.50		w(c-b)	4.50
Visibilities	Vr(b-a)	65	Calculated	D	0.98
	Vl(b-a)	50		E	1.03
	Vr(b-c)	65		F	1.03
	Vr(c-b)	65		Y	0.69

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	165	162
	q(c-b)	76	47
	q(a-b)	51	33
	q(a-c)	400	370
	q(b-a)	25	14
	q(b-c)	100	74
	f	0.80	0.84
CAPACITIES	Q(b-a)	459	479
	Q(b-c)	656	666
	Q(c-b)	648	661
	Q(b-ac)	604	627
DFC's	b-a	0.05	0.03
	b-c	0.15	0.11
	c-b	0.117	0.071
	b-ac	0.207	0.140
Critical DFC		**0.21**	**0.14**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

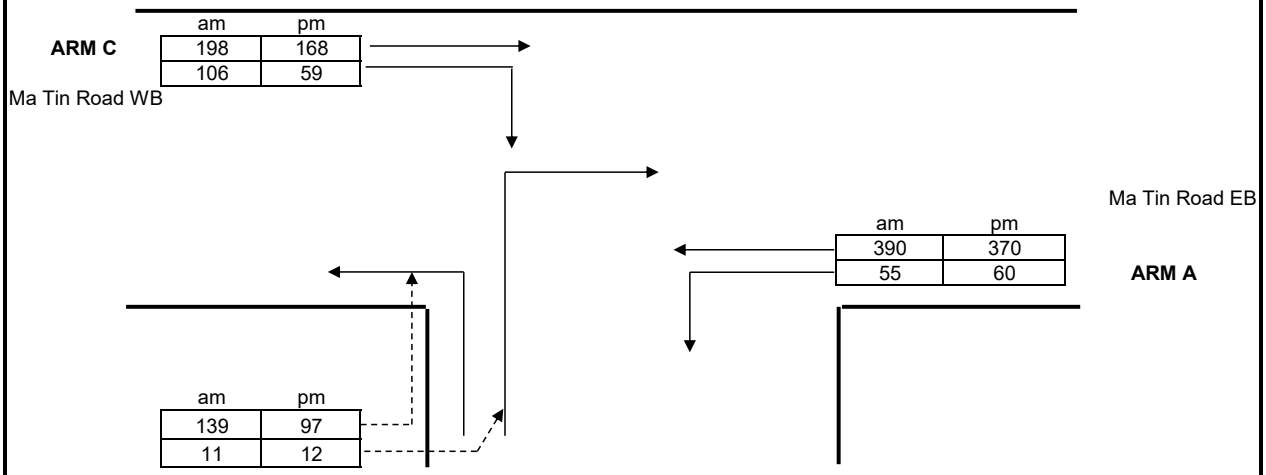
- In accordance with TPDM V2.4

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J15 - Town Park Road North / Ma Tin Road		Designed by:	PC
Scheme:	Reference		Checked by:	TL
Design Year:	2032	Job No.: 5210095	Date :	31/05/2022
ARM A:	Ma Tin Road EB			
ARM B:	Town Park Road North SB			
ARM C:	Ma Tin Road WB			



GEOMETRY					
Major road width	W	8.95	Lane widths	w(b-a)	4.70
Central Reserve width	Wcr	0.00		w(b-c)	4.50
Residual width	Wr(c-a)	2.50		w(c-b)	4.50
Visibilities	Vr(b-a)	65	Calculated	D	0.98
	Vl(b-a)	50		E	1.03
	Vr(b-c)	65		F	1.03
	Vr(c-b)	65		Y	0.69

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	198	168
	q(c-b)	106	59
	q(a-b)	55	60
	q(a-c)	390	370
	q(b-a)	11	12
	q(b-c)	139	97
	f	0.93	0.89
CAPACITIES	Q(b-a)	446	471
	Q(b-c)	658	663
	Q(c-b)	650	654
	Q(b-ac)	636	635
DFC's	b-a	0.02	0.03
	b-c	0.21	0.15
	c-b	0.163	0.090
	b-ac	0.236	0.172
Critical DFC		**0.24**	**0.17**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

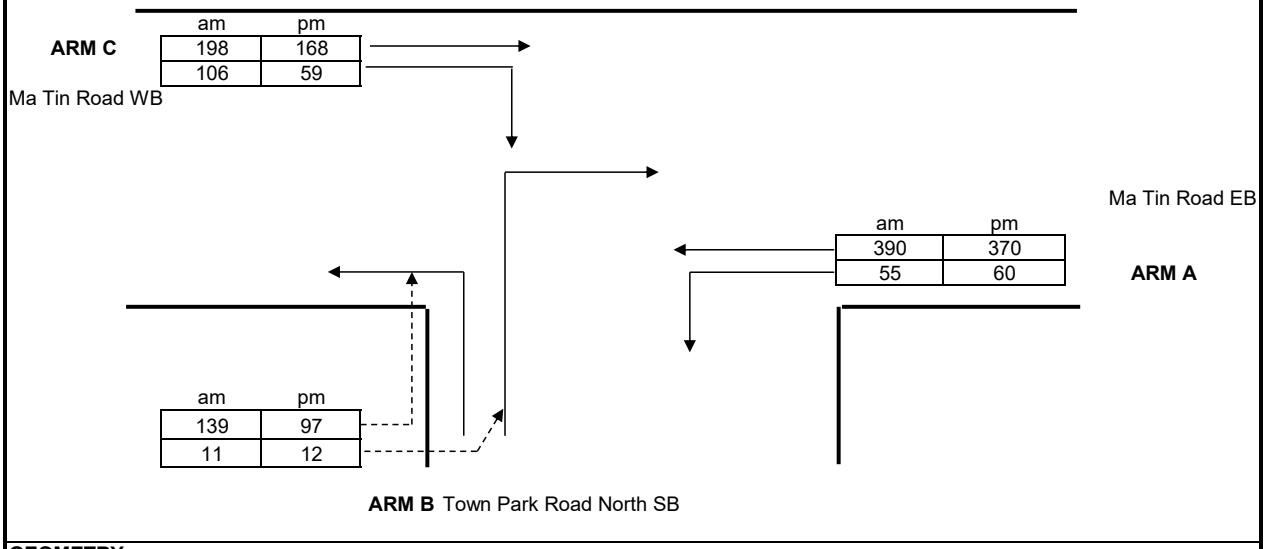
- In accordance with TPDM V2.4

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J15 - Town Park Road North / Ma Tin Road		Designed by:	PC
Scheme:	Design		Checked by:	TL
Design Year:	2032	Job No.: 5210095	Date :	31/05/2022
ARM A:	Ma Tin Road EB			
ARM B:	Town Park Road North SB			
ARM C:	Ma Tin Road WB			



GEOMETRY					
Major road width	W	8.95	Lane widths	w(b-a)	4.70
Central Reserve width	Wcr	0.00		w(b-c)	4.50
Residual width	Wr(c-a)	2.50		w(c-b)	4.50
Visibilities	Vr(b-a)	65	Calculated	D	0.98
	Vl(b-a)	50		E	1.03
	Vr(b-c)	65		F	1.03
	Vr(c-b)	65		Y	0.69

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	198	168
	q(c-b)	106	59
	q(a-b)	55	60
	q(a-c)	390	370
	q(b-a)	11	12
	q(b-c)	139	97
	f	0.93	0.89
CAPACITIES	Q(b-a)	446	471
	Q(b-c)	658	663
	Q(c-b)	650	654
	Q(b-ac)	636	635
DFC's	b-a	0.02	0.03
	b-c	0.21	0.15
	c-b	0.163	0.090
	b-ac	0.236	0.172
Critical DFC		**0.24**	**0.17**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

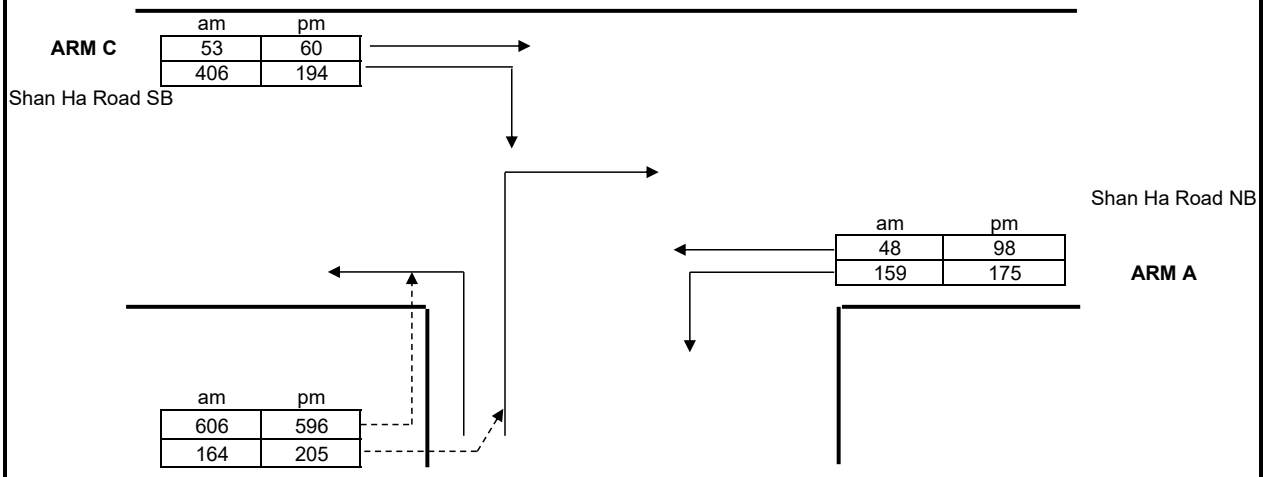
- In accordance with TPDM V2.4

SIMPLIFIED PRIORITY JUNCTION CAPACITY CALCULATION

ATKINS
Member of the SNC-Lavalin Group

(Single Lane Minor Arm B)

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road			
Junction:	J16 - Tong Yan San Tsuen Interchange / Long Hon Road & Sh		Designed by:	PC
Scheme:	Existing		Checked by:	TL
Design Year:	2021	Job No.: 5210095	Date :	31/05/2022
ARM A:	Shan Ha Road NB			
ARM B:	Tong Yan San Tsuen Int. EB			
ARM C:	Shan Ha Road SB			



GEOMETRY					
Major road width	W	7.05	Lane widths	w(b-a)	4.00
Central Reserve width	Wcr	0.00		w(b-c)	4.00
Residual width	Wr(c-a)	2.50		w(c-b)	3.30
Visibilities	Vr(b-a)	45	Calculated	D	0.89
	Vl(b-a)	28		E	0.96
	Vr(b-c)	45		F	0.89
	Vr(c-b)	36		Y	0.76

ANALYSIS		AM PEAK	PM PEAK
TRAFFIC FLOWS	q(c-a)	53	60
	q(c-b)	406	194
	q(a-b)	159	175
	q(a-c)	48	98
	q(b-a)	164	205
	q(b-c)	606	596
	f	0.79	0.74
CAPACITIES	Q(b-a)	382	441
	Q(b-c)	688	673
	Q(c-b)	615	599
DFC's	b-a	0.43	0.46
	b-c	0.88	0.89
	c-b	0.660	0.324
Critical DFC		**0.88**	**0.89**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

T.P.D.M.V.2.4
Appendix 1

- In accordance with TPDM V2.4

Appendix B

Validation Results

Appendix B - Validations Results

Screenline Validation Results

Screenline	Bound	Road	AM				PM			
			obs	mod	m/o	GEH	obs	mod	m/o	GEH
A	WB	CPR-PS	1454	1362	0.94	2.5	1468	1415	0.96	1.4
A	EB	CPR-PS	1178	1243	1.06	1.9	1190	1198	1.01	0.2
A	WB	YLHY	4554	4504	0.99	0.7	4771	4490	0.94	4.1
A	EB	YLHY	5776	6000	1.04	2.9	4843	5049	1.04	2.9
B	WB	CPR-YK	816	779	0.95	1.3	605	521	0.86	3.5
B	EB	CPR-YK	882	903	1.02	0.7	908	919	1.01	0.4
B	WB	KYR	511	556	1.09	1.9	568	611	1.08	1.8
B	EB	KYR	389	392	1.01	0.2	433	426	0.98	0.3
B	WB	MTR	305	278	0.91	1.6	327	293	0.90	1.9
B	EB	MTR	676	644	0.95	1.2	634	597	0.94	1.5
B	WB	SPHR	475	507	1.07	1.4	490	515	1.05	1.1
B	EB	SPHR	285	329	1.15	2.5	222	181	0.82	2.9
B	WB	YLHW	4578	4461	0.97	1.7	5160	4817	0.93	4.9
B	EB	YLHW	6203	6252	1.01	0.6	4411	4510	1.02	1.5
C	NB	LTR	3582	3289	0.92	5.0	3860	3595	0.93	4.3
C	SB	LTR	4190	3864	0.92	5.1	3471	3167	0.91	5.3
C	NB	LHTR	395	360	0.91	1.8	136	130	0.96	0.5
C	SB	LHTR	194	195	1.01	0.1	144	125	0.87	1.6
C	NB	TYR	574	549	0.96	1.1	593	594	1.00	0.0
C	SB	TYR	295	267	0.91	1.7	197	177	0.90	1.5
C	NB	KUR	17	16	0.94	0.2	29	26	0.90	0.6
C	SB	KHR	144	130	0.90	1.2	142	149	1.05	0.6
C	NB	TSHRW	9	10	1.11	0.3	8	8	1.00	0.0
C	SB	TSHRE	201	175	0.87	1.9	286	267	0.93	1.1
C	NB	TTR	430	402	0.93	1.4	475	403	0.85	3.4
C	SB	TTR	487	474	0.97	0.6	542	527	0.97	0.6
C	NB	FKR	631	587	0.93	1.8	729	759	1.04	1.1
C	SB	FKR	519	561	1.08	1.8	678	708	1.04	1.1
C	NB	YLHY	6652	6706	1.01	0.7	4627	5034	1.09	5.9
C	SB	YLHY	4710	4590	0.97	1.8	5517	5191	0.94	4.5

Junction Validation Results

Junction	Bound	Road	AM				PM			
			obs	mod	m/o	GEH	obs	mod	m/o	GEH
J1	Entry	SPHR (W)	455	529	1.16	3.3	380	354	0.93	1.4
	Exit	SPHR (W)	366	425	1.16	3.0	252	265	1.05	0.8
	Entry	SPHR (E)	475	507	1.07	1.4	490	515	1.05	1.1
	Exit	SPHR (E)	285	329	1.15	2.5	222	181	0.82	2.9
	Entry	TYR (S)	295	267	0.91	1.7	197	171	0.87	1.9
	Exit	TYR (S)	574	549	0.96	1.1	593	594	1.00	0.0
J2	Entry	MTR (W)	560	532	0.95	1.2	473	444	0.94	1.4
	Exit	MTR (W)	263	275	1.05	0.7	254	273	1.07	1.2
	Entry	MTR (E)	305	278	0.91	1.6	327	291	0.89	2.0
	Exit	MTR (E)	676	644	0.95	1.2	634	597	0.94	1.5
	Entry	TYR (N)	492	512	1.04	0.9	453	466	1.03	0.6
	Exit	TYR (N)	697	686	0.98	0.4	752	754	1.00	0.1
	Entry	TYR (S)	569	549	0.96	0.8	586	594	1.01	0.3
	Exit	TYR (S)	290	266	0.92	1.4	199	171	0.86	2.1
J3	Entry	TYR (N)	1165	1217	1.04	1.5	705	749	1.06	1.6
	Exit	TYR (N)	864	904	1.05	1.3	1124	1206	1.07	2.4
	Entry	TYR (S)	764	765	1.00	0.0	762	770	1.01	0.3
	Exit	TYR (S)	585	616	1.05	1.3	478	498	1.04	0.9
	Entry	KYR (E)	511	556	1.09	1.9	568	611	1.08	1.8
	Exit	KYR (E)	389	392	1.01	0.2	433	426	0.98	0.3
J4	Entry	MMR (N)	718	683	0.95	1.3	776	803	1.03	1.0
	Exit	MMR (N)	862	939	1.09	2.6	609	634	1.04	1.0
	Entry	MMR (S)	1165	1226	1.05	1.8	1124	1207	1.07	2.4
	Exit	MMR (S)	864	904	1.05	1.3	706	749	1.06	1.6
	Entry	CPR (W)	681	674	0.99	0.3	674	678	1.01	0.2
	Exit	CPR (W)	1060	1128	1.06	2.1	956	907	0.95	1.6
	Entry	CPR (E)	816	779	0.95	1.3	605	521	0.86	3.5
	Exit	CPR (E)	882	903	1.02	0.7	908	919	1.01	0.4
J5	Entry	SPHR (W)	276	330	1.20	3.1	218	181	0.83	2.6
	Exit	SPHR (W)	434	475	1.09	1.9	370	400	1.08	1.5
	Entry	SPHR (E)	420	489	1.16	3.2	434	469	1.08	1.6
	Exit	SPHR (E)	545	623	1.14	3.2	447	431	0.96	0.8
	Entry	KHR (N)	144	130	0.90	1.2	142	149	1.05	0.6
	Exit	KUR (N)	17	6	0.35	3.2	29	17	0.59	2.5
	Entry	KUR (S)	538	537	1.00	0.0	551	564	1.02	0.6
	Exit	KHR (N)	382	382	1.00	0.0	499	515	1.03	0.7

Appendix B - Validations Results

J6	Entry	SPHR (W)	543	622	1.15	3.3	449	431	0.96	0.9
	Exit	SPHR (W)	415	504	1.21	4.2	433	469	1.08	1.7
	Entry	SPHR (E)	320	397	1.24	4.1	342	277	0.81	3.7
	Exit	SPHR (E)	588	500	0.85	3.8	482	443	0.92	1.8
	Entry	TSHRE (N)	201	175	0.87	1.9	286	267	0.93	1.1
	Exit	TSHRW (N)	9	5	0.56	1.5	8	5	0.63	1.2
	Entry	TSHRW (S)	151	157	1.04	0.5	108	213	1.97	8.3
	Exit	TSHRE (S)	203	342	1.68	8.4	262	271	1.03	0.6
J7	Entry	TTR (N)	487	474	0.97	0.6	542	477	0.88	2.9
	Exit	TTR (N)	430	402	0.93	1.4	475	403	0.85	3.4
	Entry	TTR (S)	578	587	1.02	0.4	525	602	1.15	3.2
	Exit	TTR (S)	470	467	0.99	0.1	502	501	1.00	0.0
	Entry	SPHR (W)	579	638	1.10	2.4	524	519	0.99	0.2
	Exit	SPHR (W)	365	442	1.21	3.8	455	457	1.00	0.1
	Entry	SPHR (E)	480	429	0.89	2.4	558	456	0.82	4.5
	Exit	SPHR (E)	859	817	0.95	1.5	717	693	0.97	0.9
J8	Entry	FKR (N)	519	361	0.70	7.5	678	758	1.12	3.0
	Exit	FKR (N)	631	587	0.93	1.8	729	759	1.04	1.1
	Entry	AccessRd (S)	153	154	1.01	0.1	94	99	1.05	0.5
	Exit	AccessRd (S)	92	84	0.91	0.9	115	115	1.00	0.0
	Entry	SPHR (W)	859	817	0.95	1.5	719	694	0.97	0.9
	Exit	SPHR (W)	480	430	0.90	2.3	558	456	0.82	4.5
	Entry	SPHR (E)	738	827	1.12	3.2	1018	969	0.95	1.6
	Exit	SPHR (E)	1066	1058	0.99	0.2	1107	1190	1.07	2.4
J9	Entry	SPHR (W)	1066	1057	0.99	0.3	1107	1190	1.07	2.4
	Exit	SPHR (W)	755	826	1.09	2.5	1018	968	0.95	1.6
	Entry	SPHR (E)	1310	1377	1.05	1.8	1773	1806	1.02	0.8
	Exit	SPHR (E)	1624	1703	1.05	1.9	1633	1956	1.20	7.6
	Entry	TKLR (S)	582	679	1.17	3.9	612	822	1.34	7.8
	Exit	TKLR (S)	579	584	1.01	0.2	841	894	1.06	1.8
J10	Entry	MWR (N)	561	539	0.96	0.9	449	437	0.97	0.6
	Exit	LTR (N)	640	645	1.01	0.2	594	631	1.06	1.5
	Entry	LTR (S)	1334	1038	0.78	8.6	1417	1177	0.83	6.7
	Exit	LTR (S)	1456	1273	0.87	5.0	1231	1047	0.85	5.5
	Entry	CPR (W)	1178	1243	1.06	1.9	1190	1198	1.01	0.2
	Exit	CPR (W)	1454	1362	0.94	2.5	1468	1415	0.96	1.4
	Entry	CPR (E)	1157	1128	0.97	0.9	925	907	0.98	0.6
	Exit	CPR (E)	680	668	0.98	0.5	688	626	0.91	2.4
J11	Entry	SPHR (W)	1629	1703	1.05	1.8	1633	1956	1.20	7.6
	Exit	SPHR (W)	1310	1378	1.05	1.9	1773	1805	1.02	0.8
	Entry	YLHY (N)	1573	1570	1.00	0.1	1749	1553	0.89	4.8
	Exit	YLHY (N)	2104	2444	1.16	7.1	1607	1829	1.14	5.4
	Entry	YLHY (S)	1655	1990	1.20	7.8	1391	1305	0.94	2.3
	Exit	YLHY (S)	1441	1441	1.00	0.0	1392	1180	0.85	5.9
J12	Entry	SHR (N)	459	468	1.02	0.4	254	292	1.15	2.3
	Exit	SHR (N)	654	672	1.03	0.7	694	702	1.01	0.3
	Entry	SHR (S)	207	266	1.29	3.8	273	288	1.05	0.9
	Exit	SHR (S)	217	341	1.57	7.4	265	315	1.19	2.9
	Entry	TYSTIC (W)	770	809	1.05	1.4	801	811	1.01	0.4
	Exit	TYSTIC (W)	565	530	0.94	1.5	369	374	1.01	0.3
J13	Entry	TPRN (N)	118	57	0.48	6.5	76	81	1.07	0.6
	Exit	TPRN (N)	107	139	1.30	2.9	104	95	0.91	0.9
	Entry	TPRN (S)	355	442	1.25	4.4	233	192	0.82	2.8
	Exit	TPRN (S)	379	359	0.95	1.0	417	371	0.89	2.3
	Entry	SHR (W)	382	454	1.19	3.5	461	416	0.90	2.1
	Exit	SHR (W)	369	455	1.23	4.2	249	223	0.90	1.7
J14	Entry	LHTR (N)	194	195	1.01	0.1	144	125	0.87	1.6
	Exit	LHTR (N)	395	360	0.91	1.8	136	130	0.96	0.5
	Entry	LHTR (S)	529	467	0.88	2.8	264	260	0.98	0.2
	Exit	LHTR (S)	317	277	0.87	2.3	151	156	1.03	0.4
	Entry	SPHR (E)	367	427	1.16	3.0	163	171	1.05	0.6
	Exit	SPHR (E)	378	452	1.20	3.6	284	270	0.95	0.8
J15	Entry	TPRS (W)	380	456	1.20	3.7	474	407	0.86	3.2
	Exit	TPRS (W)	317	437	1.38	6.2	238	229	0.96	0.6
	Entry	TPRS (E)	187	107	0.57	6.6	176	165	0.94	0.8
	Exit	TPRS (E)	451	290	0.64	8.4	404	349	0.86	2.8
	Entry	LHTR (S)	395	359	0.91	1.9	136	131	0.96	0.4
	Exit	LHTR (S)	194	195	1.01	0.1	144	125	0.87	1.6
J16	Entry	TPRN (N)	88	100	1.14	1.2	88	100	1.14	1.2
	Exit	TPRN (N)	80	103	1.29	2.4	80	103	1.29	2.4
	Entry	TPRS (W)	403	348	0.86	2.8	403	348	0.86	2.8
	Exit	TPRS (W)	176	165	0.94	0.8	176	165	0.94	0.8
	Entry	TPRS (E)	209	236	1.13	1.8	209	236	1.13	1.8
	Exit	TPRS (E)	444	416	0.94	1.4	444	416	0.94	1.4

Appendix C

Planned / Committed Road Network and Junction Modification

道路(工程、使用及補償)條例(第370章)
ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

工務計劃項目第B810CL號
元朗朗邊公營房屋發展之工地平整
及基礎設施工程
道路工程

ROAD WORKS UNDER PWP ITEM NO. B810CL
SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENTS AT LONG BIN, YUEN LONG

圖則編號 PLAN NO.	頁次 SHEET NO.	圖則名稱 PLAN TITLE
261044/GZ/001	二張之第一張 SHEET 1 OF 2	根據<<道路(工程、使用及補償)條例>>(第370章)而在憲報公布之圖則 PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
261044/GZ/002	二張之第二張 SHEET 2 OF 2	

批簽
ENDORSED BY

Original Signed

黎以德 JOSEPH Y T LAI

運輸及房屋局常任秘書長(運輸)
PERMANENT SECRETARY FOR TRANSPORT AND HOUSING (TRANSPORT)

16 DEC 2019
日期 DATE

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11 DEC 2019
日期 DATE

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HOUSING PROJECTS 2 DIVISION

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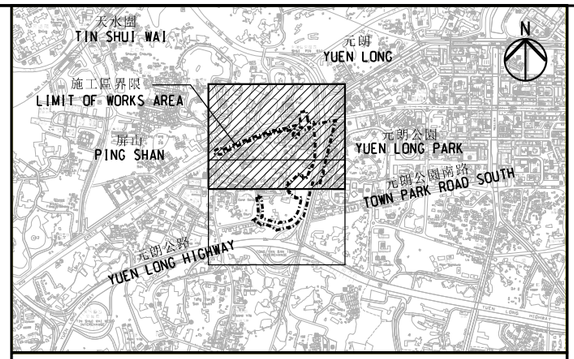
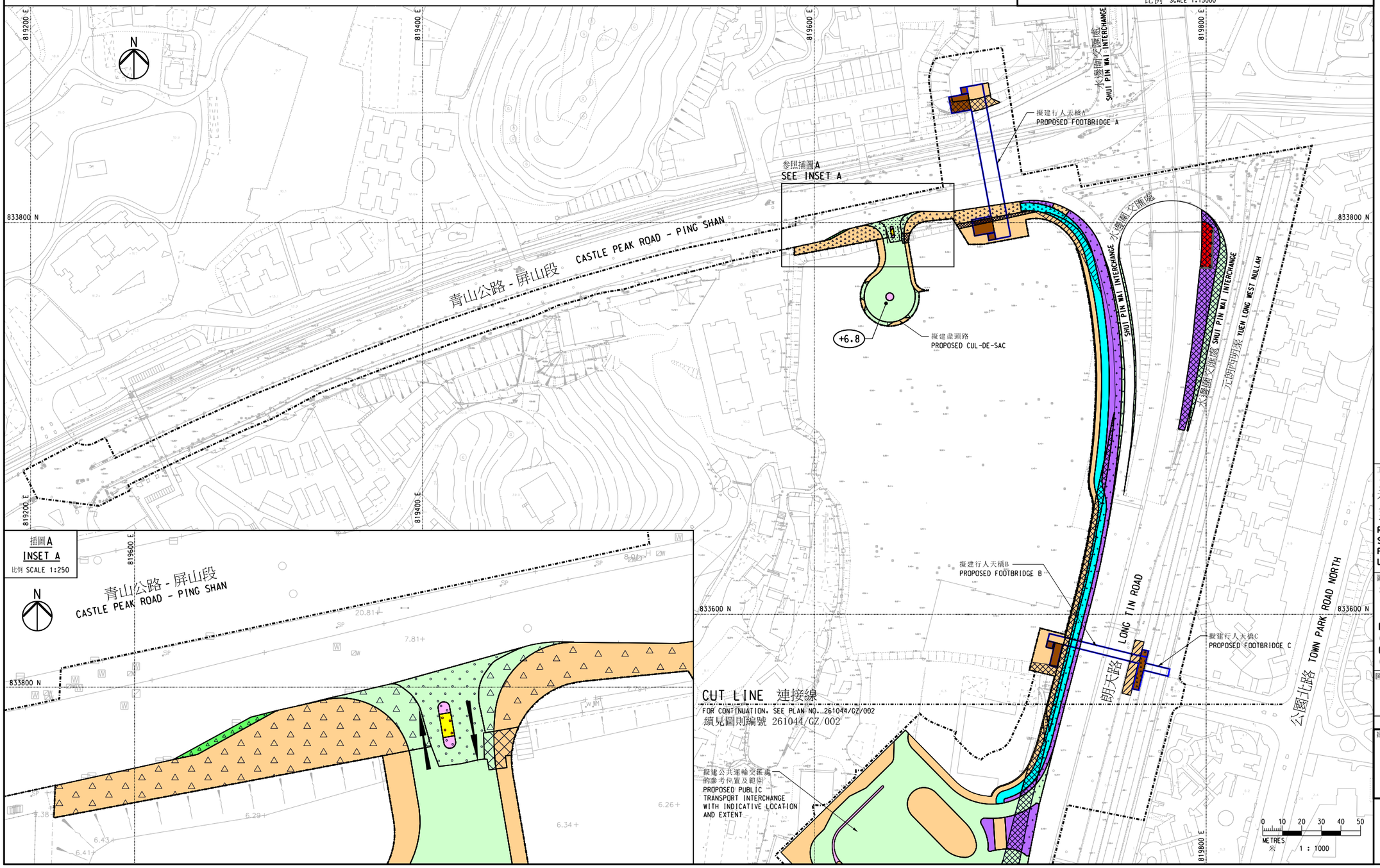
圖例:

LEGEND:

- 施工區界限 LIMIT OF WORKS AREA
- 擬建行車道 PROPOSED CARRIAGEWAY
- 擬建行人路 PROPOSED FOOTPATH
- 擬建中央分隔帶 / 安全島 PROPOSED CENTRAL MEDIAN / TRAFFIC ISLAND
- 擬建行車出入口 PROPOSED VEHICULAR INGRESS AND EGRESS
- 擬建行人天橋 PROPOSED FOOTBRIDGE
- 擬建升降機塔連附連樓梯 PROPOSED LIFT TOWER WITH ASSOCIATED STAIRCASE
- 擬建美化市容地帶 PROPOSED AMENITY AREA
- 擬建單車徑 PROPOSED CYCLE TRACK
- 擬建行人過路處 PROPOSED PEDESTRIAN CROSSING
- 擬建停車灣 PROPOSED LAY-BY
- 現有斜坡將拆卸並改建為行車道 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CARRIAGEWAY
- 現有斜坡將拆卸並改建為行人路 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO FOOTPATH
- 現有斜坡將拆卸並改建為升降機塔連附連樓梯 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO LIFT TOWER WITH ASSOCIATED STAIRCASE
- 現有斜坡將拆卸並改建為美化市容地帶 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AMENITY AREA
- 現有斜坡將拆卸並改建為單車徑 EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CYCLE TRACK
- 現有行車道將永久封閉並改建為中央分隔帶/安全島 EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / TRAFFIC ISLAND
- 現有行車道將永久封閉並改建為行人過路處 EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO PEDESTRIAN CROSSING
- 現有行車道將永久封閉並改建為行車道 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
- 現有行人路將永久封閉並改建為中央分隔帶/安全島 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / TRAFFIC ISLAND
- 現有行人路將永久封閉並改建為升降機塔連附連樓梯 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO LIFT TOWER WITH ASSOCIATED STAIRCASE
- 現有行人路將永久封閉並改建為美化市容地帶 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA
- 現有行人路將永久封閉並改建為單車徑 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
- 現有行人路將永久封閉並改建為行人過路處 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO PEDESTRIAN CROSSING
- 現有行人路將永久封閉並改建為停車灣 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO LAY-BY
- 現有美化市容地帶將永久封閉並改建為行車道 EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
- 現有美化市容地帶將永久封閉並改建為行人路 EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
- 現有美化市容地帶將永久封閉並改建為單車徑 EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
- 現有單車徑將永久封閉並改建為行車道 EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
- 現有單車徑將永久封閉並改建為美化市容地帶 EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA
- 現有行車道將暫時封閉及重建 EXISTING CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有行人路將暫時封閉及重建 EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有單車徑將暫時封閉及重建 EXISTING CYCLE TRACK TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有斜坡將被重建 EXISTING SLOPE TO BE RECONSTRUCTED
- 擬建護土牆 PROPOSED RETAINING WALL
- NB
- +6.5 建議水平(約數) PROPOSED LEVEL (APPROXIMATELY)
- 行車線(每一箭咀代表一條行車線) TRAFFIC LANE (ONE ARROW REPRESENTS ONE LANE)



位置圖 LOCATION PLAN
比例 SCALE 1:15000



插圖A
INSET A
比例 SCALE 1:250

註釋:

NOTES:

1. 除在其他方面指定外,所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均為約數,以米為單位,並在香港主水平基準上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要,施工區界限內部分現有行車道,行人路,中央分隔帶/安全島,美化市容地帶和單車徑或會分階段暫時封閉。
   SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS, CENTRAL MEDIANS/TRAFFIC ISLANDS, AMENITY AREAS AND CYCLE TRACKS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE

工務計劃項目第B810CL號
元朗朗邊公營房屋發展之工地平整及基礎設施工程
道路工程

ROAD WORKS UNDER PWP ITEM NO.B810CL SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENTS AT LONG BIN, YUEN LONG

圖則名稱 PLAN TITLE

根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布的圖則
(二張之第一張)

PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) (SHEET 1 OF 2)

圖則編號 PLAN NO.	比例 SCALE
261044/GZ/001	1:1000

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辦事處 OFFICE

房屋工程2部
HOUSING PROJECTS 2 DIVISION
土木工程處
CIVIL ENGINEERING OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

圖例:
LEGEND:

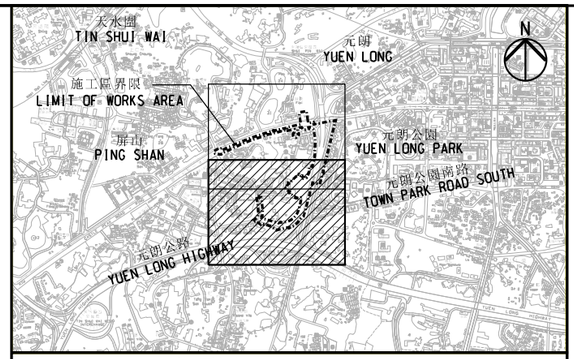
施工區界限
LIMIT OF WORKS AREA
擬建行車道
PROPOSED CARRIAGEWAY
擬建行人路
PROPOSED FOOTPATH
擬建中央分隔帶 / 安全島
PROPOSED CENTRAL MEDIAN / TRAFFIC ISLAND
擬建行車出入口
PROPOSED VEHICULAR INGRESS AND EGRESS
擬建行人天橋
PROPOSED FOOTBRIDGE
擬建升降機塔連附連樓梯
PROPOSED LIFT TOWER WITH ASSOCIATED STAIRCASE
擬建美化市容地帶
PROPOSED AMENITY AREA
擬建單車徑
PROPOSED CYCLE TRACK

擬建行人過路處
PROPOSED PEDESTRIAN CROSSING
擬建停車灣
PROPOSED LAY-BY
現有斜坡將拆卸並改建為行車道
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CARRIAGEWAY
現有斜坡將拆卸並改建為行人路
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO FOOTPATH
現有斜坡將拆卸並改建為升降機塔連附連樓梯
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO LIFT TOWER WITH ASSOCIATED STAIRCASE
現有斜坡將拆卸並改建為美化市容地帶
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO AMENITY AREA
現有斜坡將拆卸並改建為單車徑
EXISTING SLOPE TO BE DEMOLISHED AND CONVERTED INTO CYCLE TRACK
現有行車道將永久封閉並改建為中央分隔帶/安全島
EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / TRAFFIC ISLAND

現有行車道將永久封閉並改建為行人過路處
EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO PEDESTRIAN CROSSING
現有行人路將永久封閉並改建為行車道
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
現有行人路將永久封閉並改建為中央分隔帶/安全島
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CENTRAL MEDIAN / TRAFFIC ISLAND
現有行人路將永久封閉並改建為升降機塔連附連樓梯
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO LIFT TOWER WITH ASSOCIATED STAIRCASE
現有行人路將永久封閉並改建為美化市容地帶
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA
現有行人路將永久封閉並改建為單車徑
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
現有行人路將永久封閉並改建為行人過路處
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO PEDESTRIAN CROSSING

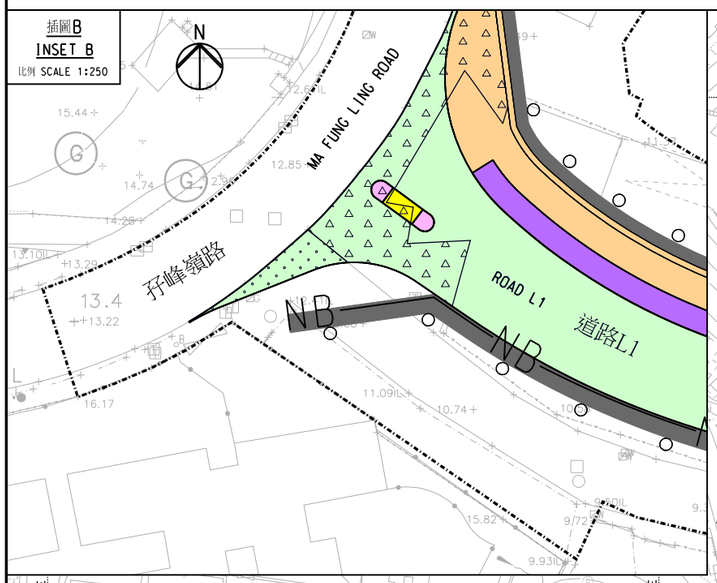
現有行人路將永久封閉並改建為停車灣
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO LAY-BY
現有美化市容地帶將永久封閉並改建為行車道
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
現有美化市容地帶將永久封閉並改建為行人路
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO FOOTPATH
現有美化市容地帶將永久封閉並改建為單車徑
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND CONVERTED INTO CYCLE TRACK
現有單車徑將永久封閉並改建為行車道
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
現有單車徑將永久封閉並改建為美化市容地帶
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED AND CONVERTED INTO AMENITY AREA
現有行車道將暫時封閉及重建
EXISTING CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
現有行人路將暫時封閉及重建
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

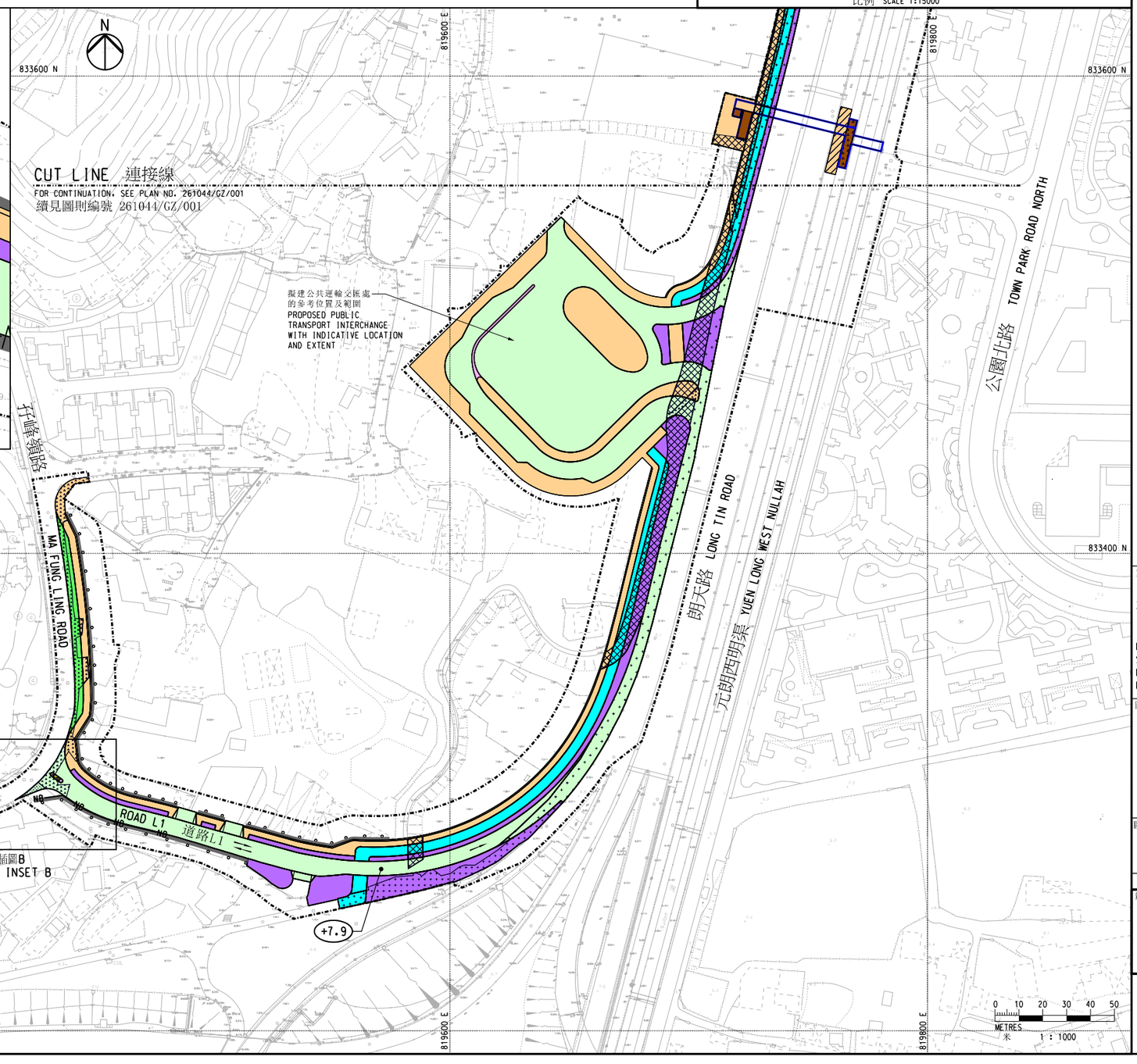
現有單車徑將暫時封閉及重建
EXISTING CYCLE TRACK TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
現有斜坡將被重建
EXISTING SLOPE TO BE RECONSTRUCTED
擬建護土牆
PROPOSED RETAINING WALL
擬建隔音屏障
PROPOSED NOISE BARRIER
建議水平(約數)
PROPOSED LEVEL (APPROXIMATELY)
行車線
(每一箭咀代表一條行車線)
TRAFFIC LANE
(ONE ARROW REPRESENTS ONE LANE)



位置圖 LOCATION PLAN
比例 SCALE 1:15000

插圖B
INSET B
比例 SCALE 1:250





註釋:
NOTES:

1. 除在其他方面指定外,所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. 所有水平均為約數,以米為單位,並在香港主水平基準上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要,施工區界限內部分現有行車道,行人路,中央分隔帶/安全島,美化市容地帶和單車徑或會分階段暫時封閉。
SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS, CENTRAL MEDIANS/TRAFFIC ISLANDS, AMENITY AREAS AND CYCLE TRACKS WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第B810CL號
元朗朗邊公營房屋發展之工地平整及基礎設施工程
道路工程
ROAD WORKS UNDER PWP ITEM NO.B810CL SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENTS AT LONG BIN, YUEN LONG

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布的圖則
(二張之第二張)
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) (SHEET 2 OF 2)

圖則編號 PLAN NO. 261044/GZ/002
比例 SCALE 1:1000

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辦事處 OFFICE
房屋工程2部
HOUSING PROJECTS 2 DIVISION
土木工程處
CIVIL ENGINEERING OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

道路（工程、使用及補償）條例（第370章）
ROADS (WORKS , USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

工務計劃項目第7817CL號及第7827CL號（部分）
元朗南發展
第一階段工程及第二階段工程第一期的道路工程

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER YUEN LONG SOUTH DEVELOPMENT
STAGE 1 WORKS AND STAGE 2 WORKS, PHASE 1

圖則編號 PLAN NO.	頁次 SHEET NO.	圖則名稱 PLAN TITLE
60566218/GAZ/100	索引圖 KEY PLAN	
60566218/GAZ/LEGEND	圖例 LEGEND	
60566218/GAZ/101	十二張之第一張 SHEET 1 OF 12	
60566218/GAZ/102	十二張之第二張 SHEET 2 OF 12	
60566218/GAZ/103	十二張之第三張 SHEET 3 OF 12	
60566218/GAZ/104	十二張之第四張 SHEET 4 OF 12	
60566218/GAZ/105	十二張之第五張 SHEET 5 OF 12	
60566218/GAZ/106	十二張之第六張 SHEET 6 OF 12	
60566218/GAZ/107	十二張之第七張 SHEET 7 OF 12	
60566218/GAZ/108	十二張之第八張 SHEET 8 OF 12	
60566218/GAZ/109	十二張之第九張 SHEET 9 OF 12	
60566218/GAZ/110	十二張之第十張 SHEET 10 OF 12	
60566218/GAZ/111	十二張之第十一張 SHEET 11 OF 12	
60566218/GAZ/112	十二張之第十二張 SHEET 12 OF 12	

根據《道路（工程、使用及補償）條例》（第370章）而在憲報公布之圖則
PLANS FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

批註
ENDORSED BY

陳美寶 CHAN Mable
運輸及房屋局常任秘書長（運輸）
PERMANENT SECRETARY FOR TRANSPORT AND HOUSING (TRANSPORT)

日期 DATE

核准
APPROVED BY

林志強 DESMOND CK LAM
土木工程拓展署總工程師/西1
CHIEF ENGINEER / WEST 1
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

日期 DATE

819000 E
820000 E
821000 E
833000 N
832000 N
831000 N

十二張之第一張
SHEET 1 OF 12
60566218/GAZ/101

十二張之第二張
SHEET 2 OF 12
60566218/GAZ/102

十二張之第三張
SHEET 3 OF 12
60566218/GAZ/103

十二張之第四張
SHEET 4 OF 12
60566218/GAZ/104

十二張之第五張
SHEET 5 OF 12
60566218/GAZ/105

十二張之第六張
SHEET 6 OF 12
60566218/GAZ/106

十二張之第七張
SHEET 7 OF 12
60566218/GAZ/107

十二張之第八張
SHEET 8 OF 12
60566218/GAZ/108

十二張之第九張
SHEET 9 OF 12
60566218/GAZ/109

十二張之第十張
SHEET 10 OF 12
60566218/GAZ/110

十二張之第十一張
SHEET 11 OF 12
60566218/GAZ/111

十二張之第十二張
SHEET 12 OF 12
60566218/GAZ/112

插圖 'C'
INSET 'C'

屏山新村
PING SHAN SAN TSUEN

新起村
SAN HEI TSUEN

唐人新村
TONG YAN SAN TSUEN

欖口村
LAM HAU TSUEN

山下村
SHAN HA TSUEN

元朗公路
YUEN LONG HIGHWAY

馬田壆
MA TIN POK

崇正新村
SHUNG CHING SAN TSUEN

田寮村
TIN LIU TSUEN

木橋頭村
MUK KIU TAU TSUEN

白沙村
PAK SHA TSUEN

黃泥墩村
WONG NAI TUN TSUEN

大棠村
TAI TONG TSUEN

YUEN LONG HIGHWAY 元朗公路
SHAP PAT HEUNG INTERCHANGE 十八鄉交匯處

註釋:
NOTES:

1. 除在其他方面指定外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內之部分現有行車道、行人路、單車徑、美化市容地帶、中央分隔帶/安全島/交通島及路旁帶的部分路段/範圍或其部分或會分階段暫時封閉。
   SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS, CENTRAL RESERVES/REFUGE ISLANDS/TRAFFIC ISLANDS AND VERGES OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

工程名稱 PROJECT TITLE
工務計劃項目第 7817CL 號及
第 7827CL 號（部分）
元朗南發展第一階段工程
及第二階段工程第一期的道路工程

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

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

索引圖 KEY PLAN

圖則編號 PLAN NO.
60566218/GAZ/100

比例 SCALE
A1 1 : 6000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY

擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY

擬建隧道
PROPOSED UNDERPASS

擬建行人路
PROPOSED FOOTPATH

擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY

擬建單車徑
PROPOSED CYCLE TRACK

擬建單車徑暨行人隧道
PROPOSED CYCLE TRACK CUM
PEDESTRIAN SUBWAY

擬建單車停放處
PROPOSED CYCLE PARKING PLACE

擬建車輛進出口通道
PROPOSED RUN-IN/RUN-OUT

擬建行人過路處
PROPOSED PEDESTRIAN CROSSING

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

擬建美化市容地帶
PROPOSED AMENITY AREA

擬建路旁帶
PROPOSED VERGE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

現有通道將永久封閉並改建為美化市容地帶
EXISTING ACCESS TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AMENITY AREA

現有單車徑將永久封閉並改建為地面行車道
EXISTING CYCLE TRACK TO BE
PERMANENTLY CLOSED AND CONVERTED
INTO AT-GRADE CARRIAGEWAY

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

現有單車徑將永久封閉並改建為美化市容地帶
EXISTING CYCLE TRACK TO BE PERMANENTLY
CLOSED AND CONVERTED INTO AMENITY AREA

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

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

現有美化市容地帶將永久封閉並改建為行人路
EXISTING AMENITY AREA TO BE PERMANENTLY
CLOSED AND CONVERTED INTO FOOTPATH

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

現有路旁帶將永久封閉並改建為行人路
EXISTING VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO FOOTPATH

現有路旁帶將永久封閉並改建為單車徑
EXISTING VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CYCLE TRACK

現有路旁帶將永久封閉並改建為
中央分隔帶/安全島/交通島
EXISTING VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CENTRAL
RESERVE / REFUGE ISLAND / TRAFFIC ISLAND

現有路旁帶將永久封閉並改建為美化市容地帶
EXISTING VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO AMENITY AREA

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

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

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

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

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

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

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

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

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

現有通道將永久封閉並拆卸
EXISTING ACCESS TO BE
PERMANENTLY CLOSED AND DEMOLISHED

現有單車徑將永久封閉並拆卸
EXISTING CYCLE TRACK TO BE
PERMANENTLY CLOSED AND DEMOLISHED

現有中央分隔帶/安全島/交通島將永久封閉並拆卸
EXISTING CENTRAL RESERVE / REFUGE ISLAND /
TRAFFIC ISLAND TO BE PERMANENTLY CLOSED
AND DEMOLISHED

現有路旁帶將永久封閉並拆卸
EXISTING VERGE TO BE PERMANENTLY
CLOSED AND DEMOLISHED

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

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

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

現有單車徑將暫時封閉並重建
EXISTING CYCLE TRACK TO BE
TEMPORARILY CLOSED AND RECONSTRUCTED

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

現有美化市容地帶將暫時封閉並重建
EXISTING AMENITY AREA TO BE TEMPORARILY
CLOSED AND RECONSTRUCTED

現有路旁帶將暫時封閉並重建
EXISTING VERGE TO BE TEMPORARILY
CLOSED AND RECONSTRUCTED

現有行人天橋將暫時封閉並重建
EXISTING FOOTBRIDGE TO BE TEMPORARILY
CLOSED AND RECONSTRUCTED

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

擬建擋土牆
PROPOSED RETAINING WALL

擬建斜坡
PROPOSED SLOPE

現有斜坡將拆卸
EXISTING SLOPE TO BE DEMOLISHED

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

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

擬建半密封式隔音屏障
PROPOSED SEMI-ENCLOSURE NOISE BARRIER

擬建全密封式隔音屏障
PROPOSED FULL-ENCLOSURE NOISE BARRIER

正在興建中的隔音屏障(正由其他工程項目
建造)將予取代
NOISE BARRIER BEING CONSTRUCTED UNDER
OTHER PROJECT TO BE REPLACED

由其他工程項目興建中的懸臂式隔音屏障
CANTILEVER NOISE BARRIER UNDER
CONSTRUCTION BY OTHER PROJECT

由其他工程項目興建中的直立式隔音屏障
VERTICAL NOISE BARRIER UNDER
CONSTRUCTION BY OTHER PROJECT

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

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

註釋:
NOTES:

1. 除在其他方面指定外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS
   OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準
   以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES
   ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內之部分現有行車道、行人路、
   單車徑、美化市容地帶、中央分隔帶/安全島/交通島及路旁
   帶的部分路段/範圍或其部分或會分階段暫時封閉。
   SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS,
   CYCLE TRACKS, AMENITY AREAS, CENTRAL RESERVES/REFUGE
   ISLANDS/TRAFFIC ISLANDS AND VERGES OR PARTS THEREOF
   WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY
   CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN
   THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7817CL 號及
第 7827CL 號(部分)
元朗南發展第一階段工程
及第二階段工程第一期的道路工程

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

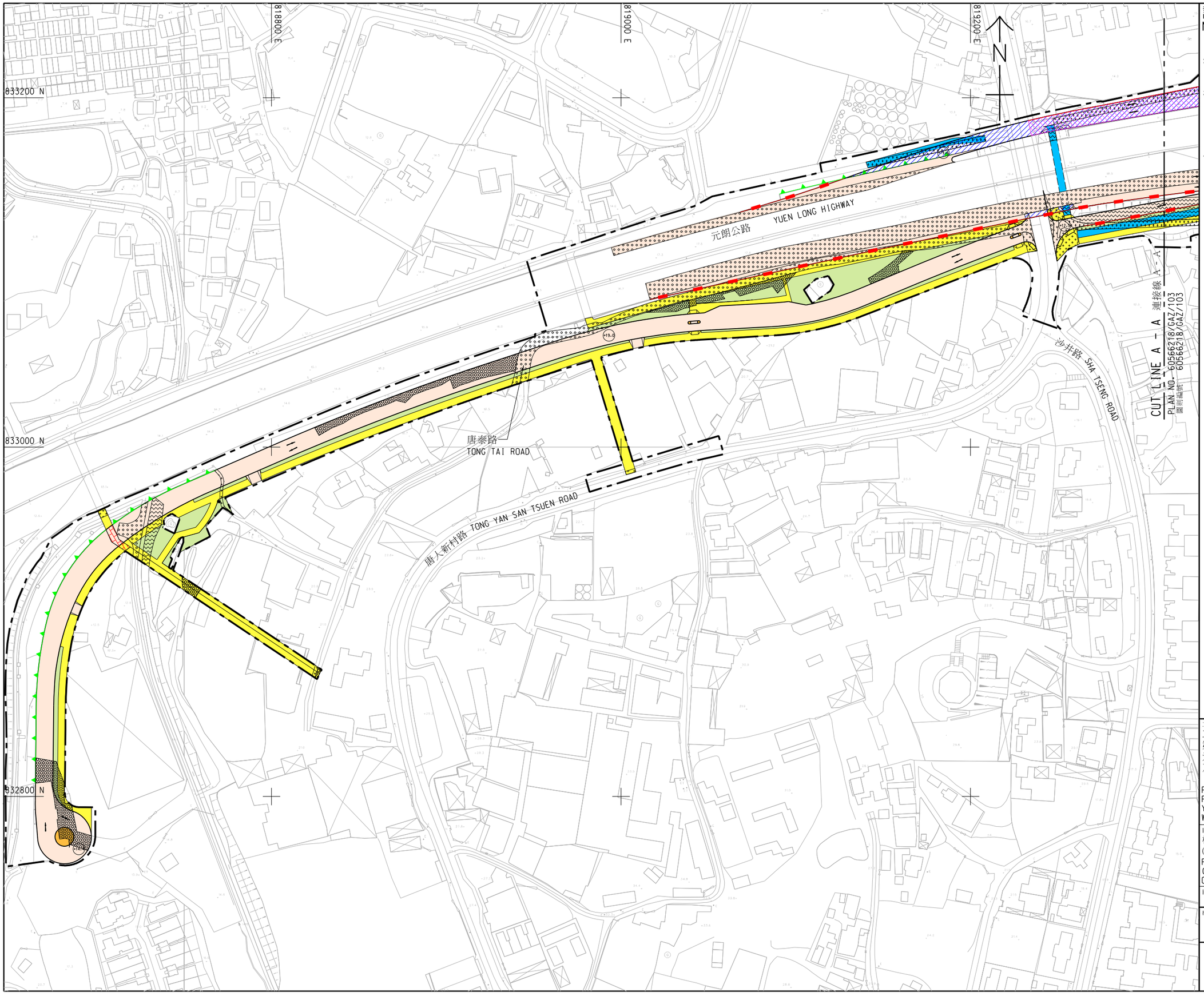
圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLANS FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

圖則編號 PLAN NO.
60566218/GAZ/LEGEND

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

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



註釋: NOTES:

1. 除在其他方面指定外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內之部分現有行車道、行人路、單車徑、美化市容地帶、中央分隔帶/安全島/交通島及路旁帶的部分路段/範圍或其部分或會分階段暫時封閉。
   SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS, CENTRAL RESERVES/REFUGE ISLANDS/TRAFFIC ISLANDS AND VERGES OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7817CL 號及
第 7827CL 號（部分）
元朗南發展第一階段工程
及第二階段工程第一期的道路工程

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

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

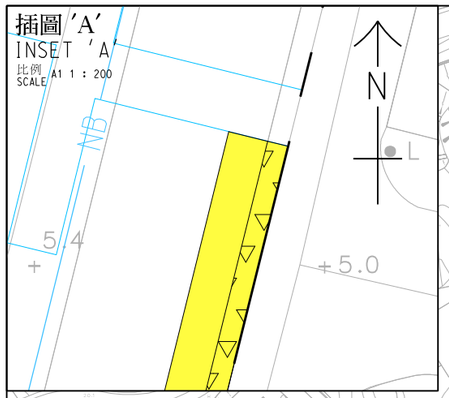
十二張之第一張
SHEET 1 OF 12

圖則編號 PLAN NO.	比例 SCALE
60566218/GAZ/101	A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

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

插圖 'A'
INSET 'A'
比例 SCALE A1 1 : 200



819600 E

819800 E

833600 N

833400 N

由工務計劃項目第6832TH號-朗天路加建
隔音屏障工程興建中的直立式隔音屏障
(只供提示用途)
VERTICAL NOISE BARRIER UNDER CONSTRUCTION BY PWP ITEM NO. 6832TH - RETROFITTING OF NOISE BARRIERS ON LONG TIN ROAD (FOR INDICATIVE PURPOSE ONLY)

朗天路 LONG TIN ROAD

由工務計劃項目第B810CL號-元朗朗邊工
營房屋發展之工地平整及基礎設施工程
將會興建的行人天橋
(只供提示用途)
FOOTBRIDGE TO BE CONSTRUCTED UNDER PWP ITEM NO. B810CL-SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENT AT LONG BIN, YUEN LONG (FOR INDICATIVE PURPOSE ONLY)

參看插圖 'A'
SEE INSET 'A'

朗天路
LONG TIN ROAD

由工務計劃項目第B810CL號-元朗朗邊工
營房屋發展之工地平整及基礎設施工程
將會興建的公共運輸交匯處
(只供提示用途)
PUBLIC TRANSPORT INTERCHANGE TO BE CONSTRUCTED UNDER PWP ITEM NO. B810CL-SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENT AT LONG BIN, YUEN LONG (FOR INDICATIVE PURPOSE ONLY)

由工務計劃項目第6832TH號-朗天路加建
隔音屏障工程興建中的懸臂式隔音屏障
(只供提示用途)
CANTILEVER NOISE BARRIER UNDER CONSTRUCTION BY PWP ITEM NO. 6832TH - RETROFITTING OF NOISE BARRIERS ON LONG TIN ROAD (FOR INDICATIVE PURPOSE ONLY)

公園北路 TOWN PARK ROAD NORTH

山下路 SHAN HA ROAD

由工務計劃項目第B810CL號-元朗朗邊工
營房屋發展之工地平整及基礎設施工程
將會興建的行車道、單車徑及行人路
(只供提示用途)
CARRIAGEWAY, CYCLE TRACK AND FOOTPATH TO BE CONSTRUCTED UNDER PWP ITEM NO. B810CL-SITE FORMATION AND INFRASTRUCTURE WORKS FOR PUBLIC HOUSING DEVELOPMENT AT LONG BIN, YUEN LONG (FOR INDICATIVE PURPOSE ONLY)

由工務計劃項目第6832TH號-朗天路加建隔音屏障
工程興建中的懸臂式隔音屏障將予取代
CANTILEVER NOISE BARRIER BEING CONSTRUCTED UNDER PWP ITEM NO. 6832TH - RETROFITTING OF NOISE BARRIERS ON LONG TIN ROAD TO BE REPLACED

現有橫跨元朗西明渠的行人天橋
EXISTING FOOTBRIDGE ACROSS YUEN LONG WEST NULLAH

孖峰嶺路
MA FUNG LING ROAD

CUT LINE B - B 連接線 B - B
PLAN NO. 60566218/GAZ/103
圖則編號 60566218/GAZ/103

註釋:
NOTES:

1. 除在其他方面指定外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內之部分現有行車道、行人路、單車徑、美化市容地帶、中央分隔帶/安全島/交通島及路旁帶的部分路段/範圍或其部分或會分階段暫時封閉。
   SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS, CENTRAL RESERVES/REFUGE ISLANDS/TRAFFIC ISLANDS AND VERGES OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7817CL 號及
第 7827CL 號（部分）
元朗南發展第一階段工程
及第二階段工程第一期的道路工程

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLANS FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
十二張之第二張 SHEET 2 OF 12

圖則編號 PLAN NO. 60566218/GAZ/102
比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

819400 E

819800 E

833200 N

833000 N

832800 N

CUT LINE B - B 連接線 B - B
PLAN NO. 60566218/GAZ/102
圖則編號 60566218/GAZ/102

現有橫跨元朗西明渠的行人天橋
EXISTING FOOTBRIDGE ACROSS YUEN LONG WEST NULLAH

唐人新村交匯處
TONG YAN SAN TSUEN INTERCHANGE

元朗公路 YUEN LONG HIGHWAY

CUT LINE N - N 連接線 N - N
PLAN NO. 60566218/GAZ/106
圖則編號 60566218/GAZ/106

參看插圖 'B'
SEE INSET 'B'

山下路
SHAN HA ROAD

沙井路 SHA TSENG ROAD

CUT LINE A - A 連接線 A - A
PLAN NO. 60566218/GAZ/101
圖則編號 60566218/GAZ/101

朗漢路
LONG HON ROAD

現有橫跨元朗西明渠的行人天橋
EXISTING FOOTBRIDGE ACROSS YUEN LONG WEST NULLAH

山下路 SHAN HA ROAD

CUT LINE C - C 連接線 C - C
PLAN NO. 60566218/GAZ/104
圖則編號 60566218/GAZ/104

819950 E

833000 N

插圖 'B'
INSET 'B'
比例 SCALE A1 1 : 250

註釋:
NOTES:

1. 除在其他方面指定外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內之部分現有行車道、行人路、單車徑、美化市容地帶、中央分隔帶/安全島/交通島及路旁帶的部分路段/範圍或其部分或會分階段暫時封閉。
   SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS, CENTRAL RESERVES/REFUGE ISLANDS/TRAFFIC ISLANDS AND VERGES OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7817CL 號及
第 7827CL 號（部分）
元朗南發展第一階段工程
及第二階段工程第一期的道路工程

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

圖則名稱 PLAN TITLE
根據<<道路(工程、使用及補償)條例>>
(第370章)而在憲報公布之圖則
PLANS FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)
十二張之第三張 SHEET 3 OF 12

圖則編號 PLAN NO. 60566218/GAZ/103
比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

819400 E

819600 E

819800 E

CUT LINE C - C 連接線 C - C

PLAN NO. 60566218/GAZ/103

圖則編號 60566218/GAZ/103

N

朗漢路
LONG HON ROAD

832600 N

ROAD L3 L3 道路

現有橫跨元朗西明渠的行人天橋
EXISTING FOOTBRIDGE ACROSS YUEN LONG WEST NULLAH

ROAD D1 D1 道路

832400 N

832200 N

CUT LINE D - D 連接線 D - D

PLAN NO. 60566218/GAZ/105

圖則編號 60566218/GAZ/105

註釋:
NOTES:

1. 除在其他方面指定外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內之部分現有行車道、行人路、單車徑、美化市容地帶、中央分隔帶/安全島/交通島及路旁帶的部分路段/範圍或其部分或會分階段暫時封閉。
   SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS, CENTRAL RESERVES/REFUGE ISLANDS/TRAFFIC ISLANDS AND VERGES OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE

工務計劃項目第 7817CL 號及
第 7827CL 號（部分）
元朗南發展第一階段工程
及第二階段工程第一期的道路工程

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

圖則名稱 PLAN TITLE

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

十二張之第四張
SHEET 4 OF 12

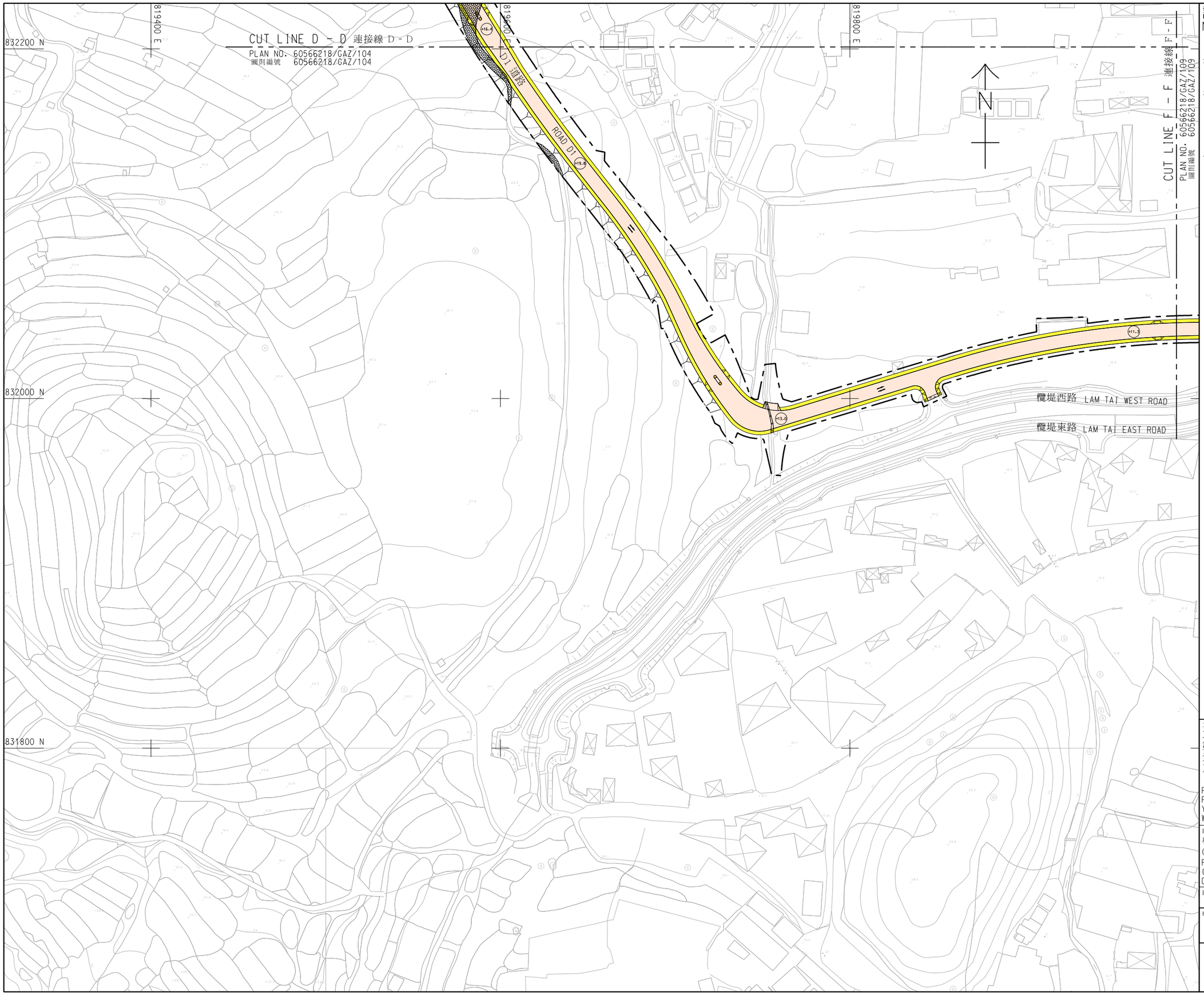
圖則編號 PLAN NO. 60566218/GAZ/104

比例 SCALE A1 1 : 1000

辦事處 OFFICE

西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



註釋:
NOTES:

1. 除在其他方面指定外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內之部分現有行車道、行人路、單車徑、美化市容地帶、中央分隔帶/安全島/交通島及路旁帶的部分路段/範圍或其部分或會分階段暫時封閉。
   SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS, CENTRAL RESERVES/REFUGE ISLANDS/TRAFFIC ISLANDS AND VERGES OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.
4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
   SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第 7817CL 號及
第 7827CL 號（部分）
元朗南發展第一階段工程
及第二階段工程第一期的道路工程

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

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

十二張之第五張
SHEET 5 OF 12

圖則編號 PLAN NO.
60566218/GAZ/105

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

註釋:
NOTES:

1. 除在其他方面指定外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
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插圖'C'
INSET 'C'

插圖'D'
INSET 'D'
比例 SCALE A1 1 : 500

插圖'E'
INSET 'E'
比例 SCALE A1 1 : 500

CUT LINE N - N 連接線 N - N
PLAN NO. 60566218/GAZ/103
圖則編號 60566218/GAZ/103

CUT LINE M - M 連接線 M - M
PLAN NO. 60566218/GAZ/106
圖則編號 60566218/GAZ/106

CUT LINE K - K 連接線 K - K
PLAN NO. 60566218/GAZ/107
圖則編號 60566218/GAZ/107

CUT LINE L - L 連接線 L - L
PLAN NO. 60566218/GAZ/108
圖則編號 60566218/GAZ/108

820000 E
820400 E
820600 E
820200 E
832900 N
832700 N

欖裕路 LAM YU ROAD
欖喜路 LAM HI ROAD
欖堤東路 LAM TAI EAST ROAD
欖堤西路 LAM TAI WEST ROAD
十八鄉路 SHAP PAT HEUNG ROAD
公廈路 KUNG UM ROAD
僑興路 KIU HING ROAD
元朗公路 YUEN LONG HIGHWAY
深涌路 SHAM CHUNG ROAD
天龍村 TIN LUNG TSUEN

參看插圖'D' SEE INSET 'D'
參看插圖'E' SEE INSET 'E'
參看插圖'F' SEE INSET 'F'

L1A 道路 ROAD L1A

N

工程名稱 PROJECT TITLE
工務計劃項目第 7817CL 號及
第 7827CL 號（部分）
元朗南發展第一階段工程
及第二階段工程第一期的道路工程

PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

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

十二張之第六張
SHEET 6 OF 12

圖則編號 PLAN NO. 60566218/GAZ/106
比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

819800 E

820100 E

832900 N

832700 N

CUT LINE K - K 連接線 K - K

PLAN NO. 60566218/GAZ/106
圖則編號 60566218/GAZ/106

十八鄉路
SHAP PAT HEUNG ROAD

N

參看插圖'F'
SEE INSET 'F'

L1A 道路
ROAD L1A

深浦村路 SHAM CHUNG TSUEN ROAD

深浦路
SHAM CHUNG ROAD

大旗嶺路
TAI KEI LENG ROAD

大旗嶺路 TAI KEI LENG ROAD

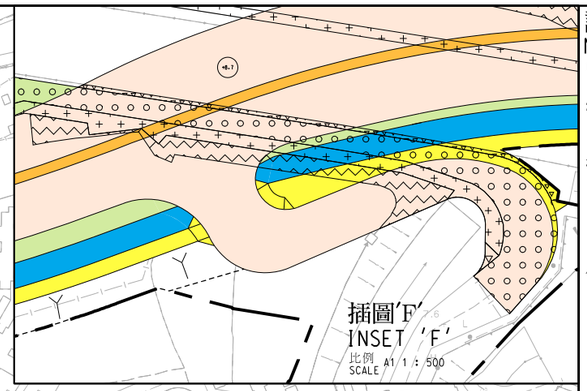
大欖下西路 TAI SHU HA ROAD WEST

元朗公路 YUEN LONG HIGHWAY

L1B 道路
ROAD L1B

崇正路 SHUNG CHING ROAD

大棠路 TAI TONG ROAD



插圖'F'
INSET 'F'
比例 SCALE A1 1 : 500

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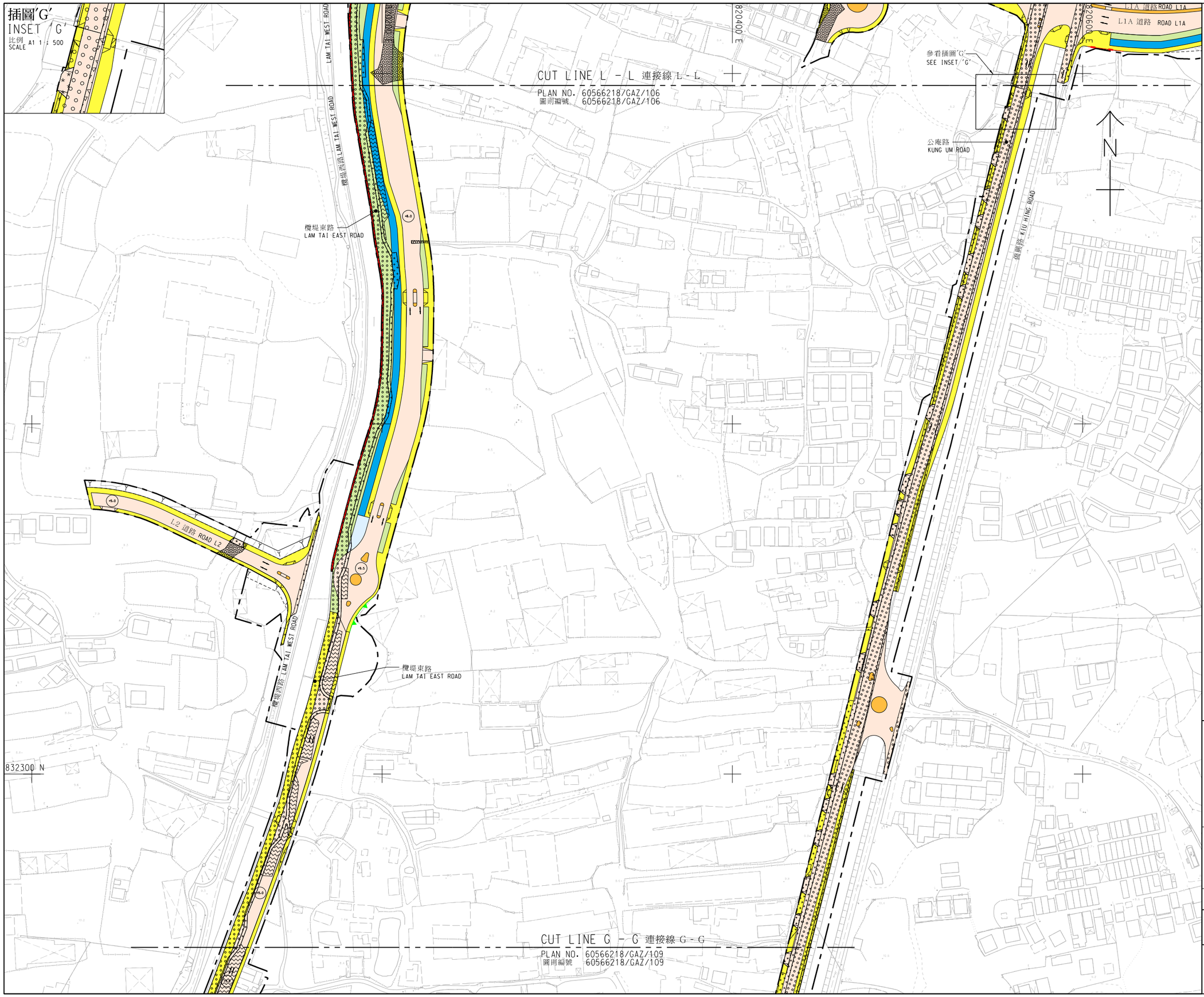
十二張之第七張
SHEET 7 OF 12

圖則編號 PLAN NO. 60566218/GAZ/107

比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

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



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ORDINANCE (CHAPTER 370)

十二張之第八張
SHEET 8 OF 12

圖則編號 PLAN NO.
60566218/GAZ/108

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

820000 E

820200 E

820400 E

820600 E

CUT LINE G - G 連接線 G - G

PLAN NO. 60566218/GAZ/108

圖則編號 60566218/GAZ/108

N

832000 N

LAM TAI WEST ROAD 欖堤西路

LAM TAI EAST ROAD 欖堤東路

ROAD D2 道路D2

831800 N

CUT LINE F - F 連接線 F - F

PLAN NO. 60566218/GAZ/105

圖則編號 60566218/GAZ/105

公庵路
KUNG UM ROAD

KIU HING ROAD 僑興路

CUT LINE H - H 連接線 H - H

PLAN NO. 60566218/GAZ/110

圖則編號 60566218/GAZ/110

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PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

圖則名稱 PLAN TITLE

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

SHEET 9 OF 12 十二張之第九張

圖則編號 PLAN NO. 60566218/GAZ/109

比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

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



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ORDINANCE (CHAPTER 370)

圖則編號 PLAN NO.
60566218/GAZ/110

比例 SCALE
A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

CUT LINE J - J 連接線 J - J

PLAN NO. 60566218/GAZ/110
圖則編號 60566218/GAZ/110

820200 E
820400 E
820600 E
831000 N
830800 N

巴沙山路 PAK SHA SHAN ROAD
公僱路 KUNG UM ROAD
參看插圖 'H'
SEE INSET 'H'
僑興路
KIU HING ROAD
黃泥墩村路
WONG NAI TUN TSUEN ROAD
水蕉新村路
SHUI TSIU SAN TSUEN ROAD
N

插圖 'H'
INSET 'H'
比例
SCALE A1 1 : 250

820200 E
831050 N
+14.8
+15.4
15.6
N

註釋:
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PWP ITEM NOS. 7817CL AND 7827CL (PART)
ROAD WORKS UNDER
YUEN LONG SOUTH DEVELOPMENT STAGE 1
WORKS AND STAGE 2 WORKS, PHASE 1

圖則名稱 PLAN TITLE
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(第370章)而在憲報公布之圖則
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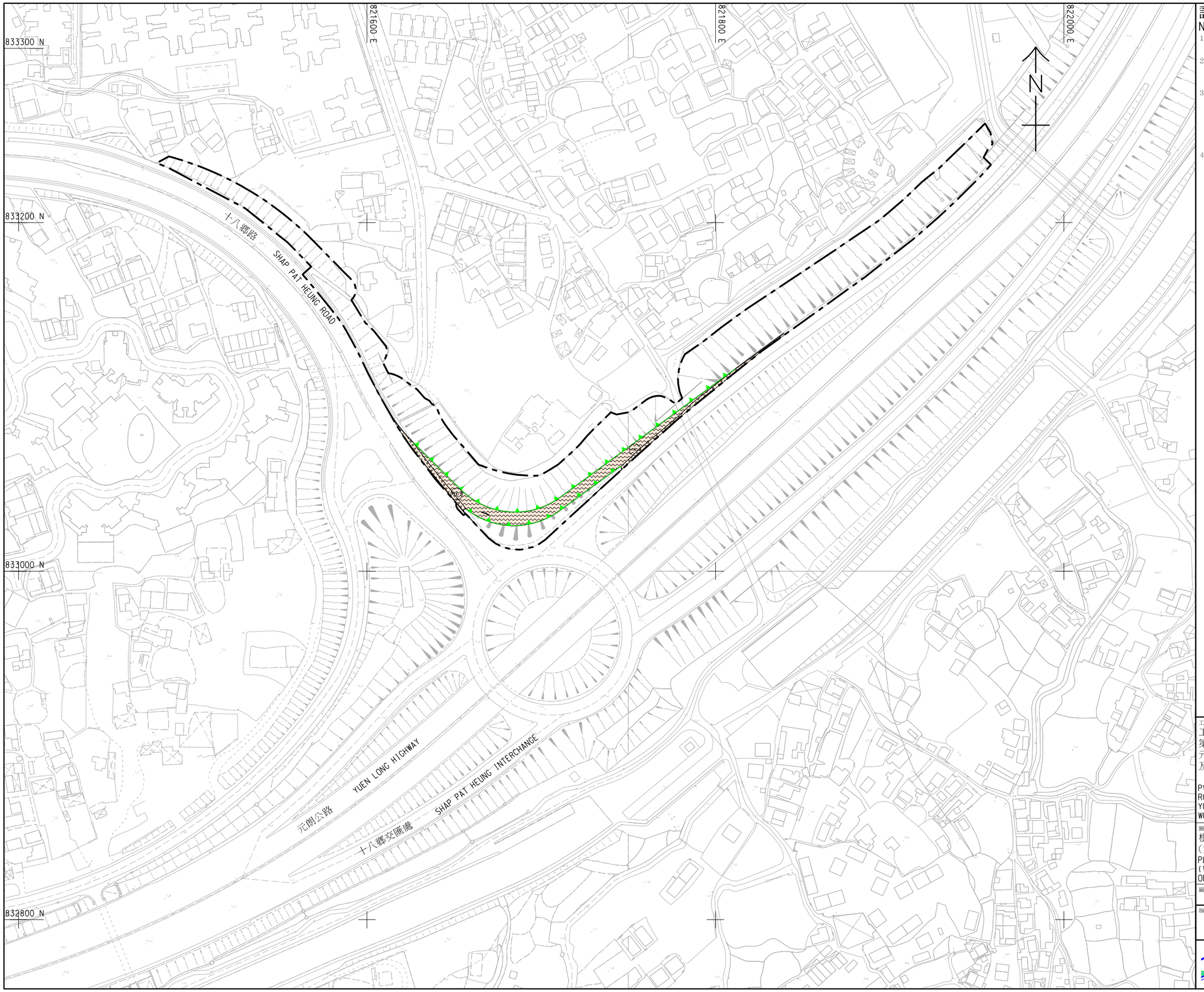
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

SHEET 11 OF 12 十二張之第十一張

圖則編號 PLAN NO. 60566218/GAZ/111
比例 SCALE A1 1 : 1000

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

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



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ORDINANCE (CHAPTER 370)

圖則編號 PLAN NO.
60566218/GAZ/112

比例 SCALE
A1 1 : 1000

聯事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

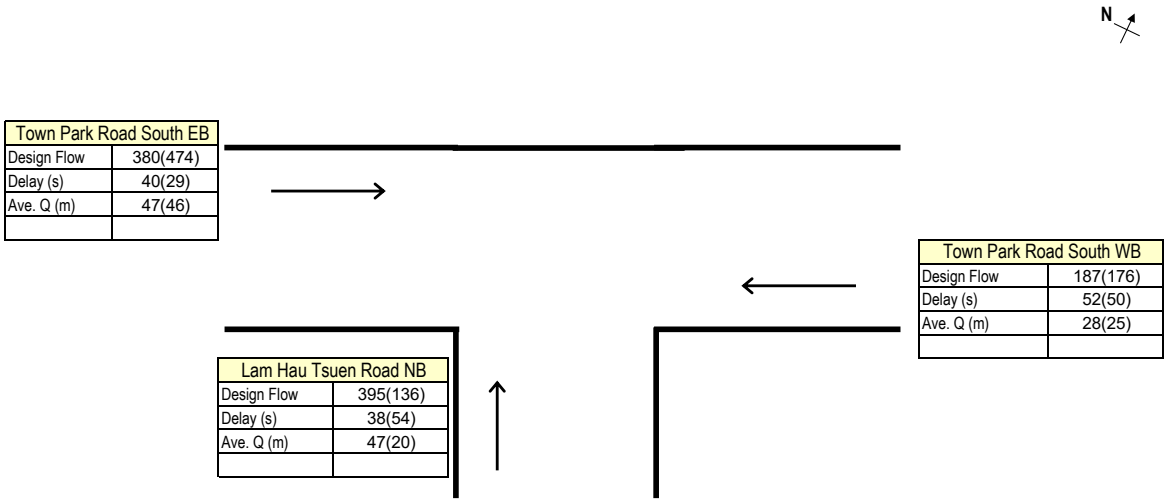
Appendix D

Queue Length Calculation Sheets

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J3 - LAM HAU TSUEN ROAD/TOWN PARK ROAD SOUTH (YL112)	Ref. No.:			
Scheme:	Existing	Design year:	2021		
		Designed by:	PC	Checked by:	TL
Arm A:	Town Park Road South WB				
Arm B:	Lam Hau Tsuen Road NB				
Arm C:	Town Park Road South EB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Town Park Rd (S) WB	1	17	120	187	1885	1.2	19	120	176	1930	1.2
LamHau Tsuen Rd NB	1	35	120	395	1900	1.2	15	120	136	1890	1.2
Town Park Rd (S) EB	1	32	120	380	2005	1.2	50	120	474	2015	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Town Park Rd (S) WB	103	0.14	0.71	5.2			52		27	28	28
LamHau Tsuen Rd NB	85	0.29	0.71	11.0			38		47	47	47
Town Park Rd (S) EB	88	0.27	0.71	10.6			40		46	47	47

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Town Park Rd (S) WB	101	0.16	0.57	4.9			50	25	25	25	25
LamHau Tsuen Rd NB	105	0.13	0.57	3.8			54	20	20	20	20
Town Park Rd (S) EB	70	0.41	0.57	13.2			29	42	46	46	46

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Town Park Road South WB		**28**		**25**
Arm B:	Lam Hau Tsuen Road NB		**47**		**20**
Arm C:	Town Park Road South EB		**47**		**46**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

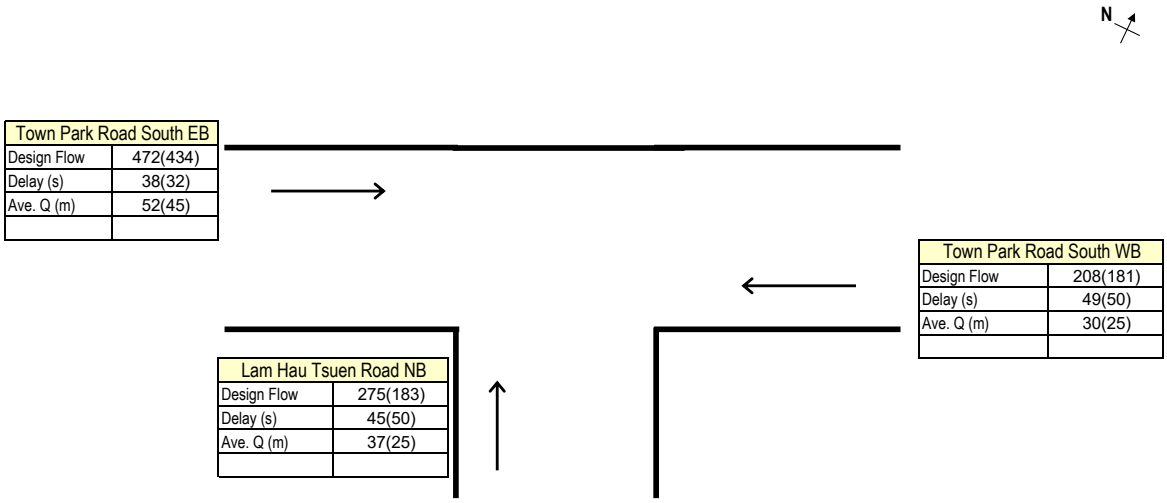
Date: 31/05/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J3 - LAM HAU TSUEN ROAD/TOWN PARK ROAD SOUTH (YL112)	Ref. No.:			
Scheme:	Reference	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Town Park Road South WB				
Arm B:	Lam Hau Tsuen Road NB				
Arm C:	Town Park Road South EB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Town Park Rd (S) WB	1	19	120	208	1900	1.2	19	120	181	1930	1.2
LamHau Tsuen Rd NB	1	25	120	275	1895	1.2	20	120	183	1905	1.2
Town Park Rd (S) EB	1	40	120	472	2000	1.2	45	120	434	2010	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Town Park Rd (S) WB	101	0.16	0.70	5.8			49		29	30	30
LamHau Tsuen Rd NB	95	0.21	0.70	7.6			45		36	37	37
Town Park Rd (S) EB	80	0.34	0.70	13.1			38	51	52	52	52

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Town Park Rd (S) WB	101	0.16	0.58	5.0			50	25	25	25	25
LamHau Tsuen Rd NB	100	0.17	0.58	5.1			50	25	25	25	25
Town Park Rd (S) EB	75	0.37	0.58	12.1			32	42	45	45	45

RESULT SUMMARY

		AM Average Queue Length (m)	PM Average Queue Length (m)
Arm A:	Town Park Road South WB	**30**	**25**
Arm B:	Lam Hau Tsuen Road NB	**37**	**25**
Arm C:	Town Park Road South EB	**52**	**45**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

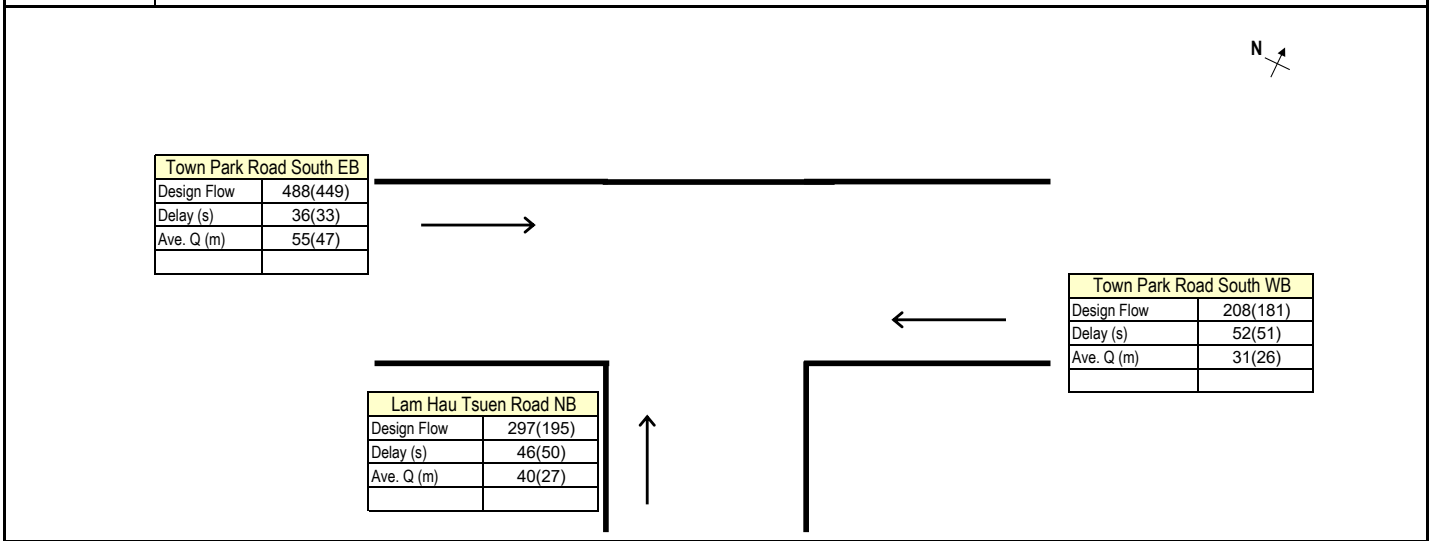
Date: 31/05/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J3 - LAM HAU TSUEN ROAD/TOWN PARK ROAD SOUTH (YL112)	Ref. No.:			
Scheme:	Design	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Town Park Road South WB				
Arm B:	Lam Hau Tsuen Road NB				
Arm C:	Town Park Road South EB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Town Park Rd (S) WB	1	18	120	208	1900	1.2	19	120	181	1930	1.2
LamHau Tsuen Rd NB	1	26	120	297	1895	1.2	20	120	195	1905	1.2
Town Park Rd (S) EB	1	40	120	488	2000	1.2	45	120	449	2005	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Town Park Rd (S) WB	102	0.15	0.73	5.8			52		29	31	31
LamHau Tsuen Rd NB	94	0.22	0.73	8.3			46		39	40	40
Town Park Rd (S) EB	80	0.33	0.73	13.6			36		54	55	55

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Town Park Rd (S) WB	101	0.16	0.60	5.0			51	26	25	25	26
LamHau Tsuen Rd NB	100	0.17	0.60	5.4			50	27	27	27	27
Town Park Rd (S) EB	75	0.37	0.60	12.5			33	44	47	47	47

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Town Park Road South WB		**31**		**26**
Arm B:	Lam Hau Tsuen Road NB		**40**		**27**
Arm C:	Town Park Road South EB		**55**		**47**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

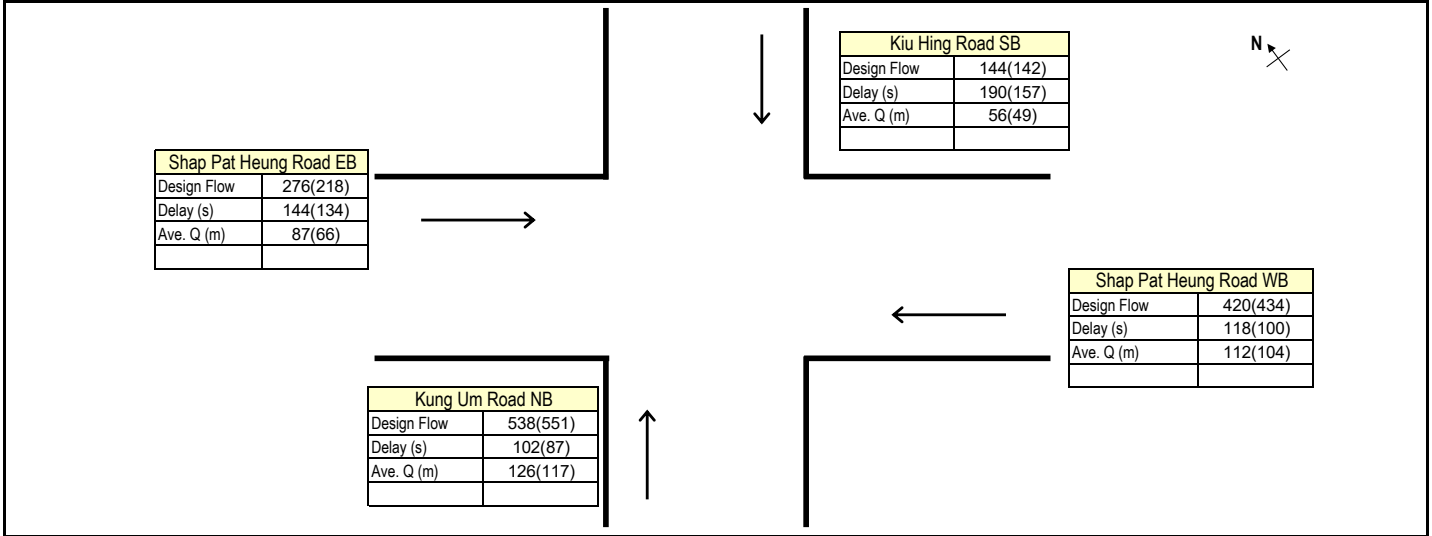
Date: 31/05/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD (YL109)	Ref. No.:			
Scheme:	Existing	Design year:	2021		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Kung Um Road NB				
Arm C:	Shap Pat Heung Road EB				
Arm D:	Kiu Hing Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	1	41	182	420	1960	1.2	44	182	434	1935	1.2
Kung Um Road NB	1	55	182	538	1885	1.2	57	182	551	1890	1.2
SPH Road EB	1	27	182	276	1965	1.2	22	182	218	1920	1.2
Kiu Hing Road SB	1	15	182	144	1900	1.2	14	182	142	1915	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	141	0.23	0.95	17.7			118		82	112	112
Kung Um Road NB	127	0.30	0.95	22.7			102		95	126	126
SPH Road EB	155	0.15	0.95	11.6			144		59	87	87
Kiu Hing Road SB	167	0.08	0.95	6.1			190		33	56	56

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	138	0.24	0.93	18.3			100		83	104	104
Kung Um Road NB	125	0.31	0.93	23.2			87		96	117	117
SPH Road EB	160	0.12	0.93	9.2			134		48	66	66
Kiu Hing Road SB	168	0.08	0.93	6.0			157		33	49	49

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**112**		**104**
Arm B:	Kung Um Road NB		**126**		**117**
Arm C:	Shap Pat Heung Road EB		**87**		**66**
Arm D:	Kiu Hing Road SB		**56**		**49**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

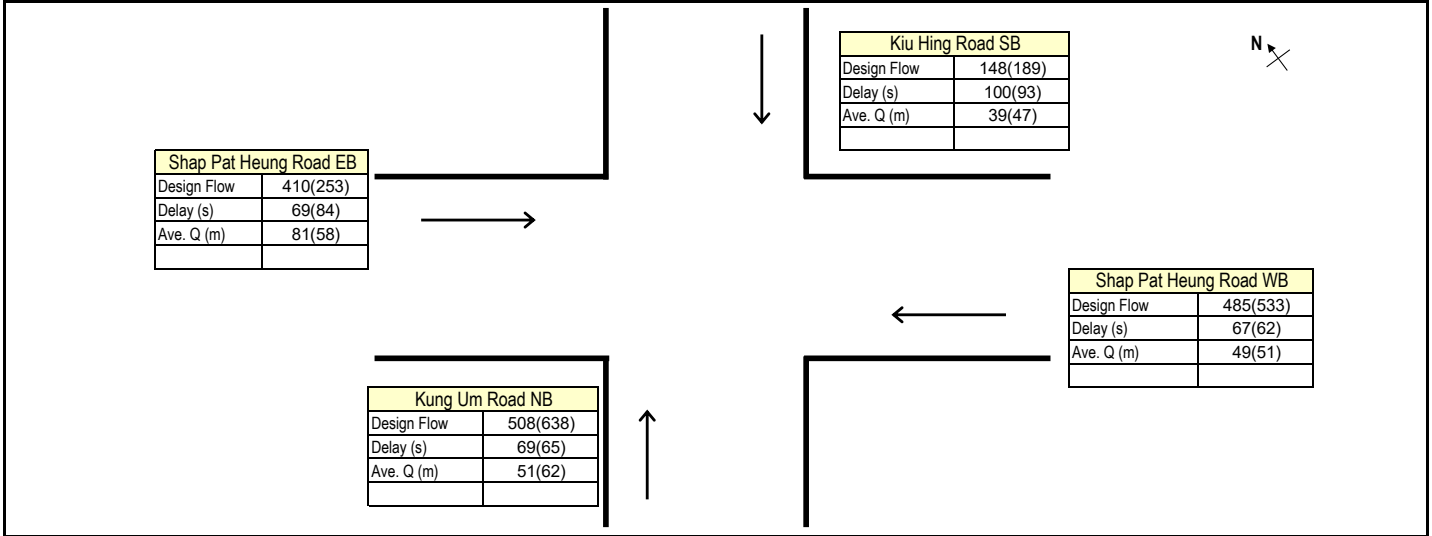
Date: 31/05/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD (YL109)	Ref. No.:			
Scheme:	Reference	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Kung Um Road NB				
Arm C:	Shap Pat Heung Road EB				
Arm D:	Kiu Hing Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	2	37	182	485	3710	1.2	44	182	533	3715	1.2
Kung Um Road NB	2	36	182	508	3760	1.2	42	182	638	3760	1.2
SPH Road EB	1	47	182	410	1965	1.2	30	182	253	1925	1.2
Kiu Hing Road SB	1	17	182	148	1930	1.2	22	182	189	1930	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	145	0.20	0.64	20.4			67	47	49	49	49
Kung Um Road NB	146	0.20	0.68	21.4			69	50	51	51	51
SPH Road EB	135	0.26	0.80	17.3			69		77	81	81
Kiu Hing Road SB	165	0.10	0.80	6.2			100		34	39	39

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	138	0.24	0.59	22.5			62	48	51	51	51
Kung Um Road NB	140	0.23	0.74	26.9			65		62	62	62
SPH Road EB	152	0.16	0.80	10.7			84		53	58	58
Kiu Hing Road SB	160	0.12	0.80	8.0			93		42	47	47

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**49**		**51**
Arm B:	Kung Um Road NB		**51**		**62**
Arm C:	Shap Pat Heung Road EB		**81**		**58**
Arm D:	Kiu Hing Road SB		**39**		**47**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

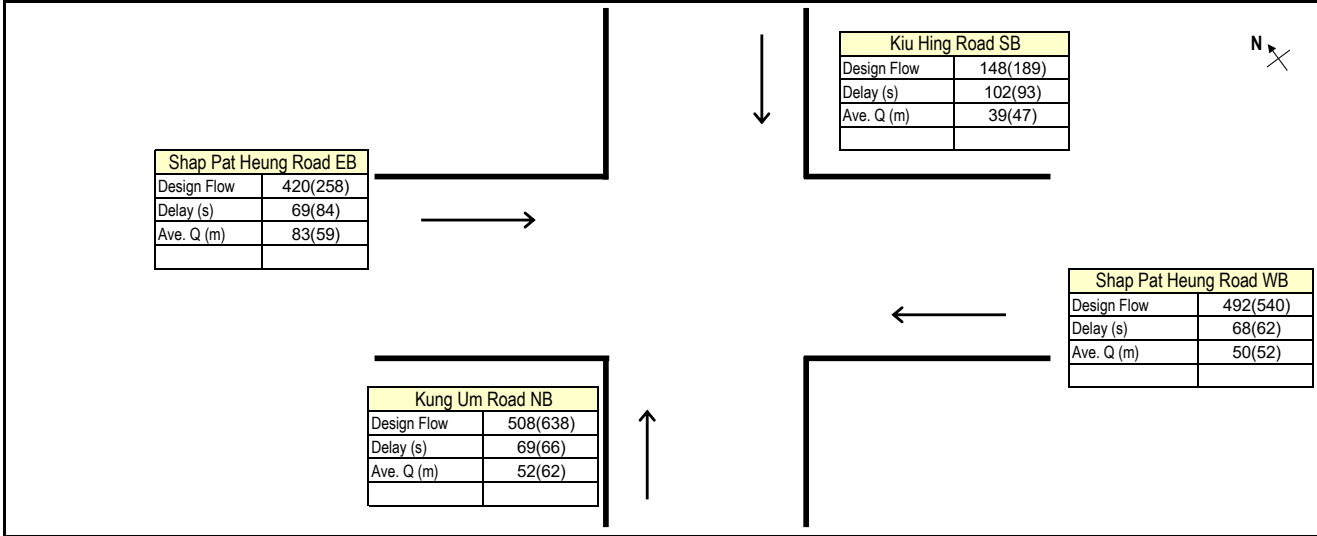
Date: 31/05/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J5 - SHAP PAT HEUNG ROAD/KUNG UM ROAD/KIU HING ROAD (YL109)	Ref. No.:			
Scheme:	Design	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Kung Um Road NB				
Arm C:	Shap Pat Heung Road EB				
Arm D:	Kiu Hing Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	2	37	182	492	3710	1.2	44	182	540	3715	1.2
Kung Um Road NB	2	36	182	508	3760	1.2	42	182	638	3760	1.2
SPH Road EB	1	48	182	420	1965	1.2	30	182	258	1925	1.2
Kiu Hing Road SB	1	17	182	148	1930	1.2	22	182	189	1930	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	145	0.20	0.66	20.7			68	48	50	50	50
Kung Um Road NB	146	0.20	0.69	21.4			69	50	52	52	52
SPH Road EB	134	0.26	0.81	17.7			69		78	83	83
Kiu Hing Road SB	165	0.10	0.81	6.2			102		34	39	39

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	138	0.24	0.60	22.8			62	49	52	52	52
Kung Um Road NB	140	0.23	0.74	26.9			66		62	62	62
SPH Road EB	152	0.17	0.81	10.9			84		54	59	59
Kiu Hing Road SB	160	0.12	0.81	8.0			93		42	47	47

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**50**		**52**
Arm B:	Kung Um Road NB		**52**		**62**
Arm C:	Shap Pat Heung Road EB		**83**		**59**
Arm D:	Kiu Hing Road SB		**39**		**47**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

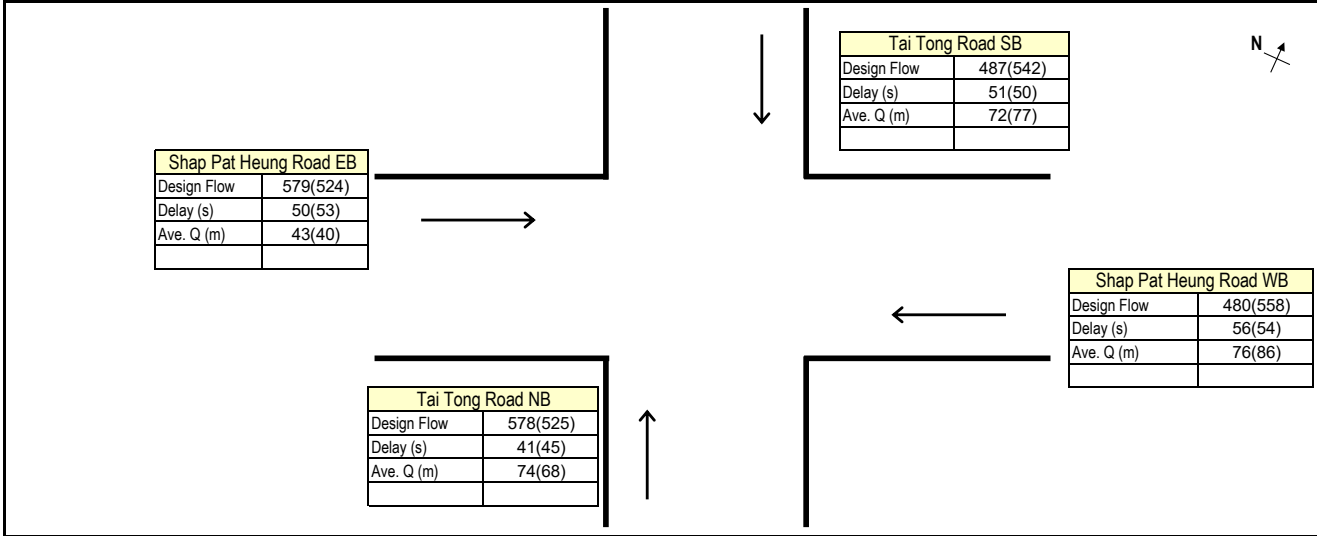
Date: 31/05/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J7 - SHAP PAT HEUNG ROAD/TAI TONG ROAD (YL100)	Ref. No.:			
Scheme:	Existing	Design year:	2021		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Tai Tong Road NB				
Arm C:	Shap Pat Heung Road EB				
Arm D:	Tai Tong Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	1	15	128	480	6045	1.2	17	128	558	6055	1.2
Tai Tong Road NB	1	37	128	578	2790	1.2	34	128	525	2805	1.2
SPH Road EB	2	21	128	579	5915	1.2	17	128	524	5915	1.2
Tai Tong Road SB	1	22	128	487	3955	1.2	25	128	542	3935	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	113	0.11	0.70	14.2			56	75	76	76	76
Tai Tong Road NB	91	0.29	0.72	17.1			41		73	74	74
SPH Road EB	107	0.16	0.60	17.2			50	42	43	43	43
Tai Tong Road SB	106	0.17	0.72	14.4			51		72	72	72

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	111	0.13	0.69	16.5			54	85	86	86	86
Tai Tong Road NB	94	0.27	0.70	15.6			45	67	68	68	68
SPH Road EB	111	0.13	0.66	15.5			53	40	40	40	40
Tai Tong Road SB	103	0.20	0.70	16.1			50	76	77	77	77

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**76**		**86**
Arm B:	Tai Tong Road NB		**74**		**68**
Arm C:	Shap Pat Heung Road EB		**43**		**40**
Arm D:	Tai Tong Road SB		**72**		**77**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

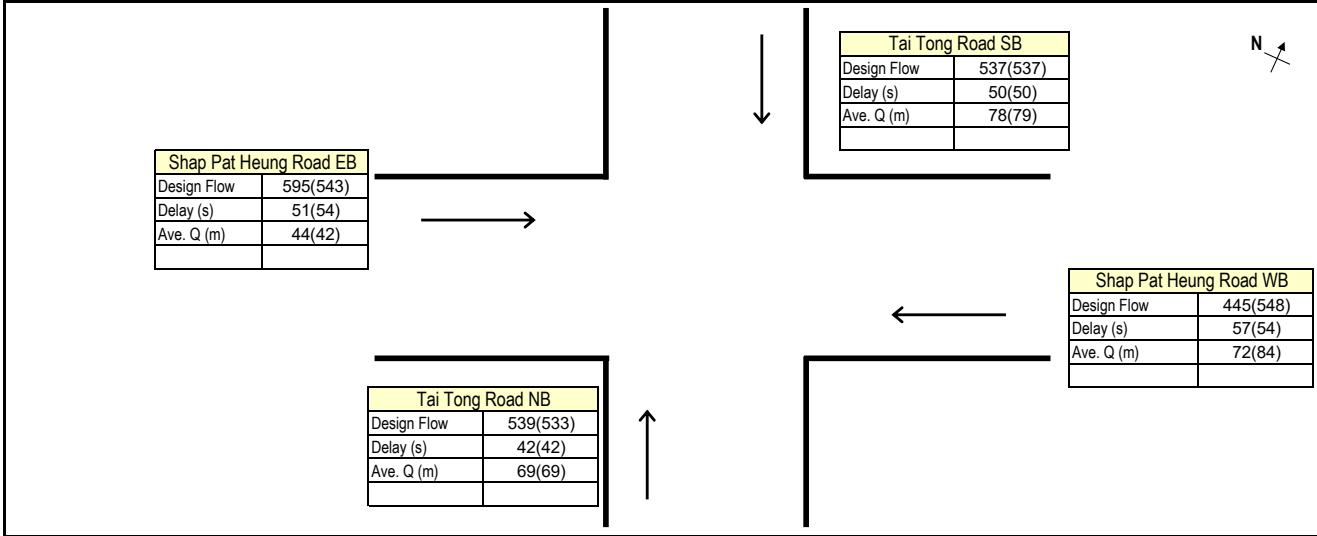
Date: 15/07/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J7 - SHAP PAT HEUNG ROAD/TAI TONG ROAD (YL100)	Ref. No.:			
Scheme:	Reference	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Tai Tong Road NB				
Arm C:	Shap Pat Heung Road EB				
Arm D:	Tai Tong Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	1	13	128	445	6030	1.2	17	128	548	6035	1.2
Tai Tong Road NB	1	37	128	539	2595	1.2	36	128	533	2600	1.2
SPH Road EB	2	21	128	595	5915	1.2	17	128	543	5915	1.2
Tai Tong Road SB	1	24	128	537	3975	1.2	24	128	537	3960	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	115	0.10	0.72	13.2			57		71	72	72
Tai Tong Road NB	91	0.29	0.73	16.0			42		68	69	69
SPH Road EB	107	0.16	0.62	17.6			51	43	44	44	44
Tai Tong Road SB	104	0.19	0.73	15.9			50		78	78	78

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	111	0.13	0.68	16.2			54	83	84	84	84
Tai Tong Road NB	92	0.28	0.73	15.8			42		68	69	69
SPH Road EB	111	0.13	0.69	16.1			54	41	42	42	42
Tai Tong Road SB	104	0.19	0.73	15.9			50		78	79	79

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**72**		**84**
Arm B:	Tai Tong Road NB		**69**		**69**
Arm C:	Shap Pat Heung Road EB		**44**		**42**
Arm D:	Tai Tong Road SB		**78**		**79**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

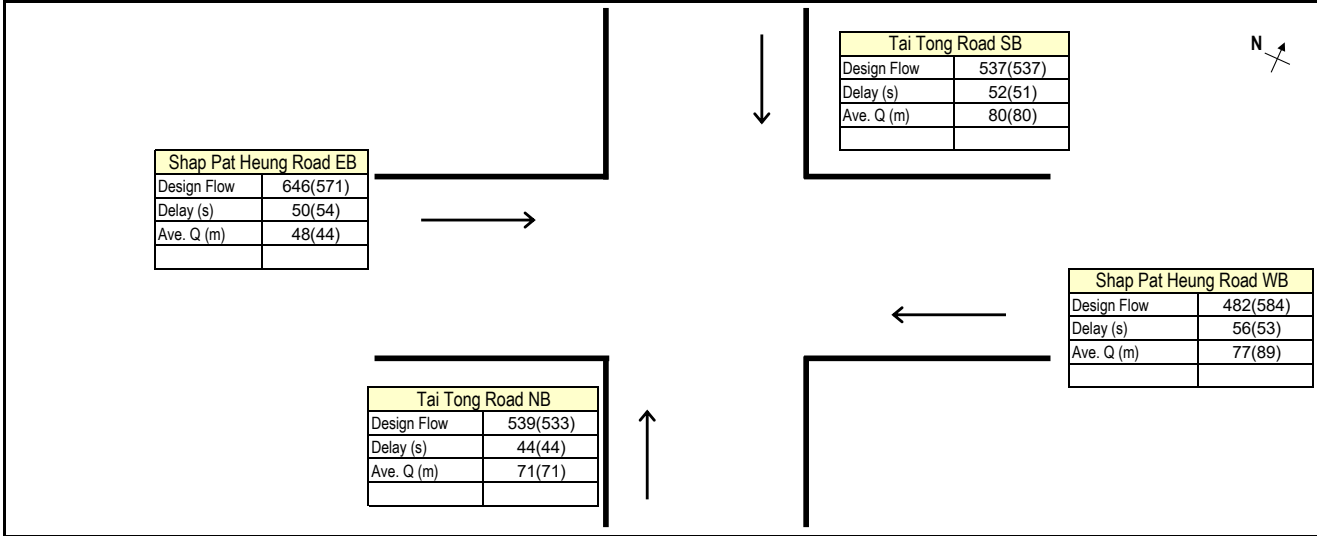
Date: 15/07/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J7 - SHAP PAT HEUNG ROAD/TAI TONG ROAD (YL100)	Ref. No.:			
Scheme:	Design	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Tai Tong Road NB				
Arm C:	Shap Pat Heung Road EB				
Arm D:	Tai Tong Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	1	14	128	482	6035	1.2	18	128	584	6040	1.2
Tai Tong Road NB	1	35	128	539	2595	1.2	35	128	533	2600	1.2
SPH Road EB	2	22	128	646	5915	1.2	18	128	571	5915	1.2
Tai Tong Road SB	1	23	128	537	3975	1.2	23	128	537	3960	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	114	0.11	0.73	14.3			56		76	77	77
Tai Tong Road NB	93	0.27	0.76	16.0			44		69	71	71
SPH Road EB	106	0.17	0.64	19.1			50	46	48	48	48
Tai Tong Road SB	105	0.18	0.76	15.9			52		78	80	80

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	110	0.14	0.68	17.3			53	88	89	89	89
Tai Tong Road NB	93	0.27	0.75	15.8			44		69	71	71
SPH Road EB	110	0.14	0.69	16.9			54	43	44	44	44
Tai Tong Road SB	105	0.18	0.75	15.9			51		78	80	80

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**77**		**89**
Arm B:	Tai Tong Road NB		**71**		**71**
Arm C:	Shap Pat Heung Road EB		**48**		**44**
Arm D:	Tai Tong Road SB		**80**		**80**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

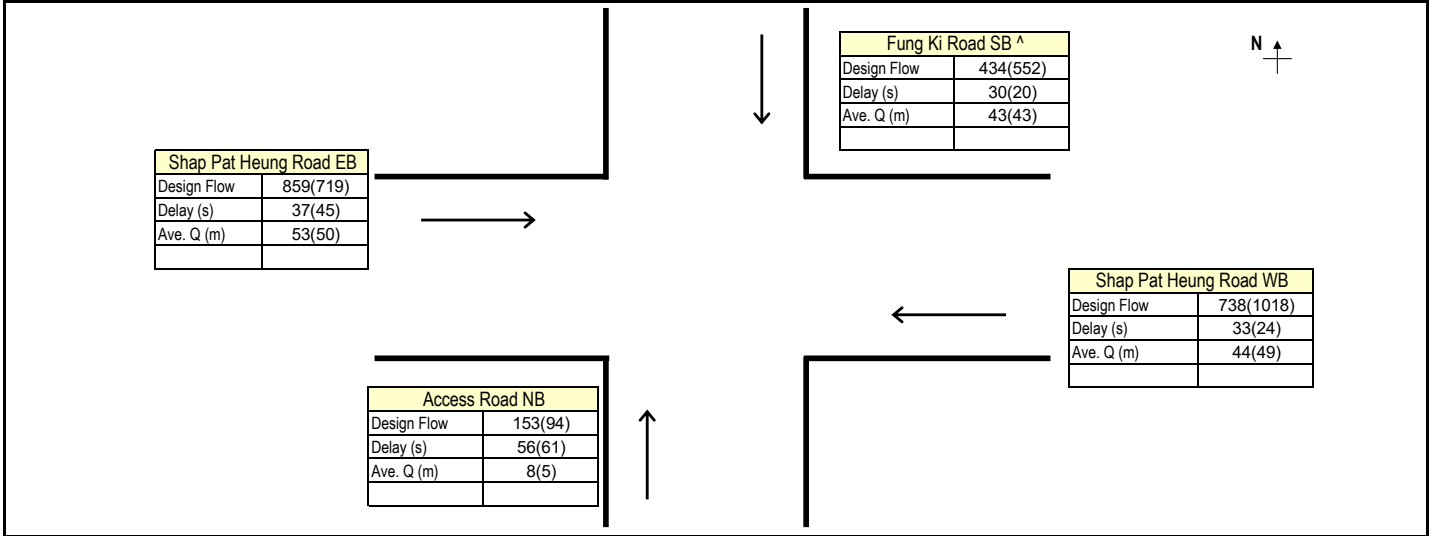
Date: 15/07/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J8 - FUNG KI ROAD/SHAP PAT HEUNG ROAD/ACCESS ROAD (YL97)	Ref. No.:			
Scheme:	Existing	Design year:	2021		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Access Road NB				
Arm C:	Shap Pat Heung Road EB				
Arm D:	Fung Ki Road SB ^				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	2	43	128	738	5860	1.2	58	128	1018	5850	1.2
Access Road NB	3	13	128	153	2885	1.2	8	128	94	2900	1.2
SPH Road EB	2	39	128	859	5900	1.2	27	128	719	5900	1.2
Fung Ki Road SB ^	1	56	128	434	1690	1.2	72	128	552	1690	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	85	0.33	0.38	21.9			33	39	44	44	44
Access Road NB	115	0.10	0.51	4.5			56	8	8	8	8
SPH Road EB	89	0.30	0.48	25.5			37	49	53	53	53
Fung Ki Road SB ^	72	0.44	0.59	12.9			30	40	43	43	43

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	70	0.45	0.38	30.2			24	41	49	49	49
Access Road NB	120	0.07	0.50	2.8			61	5	5	5	5
SPH Road EB	101	0.21	0.57	21.3			45	48	50	50	50
Fung Ki Road SB ^	56	0.56	0.58	16.4			20	37	43	43	43

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**44**		**49**
Arm B:	Access Road NB		**8**		**5**
Arm C:	Shap Pat Heung Road EB		**53**		**50**
Arm D:	Fung Ki Road SB ^		**43**		**43**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

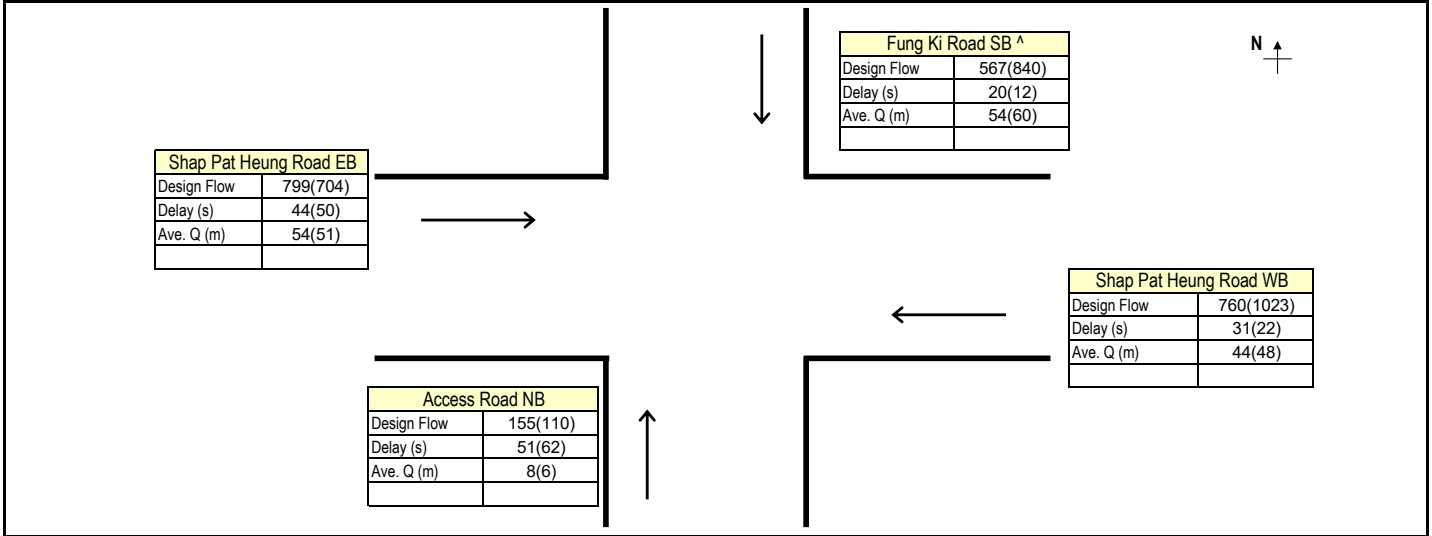
Date: 15/07/2022

* Remarks ^ Queue length for left turn movement is more significant. Queue length for the left turn movement is shown.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J8 - FUNG KI ROAD/SHAP PAT HEUNG ROAD/ACCESS ROAD (YL97)	Ref. No.:			
Scheme:	Reference	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Access Road NB				
Arm C:	Shap Pat Heung Road EB				
Arm D:	Fung Ki Road SB ^				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	2	45	128	760	5850	1.2	61	128	1023	5845	1.2
Access Road NB	3	18	128	155	2900	1.2	9	128	110	2850	1.2
SPH Road EB	2	30	128	799	5900	1.2	23	128	704	5900	1.2
Fung Ki Road SB ^	1	60	128	567	5790	1.2	76	128	840	5755	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	83	0.35	0.37	22.5			31	38	44	44	44
Access Road NB	110	0.14	0.38	4.6			51	8	8	8	8
SPH Road EB	98	0.24	0.57	23.7			44	51	54	54	54
Fung Ki Road SB ^	68	0.47	0.21	16.8			20	43	54	54	54

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	67	0.48	0.37	30.3			22	39	48	48	48
Access Road NB	119	0.07	0.56	3.3			62	6	6	6	6
SPH Road EB	105	0.18	0.67	20.9			50	50	51	51	51
Fung Ki Road SB ^	52	0.60	0.24	24.9			12	45	60	60	60

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**44**		**48**
Arm B:	Access Road NB		**8**		**6**
Arm C:	Shap Pat Heung Road EB		**54**		**51**
Arm D:	Fung Ki Road SB ^		**54**		**60**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

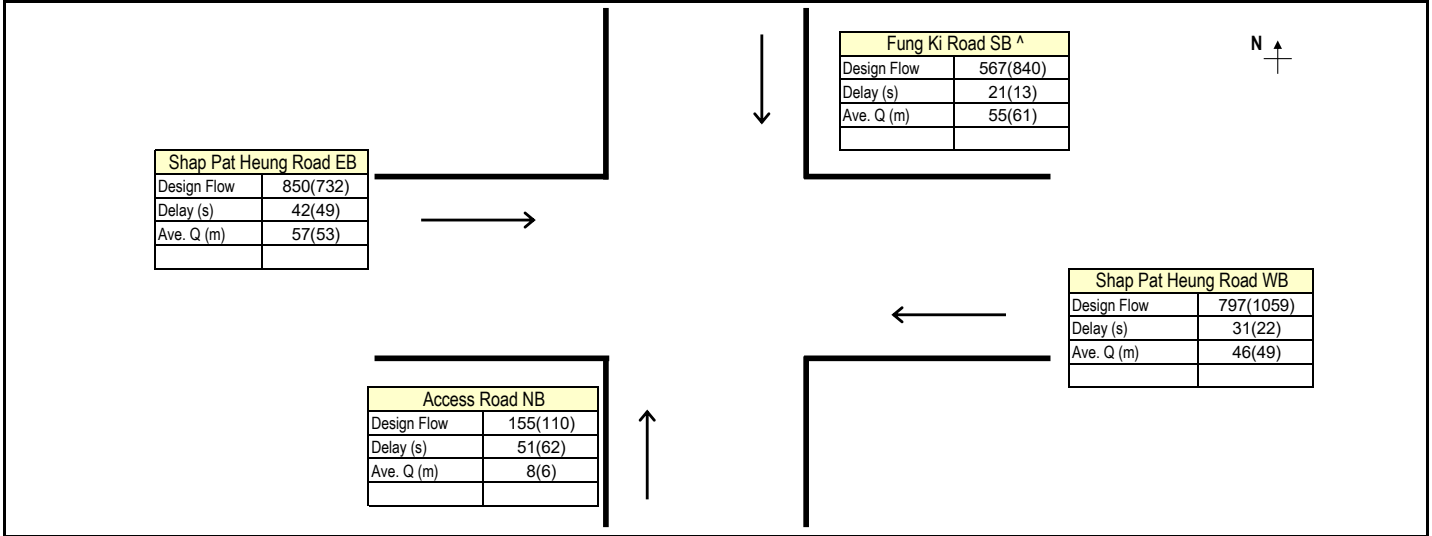
Date: 15/07/2022

* Remarks ^ Queue length for left turn movement is more significant. Queue length for the left turn movement is shown.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J8 - FUNG KI ROAD/SHAP PAT HEUNG ROAD/ACCESS ROAD (YL97)	Ref. No.:			
Scheme:	Design	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Access Road NB				
Arm C:	Shap Pat Heung Road EB				
Arm D:	Fung Ki Road SB ^				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	2	45	128	797	5850	1.2	61	128	1059	5845	1.2
Access Road NB	3	18	128	155	2900	1.2	9	128	110	2850	1.2
SPH Road EB	2	32	128	850	5900	1.2	24	128	732	5900	1.2
Fung Ki Road SB ^	1	58	128	567	5790	1.2	76	128	840	5755	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	83	0.35	0.39	23.6			31	40	46	46	46
Access Road NB	110	0.14	0.39	4.6			51	8	8	8	8
SPH Road EB	96	0.25	0.57	25.2			42	53	57	57	57
Fung Ki Road SB ^	70	0.45	0.22	16.8			21	44	55	55	55

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	67	0.48	0.38	31.4			22	41	49	49	49
Access Road NB	119	0.07	0.57	3.3			62	6	6	6	6
SPH Road EB	104	0.18	0.67	21.7			49	52	53	53	53
Fung Ki Road SB ^	52	0.59	0.25	24.9			13	45	61	61	61

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**46**		**49**
Arm B:	Access Road NB		**8**		**6**
Arm C:	Shap Pat Heung Road EB		**57**		**53**
Arm D:	Fung Ki Road SB ^		**55**		**61**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

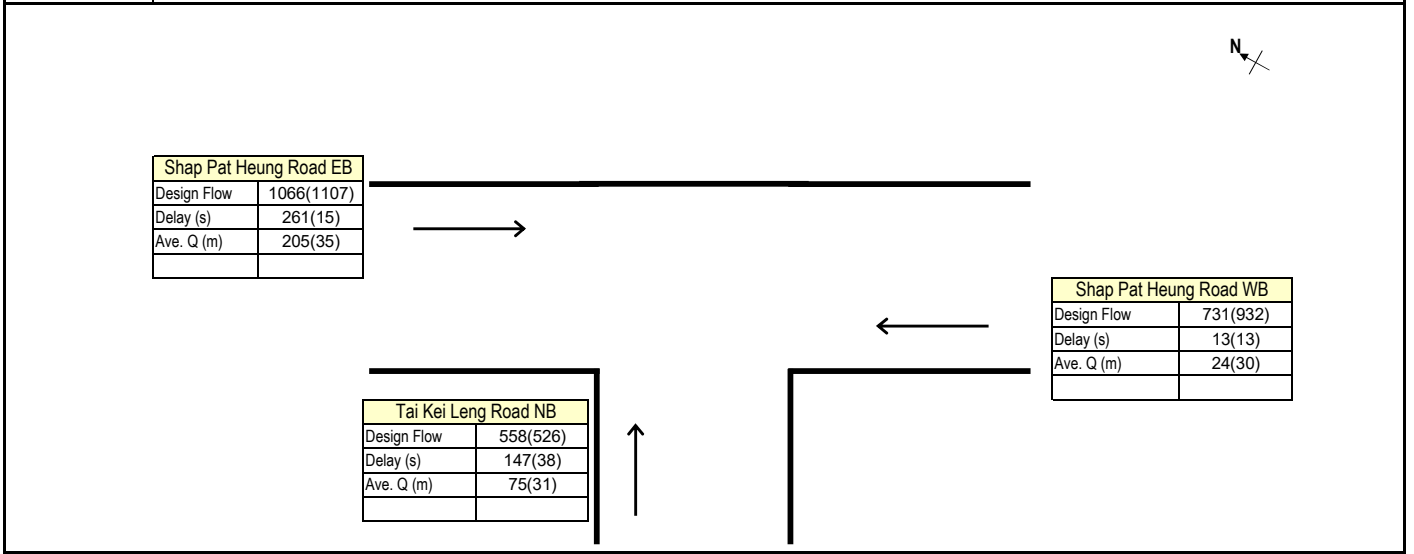
Date: 15/07/2022

* Remarks ^ Queue length for left turn movement is more significant. Queue length for the left turn movement is shown.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J9 - TAI KEI LENG ROAD/SHAP PAT HEUNG ROAD (YL84)	Ref. No.:			
Scheme:	Existing	Design year:	2021		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Tai Kei Leng Road NB				
Arm C:	Shap Pat Heung Road EB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	2	72	120	731	3525	1.2	74	120	932	3525	1.2
Tai Kei Leng Road NB	2	23^	120	558	2875	1.2	36	120	526	2875	1.2
SPH Road EB	2	39^	120	1066	2920	1.2	74	120	1107	2920	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	48	0.60	0.35	20.3			13	19	24	24	24
Tai Kei Leng Road NB	97	0.19	1.02	15.5			147		38	75	75
SPH Road EB	81	0.33	1.11	29.6			261		60	205	205

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	46	0.62	0.43	25.9			13	23	30	30	30
Tai Kei Leng Road NB	84	0.30	0.61	14.6			38	29	31	31	31
SPH Road EB	46	0.62	0.61	30.8			15	29	35	35	35

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB		**24**		**30**
Arm B:	Tai Kei Leng Road NB		**75**		**31**
Arm C:	Shap Pat Heung Road EB		**205**		**35**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL)
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

Max. Queue (1 in 100) adopted.

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

Date: 08/03/2023

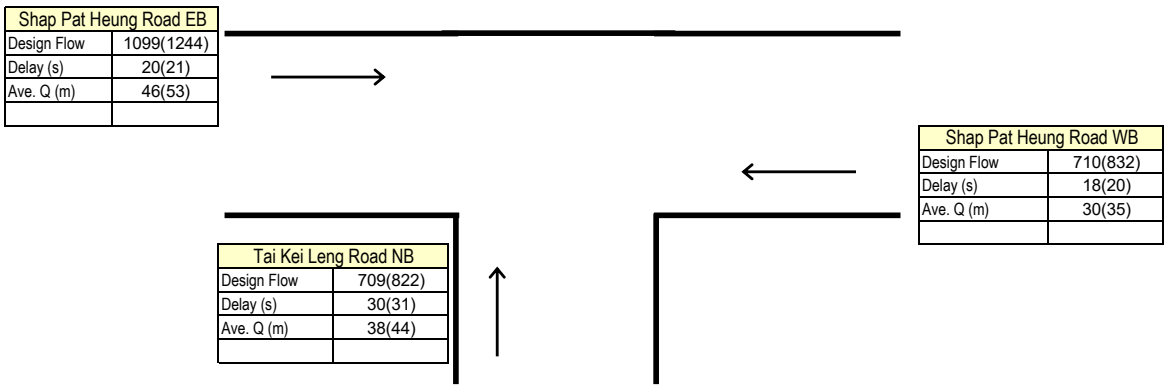
* Remarks

^ Reduced effective green time based on site observation

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J9 - TAI KEI LENG ROAD/SHAP PAT HEUNG ROAD (YL84)	Ref. No.:			
Scheme:	Reference	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Tai Kei Leng Road NB				
Arm C:	Shap Pat Heung Road EB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	2	68	128	710	3525	1.2	67	128	832	3525	1.2
Tai Kei Leng Road NB	2	50	128	709	3645	1.2	51	128	822	3645	1.2
SPH Road EB	2	68	128	1099	4170	1.2	67	128	1244	4170	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	60	0.53	0.38	21.0			18	24	30	30	30
Tai Kei Leng Road NB	78	0.39	0.50	21.0			30	34	38	38	38
SPH Road EB	60	0.53	0.50	32.6			20	38	46	46	46

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	61	0.53	0.45	24.7			20	29	35	35	35
Tai Kei Leng Road NB	77	0.40	0.57	24.4			31	40	44	44	44
SPH Road EB	61	0.53	0.57	36.9			21	45	53	53	53

RESULT SUMMARY

		AM Average Queue Length (m)	PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB	**30**	**35**
Arm B:	Tai Kei Leng Road NB	**38**	**44**
Arm C:	Shap Pat Heung Road EB	**46**	**53**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL)
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

Max. Queue (1 in 100) adopted.

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

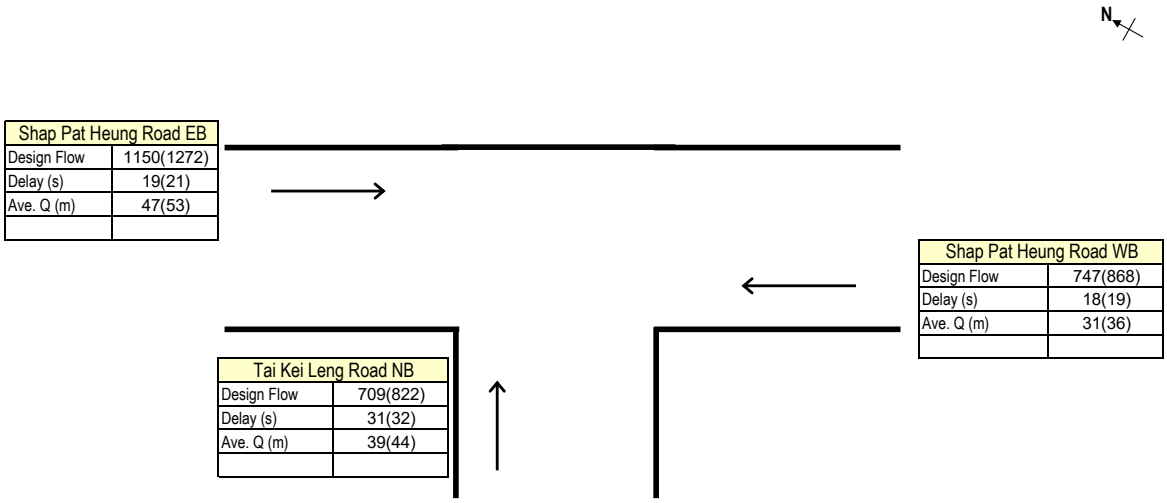
Date: 15/07/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J9 - TAI KEI LENG ROAD/SHAP PAT HEUNG ROAD (YL84)	Ref. No.:			
Scheme:	Design	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Shap Pat Heung Road WB				
Arm B:	Tai Kei Leng Road NB				
Arm C:	Shap Pat Heung Road EB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
SPH Road WB	2	69	128	747	3525	1.2	68	128	868	3525	1.2
Tai Kei Leng Road NB	2	49	128	709	3645	1.2	50	128	822	3645	1.2
SPH Road EB	2	69	128	1150	4170	1.2	68	128	1272	4170	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	59	0.54	0.39	22.1			18	24	31	31	31
Tai Kei Leng Road NB	79	0.38	0.51	21.0			31	35	39	39	39
SPH Road EB	59	0.54	0.51	34.1			19	39	47	47	47

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
SPH Road WB	60	0.53	0.46	25.7			19	30	36	36	36
Tai Kei Leng Road NB	78	0.39	0.58	24.4			32	40	44	44	44
SPH Road EB	60	0.53	0.58	37.7			21	45	53	53	53

RESULT SUMMARY

		AM Average Queue Length (m)	PM Average Queue Length (m)
Arm A:	Shap Pat Heung Road WB	**31**	**36**
Arm B:	Tai Kei Leng Road NB	**39**	**44**
Arm C:	Shap Pat Heung Road EB	**47**	**53**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL)
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

Max. Queue (1 in 100) adopted.

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

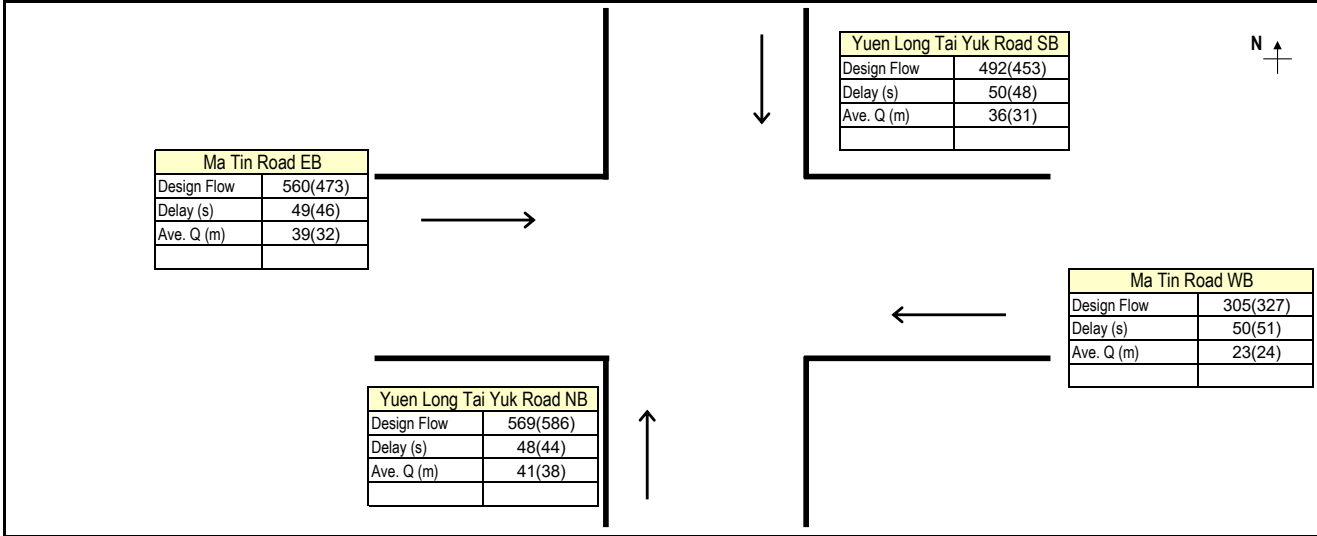
Date: 15/07/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J11 - YUEN LONG TAI YUK ROAD/MA TIN ROAD (YL101)	Ref. No.:			
Scheme:	Existing	Design year:	2021		
		Designed by:	PC	Checked by:	TL
Arm A:	Ma Tin Road WB				
Arm B:	Yuen Long Tai Yuk Road NB				
Arm C:	Ma Tin Road EB				
Arm D:	Yuen Long Tai Yuk Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Ma Tin Road WB	2	21	128	305	3710	1.2	16	120	327	3720	1.2
YL Tai Yuk Road NB	2	25	128	569	3985	1.2	27	120	586	3985	1.2
Ma Tin Road EB	2	27	128	560	3830	1.2	23	120	473	3830	1.2
YL Tai Yuk Road SB	2	23	128	492	3805	1.2	22	120	453	3755	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Ma Tin Road WB	107	0.16	0.51	9.0			50	22	23	23	23
YL Tai Yuk Road NB	103	0.20	0.72	16.9			48		41	41	41
Ma Tin Road EB	101	0.21	0.70	16.6			49	39	39	39	39
YL Tai Yuk Road SB	105	0.18	0.72	14.6			50		36	36	36

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Ma Tin Road WB	104	0.14	0.65	9.1			51	23	24	24	24
YL Tai Yuk Road NB	93	0.22	0.66	16.3			44	37	38	38	38
Ma Tin Road EB	97	0.19	0.64	13.1			46	31	32	32	32
YL Tai Yuk Road SB	98	0.18	0.66	12.6			48	30	31	31	31

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Ma Tin Road WB		**23**		**24**
Arm B:	Yuen Long Tai Yuk Road NB		**41**		**38**
Arm C:	Ma Tin Road EB		**39**		**32**
Arm D:	Yuen Long Tai Yuk Road SB		**36**		**31**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

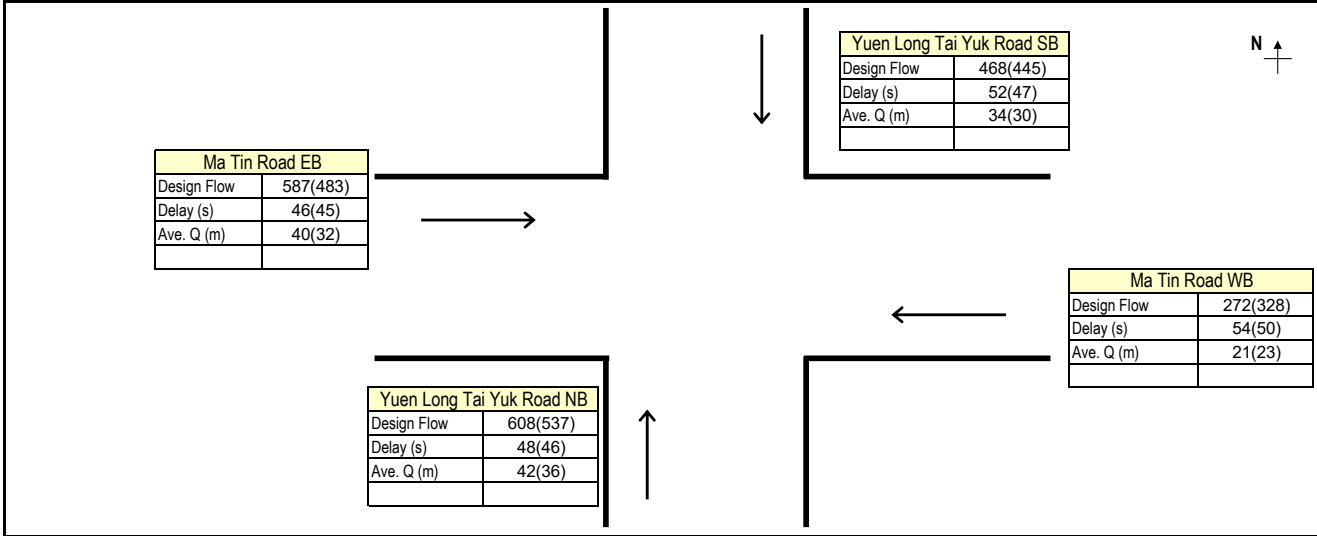
Date: 15/07/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J11 - YUEN LONG TAI YUK ROAD/MA TIN ROAD (YL101)	Ref. No.:			
Scheme:	Reference	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Ma Tin Road WB				
Arm B:	Yuen Long Tai Yuk Road NB				
Arm C:	Ma Tin Road EB				
Arm D:	Yuen Long Tai Yuk Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Ma Tin Road WB	2	16	128	272	3725	1.2	17	120	328	3735	1.2
YL Tai Yuk Road NB	2	28	128	608	3980	1.2	24	120	537	3985	1.2
Ma Tin Road EB	2	29	128	587	3830	1.2	25	120	483	3830	1.2
YL Tai Yuk Road SB	2	22	128	468	3860	1.2	22	120	445	3745	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Ma Tin Road WB	112	0.13	0.58	8.1			54	21	21	21	21
YL Tai Yuk Road NB	100	0.22	0.69	18.0			48	41	42	42	42
Ma Tin Road EB	99	0.23	0.67	17.4			46	39	40	40	40
YL Tai Yuk Road SB	106	0.17	0.69	13.9			52	34	34	34	34

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Ma Tin Road WB	103	0.14	0.62	9.1			50	23	23	23	23
YL Tai Yuk Road NB	96	0.20	0.66	14.9			46	35	36	36	36
Ma Tin Road EB	95	0.21	0.61	13.4			45	31	32	32	32
YL Tai Yuk Road SB	98	0.18	0.65	12.4			47	30	30	30	30

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Ma Tin Road WB		**21**		**23**
Arm B:	Yuen Long Tai Yuk Road NB		**42**		**36**
Arm C:	Ma Tin Road EB		**40**		**32**
Arm D:	Yuen Long Tai Yuk Road SB		**34**		**30**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

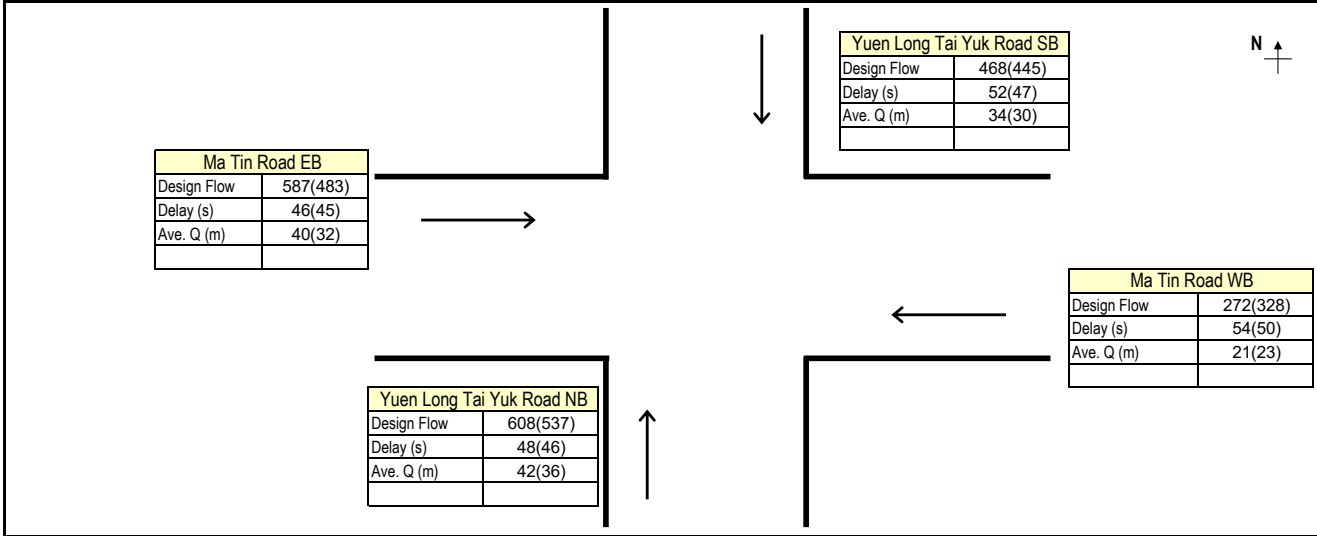
Date: 15/07/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J11 - YUEN LONG TAI YUK ROAD/MA TIN ROAD (YL101)	Ref. No.:			
Scheme:	Design	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Ma Tin Road WB				
Arm B:	Yuen Long Tai Yuk Road NB				
Arm C:	Ma Tin Road EB				
Arm D:	Yuen Long Tai Yuk Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Ma Tin Road WB	2	16	128	272	3725	1.2	17	120	328	3735	1.2
YL Tai Yuk Road NB	2	28	128	608	3980	1.2	24	120	537	3985	1.2
Ma Tin Road EB	2	29	128	587	3830	1.2	25	120	483	3830	1.2
YL Tai Yuk Road SB	2	22	128	468	3860	1.2	22	120	445	3745	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Ma Tin Road WB	112	0.13	0.58	8.1			54	21	21	21	21
YL Tai Yuk Road NB	100	0.22	0.69	18.0			48	41	42	42	42
Ma Tin Road EB	99	0.23	0.67	17.4			46	39	40	40	40
YL Tai Yuk Road SB	106	0.17	0.69	13.9			52	34	34	34	34

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Ma Tin Road WB	103	0.14	0.62	9.1			50	23	23	23	23
YL Tai Yuk Road NB	96	0.20	0.66	14.9			46	35	36	36	36
Ma Tin Road EB	95	0.21	0.61	13.4			45	31	32	32	32
YL Tai Yuk Road SB	98	0.18	0.65	12.4			47	30	30	30	30

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Ma Tin Road WB		**21**		**23**
Arm B:	Yuen Long Tai Yuk Road NB		**42**		**36**
Arm C:	Ma Tin Road EB		**40**		**32**
Arm D:	Yuen Long Tai Yuk Road SB		**34**		**30**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

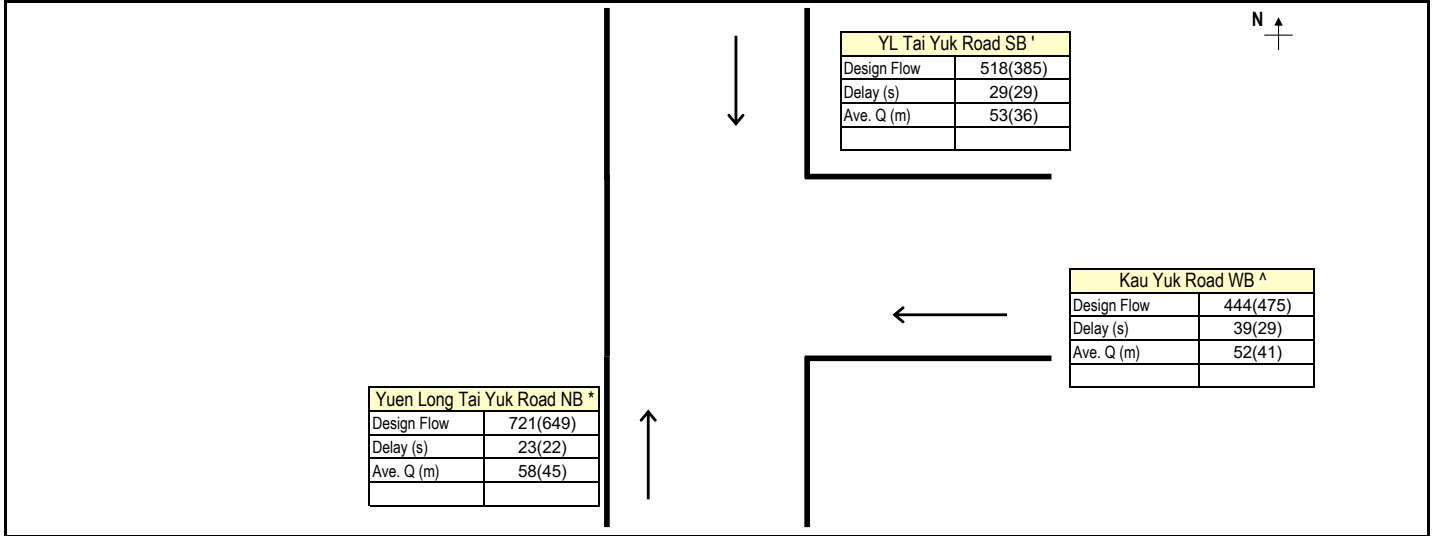
Date: 15/07/2022

* Remarks

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J12 - YUEN LONG TAI YUK ROAD/KAU YUK ROAD (YL51)	Ref. No.:			
Scheme:	Existing	Design year:	2021		
		Designed by:	PC	Checked by:	TL
Arm A:	Kau Yuk Road WB ^				
Arm B:	Yuen Long Tai Yuk Road NB *				
Arm C:	YL Tai Yuk Road SB '				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Kau Yuk Road WB ^	1	46	130	444	1870	1.2	38	100	475	1870	1.2
YL Tai Yuk Road NB *	1	72	130	721	1935	1.2	50	100	649	1935	1.2
Tai Yuk Road SB '	1	57	130	518	2085	1.2	33	100	385	2085	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Kau Yuk Road WB ^	84	0.35	0.67	13.4			39	50	52	52	52
YL Tai Yuk Road NB *	58	0.55	0.67	21.7			23	52	58	58	58
Tai Yuk Road SB '	73	0.44	0.57	15.6			29	47	53	53	53

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Kau Yuk Road WB ^	62	0.38	0.67	11.0			29	40	41	41	41
YL Tai Yuk Road NB *	50	0.50	0.67	15.0			22	42	45	45	45
Tai Yuk Road SB '	67	0.33	0.55	8.9			29	34	36	36	36

RESULT SUMMARY

		AM Average Queue Length (m)	PM Average Queue Length (m)
Arm A:	Kau Yuk Road WB ^	**52**	**41**
Arm B:	Yuen Long Tai Yuk Road NB *	**58**	**45**
Arm C:	YL Tai Yuk Road SB '	**53**	**36**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

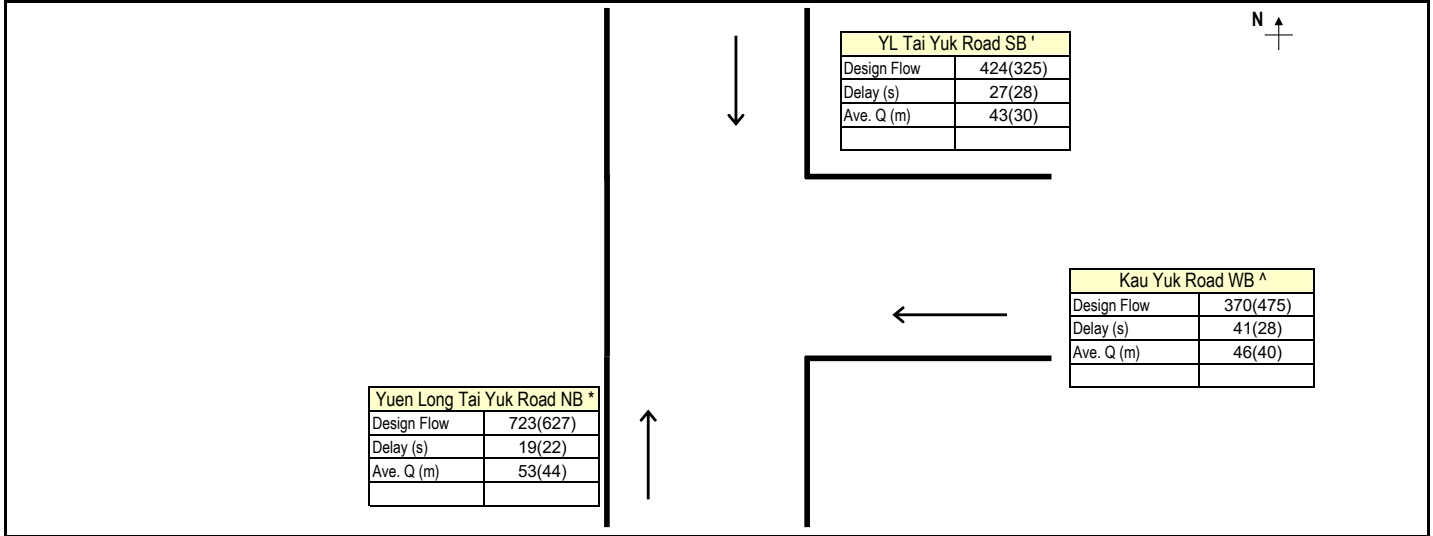
Date: 15/07/2022

* Remarks
^ Queue length for right turn movement is more significant. Queue length for the right turn movement is shown.
* Queue length for straight through movement is more significant. Queue length for the straight through movement is shown.
' Queue length for straight through movement is more significant. Queue length for the straight through movement is shown.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J12 - YUEN LONG TAI YUK ROAD/KAU YUK ROAD (YL51)	Ref. No.:			
Scheme:	Reference	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Kau Yuk Road WB ^				
Arm B:	Yuen Long Tai Yuk Road NB *				
Arm C:	YL Tai Yuk Road SB '				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Kau Yuk Road WB ^	1	41	130	370	1870	1.2	39	100	475	1870	1.2
YL Tai Yuk Road NB *	1	77	130	723	1935	1.2	49	100	627	1935	1.2
Tai Yuk Road SB '	1	57	130	424	2085	1.2	33	100	325	2085	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Kau Yuk Road WB ^	89	0.31	0.63	11.1			41	44	46	46	46
YL Tai Yuk Road NB *	53	0.59	0.63	21.8			19	46	53	53	53
Tai Yuk Road SB '	73	0.44	0.46	12.8			27	38	43	43	43

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Kau Yuk Road WB ^	61	0.39	0.66	11.0			28	39	40	40	40
YL Tai Yuk Road NB *	51	0.49	0.66	14.5			22	41	44	44	44
Tai Yuk Road SB '	67	0.33	0.47	7.5			28	28	30	30	30

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Kau Yuk Road WB ^		**46**		**40**
Arm B:	Yuen Long Tai Yuk Road NB *		**53**		**44**
Arm C:	YL Tai Yuk Road SB '		**43**		**30**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

Date: 15/07/2022

* Remarks
^ Queue length for right turn movement is more significant. Queue length for the right turn movement is shown.
* Queue length for straight through movement is more significant. Queue length for the straight through movement is shown.
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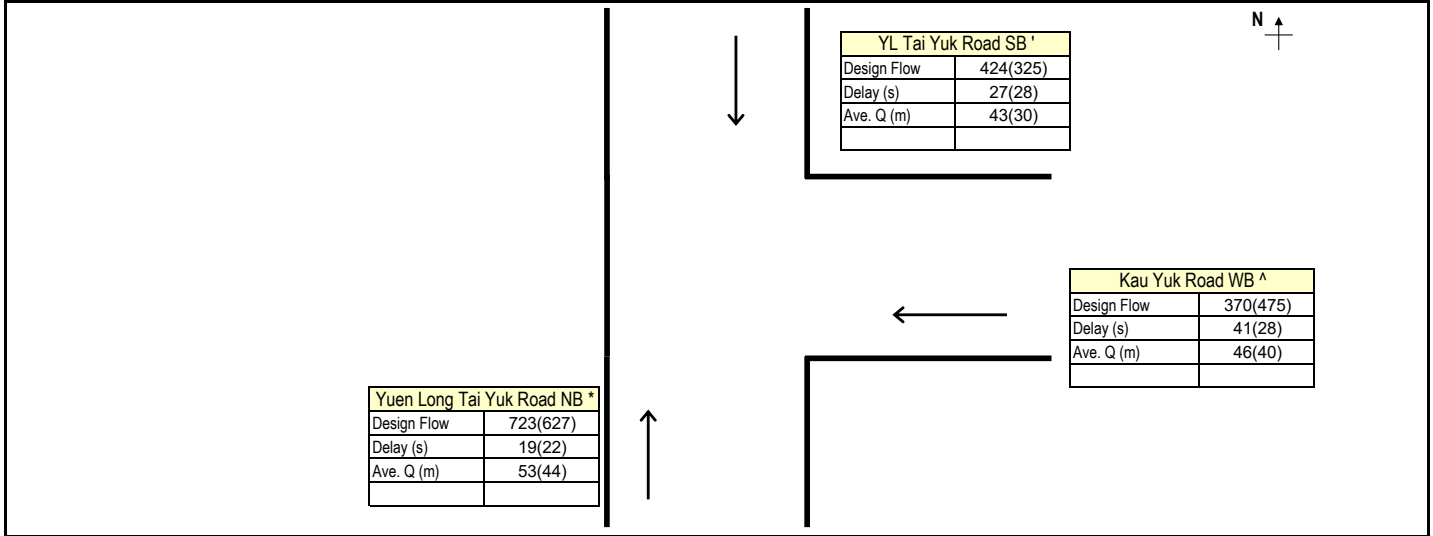
QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J12 - YUEN LONG TAI YUK ROAD/KAU YUK ROAD (YL51)	Ref. No.:			
Scheme:	Design	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Kau Yuk Road WB ^				
Arm B:	Yuen Long Tai Yuk Road NB *				
Arm C:	YL Tai Yuk Road SB '				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Kau Yuk Road WB ^	1	41	130	370	1870	1.2	39	100	475	1870	1.2
YL Tai Yuk Road NB *	1	77	130	723	1935	1.2	49	100	627	1935	1.2
Tai Yuk Road SB '	1	57	130	424	2085	1.2	33	100	325	2085	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Kau Yuk Road WB ^	89	0.31	0.63	11.1			41	44	46	46	46
YL Tai Yuk Road NB *	53	0.59	0.63	21.8			19	46	53	53	53
Tai Yuk Road SB '	73	0.44	0.46	12.8			27	38	43	43	43

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Kau Yuk Road WB ^	61	0.39	0.66	11.0			28	39	40	40	40
YL Tai Yuk Road NB *	51	0.49	0.66	14.5			22	41	44	44	44
Tai Yuk Road SB '	67	0.33	0.47	7.5			28	28	30	30	30

RESULT SUMMARY

		AM Average Queue Length (m)	PM Average Queue Length (m)
Arm A:	Kau Yuk Road WB ^	**46**	**40**
Arm B:	Yuen Long Tai Yuk Road NB *	**53**	**44**
Arm C:	YL Tai Yuk Road SB '	**43**	**30**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

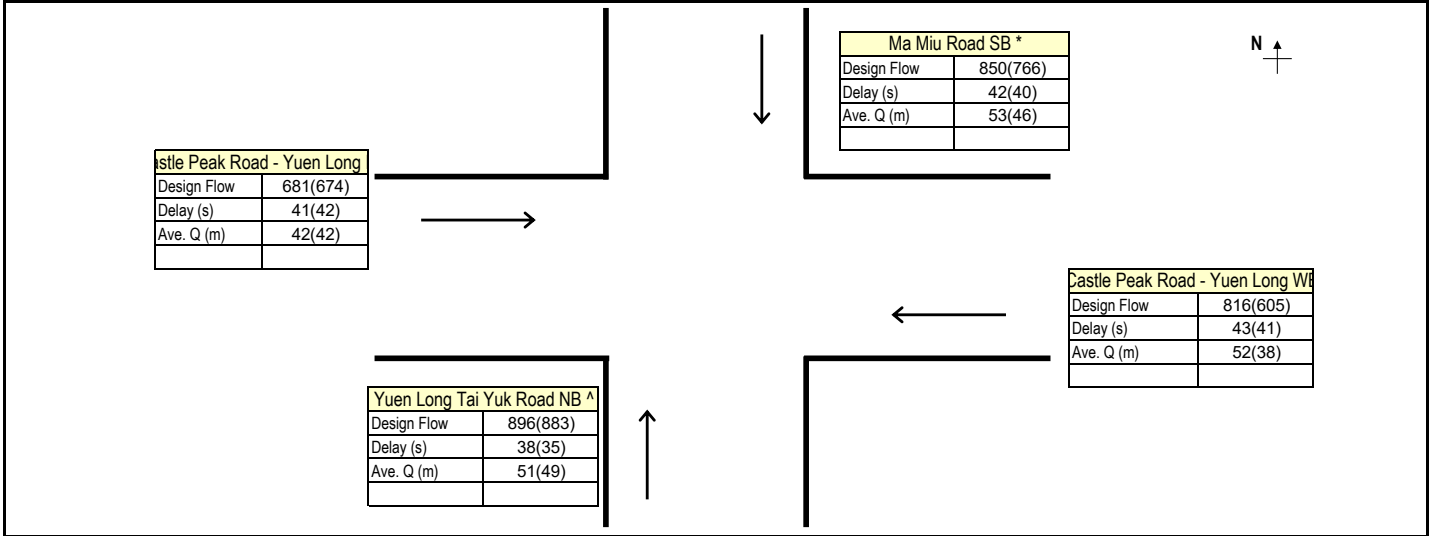
Date: 15/07/2022

* Remarks
^ Queue length for right turn movement is more significant. Queue length for the right turn movement is shown.
* Queue length for straight through movement is more significant. Queue length for the straight through movement is shown.
' Queue length for straight through movement is more significant. Queue length for the straight through movement is shown.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J13 - YUEN LONG TAI YUK ROAD/CASTLE PEAK ROAD - PING SHAN (MJ16)	Ref. No.:			
Scheme:	Existing	Design year:	2021		
		Designed by:	PC	Checked by:	TL
Arm A:	Castle Peak Road - Yuen Long WB				
Arm B:	Yuen Long Tai Yuk Road NB ^				
Arm C:	Castle Peak Road - Yuen Long EB				
Arm D:	Ma Miu Road SB *				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Castle Peak Road WB	2	31	120	816	4025	1.2	30	120	605	4030	1.2
YL Tai Yuk Road NB ^	2	38	120	896	3980	1.2	40	120	883	3980	1.2
Castle Peak Road EB	2	31	120	681	3970	1.2	30	120	674	3980	1.2
Ma Miu Road SB *	2	33	120	850	3990	1.2	34	120	766	3985	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	89	0.26	0.78	22.7			43		50	52	52
YL Tai Yuk Road NB ^	82	0.32	0.71	24.9			38	49	51	51	51
Castle Peak Road EB	89	0.26	0.66	18.9			41	40	42	42	42
Ma Miu Road SB *	87	0.27	0.78	23.6			42		51	53	53

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	90	0.25	0.61	16.8			41	36	38	38	38
YL Tai Yuk Road NB ^	80	0.34	0.66	24.5			35	46	49	49	49
Castle Peak Road EB	90	0.25	0.68	18.7			42	41	42	42	42
Ma Miu Road SB *	86	0.28	0.68	21.3			40	44	46	46	46

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Castle Peak Road - Yuen Long WB		**52**		**38**
Arm B:	Yuen Long Tai Yuk Road NB ^		**51**		**49**
Arm C:	Castle Peak Road - Yuen Long EB		**42**		**42**
Arm D:	Ma Miu Road SB *		**53**		**46**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

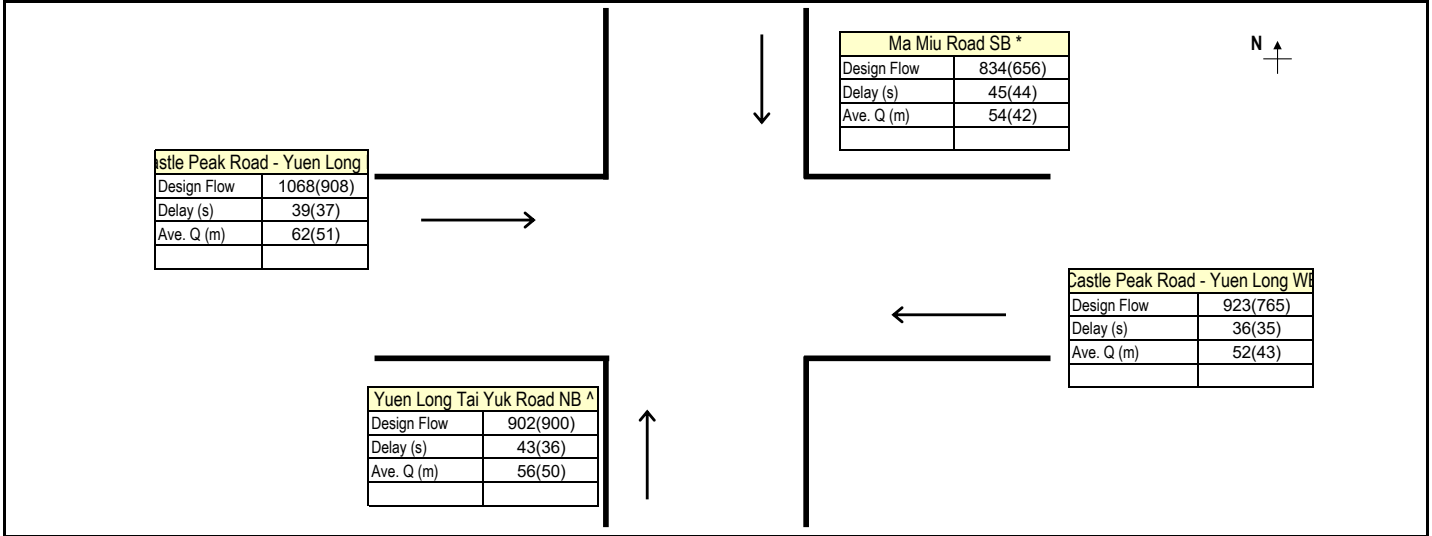
Date: 31/05/2022

* Remarks ^ Queue length for left turn and straight through movements is more significant. Queue length for the left turn and straight through movements is shown.
* Queue length of the exclusive bus lane is less significant. The exclusive bus lane has been excluded.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J13 - YUEN LONG TAI YUK ROAD/CASTLE PEAK ROAD - PING SHAN (MJ16)	Ref. No.:			
Scheme:	Reference	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Castle Peak Road - Yuen Long WB				
Arm B:	Yuen Long Tai Yuk Road NB ^				
Arm C:	Castle Peak Road - Yuen Long EB				
Arm D:	Ma Miu Road SB *				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Castle Peak Road WB	2	39	120	923	4035	1.2	39	120	765	4035	1.2
YL Tai Yuk Road NB ^	2	34	120	902	3980	1.2	40	120	900	3980	1.2
Castle Peak Road EB	2	39	120	1068	3995	1.2	39	120	908	3995	1.2
Ma Miu Road SB *	2	31	120	834	3990	1.2	28	120	656	3990	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	81	0.33	0.70	25.6			36	49	52	52	52
YL Tai Yuk Road NB ^	86	0.28	0.81	25.1			43		54	56	56
Castle Peak Road EB	81	0.33	0.82	29.7			39		60	62	62
Ma Miu Road SB *	89	0.26	0.81	23.2			45		52	54	54

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	81	0.32	0.59	21.3			35	40	43	43	43
YL Tai Yuk Road NB ^	80	0.33	0.68	25.0			36	47	50	50	50
Castle Peak Road EB	81	0.32	0.70	25.2			37	49	51	51	51
Ma Miu Road SB *	92	0.23	0.70	18.2			44	41	42	42	42

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Castle Peak Road - Yuen Long WB		**52**		**43**
Arm B:	Yuen Long Tai Yuk Road NB ^		**56**		**50**
Arm C:	Castle Peak Road - Yuen Long EB		**62**		**51**
Arm D:	Ma Miu Road SB *		**54**		**42**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

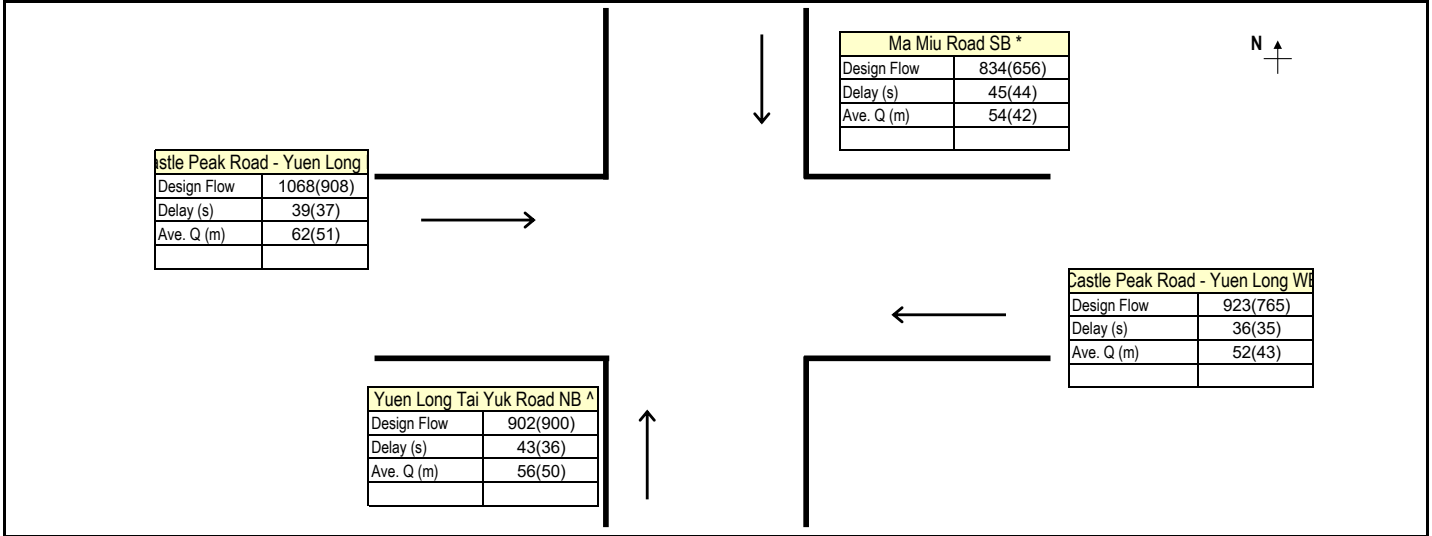
Date: 31/05/2022

* Remarks ^ Queue length for left turn and straight through movements is more significant. Queue length for the left turn and straight through movements is shown.
* Queue length of the exclusive bus lane is less significant. The exclusive bus lane has been excluded.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J13 - YUEN LONG TAI YUK ROAD/CASTLE PEAK ROAD - PING SHAN (MJ16)	Ref. No.:			
Scheme:	Design	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Castle Peak Road - Yuen Long WB				
Arm B:	Yuen Long Tai Yuk Road NB ^				
Arm C:	Castle Peak Road - Yuen Long EB				
Arm D:	Ma Miu Road SB *				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Castle Peak Road WB	2	39	120	923	4035	1.2	39	120	765	4035	1.2
YL Tai Yuk Road NB ^	2	34	120	902	3980	1.2	40	120	900	3980	1.2
Castle Peak Road EB	2	39	120	1068	3995	1.2	39	120	908	3995	1.2
Ma Miu Road SB *	2	31	120	834	3990	1.2	28	120	656	3990	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	81	0.33	0.70	25.6			36	49	52	52	52
YL Tai Yuk Road NB ^	86	0.28	0.81	25.1			43		54	56	56
Castle Peak Road EB	81	0.33	0.82	29.7			39		60	62	62
Ma Miu Road SB *	89	0.26	0.81	23.2			45		52	54	54

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	81	0.32	0.59	21.3			35	40	43	43	43
YL Tai Yuk Road NB ^	80	0.33	0.68	25.0			36	47	50	50	50
Castle Peak Road EB	81	0.32	0.70	25.2			37	49	51	51	51
Ma Miu Road SB *	92	0.23	0.70	18.2			44	41	42	42	42

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Castle Peak Road - Yuen Long WB		**52**		**43**
Arm B:	Yuen Long Tai Yuk Road NB ^		**56**		**50**
Arm C:	Castle Peak Road - Yuen Long EB		**62**		**51**
Arm D:	Ma Miu Road SB *		**54**		**42**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

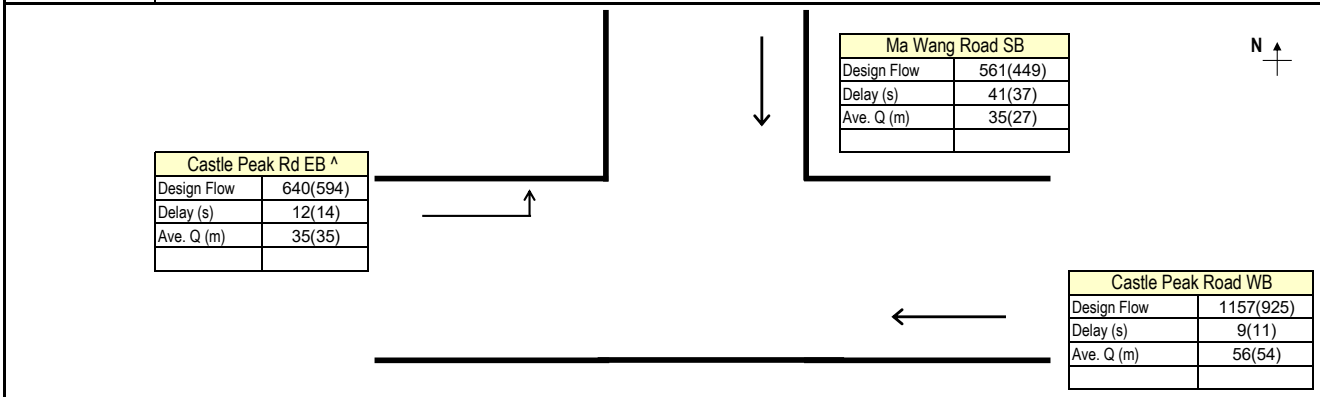
Date: 31/05/2022

* Remarks ^ Queue length for left turn and straight through movements is more significant. Queue length for the left turn and straight through movements is shown.
* Queue length of the exclusive bus lane is less significant. The exclusive bus lane has been excluded.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J14 - MA WANG ROAD/CASTLE PEAK ROAD - PING SHAN (MJ15)	Ref. No.:			
Scheme:	Existing	Design year:	2021		
		Designed by:	PC	Checked by:	TL
Arm A:	Castle Peak Road WB				
Arm B:	Castle Peak Rd EB ^				
Arm C:	Ma Wang Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Castle Peak Road WB	1	73	108	1157	3855	1.2	66	108	925	3855	1.2
Castle Peak Rd EB ^	1	69	108	640	2000	1.2	65	108	594	2000	1.2
Ma Wang Road SB	2	19	108	561	5875	1.2	22	108	449	5885	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	35	0.68	0.44	28.9			9	42	56	56	56
Castle Peak Rd EB ^	39	0.64	0.50	16.0			12	28	35	35	35
Ma Wang Road SB	89	0.18	0.54	14.0			41	33	35	35	35

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	42	0.61	0.39	23.1			11	42	54	54	54
Castle Peak Rd EB ^	43	0.60	0.49	14.9			14	29	35	35	35
Ma Wang Road SB	86	0.21	0.37	11.2			37	25	27	27	27

RESULT SUMMARY

		AM Average Queue Length (m)	PM Average Queue Length (m)
Arm A:	Castle Peak Road WB	**56**	**54**
Arm B:	Castle Peak Rd EB ^	**35**	**35**
Arm C:	Ma Wang Road SB	**35**	**27**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

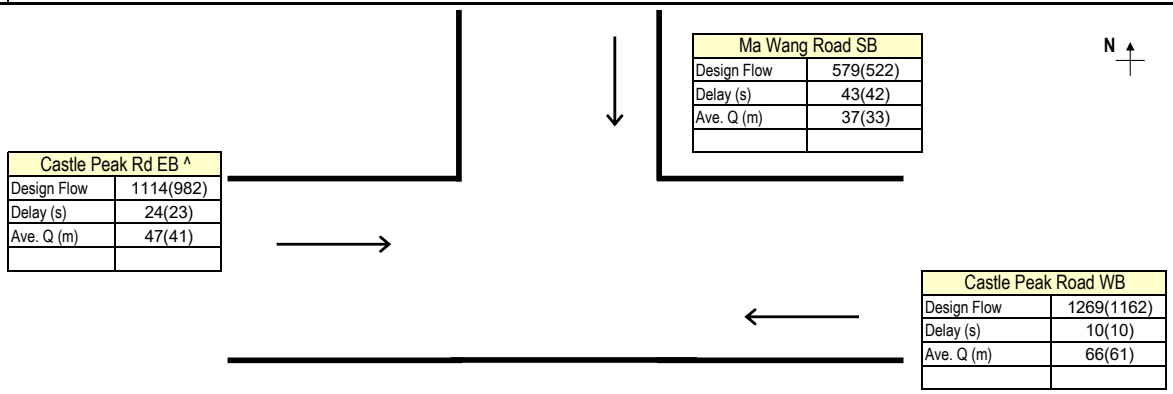
Date: 31/05/2022

* Remarks ^ Queue length for left turn movement is more significant. Queue length for the left turn movement is shown.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J14 - MA WANG ROAD/CASTLE PEAK ROAD - PING SHAN (MJ15)	Ref. No.:			
Scheme:	Reference	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Castle Peak Road WB				
Arm B:	Castle Peak Rd EB ^				
Arm C:	Ma Wang Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Castle Peak Road WB	1	71	108	1269	3855	1.2	71	108	1162	3865	1.2
Castle Peak Rd EB ^	2	48	108	1114	4070	1.2	48	108	982	4070	1.2
Ma Wang Road SB	2	17	108	579	5885	1.2	17	108	522	5885	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	37	0.66	0.50	31.7			10	51	66	66	66
Castle Peak Rd EB ^	60	0.44	0.62	27.9			24	42	47	47	47
Ma Wang Road SB	91	0.16	0.62	14.5			43	36	37	37	37

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	37	0.65	0.46	29.1			10	46	61	61	61
Castle Peak Rd EB ^	60	0.44	0.55	24.6			23	36	41	41	41
Ma Wang Road SB	91	0.16	0.55	13.1			42	32	33	33	33

RESULT SUMMARY

		AM Average Queue Length (m)	PM Average Queue Length (m)
Arm A:	Castle Peak Road WB	**66**	**61**
Arm B:	Castle Peak Rd EB ^	**47**	**41**
Arm C:	Ma Wang Road SB	**37**	**33**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

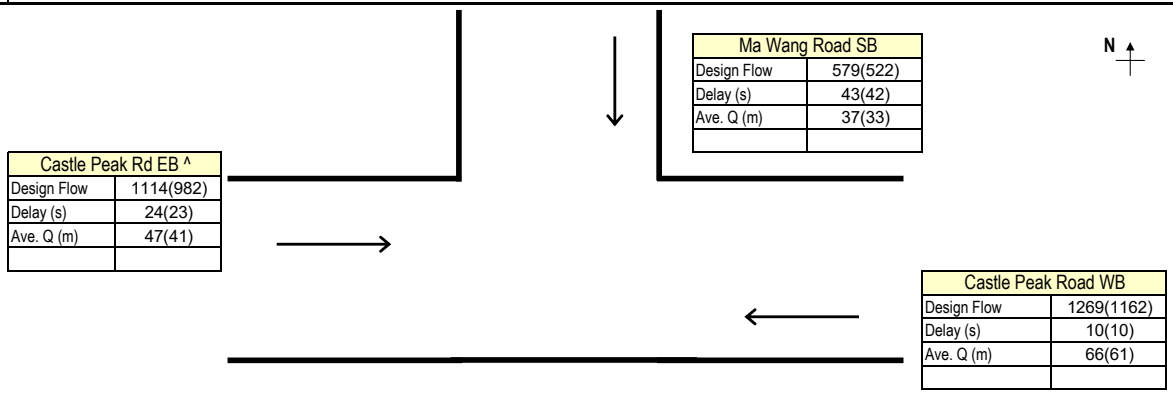
Date: 31/05/2022

* Remarks ^ Queue length for straight through turn movement is more significant. Queue length for the straight through movement is shown.

QUEUE LENGTH CALCULATION [SIGNALIZED JUNCTION]

ATKINS
Member of the SNC-Lavalin Group

Job Title:	CE46/2020 TO4 Housing Development at Shap Pat Heung Road	Job No.:	5210095		
Junction:	J14 - MA WANG ROAD/CASTLE PEAK ROAD - PING SHAN (MJ15)	Ref. No.:			
Scheme:	Design	Design year:	2032		
		Designed by:	PC	Checked by:	TL
Arm A:	Castle Peak Road WB				
Arm B:	Castle Peak Rd EB ^				
Arm C:	Ma Wang Road SB				



GREEN TIME, CYCLE TIME AND FLOWS DATA

		AM					PM				
	Number of Lanes, n	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p	Effective Green, g (sec)	Cycle Time, c (sec)	Design Flow, q (pcu/hr)	Saturation Flow, S (pcu/hr)	PCU Factor, p
Castle Peak Road WB	1	71	108	1269	3855	1.2	71	108	1162	3865	1.2
CPR EB (LT)	2	48	108	1114	4070	1.2	48	108	982	4070	1.2
CPR EB (ST)	2	17	108	579	5885	1.2	17	108	522	5885	1.2

AM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	37	0.66	0.50	31.7			10	51	66	66	66
CPR EB (LT)	60	0.44	0.62	27.9			24	42	47	47	47
CPR EB (ST)	91	0.16	0.62	14.5			43	36	37	37	37

PM PEAK QUEUE LENGTH CALCULATION

	Effective Red, r (sec)	Effective Green Ratio, L	Degree of Saturation, X	Average Arrival Rate, M (veh/cycle)			Estimated Delay, d(sec)	Average Queue Length, L1 (m)	Average Queue Length, L2 (m)	Average Queue Length, L3 (m)	Average Queue Length (m)
Castle Peak Road WB	37	0.65	0.46	29.1			10	46	61	61	61
CPR EB (LT)	60	0.44	0.55	24.6			23	36	41	41	41
CPR EB (ST)	91	0.16	0.55	13.1			42	32	33	33	33

RESULT SUMMARY

			AM Average Queue Length (m)		PM Average Queue Length (m)
Arm A:	Castle Peak Road WB		**66**		**61**
Arm B:	Castle Peak Rd EB ^		**47**		**41**
Arm C:	Ma Wang Road SB		**37**		**33**

Effective Red, r = c-g
Effective Green Ratio, L = g/c
Degree of Saturation, X = q/(SL) Max. Queue (1 in 100) adopted.
Average Arrival Rate, M = qc/3600p
Maximum Queue Length = 6 * Maximum Queue/n
Estimated Delay, d = c(1-L)²/2(1-LX) + 3600pX²/2q(1-X) - 0.65(c/(q/3600p)²)^(1/3)*X^(2+5L) OR by Akcelik's time-dependent expression if X>X'
Average Queue Length, L1 = 6q(r/2+d)/3600pn OR L2 = 6qr/3600pn whichever the greater, OR L3 (Akcelik's time-dependent expression, if X>X')

In accordance with TPDM - Volume 4.2.5.2

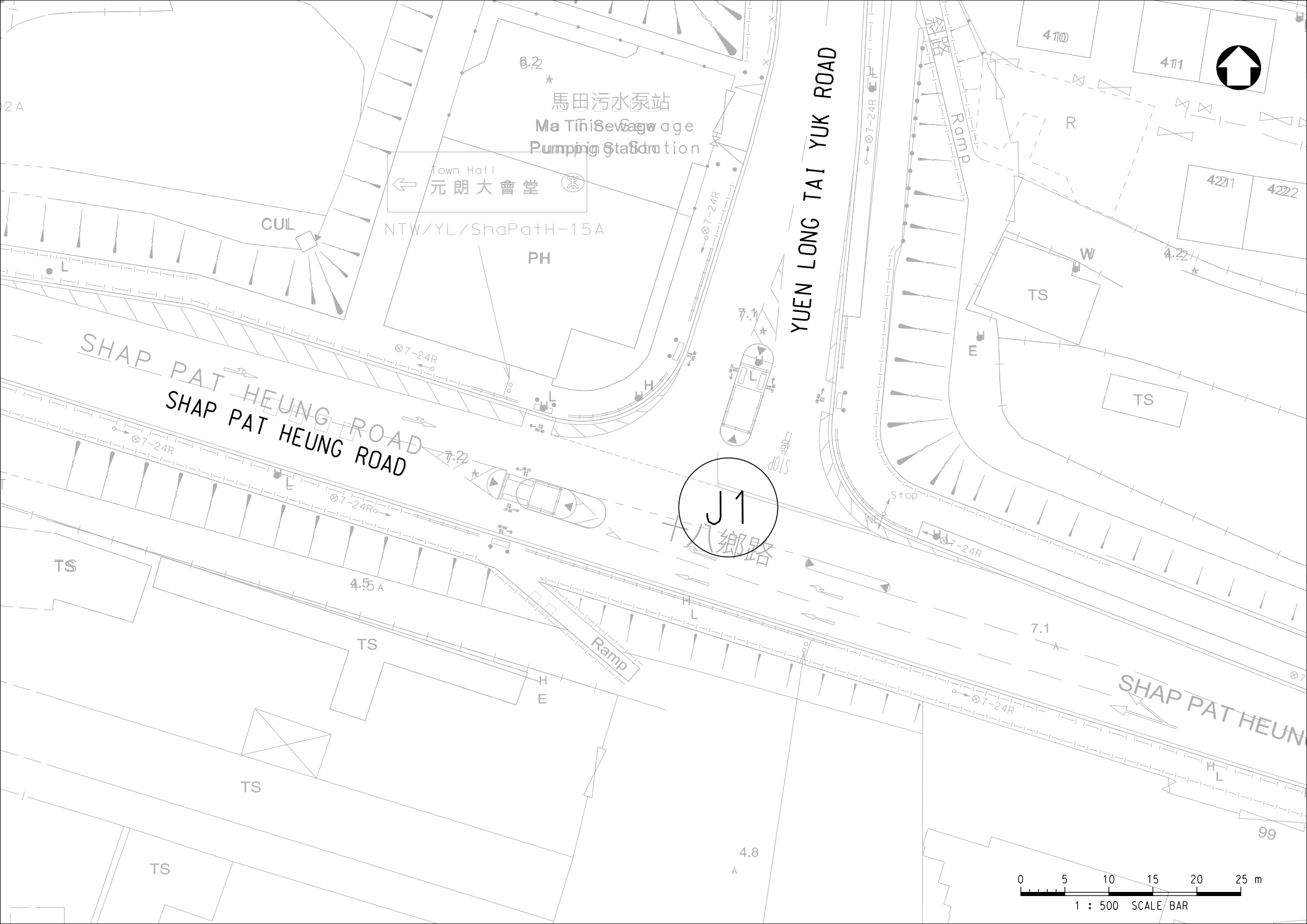
** Note: The probability of maximum queue exceeding the critical value are 5% & 1% for 1 in 20 & 1 in 100 cases respectively (TPDM V.4.2. Table 2.5.2.4 & 2.5.2.5)*

Date: 31/05/2022

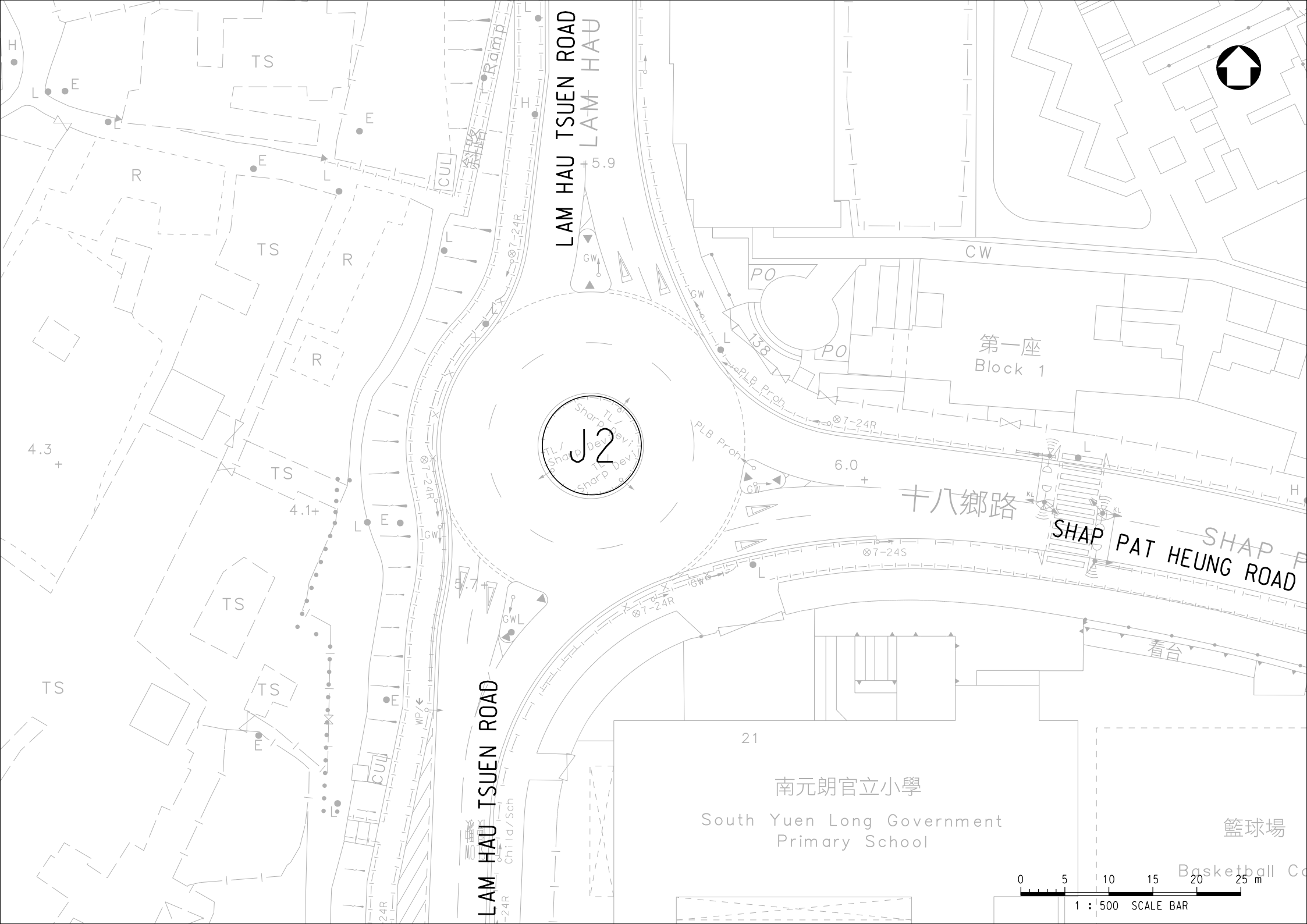
* Remarks ^ Queue length for straight through turn movement is more significant. Queue length for the straight through movement is shown.

Appendix E

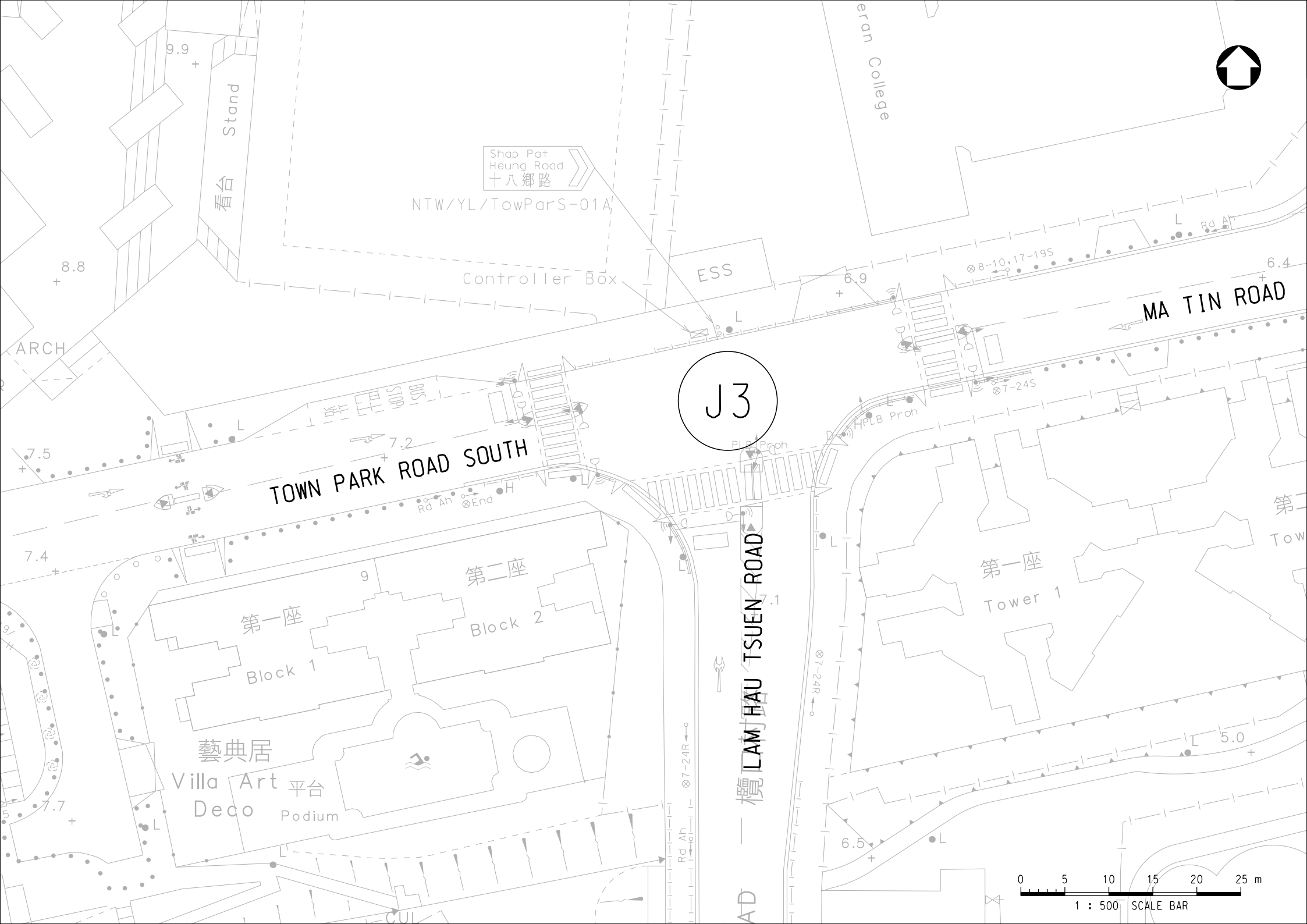
Existing Junction Layout Plan

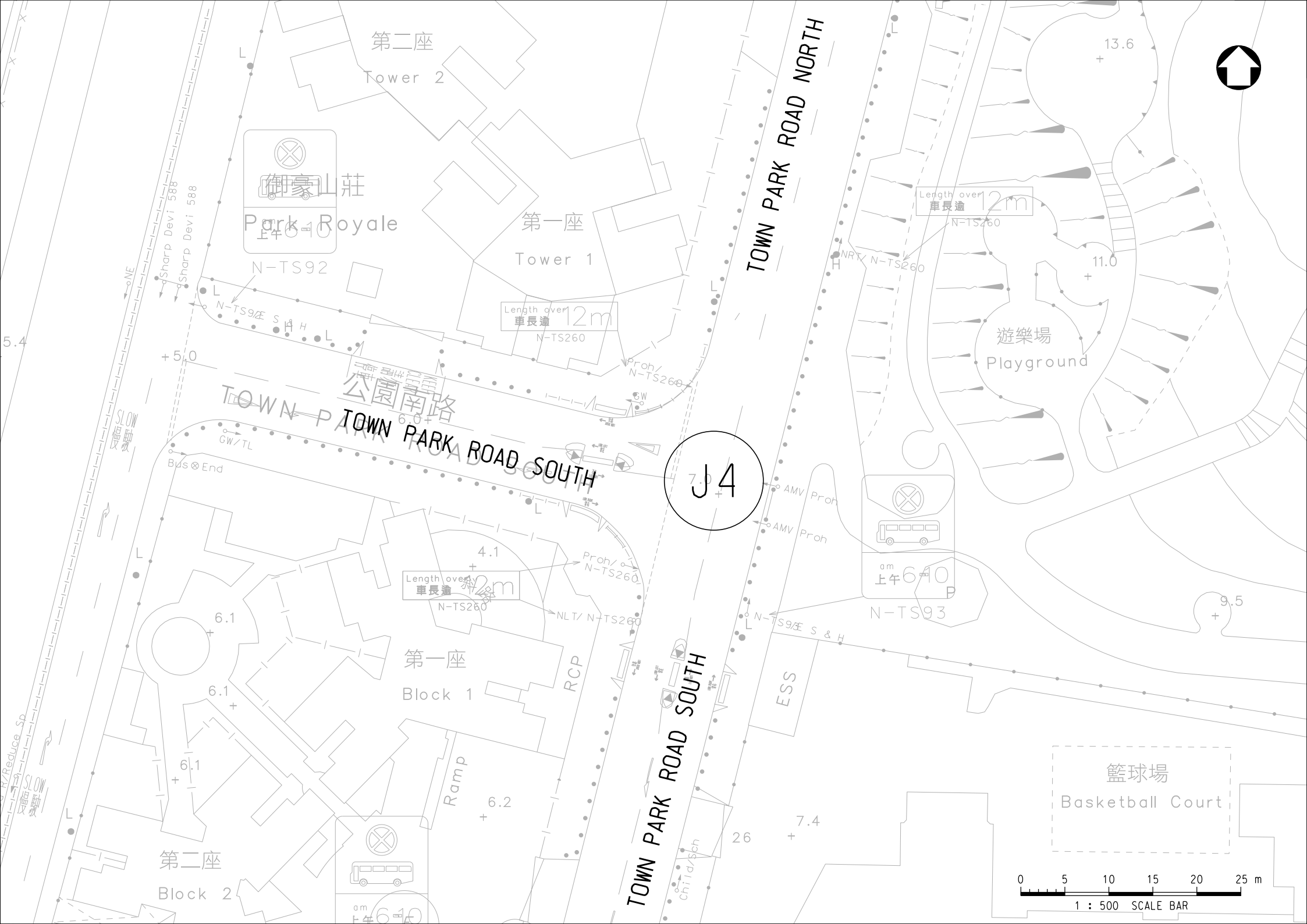


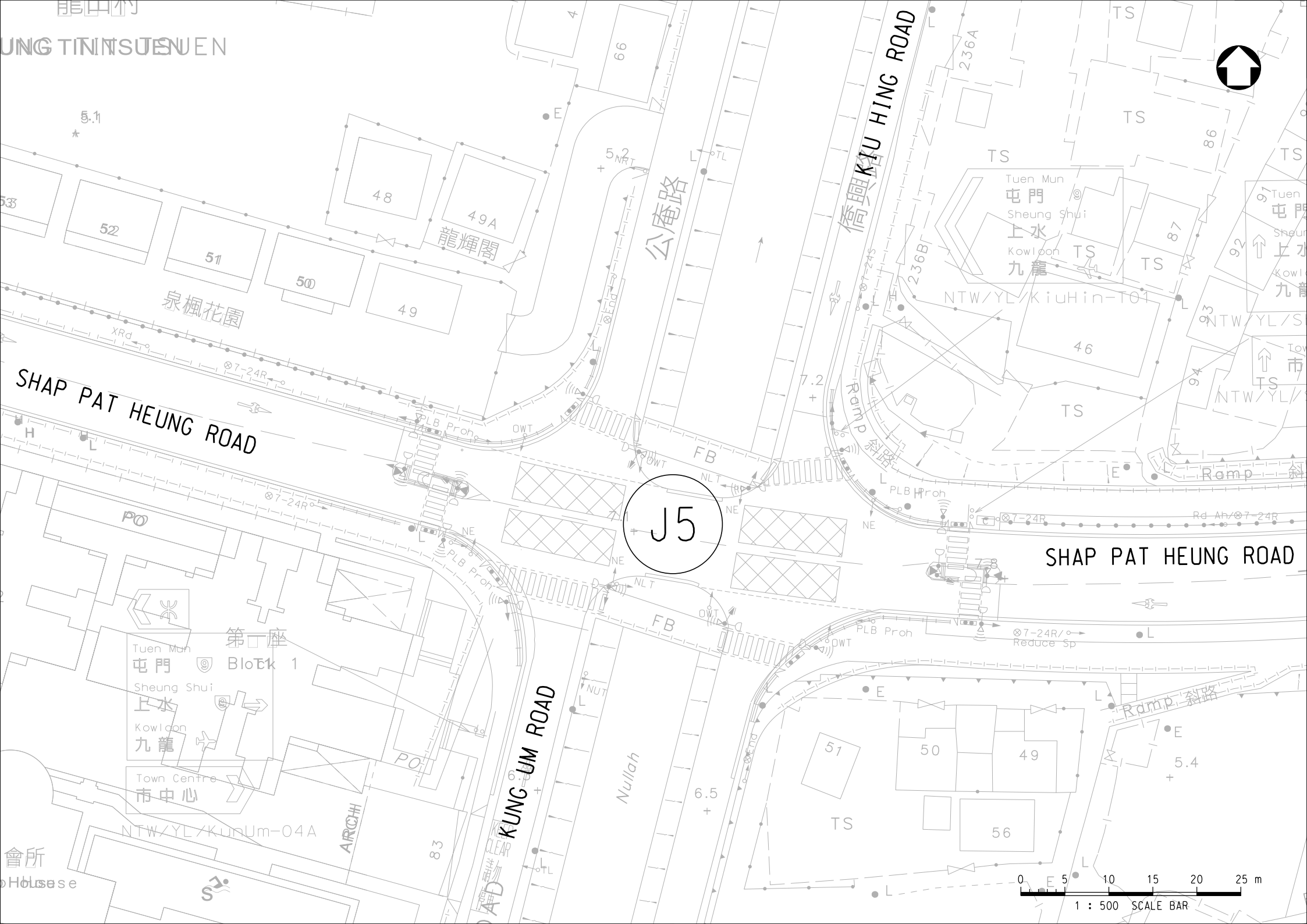
馬田污水泵站
Ma Tin Sewage Pumping Station
Town Hall
元朗大會堂
NTW/YL/ShaPatH-15A
PH
CUL
SHAP PAT HEUNG ROAD
SHAP PAT HEUNG ROAD
YUEN LONG TAI YUK ROAD
J1
十八鄉路
Ramp
Ramp
Stop
TS
TS
TS
TS
TS
TS
R
W
E
H
L
7.1
7.2
4.5
4.8
4.2
410
411
421
422
99
0 5 10 15 20 25 m
1 : 500 SCALE BAR



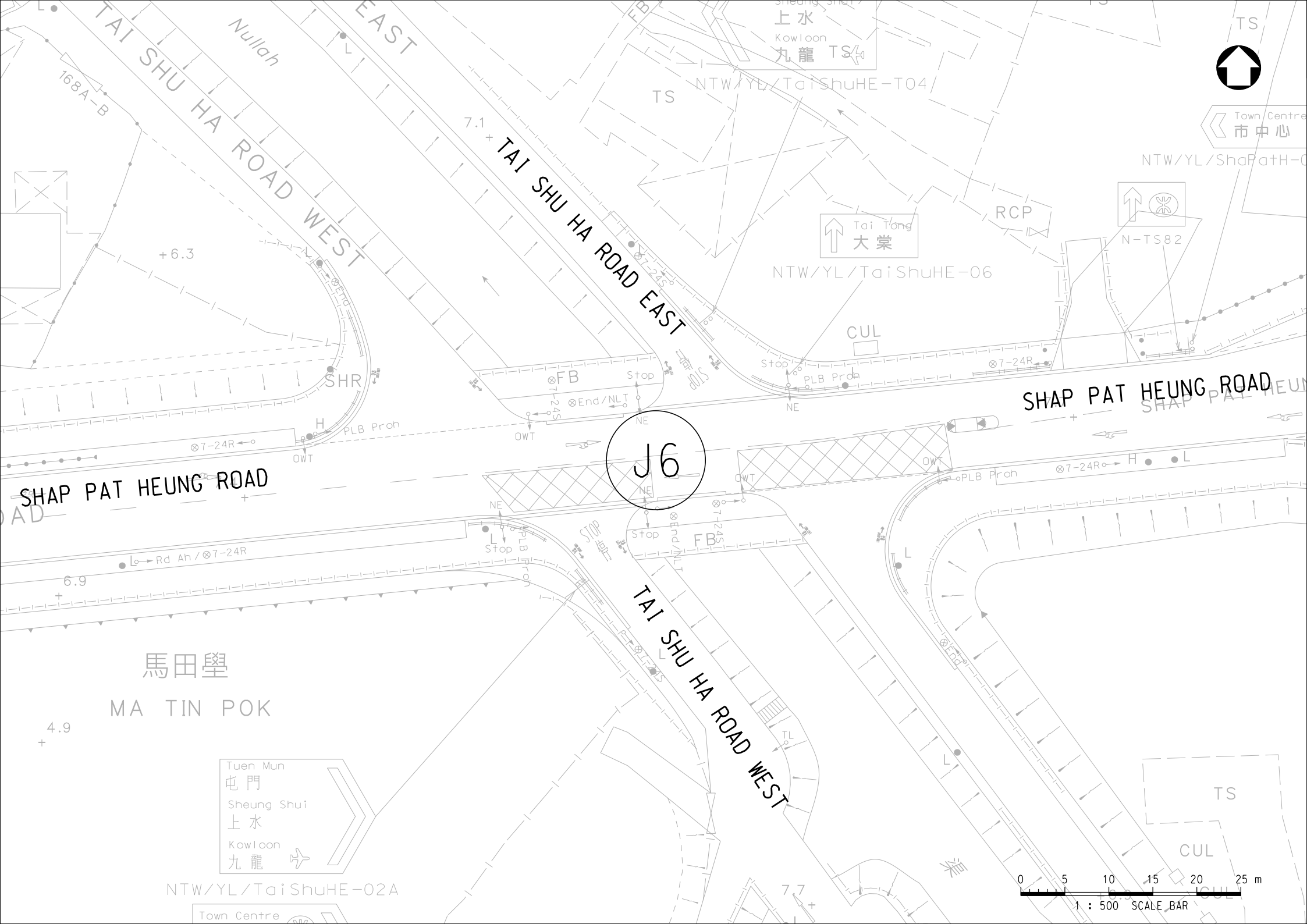
LAM HAU TSUEN ROAD
LAM HAU
J2
SHAP PAT HEUNG ROAD
十八鄉路
第一座
Block 1
南元朗官立小學
South Yuen Long Government
Primary School
籃球場
Basketball Co
看台
CW
PO
PLB Proh
⊗7-24R
⊗7-24S
Child/Sch
TS
R
CUL
5.9
6.0
4.3
4.1
5.7
21
0 5 10 15 20 25 m
1 : 500 SCALE BAR


J3
TOWN PARK ROAD SOUTH
MA TIN ROAD
LAM HAU TSUEN ROAD
Shap Pat Heung Road
十八鄉路
NTW/YL/TowParS-01A
Controller Box
ESS
看台 Stand
第一座 Block 1
第二座 Block 2
第一座 Tower 1
藝典居 Villa Deco
平台 Podium
0 5 10 15 20 25 m
1 : 500 SCALE BAR

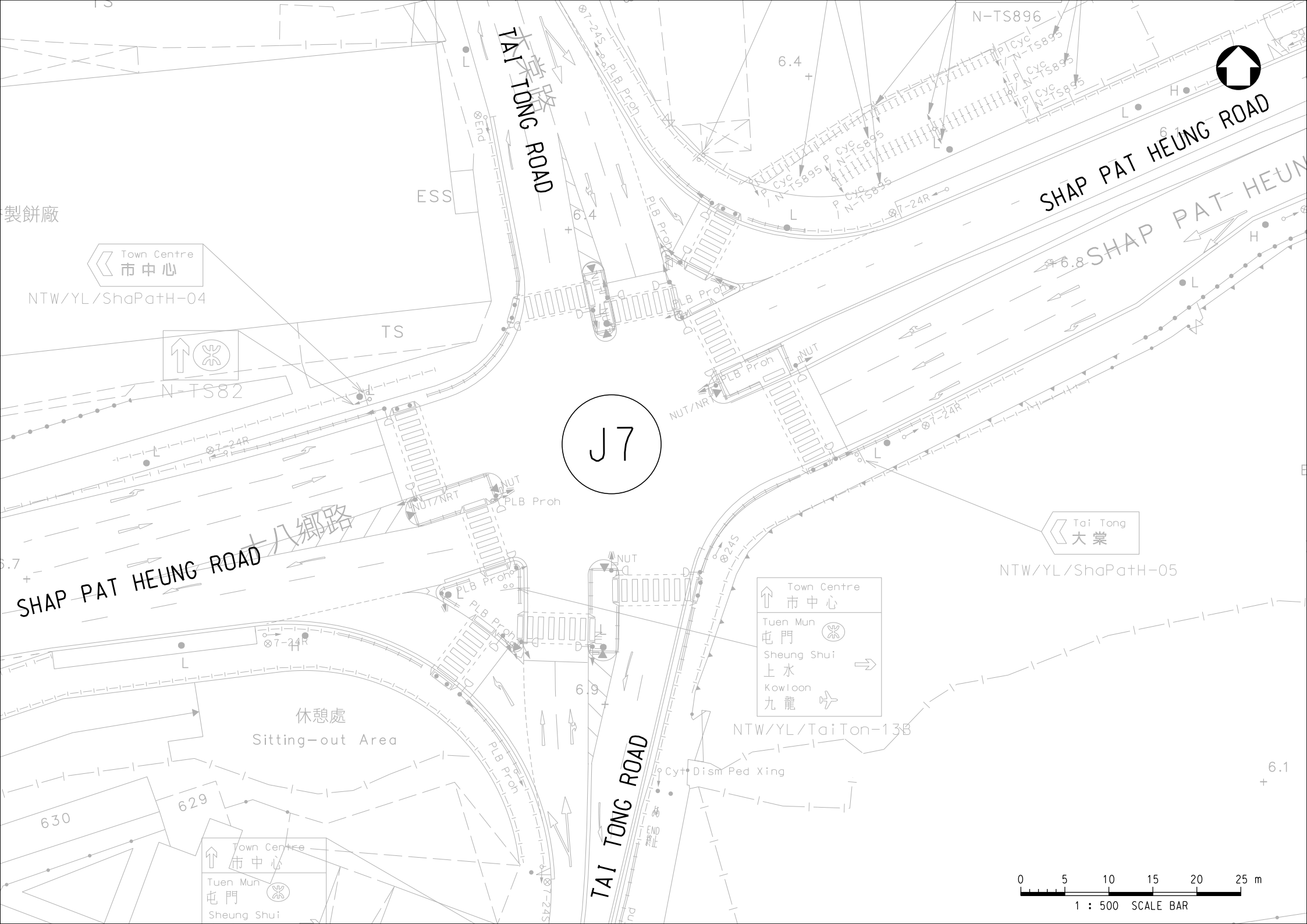

第二座
Tower 2
御豪山莊
Park Royale
N-TS92
第一座
Tower 1
TOWN PARK ROAD NORTH
遊樂場
Playground
公園南路
TOWN PARK ROAD SOUTH
J4
第一座
Block 1
第二座
Block 2
N-TS93
籃球場
Basketball Court
TOWN PARK ROAD SOUTH
0 5 10 15 20 25 m
1 : 500 SCALE BAR

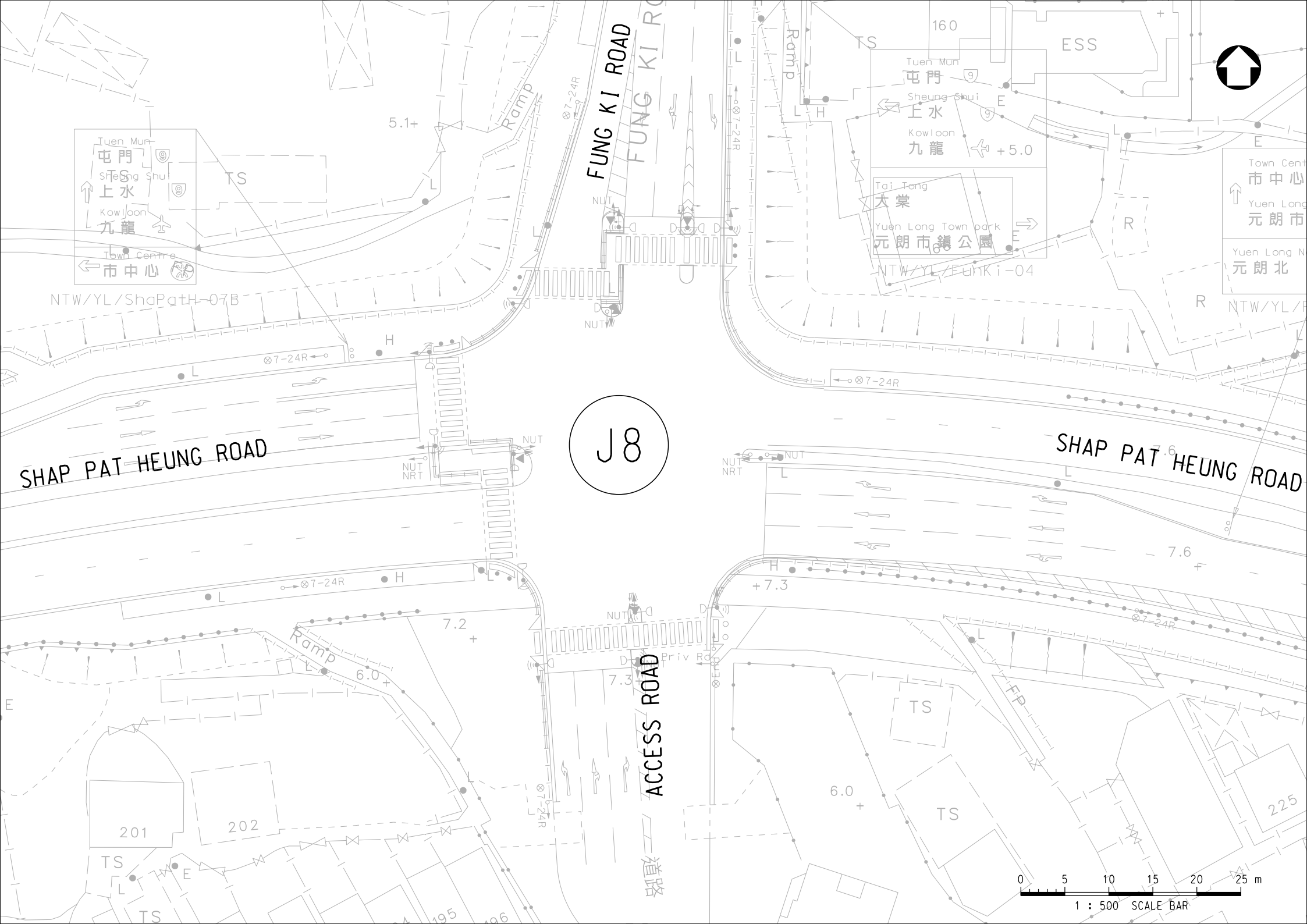


SHAP PAT HEUNG ROAD
KIU HING ROAD
KUNG UM ROAD
公庵路
J5
龍輝閣
泉楓花園
Tuen Mun
屯門
Sheung Shui
上水
Kowloon
九龍
Town Centre
市中心
NTW/YL/KiuHin-T01
NTW/YL/KunUm-04A
Ramp 斜路
Nullah
0 5 10 15 20 25 m
1 : 500 SCALE BAR



TAI SHU HA ROAD WEST
TAI SHU HA ROAD EAST
SHAP PAT HEUNG ROAD
SHAP PAT HEUNG ROAD
TAI SHU HA ROAD WEST
J6
Nullah
EAST
168A-B
7.1
+6.3
6.9
4.9
7.7
TS
NTW/YL/TaiShuHE-T04
Kowloon
九龍
上水
Town Centre
市中心
NTW/YL/ShaPatH-0
RCP
N-TS82
Tai Tong
大棠
NTW/YL/TaiShuHE-06
CUL
SHR
FB
Stop
End/NLT
PLB Proh
OWT
NE
7-24R
Rd Ah/⊗7-24R
馬田壆
MA TIN POK
Tuen Mun
屯門
Sheung Shui
上水
Kowloon
九龍
NTW/YL/TaiShuHE-02A
Town Centre
TL
0 5 10 15 20 25 m
1 : 500 SCALE BAR

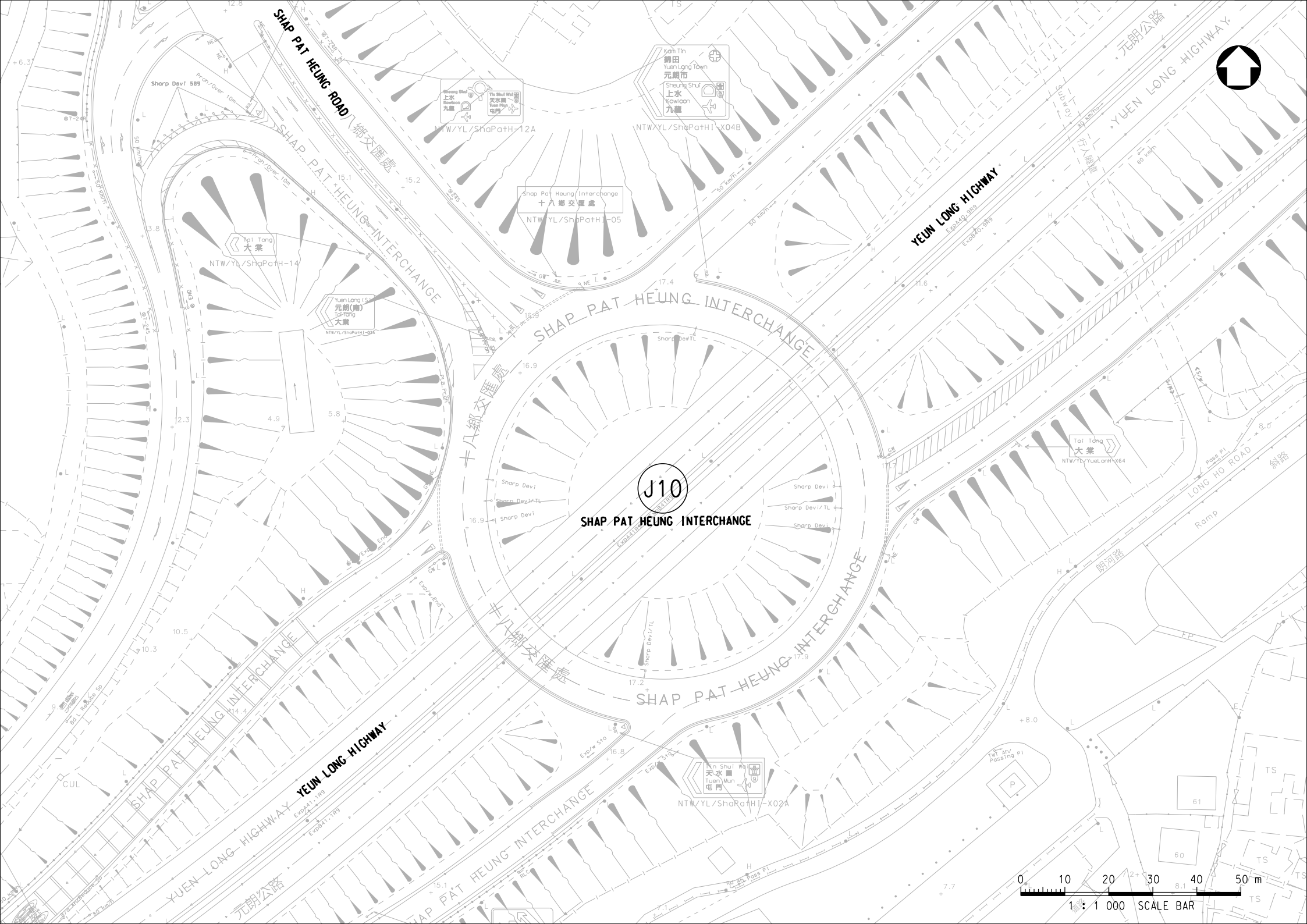

J7
TAI TONG ROAD
大塘路
SHAP PAT HEUNG ROAD
十八鄉路
Town Centre
市中心
NTW/YL/ShaPatH-04
Tai Tong
大棠
NTW/YL/ShaPatH-05
Tuen Mun
屯門
Sheung Shui
上水
Kowloon
九龍
NTW/YL/TaiTon-13B
N-TS82
N-TS896
休憩處
Sitting-out Area
Cyt Dism Ped Xing
PLB Proh
NUT/NRT
0 5 10 15 20 25 m
1 : 500 SCALE BAR

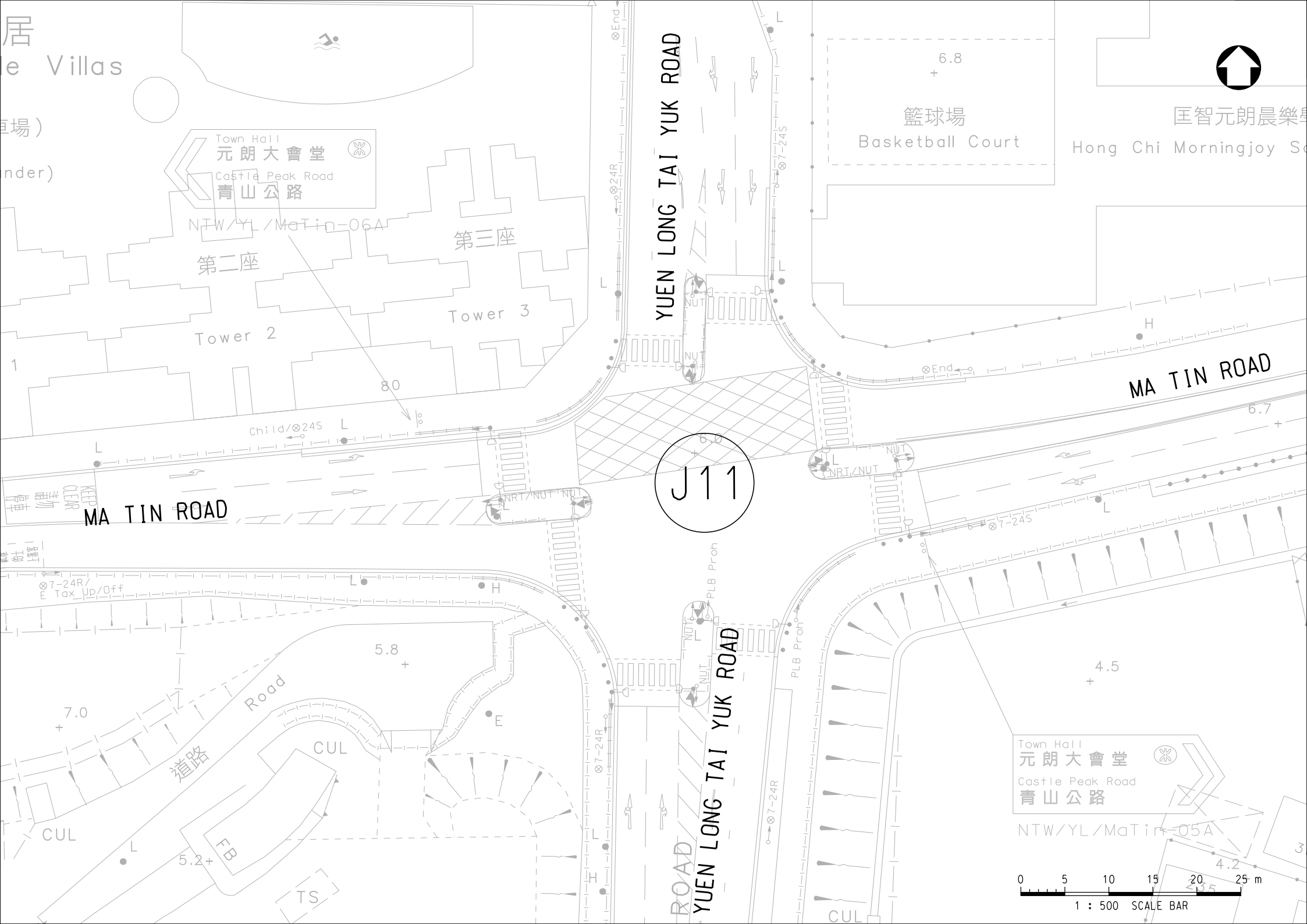


FUNG KI ROAD
SHAP PAT HEUNG ROAD
SHAP PAT HEUNG ROAD
ACCESS ROAD
J8
Tuen Mun
屯門
Sheung Shui
上水
Kowloon
九龍
Town Centre
市中心
NTW/YL/ShaPatH-07B
Tai Tong
大棠
Yuen Long Town park
元朗市鎮公園
NTW/YL/FunKi-04
Town Cent
市中心
Yuen Long
元朗市
Yuen Long N
元朗北
NTW/YL/F
Ramp
Priv Rd
道路
0 5 10 15 20 25 m
1 : 500 SCALE BAR

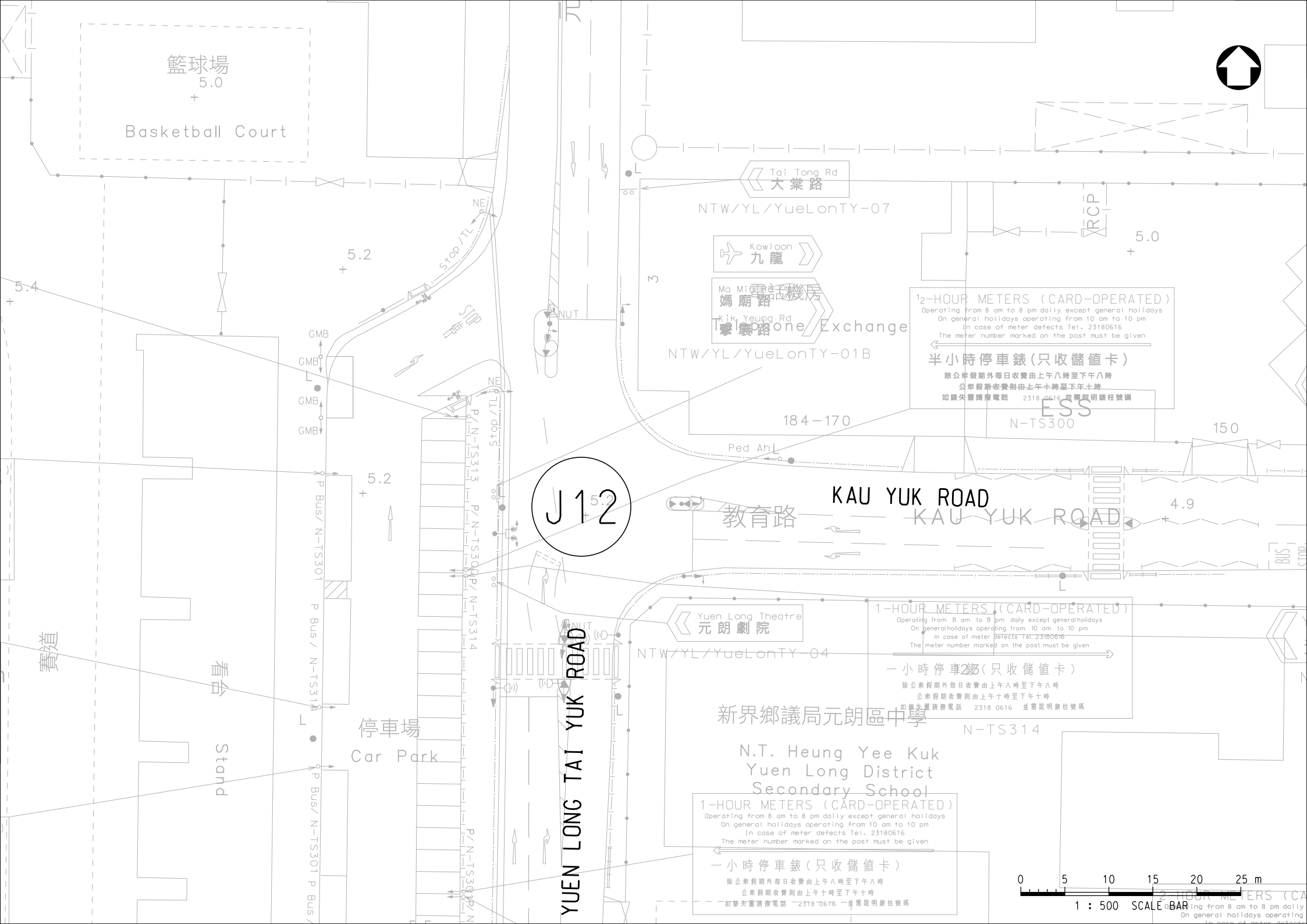


SHAP PAT HEUNG ROAD
SHAP PAT HEUNG INTERCHANGE
TAI KEI LENG ROAD
SHAP PAT HEUNG
J9
行人隧道
Subway
Town Centre
市中心
Yuen Long Town park
元朗市鎮公園
NTW/YL/ShaPatH-11
第六座
Tower 6
平台
Podium
Tai Tong
大棠
NTW/YL/ShaPatH-13
Sharp Devi 589
Proh/Over 10m
50 km/h
十八鄉交匯處
Sheung Shui
上水
Kowloon
九龍
Tin Shui Wai
天水圍
Tuen Mun
屯門
NTW/YL/ShaPatH-12A
291A
291B
291C
CUL
TS
+5.1
5.3
7.5
+6.3
12.8
15.2
13.8
0 5 10 15 20 25 m
1 : 500 SCALE BAR

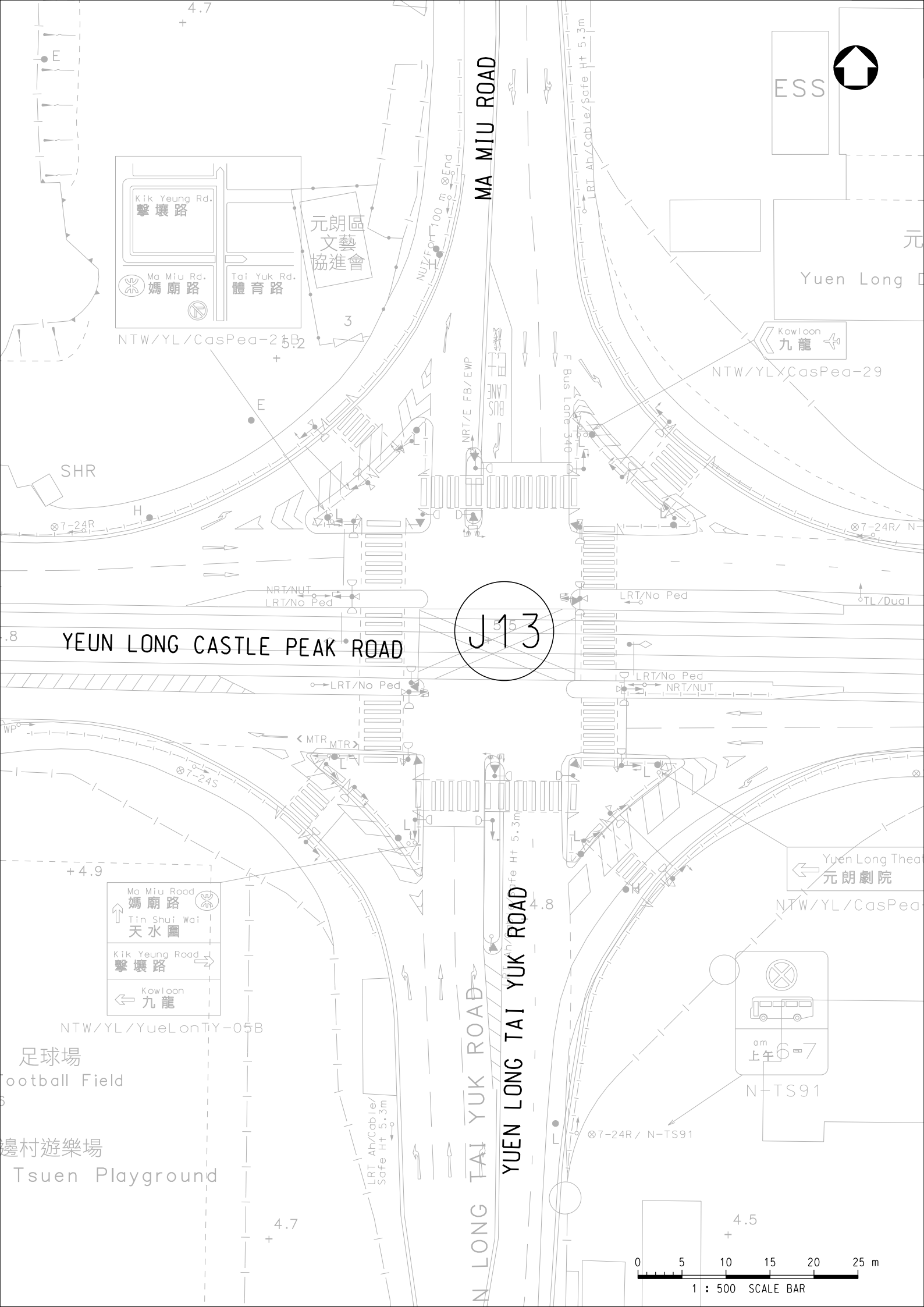

SHAP PAT HEUNG ROAD
八鄉交匯處
SHAP PAT HEUNG INTERCHANGE
YEUN LONG HIGHWAY
元朗公路
J10
SHAP PAT HEUNG INTERCHANGE
Shap Pat Heung Interchange
十八鄉交匯處
NTW/YL/ShaPatH-12A
NTW/YL/ShaPatH-X04B
NTW/YL/ShaPatH-05
NTW/YL/ShaPatH-14
NTW/YL/YueLonH-X64
NTW/YL/ShaPatH-X02A
Tai Tong
大業
Yuen Long (South)
元朗(南)
Kam Tin
錦田
Yuen Long Town
元朗市
Sheung Shui
上水
Kowloon
九龍
Tin Shui Wai
天水圍
Tuen Mun
屯門
LONG HO ROAD
朗河路
Ramp
斜路
0 10 20 30 40 50 m
1 : 1 000 SCALE BAR



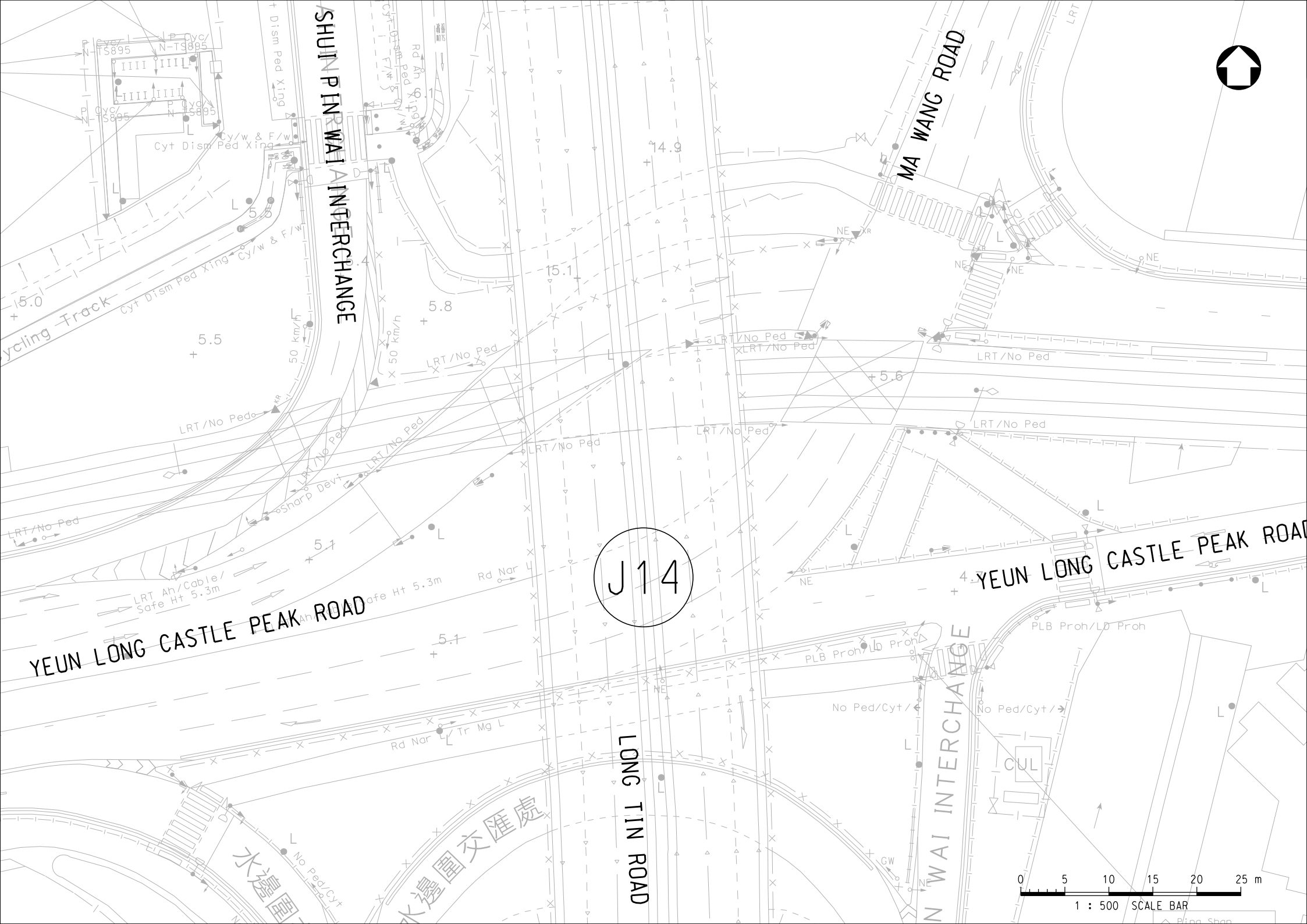
居
le Villas
Town Hall
元朗大會堂
Castle Peak Road
青山公路
NTW/YL/MaTin-06A
第二座
第三座
Tower 2
Tower 3
80
YUEN LONG TAI YUK ROAD
籃球場
Basketball Court
6.8
匡智元朗晨樂
Hong Chi Morningjoy
MA TIN ROAD
6.7
6.0
J11
Child/⊗24S
NRT/NUT
⊗7-24R/
E Tax Up/Off
5.8
7.0
Road
道路
CUL
FB
TS
5.2
4.5
4.2
PLB Proh
⊗7-24R
⊗7-24S
⊗End
Town Hall
元朗大會堂
Castle Peak Road
青山公路
NTW/YL/MaTin-05A
0 5 10 15 20 25 m
1 : 500 SCALE BAR

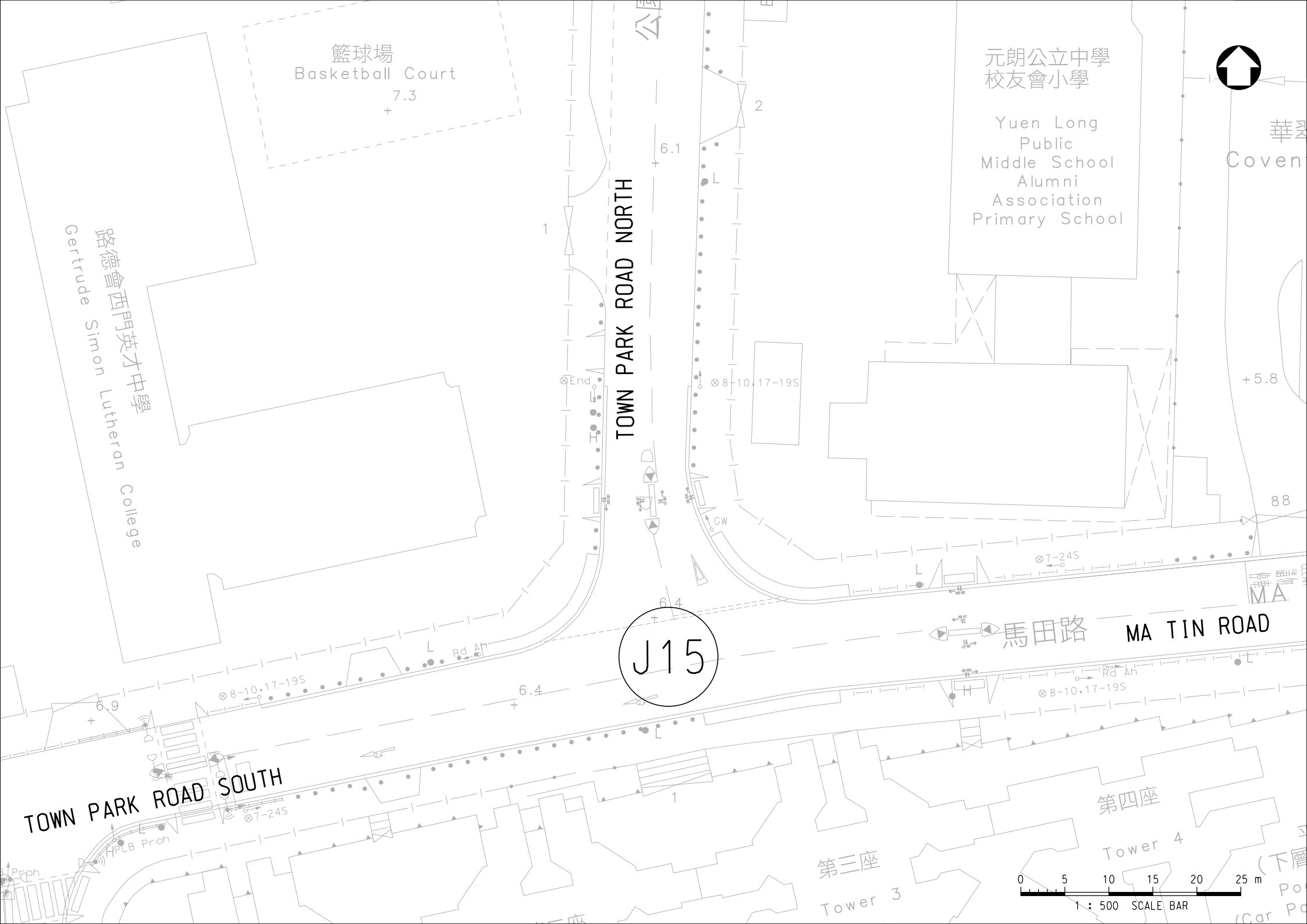


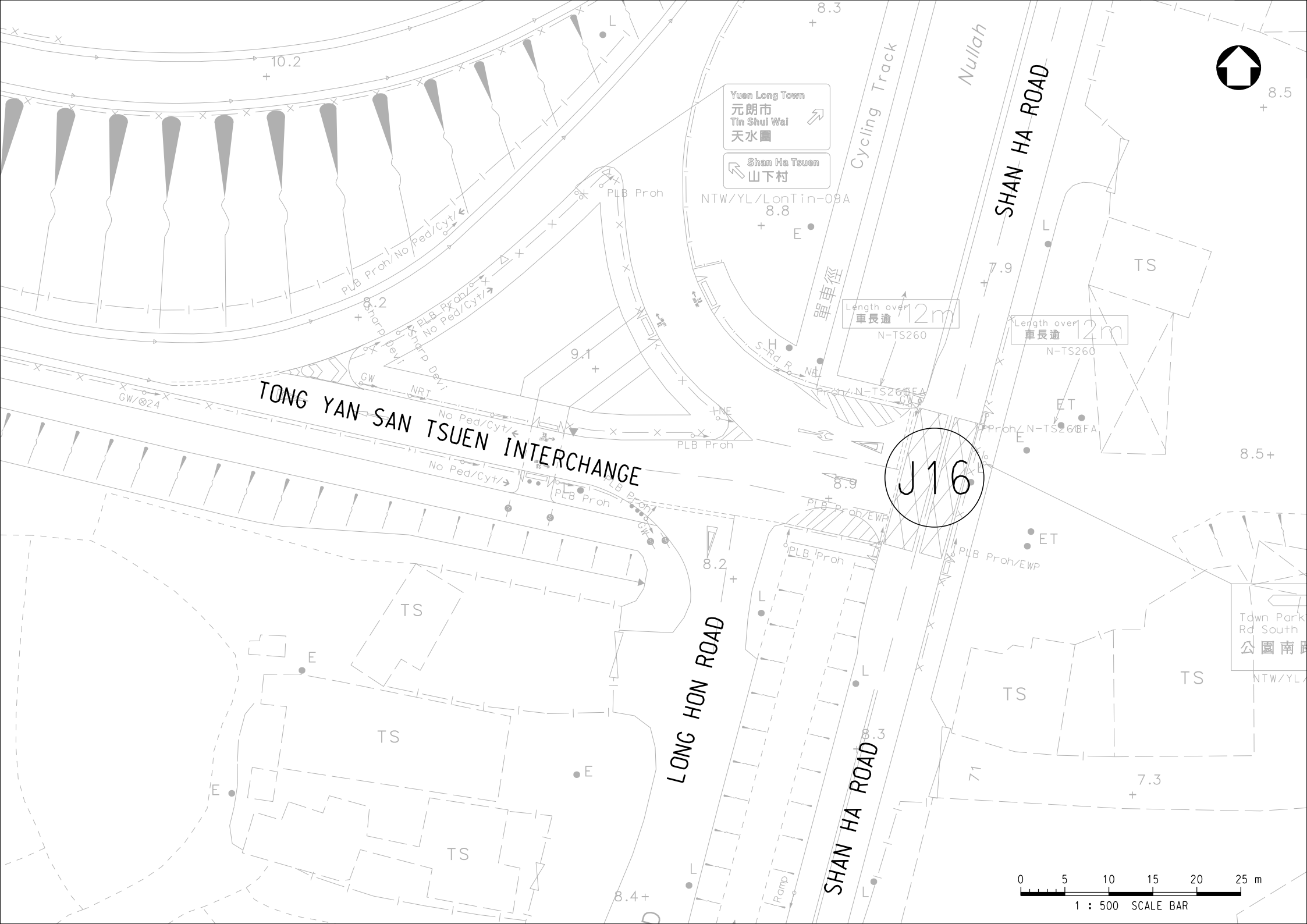
籃球場
5.0
Basketball Court
5.2
5.4
GMB
GMB
GMB
GMB
NE
Stop/TL
NUT
Tai Tong Rd
大棠路
NTW/YL/YueLonTY-07
Kowloon
九龍
Ma Miu Rd
媽廟路
Kik Yeung Rd
擊壤路
電話機房
Telephone Exchange
NTW/YL/YueLonTY-01B
RCP
5.0
1/2-HOUR METERS (CARD-OPERATED)
Operating from 8 am to 8 pm daily except general holidays
On general holidays operating from 10 am to 10 pm
In case of meter defects Tel. 23180616
The meter number marked on the post must be given
半小時停車錶(只收儲值卡)
除公衆假期外每日收費由上午八時至下午八時
公衆假期收費則由上午十時至下午十時
如錶失靈請撥電話 2318 0616 並需說明錶柱號碼
ESS
N-TS300
184-170
150
Ped Ah
J12
5.2
KAU YUK ROAD
教育路
KAU YUK ROAD
4.9
P/N-TS313
P/N-TS300
P/N-TS314
P Bus/N-TS301
P Bus/N-TS314
P Bus/N-TS301
Yuen Long Theatre
元朗劇院
NTW/YL/YueLonTY-04
1-HOUR METERS (CARD-OPERATED)
Operating from 8 am to 8 pm daily except general holidays
On general holidays operating from 10 am to 10 pm
In case of meter defects Tel. 23180616
The meter number marked on the post must be given
一小時停車錶(只收儲值卡)
除公衆假期外每日收費由上午八時至下午八時
公衆假期收費則由上午十時至下午十時
如錶失靈請撥電話 2318 0616 並需說明錶柱號碼
N-TS314
新界鄉議局元朗區中學
N.T. Heung Yee Kuk
Yuen Long District
Secondary School
YUEN LONG TAI YUK ROAD
賽道
看台
Stand
停車場
Car Park
1-HOUR METERS (CARD-OPERATED)
Operating from 8 am to 8 pm daily except general holidays
On general holidays operating from 10 am to 10 pm
In case of meter defects Tel. 23180616
The meter number marked on the post must be given
一小時停車錶(只收儲值卡)
除公衆假期外每日收費由上午八時至下午八時
公衆假期收費則由上午十時至下午十時
如錶失靈請撥電話 2318 0616 並需說明錶柱號碼
0 5 10 15 20 25 m
1 : 500 SCALE BAR



MA MIU ROAD
YEUN LONG CASTLE PEAK ROAD
YUEN LONG TAI YUK ROAD
J13
ESS
Kik Yeung Rd.
擊壤路
Ma Miu Rd.
媽廟路
Tai Yuk Rd.
體育路
元朗區
文藝
協進會
NTW/YL/CasPea-21B
Yuen Long
Kowloon
九龍
NTW/YL/CasPea-29
SHR
NRT/E FB/EWP
F Bus Lane 340
NRT/NUT
LRT/No Ped
TL/Dual
MTR
Ma Miu Road
媽廟路
Tin Shui Wai
天水圍
Kik Yeung Road
擊壤路
Kowloon
九龍
NTW/YL/YueLonTY-05B
足球場
Football Field
邊村遊樂場
Tsuen Playground
Yuen Long Theat
元朗劇院
N-TS91
LRT Ah/Cable/Safe Ht 5.3m
0 5 10 15 20 25 m
1 : 500 SCALE BAR


SHUI PIN WAI INTERCHANGE
MA WANG ROAD
YEUN LONG CASTLE PEAK ROAD
YEUN LONG CASTLE PEAK ROAD
J14
LONG TIN ROAD
N WAI INTERCHANGE
水邊圍交匯處
LRT/No Ped
Cyt Dism Ped Xing
Cy/w & F/w
PLB Proh/LD Proh
No Ped/Cyt
CUL
0 5 10 15 20 25 m
1 : 500 SCALE BAR


籃球場
Basketball Court
7.3
元朗公立中學
校友會小學
Yuen Long
Public
Middle School
Alumni
Association
Primary School
路德會西門英才中學
Gertrude Simon Lutheran College
TOWN PARK ROAD NORTH
TOWN PARK ROAD SOUTH
馬田路
MA TIN ROAD
J15
6.1
6.4
6.9
+5.8
88
End
8-10,17-19S
7-24S
Rd Ah
GW
HPLB Proh
第四座
Tower 4
第三座
Tower 3
0 5 10 15 20 25 m
1 : 500 SCALE BAR



TONG YAN SAN TSUEN INTERCHANGE
LONG HON ROAD
SHAN HA ROAD
SHAN HA ROAD
J16
Yuen Long Town
元朗市
Tin Shui Wai
天水圍
Shan Ha Tsuen
山下村
NTW/YL/LonTin-09A
Cycling Track
Nullah
單車徑
Length over
車長逾
12m
N-TS260
Town Park
Rd South
公園南路
PLB Proh
PLB Proh/No Ped/Cyt/
No Ped/Cyt/
Sharp Devi
GW
NRT
GW/⊗24
PLB Proh/EWP
Proh/N-TS260EFA
S-Rd R
Ramp
TS
ET
E
L
H
8.2
8.3
8.4
8.5
8.8
8.9
9.1
10.2
7.3
7.9
71
0 5 10 15 20 25 m
1 : 500 SCALE BAR

Appendix F

Sources of Information

2016 Population Census – Breakdown of Population by Building Group YL0004

Link	http://census.centamap.com/hong-kong/Yuen%20Long/CHMA/Shap-Pat-Heung/building-group(Shap%20Pat%20Heung)%20La%20Grove%20(Shap%20Pat%20Heung%20Road%202000's)?field=t_pop&sort=default&detailcode=YL0004



中原地圖 CENTAMAP | 政府統計處 Census and Statistics Department | 地政總署 Lands Department

Search -

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YL0004:(Shap Pat Heung) La Grove (Shap Pat Heung Road 2000's)

Buildings:(

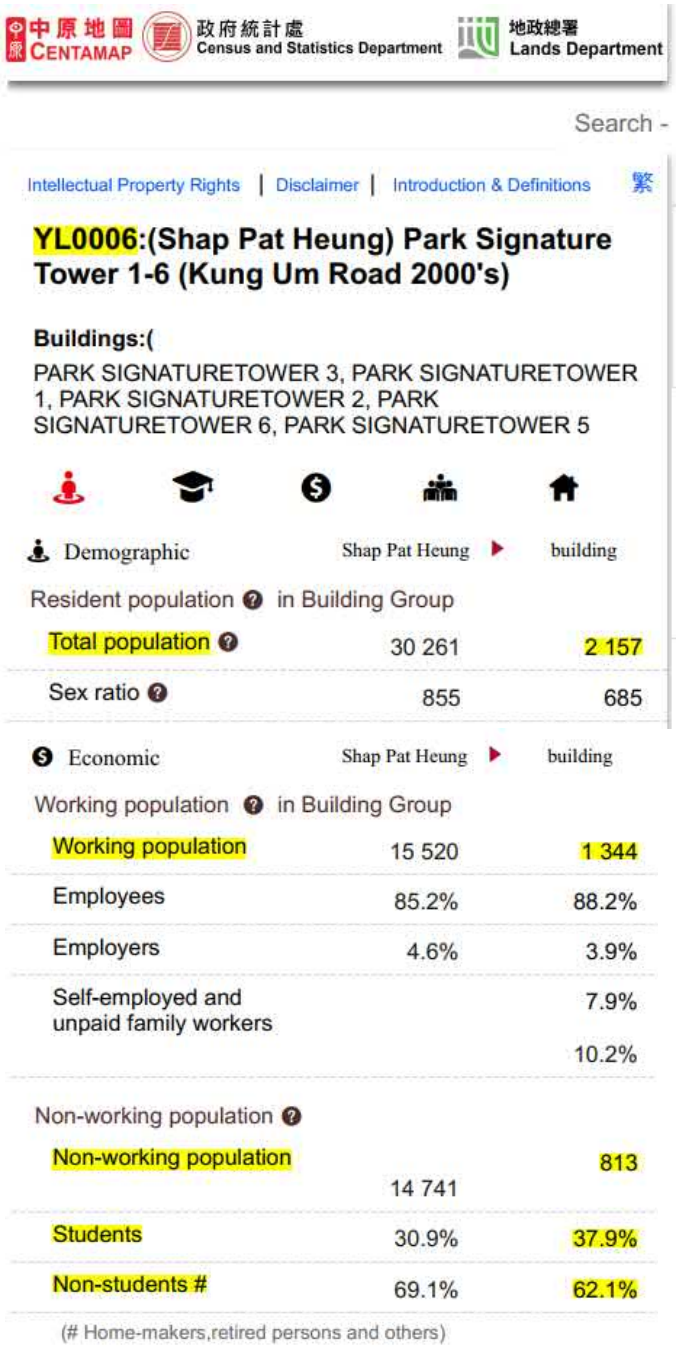
LA GROVETOWER 5, LA GROVETOWER 1, LA GROVETOWER 2, LA GROVETOWER 3

Demographic	Shap Pat Heung	building
Resident population in Building Group		
Total population	30 261	1 392
Sex ratio	855	841
Working population in Building Group		
Working population	15 520	766
Employees	85.2%	88.6%
Employers	4.6%	4.0%
Self-employed and unpaid family workers		7.3%
		10.2%
Non-working population		
Non-working population	14 741	626
Students	30.9%	25.9%
Non-students #	69.1%	74.1%

(# Home-makers,retired persons and others)

2016 Population Census – Breakdown of Population by Building Group YL0006

Link	http://census.centamap.com/hong-kong/Yuen%20Long/CHMA/Shap-Pat-Heung/building-group(Shap%20Pat%20Heung)%20Park%20Signature%20Tower%201-6%20(Kung%20Um%20Road%202000's)?field=t_pop&sort=default&detailcode=YL0006



中原地圖 CENTAMAP | 政府統計處 Census and Statistics Department | 地政總署 Lands Department

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YL0006:(Shap Pat Heung) Park Signature Tower 1-6 (Kung Um Road 2000's)

Buildings:(

PARK SIGNATURETOWER 3, PARK SIGNATURETOWER 1, PARK SIGNATURETOWER 2, PARK SIGNATURETOWER 6, PARK SIGNATURETOWER 5

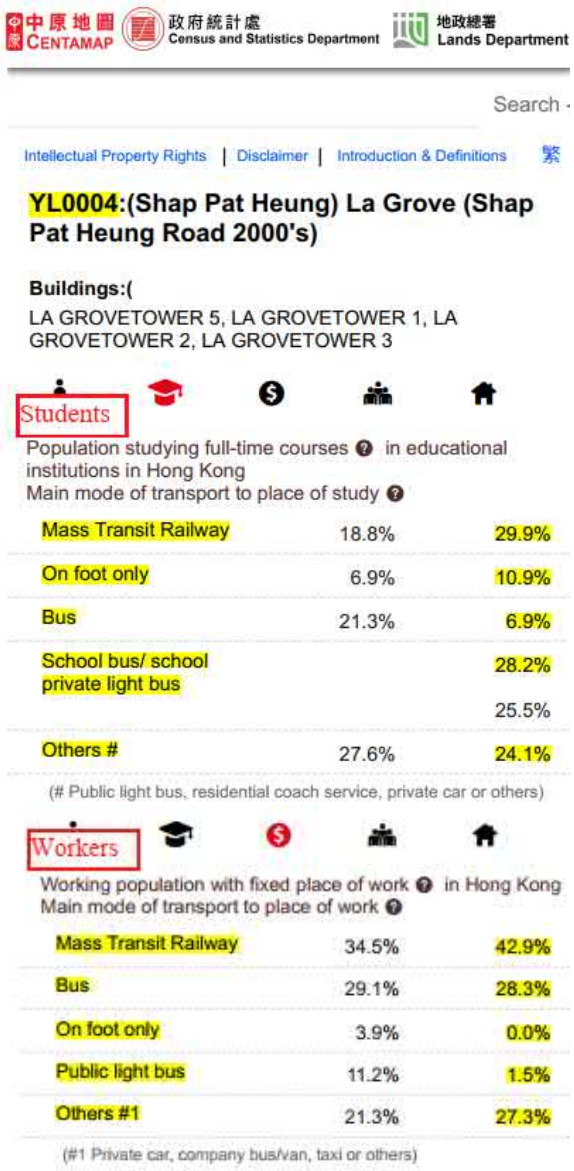
Demographic	Shap Pat Heung	building
Resident population in Building Group		
Total population	30 261	2 157
Sex ratio	855	685

Economic	Shap Pat Heung	building
Working population in Building Group		
Working population	15 520	1 344
Employees	85.2%	88.2%
Employers	4.6%	3.9%
Self-employed and unpaid family workers		7.9%
		10.2%
Non-working population		
Non-working population	14 741	813
Students	30.9%	37.9%
Non-students #	69.1%	62.1%

(# Home-makers,retired persons and others)

2016 Population Census – Mode of Transport by Building Group YL0004

Link	http://census.centamap.com/hong-kong/Yuen%20Long/CHMA/Shap-Pat-Heung/building-group(Shap%20Pat%20Heung)%20La%20Grove%20(Shap%20Pat%20Heung%20Road%202000's)?field=t_pop&sort=default&detailcode=YL0004



中原地圖 CENTAMAP | 政府統計處 Census and Statistics Department | 地政總署 Lands Department

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YL0004:(Shap Pat Heung) La Grove (Shap Pat Heung Road 2000's)

Buildings:(

LA GROVETOWER 5, LA GROVETOWER 1, LA GROVETOWER 2, LA GROVETOWER 3

Students

Population studying full-time courses in educational institutions in Hong Kong

Main mode of transport to place of study

Mass Transit Railway	18.8%	29.9%
On foot only	6.9%	10.9%
Bus	21.3%	6.9%
School bus/ school private light bus		28.2%
		25.5%
Others #	27.6%	24.1%

(# Public light bus, residential coach service, private car or others)

Workers

Working population with fixed place of work in Hong Kong

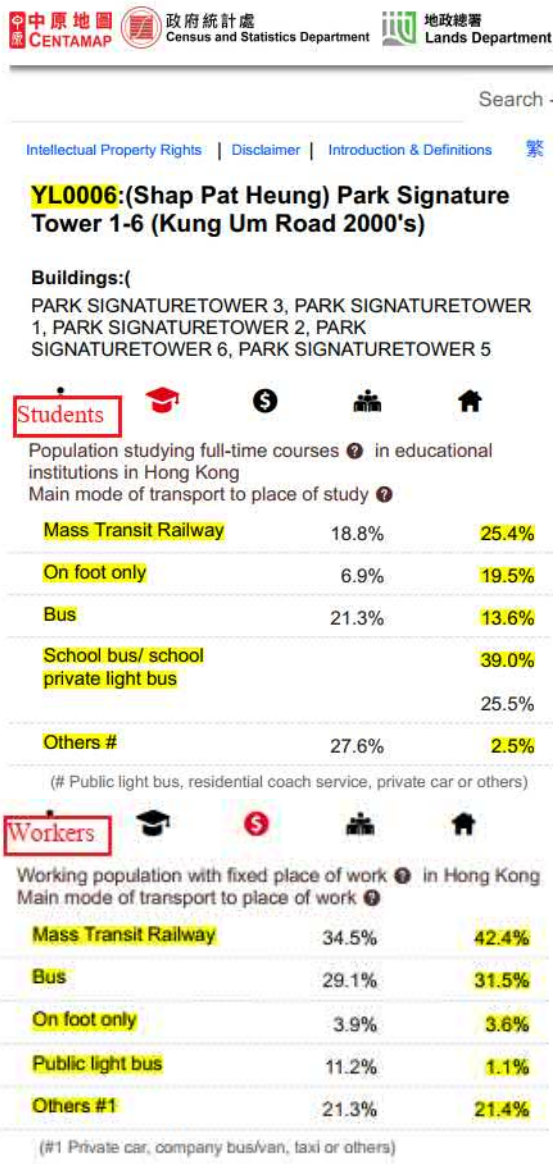
Main mode of transport to place of work

Mass Transit Railway	34.5%	42.9%
Bus	29.1%	28.3%
On foot only	3.9%	0.0%
Public light bus	11.2%	1.5%
Others #1	21.3%	27.3%

(#1 Private car, company bus/van, taxi or others)

2016 Population Census – Mode of Transport by Building Group YL0006

Link	http://census.centamap.com/hong-kong/Yuen%20Long/CHMA/Shap-Pat-Heung/building-group(Shap%20Pat%20Heung)%20La%20Grove%20(Shap%20Pat%20Heung%20Road%202000's)?field=t_pop&sort=default&detailcode=YL0004



中原地圖 CENTAMAP | 政府統計處 Census and Statistics Department | 地政總署 Lands Department

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YL0006:(Shap Pat Heung) Park Signature Tower 1-6 (Kung Um Road 2000's)

Buildings:(

PARK SIGNATURETOWER 3, PARK SIGNATURETOWER 1, PARK SIGNATURETOWER 2, PARK SIGNATURETOWER 6, PARK SIGNATURETOWER 5

Students

Population studying full-time courses in educational institutions in Hong Kong

Main mode of transport to place of study

Mass Transit Railway	18.8%	25.4%
On foot only	6.9%	19.5%
Bus	21.3%	13.6%
School bus/ school private light bus		39.0%
		25.5%
Others #	27.6%	2.5%

(# Public light bus, residential coach service, private car or others)

Workers

Working population with fixed place of work in Hong Kong

Main mode of transport to place of work

Mass Transit Railway	34.5%	42.4%
Bus	29.1%	31.5%
On foot only	3.9%	3.6%
Public light bus	11.2%	1.1%
Others #1	21.3%	21.4%

(#1 Private car, company bus/van, taxi or others)

2016 Population Census – Mode of Transport by New Towns (Students)

Link	https://www.bycensus2016.gov.hk/en/bc-mt.html

B112 Persons Attending Full-time Courses in Educational Institutions in Hong Kong by Place of Study, Year and Main Mode of Transport to Place of Study — B. Education — 2017/07/04

Persons Attending Full-time Courses in Educational Institutions in Hong Kong by Place of Study, Year and Main Mode of Transport to Place of Study

Download More

Year		Persons Attending Full-time Courses in Educational Institutions in Hong Kong[1] Number of Persons 2016											
Main Mode of Transport to Place of Study		On foot only	Mass Transit Railway (Local line)[2]	Bus[3]	School bus[4]	Public light bus[5]	Private car/ Passenger van	Mass Transit Railway (Light Rail)	Residential coach service	Taxi	Ferry/ Vessel[6]	Others[8]	Total
Place of Study - 3 Groups	Place of Study - 22 Groups												
Hong Kong Island	Central and Western	8 615	19 820	7 590	7 808	2 231	2 360	-	134	419	441	351	49 769
	Wan Chai	3 777	10 631	9 427	11 723	1 100	2 510	-	253	343	514	1 180	41 458
	Eastern	17 246	21 000	12 968	10 282	3 299	2 249	-	261	436	657	1 704	70 122
	Southern	5 280	1 706	8 722	10 522	2 808	3 411	-	288	187	320	286	33 530
Kowloon	Yau Tsim Mong	16 818	35 056	11 881	4 168	3 926	2 479	-	158	511	196	170	75 365
	Sham Shui Po	19 429	37 155	11 388	9 266	4 089	2 801	-	235	393	167	107	85 010
	Kowloon City	19 021	26 494	23 353	23 766	7 076	9 520	-	525	936	161	114	110 966
	Wong Tai Sin	18 632	4 958	8 905	6 292	5 706	1 485	-	190	298	-	19	46 485
	Kwun Tong	26 823	16 828	12 774	9 875	8 294	1 432	-	230	303	27	211	76 797
New Territories	Tseung Kwan O New Town	15 521	19 588	4 768	5 462	2 747	1 444	-	114	121	102	133	50 000
	Tsuen Wan New Town	11 879	2 482	5 644	3 006	4 588	864	-	604	104	74	26	29 271
	Tuen Mun New Town	24 775	5 798	7 177	4 604	946	2 752	20 904	158	292	9	124	67 539
	Yuen Long New Town	7 824	1 596	3 191	4 458	1 654	2 685	3 843	433	113	2	373	26 172
	Tin Shui Wai New Town	17 427	2 036	2 319	2 076	490	1 121	10 475	259	69	-	148	36 420
	Fanling/ Sheung Shui New Town	14 973	3 426	7 732	4 067	3 358	1 730	-	316	160	24	692	36 478
	Tai Po New Town	12 921	9 753	6 601	6 832	3 413	2 937	-	523	310	5	356	43 651
	Sha Tin New Town	17 451	33 262	17 761	10 892	5 858	4 163	-	950	249	102	638	91 326
	Ma On Shan New Town	7 404	4 829	2 772	2 730	1 276	1 152	-	116	93	25	122	20 519
	Kwai Chung New Town	18 482	7 313	9 679	3 810	5 166	499	-	364	173	69	15	45 570
	Tsing Yi New Town	5 762	4 068	6 170	2 615	1 678	259	-	200	56	76	77	20 961
	North Lantau New Town	5 017	355	2 403	511	54	45	-	175	-	63	233	8 856
	Other areas in the New Territories	6 119	5 820	5 290	3 285	2 582	1 397	1 466	558	105	480	816	27 918
Total	*Total*	301 196	273 974	188 535	148 050	72 319	49 295	36 688	7 044	5 671	3 516	7 895	1 094 183

2016 Population Census – Mode of Transport by New Towns (Workers)

Link	https://www.bycensus2016.gov.hk/en/bc-mt.html

C109 Working Population with Fixed Place of Work in Hong Kong by Main Mode of Transport to Place of Work, Year and Area of Residence C. Economic 2017/02/27

Working Population with Fixed Place of Work in Hong Kong by Main Mode of Transport to Place of Work, Year and Area of Residence

Download

Year	2016									
Area of Residence	Hong Kong Island		Kowloon		New Towns		Other Areas in the New Territories and Marine		Total	
	Working Population with Fixed Place of Work in Hong Kong		Working Population with Fixed Place of Work in Hong Kong		Working Population with Fixed Place of Work in Hong Kong		Working Population with Fixed Place of Work in Hong Kong		Working Population with Fixed Place of Work in Hong Kong	
	Number of Persons	Percentage	Number of Persons	Percentage	Number of Persons	Percentage	Number of Persons	Percentage	Number of Persons	Percentage
Main Mode of Transport to Place of Work										
Mass Transit Railway (Local line)[1]	183 462	6.4	396 945	13.9	547 112	19.1	36 638	1.3	**1 164 157**	**40.7**
Bus[2]	148 163	5.2	220 391	7.7	389 874	13.6	23 734	0.8	**782 162**	**27.4**
On foot only	58 745	2.1	99 581	3.5	119 541	4.2	8 648	0.3	**286 515**	**10.0**
Public light bus[3]	29 587	1.0	73 044	2.6	76 781	2.7	12 437	0.4	**191 849**	**6.7**
Private car/ Passenger van	38 582	1.3	39 033	1.4	82 130	2.9	26 225	0.9	**185 970**	**6.5**
Company bus/ van	10 544	0.4	19 092	0.7	36 773	1.3	1 877	0.1	**68 286**	**2.4**
Mass Transit Railway (Light Rail)	-	-	-	-	49 277	1.7	3 245	0.1	**52 522**	**1.8**
Taxi	12 999	0.5	11 788	0.4	9 170	0.3	1 052	[4]	**35 009**	**1.2**
Residential coach service	3 914	0.1	3 492	0.1	17 691	0.6	3 023	0.1	**28 120**	**1.0**
Ferry/ Vessel	2 894	0.1	3 573	0.1	1 659	0.1	14 803	0.5	**22 929**	**0.8**
Others	16 603	0.6	5 472	0.2	15 347	0.5	3 404	0.1	**40 826**	**1.4**
Total	**505 493**	**17.7**	**872 411**	**30.5**	**1 345 355**	**47.1**	**135 086**	**4.7**	**2 858 345**	**100.0**

2021 Population Census – Mode of Transport by New Towns (Students)

Link	https://www.census2021.gov.hk/en/main_tables.html

B105 Persons Attending Full-time Courses in Educational Institutions in Hong Kong by Main Mode of Transport to Place of Study, Year and Area of Residence 2022/02/28

Persons Attending Full-time Courses in Educational Institutions in Hong Kong by Main Mode of Transport to Place of Study, Year and Area of Residence

Download ▾ ✕ Close

Year	2021									
Area of Residence	Hong Kong Island		Kowloon		New Towns		Other Areas in the New Territories and Marine		Total	
	Persons Attending Full-time Courses in Educational Institutions in Hong Kong (1)		Persons Attending Full-time Courses in Educational Institutions in Hong Kong (1)		Persons Attending Full-time Courses in Educational Institutions in Hong Kong (1)		Persons Attending Full-time Courses in Educational Institutions in Hong Kong (1)		Persons Attending Full-time Courses in Educational Institutions in Hong Kong (1)	
	Number of Persons	Percentage	Number of Persons	Percentage	Number of Persons	Percentage	Number of Persons	Percentage	Number of Persons	Percentage
Main Mode of Transport to Place of Study										
On foot only	32 379	3.0	91 137	8.6	149 116	14.0	8 547	0.8	**281 179**	**26.4**
Mass Transit Railway (Local line) (2)	35 392	3.3	94 773	8.9	139 661	13.1	11 197	1.1	**281 023**	**26.4**
Bus (3)	29 976	2.8	64 900	6.1	85 594	8.0	10 852	1.0	**191 322**	**18.0**
School bus (4)	28 744	2.7	36 271	3.4	53 752	5.1	7 339	0.7	**126 106**	**11.9**
Public light bus (5)	7 805	0.7	23 740	2.2	24 975	2.3	7 157	0.7	**63 677**	**6.0**
Private car/ Passenger van	12 968	1.2	13 093	1.2	25 335	2.4	12 090	1.1	**63 486**	**6.0**
Mass Transit Railway (Light Rail)	--	--	--	--	30 492	2.9	1 864	0.2	**32 356**	**3.0**
Residential coach service	604	0.1	1 677	0.2	4 629	0.4	954	0.1	**7 864**	**0.7**
Taxi	1 834	0.2	2 411	0.2	1 911	0.2	283	§	**6 439**	**0.6**
Ferry/ Vessel	138	§	241	§	358	§	2 352	0.2	**3 089**	**0.3**
Others	2 938	0.3	828	0.1	1 947	0.2	1 288	0.1	**7 001**	**0.7**
Total	**152 778**	**14.4**	**329 071**	**30.9**	**517 770**	**48.7**	**63 923**	**6.0**	**1 063 542**	**100.0**

2021 Population Census – Mode of Transport by New Towns (Workers)

Link	https://www.census2021.gov.hk/en/main_tables.html

C109 Working Population with Fixed Place of Work in Hong Kong by Main Mode of Transport to Place of Work, Year and Area of Residence 2022/02/28

Working Population with Fixed Place of Work in Hong Kong by Main Mode of Transport to Place of Work, Year and Area of Residence

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Year	2021									
Area of Residence	Hong Kong Island		Kowloon		New Towns		Other Areas in the New Territories and Marine		Total	
	Working Population with Fixed Place of Work in Hong Kong		Working Population with Fixed Place of Work in Hong Kong		Working Population with Fixed Place of Work in Hong Kong		Working Population with Fixed Place of Work in Hong Kong		Working Population with Fixed Place of Work in Hong Kong	
	Number of Persons	Percentage	Number of Persons	Percentage	Number of Persons	Percentage	Number of Persons	Percentage	Number of Persons	Percentage
Main Mode of Transport to Place of Work										
Mass Transit Railway (Local line) (1)	185 069	7.0	380 249	14.[illegible]	541 708	20.4	43 074	1.6	**1 150 100**	**43.2**
Bus (2)	105 337	4.0	180 617	6.[illegible]	354 022	13.3	23 709	0.9	**663 685**	**25.0**
On foot only	54 750	2.1	94 759	3.[illegible]	121 173	4.6	8 311	0.3	**278 993**	**10.5**
Private car/ Passenger van	35 559	1.3	37 574	1.[illegible]	88 202	3.3	28 556	1.1	**189 891**	**7.1**
Public light bus (3)	21 510	0.8	48 989	1.[illegible]	63 819	2.4	14 901	0.6	**149 219**	**5.6**
Company bus/ van	8 765	0.3	15 431	0.[illegible]	36 826	1.4	2 011	0.1	**63 033**	**2.4**
Mass Transit Railway (Light Rail)	--	--	--	-	44 255	1.7	1 621	0.1	**45 876**	**1.7**
Taxi	15 641	0.6	10 667	0.[illegible]	10 613	0.4	936	§	**37 857**	**1.4**
Residential coach service	2 860	0.1	3 324	0.[illegible]	14 092	0.5	2 041	0.1	**22 317**	**0.8**
Ferry/ Vessel	2 420	0.1	2 651	0.[illegible]	2 349	0.1	13 655	0.5	**21 075**	**0.8**
Others	12 299	0.5	4 812	0.[illegible]	17 338	0.7	3 063	0.1	**37 512**	**1.4**
Total	**444 210**	**16.7**	**779 073**	**29.[illegible]**	**1 294 397**	**48.7**	**141 878**	**5.3**	**2 659 558**	**100.0**

TCS 2011 – Figure 3.3 (Proportion of Daily Mechanised Trips)

Link	https://www.census2021.gov.hk/en/main_tables.html

TCS 2011 Figure 3.3

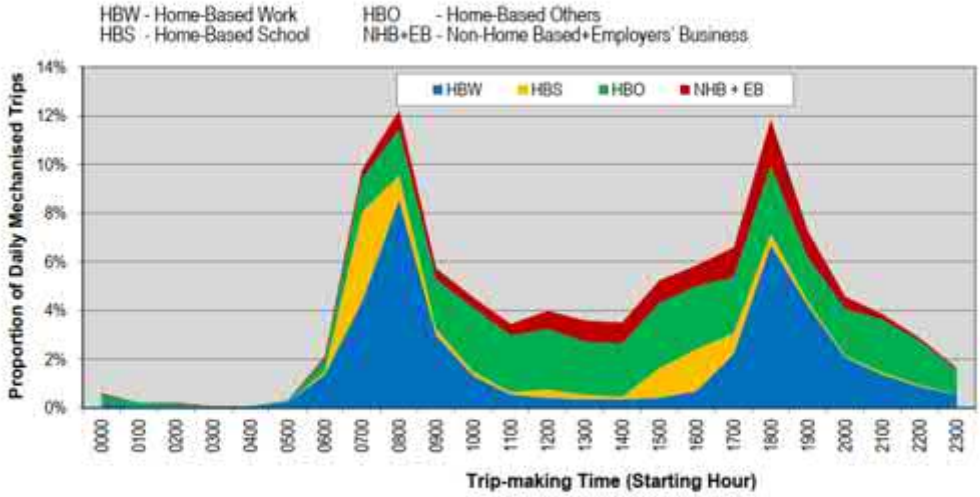


Figure 3.3 : Hourly Profiles of Mechanised Trips

Proportion of Daily Mechanised Trips extracted from Figure 3.3

Period	HBW	HBS	HBO	NHB+EB
0000-0559	2%	0%	2%	2%
0600-0659	3%	0%	1%	1%
0700-0759	11%	35%	4%	3%
0800-0859	20%	9%	5%	6%
0900-0959	7%	3%	5%	4%
1000-1159	5%	3%	13%	11%
1200-1359	2%	5%	13%	15%
1400-1559	2%	12%	13%	17%
1600-1659	2%	16%	7%	9%
1700-1759	6%	8%	6%	10%
1800-1859	17%	4%	8%	12%
1900-1959	10%	2%	5%	6%
2000-2159	9%	2%	11%	3%
2200-2359	4%	1%	7%	1%
Daily	100%	100%	100%	100%

2021 Statistics for the Heavy Rail System

Link	https://www.legco.gov.hk/yr2022/english/fc/fc/w_q/thb-t-e.pdf

Annex

2021 Statistics for the Heavy Rail System
(the busiest one hour in the morning per direction for critical links) (Note 1)

		East Rail Line	Tuen Ma Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
										Tung Chung Line (Note 2)	Airport Express (Note 2 and 3)
1.	Design capacity (6 ppsm) (a)	NA (Note 4)	70 000	85 000	85 000	27 000	85 000	85 000	10 800	66 000	10 000
2.	Maximum carrying capacity when train frequency is maximized (6 ppsm) (b)	NA (Note 4)	70 000	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800
3.	Existing carrying capacity (6 ppsm) (c)	73 300	58 800	67 600	80 000	16 800	71 400	75 000	4 300	42 500	3 200
4.	Difference between (a) and (b) (Note 5)	NA	0	17 400	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 6)	NA	11 200	0	0	10 200	0	0	5 300	2 500	1 600
6.	Current patronage (d)	30 100	36 100	43 300	47 800	9 200	40 000	52 200	1 700	23 600	800

Appendix 4

土木工程拓展署
Civil Engineering and Development Department

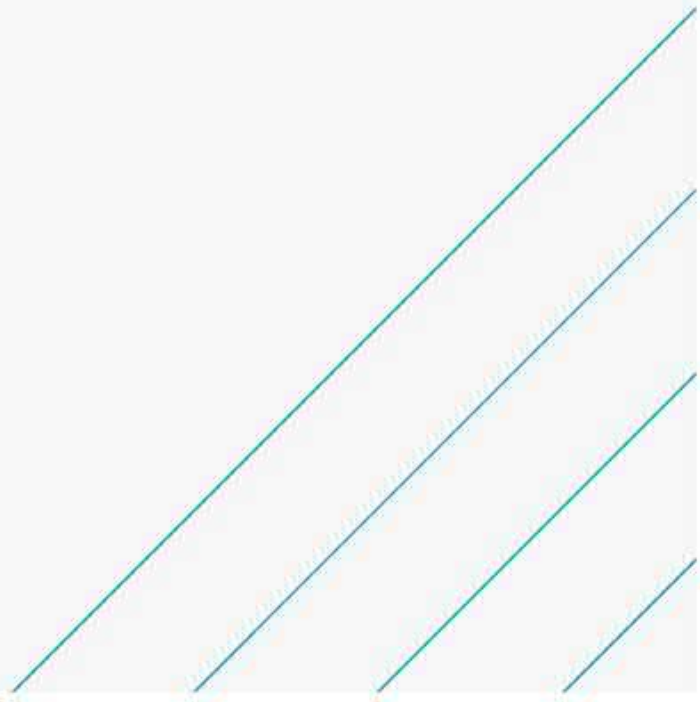
ATKINS
Member of the SNC-Lavalin Group

Agreement No. CE 46/2020 (CE) Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 – Shap Pat Heung Road)

Final Preliminary Drainage Impact Assessment for Shap Pat Heung Road (Rev.2)

(5210095-OR001-03)

March 2023



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Appendix

Appendix A	Hydraulic Modelling Results
Appendix A1	Flood Extent Maps
Appendix A2	Hydraulic Modelling Results – Baseline and Proposed

1. Introduction

1.1 General

1.1.1 The Civil Engineering and Development Department (hereinafter called "CEDD") of the Government of the Hong Kong Special Administrative Region appointed Atkins China Limited (hereinafter called "Atkins"), under Agreement No. CE 46/2020 (CE), to provide professional services in respect of the Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021 - 2024) - Feasibility Study (hereinafter called "the Assignment").

1.1.2 Task Order 4 – Shap Pat Heung Road was issued to Atkins on 27th October 2021.

1.2 Background

1.2.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other purposes.

1.2.2 The demarcation of Zone 1 includes Yuen Long district, Tuen Mun district, Tsuen Wan district and Kwai Tsing district, while the study area of Task Order 4 – Shap Pat Heung Road surrounded by nearby residential buildings, including Atrium House, LA Grove and Park Signature.

1.2.3 For the proposed housing site at Shap Pat Heung Road under Task Order 4, the site has been zoned as R(A) for high density housing development.

1.2.4 The engineering feasibility study is carried out to determine the scope of the infrastructure works and provide necessary engineering information to support the Section 16 Application for increasing the domestic plot ratio of the site at Shap Pat Heung Road near Lung Tin Tsuen, Yuen Long for the proposed public housing development.

1.3 Project Scope

1.3.1 Carry out necessary study(ies) and/or assessment(s) for the instructed Site under Task Order issued by the CEDD in order to ascertain the feasibility of the intensification of the Development(s) to a maximum domestic Plot Ratio of 6.5 and define the scope of the Project (Infrastructure) for the relevant parties to put forward the respective detailed designs.

1.3.2 This scope of study(ies) and technical assessment(s) of the instructed Site include, but not limited to, the following principal works elements:

(a) Recommendation of optimum development schemes for the Development(s) and the required supporting facilities for the Development(s);

(b) Slope cutting and earth filling works as well as geotechnical works/structures (including slope/retaining wall upgrading works if necessary);

(c) Decontamination works, if any;

(d) Transport infrastructure works (including new road connecting to the Site, diversion/ upgrading of existing roads, flyovers, traffic improvement works, PTI/public transport laybys, pedestrian footpath, cycle track, footbridges/ subways and any other pedestrian and transport facilities etc. if necessary);

(e) Sewerage infrastructure works (including pumping station(s), treatment plants and reclaimed water (treated sewage effluent, grey water and harvested rainwater as applicable) treatment facilities if necessary);

(f) Drainage infrastructure works and necessary diversion works;

(g) Water supply infrastructure works and necessary diversion works;

(h) Environmental mitigation measures for the Development(s); and

(i) Other infrastructure works, such as utility works, electricity substation, etc., if any deemed to be necessary to support the Development(s).

1.4 Purpose of the Report

1.4.1 In accordance with Clause 6.6 of the Brief, the Preliminary Drainage Impact Assessment (hereinafter called “the Report”) shall be conducted to:

a) Review the relevant drainage master plan and drainage works completed, and other completed, on-going or planned studies as appropriate and take note of the completed, on-going or any scheduled developments and improvement works in the vicinity of the Development(s);

b) Prepare and submit the project profile for the preliminary DIA with details as outlined in Appendix A of ETWB TC(W) No. 2/2006;

c) Agree with the DSD and the DR on the approach, assumptions, methodologies and hydraulic model for the preliminary DIA;

d) Develop calibrated and verified GIS and InfoWorks models based on latest available information to assess, through the process of hydraulic analysis, the impact due to the Development(s) and the associated Infrastructure Works on the existing drainage system, particularly due to any discharge of stormwater to the existing drainage system;

e) Recommend all necessary measures to mitigate adverse drainage impacts arising from the Development(s) and the associated Infrastructure Works as identified in the preliminary DIA;

f) Formulate drainage proposals, including any drainage system to be provided with a green and eco-hydraulic approach for integration with the landscape design and/or revitalising the existing watercourse if feasible and

applicable, or otherwise necessary diversion, channelization, and decking over of existing streams and pipes, drainage reserves (i.e an extent of 3m on each side of the existing pipe measured from its outer edge), site for drainage pumping stations, and any necessary improvement or upgrading works to existing and planned drainage system arising from the Development(s);

g) Develop the recommended drainage scheme adopting environmental-friendly design;

h) Carry out schematic design of the proposed improvement schemes and measures on plans and sections in enough details to illustrate their feasibility with respect to the topography and surrounding developments/structures etc. and for proceeding with statutory procedures of Section 16 application;

i) Prepare preliminary drainage layout plan to illustrate the hydraulic feasibility of the proposed connection points;

j) Recommend measures necessary to prevent every anticipated and unacceptable drainage impacts arising during construction and operation of the infrastructures;

k) Review whether any existing water courses within the Site would be maintained or diverted;

l) Design the new drainage system that should be sustainable with blue-green concept and with a view to reducing the quantity as well as improving the quality of site runoff according to the SDM; and

m) Consult and obtain an in-principle agreement from DSD on the maintenance requirements of the proposed drainage works.

1.5 Structure of the Report

1.5.1 After this Introduction, the Report is further divided into the following sections:

- Section 2 describes the development parameters;
- Section 3 describes the methodology and design criteria adopted for assessing the drainage impact;
- Section 4 discusses the existing drainage conditions and current flooding susceptibility of the study site;
- Section 5 describes the drainage catchment after the development and the proposed drainage connections;
- Section 6 assesses the likely impacts of the proposed development on the drainage conditions;
- Section 7 describes the temporary drainage during the construction; and
- Section 8 summarizes the assessment results.

1.6 Abbreviations

1.6.1 The following abbreviations are used in this Report:

CEDD	Civil Engineering and Development Department
CLP	China Light and Power Ltd
DEVB	Development Bureau
DGV	Dangerous Goods Vehicle
DIA	Drainage Impact Assessment
DPM	Deputy Project Manager
DSD	Drainage Services Department
E&M	Electrical and Mechanical
EDB	Education Bureau
EIA	Environmental Impact Assessment
EIAO	Environmental Impact Assessment Ordinance
EMSD	Electrical and Mechanical Services Department
EPD	Environmental Protection Department
ETWB	Environmental Transport and Works Bureau
FEHD	Food and Environmental Hygiene Department
FSD	Fire Services Department
GEO	Geotechnical Engineering Office
GI	Ground Investigation
HAD	Home Affairs Department
HD	Housing Department
HyD	Highways Department
LandsD	Lands Department
LCSD	Leisure and Cultural Services Department
LVIA	Landscape and Visual Impact Assessment
PER	Preliminary Environmental Review
PlanD	Planning Department
PTI	Public Transport Interchange
SDM	Stormwater Design Manual
SI	Site Investigation
SIA	Sewerage Impact Assessment
TD	Transport Department
TIA	Traffic Impact Assessment

UIA	Utilities Impact Assessment
WIA	Waterworks Impact Assessment
WSD	Water Supplies Department

2. Proposed Public Housing Development

2.1 Development Parameters

2.1.1 The development parameters of the proposed public housing site at Shap Pat Heung Road is given in **Table 2.1:**

Table 2.1 Development Parameters of Proposed Public Housing Site at Shap Pat Heung Road

Area of Proposed Housing Site	0.71ha approx.
Max. Domestic Plot Ratio	6.5
Total Nos. of Flats	910 nos.
Population	2,457 (Factor for 2028/2029 is 2.7P)
Intake Year	2028/2029
Proposed Welfare Facilities (1)(2)	Home Care Services (HCS) Residential Child Care Centre (RCCC)

Remark:

(1) About 5% of domestic GFA had been set aside for the provision of social welfare facilities under the proposed housing development.

(2) The final list of social welfare facilities shall be subject to confirmation by user departments at later stage.

3. Methodology and Design Criteria

3.1 Model Setting-up

3.1.3 Hydraulic model was developed by using InfoWorks ICM (Integrated Catchment Modeling) software (Version 10) to facilitate design and evaluate hydraulic performance of the proposed drainage works at Yuen long District under this assignment. With full integration of 1D and 2D hydrodynamic simulation techniques, InfoWorks ICM is an integrated modeling platform to incorporate both urban and rural river catchments, and to enables the hydraulics and hydrology of natural and manmade environments to be incorporated into a single model.

3.1.4 The hydraulic modelling was carried out in accordance with the standards set out in the DSD's Stormwater Drainage Manual (SDM) in terms of model set-up, design criteria, modelling assumptions and parameters, etc.

3.2 Hydrological Parameters

Runoff Coefficient

3.2.1 Fixed Percentage Runoff values, adopted for urban catchment, are conservatively estimated to be 1.0 for paved and 0.3 for unpaved areas.

3.2.2 Curve Number values, adopted for rural catchment, are adopted to follow **Table 3.1** below in accordance with the baseline model and the DMP Review. The lowest CN value has been preliminarily set to 65 according to established modelling experience in Hong Kong.

Table 3.1 Curve Number for Different Land Uses

Land Use	Curve Number
Agriculture and Upland	
Green belt	65*
Coastal protection area	65*
Country park	65*
Agriculture	65*
Drainage	
River Channel	100
Highway, Road, and Rail	
Major Road and Junction	100
Urban	
Commercial / Residential	85
Comprehensive Development Area	90
Residential	95
Government, Institution and Community	90
Village	
Village	90
Storage and Industrial	
Industrial	95
Open Space	90

3.3 Hydraulic Parameters

Roughness

3.3.1 For the hydraulic assessment of urban pipeline systems, the Colebrook-White equation is adopted in performing the hydraulic assessment. In general, uniform roughness value of Ks=3mm is applied for pipes and culverts for conservative purpose.

3.3.2 For the hydraulic assessment of open channel, river and natural stream systems, the Manning's roughness coefficient n is applied in the hydraulic model. The Manning values, used in the Sobek models of the DMP study based on findings

of model calibration and verification, are adopted for this study and listed in **Table 3.2** below:

Table 3.2 Manning Roughness Coefficients Adopted for Different Landscaping Features

Channel Description	Manning's n
Wide channel subject to tidal inundation	0.02-0.03
Engineered channels with concrete lining	0.016-0.02
Engineered channels with concrete or masonry sides	0.02-0.025
Engineered channels with grasscrete lining (some vegetation)	0.025-0.035
Engineered channels with grasscrete lining (a lot of vegetation)	0.035-0.05
Natural channels	0.04- 0.05
Natural channels with a lot of vegetation	0.05-0.15

Siltation

3.3.3 The proposed drainage network has been assessed considering siltation as stated in Section 9.3 of SDM 2018. Siltation has been applied on drainage pipes and culverts. Impact of siltation is assumed included in the adopted roughness coefficient for open channel sections. According to SDM guidance, 10% siltation has been considered for drainages with less than 1 in 25 slope, 5% has been considered in the other cases.

Head Loss

3.3.4 Head losses are generally considered in line with the approaches defined in DSD-SDM and InfoWorks ICM Manual.

3.3.5 The 'Normal' head loss condition is applied with a default value of 1.0 for the head loss coefficient at the upstream and downstream ends of a conventional drain, e.g. pipe or box culvert.

3.3.6 Energy loss due to a change of flow cross section at the interfacing location between river reach and conduit is considered in a form of sudden contraction and subsequent enlargement of flow area and incorporated into the hydraulic model as "Fixed" head loss with coefficient configurations. The head loss coefficient K = 0.5 and K = 1.0 is applied for flow contraction and expansion respectively in the models.

3.3.7 Following the InfoWorks ICM Manual, head loss coefficients of the pipe drains due to flow bending are considered and presented in **Table 3.3** below.

Table 3.3 Head loss Coefficients for Bending

Bend (degree)	Head Loss Coefficient
30	3.3
60	6.0
90	6.6
>90	8.0

3.4 Design Criteria

Design Flood Protection Level

3.4.1 Stormwater Drainage Manual (fifth edition,2018) suggest protection standards as shown in **Table 3.4** below:

Table 3.4 Design Return Periods Based on Flood Levels adopted

Urban Drainage Trunk Systems	200-year [1]
Urban Drainage Branch Systems	50-year [1]
Main Rural Channel	50-year

Notes:

1. For definitions of Urban Drainage Branch and Urban Drainage Trunk Systems, refer to Section 6.6.2 of DSD-SDM (2018).

Design Storm Combination

3.4.2 The flood level return period combinations as recommended in the DSD-SDM (2018) Table 2.3 have been adopted in the hydraulic modelling analysis. The combinations of rainstorm and tide events used in the analysis are summarised in **Table 3.5** below.

Table 3.5 Design Combination of Rainstorm and Tide Events

Flood Level Return Period (Years)	Scenarios	Rainfall Return Period (Years)	Sea Level Return Period (Years)
200	Case A	200	10
	Case B	10	200
50	Case A	50	10
	Case B	10	50

Design Considerations Rainfall and Sea Level due to Climate Change

3.4.3 By taking account of the effect of climate change in the drainage design, the projection of rainfall increases percentage and sea level rise given in SDM (2018) Table 28 should be added to the respective design rainfall intensities / synthetic rainstorm profiles and design extreme sea levels. The climate change effects of mid-21st century and end-21st century have been assessed and are shown in **Table 3.6** below.

Table 3.6 Rainfall Increase and Sea Level Rise due to Climate Change

	Rainfall Increase	Sea Level Rise (m)
Mid 21st Century (2041-2060)	10.4%	0.23
End 21st Century (2081 – 2100)	13.8%	0.49

3.4.4 The climate change impacts are assessed in this DIA. Both rainfall intensity increase and sea level rise stated in SDM (2018) are used.

Design Rainstorm

3.4.5 Synthetic rain falls profiles have been adopted. The considered rain has a symmetrical distributed profile in accordance with SDM (2018). Rainfall parameters defined in SDM Table 3a have been adopted. For symmetrical rain fall profiles, rainfall duration has to be greater than the concentration time of the assessed catchment. A 4-hour rainfall has been considered. With a conservative approach, no areal reduction factor has been applied.

Design Tide

3.4.6 Being consistent with the DMP study, the design sea levels are the extreme sea levels at the Tsim Bei Tsui gauge, which is the nearest recorder site to Deep Bay.

Freeboard

3.4.7 In accordance with the SDM(2018), the minimum 300 mm freeboard should be provided to the pipeline system as a safety margin for the following considerations where applicable:

- to avoid surface flooding within the drainage catchment;
- to ensure free surface flow if practicable; and
- to take account of inaccuracies in flood level estimations.

3.4.8 A 200mm allowance is also considered adequate in the situations of super-elevations at bends and wave run-ups if both apply.

4. Existing Drainage Condition and Flooding Susceptibility

4.1 General

4.1.1 The proposed housing site is located at Shap Pat Heung Road, Yuen Long. The layout plan of the proposed housing site is shown in **Figure no. 5210095-ATK-GA-1001**.

4.2 Existing Drainage Catchment

4.2.1 The proposed housing site falls within the catchment boundary of Yuen Long Basin.

4.2.2 A large portion of the site is paved area and is being used as an open car park. Land use at the proposed development site is considered as “open space” in the baseline scenarios assessed in Drainage Master Plan (DMP).

4.2.3 Currently, runoff from the open car park located at the proposed housing site is discharged to the 525mm u-channel near the north side of boundary of the proposed housing site and it is conveyed to existing manhole SMH1047869 and SMH1047868 which are located at the Shap Pat Heung Road, via two 600mm diameter pipes respectively. In addition, the runoff from the access road to Park Signature is also discharged to this 525mm u-channel at the east end.

4.2.4 The existing topography of study area is +5.4mPD approximately, which is relatively lower than Shap Pat Heung Road and nearby developments which are at around +6.5mPD.

4.3 Existing Drainage Condition

4.3.1 Based on the drainage record plan, runoff at the location of the proposed housing site will be discharged to the drainage system at Sheung Pat Heung Road. The surface runoff is further conveyed via the twin 2500mm (Wide) x 1800mm (Height) box culvert at Yuen Long Tai Yuk Road to the Yuen Long Main Nullah. The existing drainage system is shown in **Figure no. 5210095-ATK-DIA-1001.**

4.4 Flood Susceptibility

4.4.1 The drainage network at Shap Pat Heung Road performs within the freeboard requirements for a 50-year storm event including mid-21st or end-21st Century Climate Change allowance.

4.4.2 Localized flooding occurs at the location of the proposed housing site due to the relatively low-lying nature under baseline condition with a 1-in-50-year return period as demonstrated in Figure 1.

5. Drainage Condition After Development

5.1 Drainage Catchment after Development

5.1.1 The proposed housing site at Shap Pat Heung Road will occupy the area of existing open space car park, with the area of 0.71ha approximately. The catchment plans before and after the development are shown in **Figures 5210095-ATK-DIA-1011** and **1031** respectively.

5.1.2 Based on the latest topographic level, the ground level for the catchment YL_1543.2 in the hydraulic model has been updated to +7.0mPD to match with the as-built topographic level of Park Signature and nearby developments. Surface runoff from such catchment shall directly be discharged to the channel near Lam Hi Road, south side of Park Signature, which has reduced surface runoff discharging to the storm drain along Shap Pat Heung Road.

5.2 Proposed Drainage for the Development

5.2.1 The Existing 525mm u-channel which is located at the north side of the proposed housing site is proposed to be demolished to cater the housing development. 2 nos. of terminal manholes (STMH1 and STMH2) with 6.5mPD cover level are proposed for the housing development.

5.2.2 Two terminal manholes STMH1 and STMH2 are proposed to convey surface runoff collected from the proposed housing development to the trunk drain at Shap Pat Heung Road.

5.2.3 The existing catchpit SCH1028421 and 600mm diameter pipe connecting the catchpit and manhole SMH 1047869 shall be abandoned.

5.2.4 The proposed terminal manhole STMH1 shall connect the existing manhole SMH1047869 by a new 600mm dia. storm drain.

5.2.5 Existing catchpit SCH1026461 will be demolished. Proposed terminal manhole STMH2 will be located at the existing location of catchpit SCH1026461 and connect to the existing 600mm diameter pipe.

5.2.6 Surface runoff directed to the trunk drain at Shap Pat Heung road shall be further conveyed towards the box culvert at the junction of Shap Pat Heung Road and Yuen Long Tai Yuk Road and finally discharged to the Yuen Long Main Nullah.

5.2.7 The proposed drainage network is shown in **Figure 5210095-ATK-DIA-1021**.

6. Drainage Impact Assessment and Mitigation Measures

6.1 Impact Assessment

6.1.1 Proposed drainage works comply with the stated freeboard requirements.

6.1.2 Drainage network at the upstream and downstream of the proposed development is unchanged. No adverse impact has been identified.

6.1.3 Only minor change in the paved/unpaved ratio at the location of the proposed housing site (i.e. the unpaved area at the north side of the site is assumed to be paved after development) from around 90% to 100% assumed in the model. Thus, there is only minimal impact on existing drainage network at downstream.

6.1.4 A minimum +6.5mPD platform is recommended to be adopted for the housing development. It helps to minimise surface runoff from flowing into the site from nearby high land.

6.1.5 There is no flooding with flood depth larger than 0.1m within the housing development area under the 1-in-50 years return period. Flood extent map after the proposed development is presented under **Appendix A1**.

6.1.6 Critical nodes of the drainage networks including existing box culvert have been checked with no adverse impacts identified. Summary of node from SMH1045840 to SGJ1028420 is demonstrated under **Appendix A2**.

6.2 Options for Further Mitigation

6.2.1 To enhance site drainage performance, runoff can be reduced from the proposed housing site with consideration of blue-green infrastructure subject to site situation and detailed design.

6.2.2 Blue-green infrastructure considers a series of solutions which limit flow downstream by impounding and dispersing water locally. These solutions can be applied within the development site to reduce peak runoff without constraining land use.

6.2.3 For example, runoff can be stored within the site in geocellular units underneath pedestrian walkways or the re-provided playground. Another storage solution can be a lowered square, or sport facility, that stores water only during intense storm events (so while it is not in use) and releasing the volume at a given flow rate, thus reducing peak flow. Both these storages can be built within the development site, adjusting already proposed facilities and infrastructures without conflicting with their main stakeholder or proposed land use.

6.2.4 In a similar way, water dispersion infrastructure such as soakaways, swales and infiltration trenches reduce both peak runoff flow as well as runoff volume. These elements have been preliminary not considered but, in detail design stage, may further limit flow to the drainage network and reduce storage required volume.

The feasibility of those structures is related to site permeability and water table level.

6.3 Flooding Situation upon Completion of the Project

6.3.1 No flooding has been identified within the proposed site for the design return period.

6.3.2 No significant flood risk modification has been identified at the adjacent areas due to the proposed housing site.

7. Temporary Site Drainage, Monitoring and Audit

7.1 Temporary Site Drainage

7.1.1 To provide sufficient drainage capacity, without over-sizing the temporary drainage, the temporary drainage shall be designed in accordance with DSD PN No.1/2017 Design Rainfall Depth and Profile for Temporary Works within the Dry Season.

7.1.2 The runoff coefficient of the construction site will be approximately the same as the planned condition. Improvement / upgrading works should be conducted in advance of the change in site conditions to avoid adverse hydraulic impact to the drainage system during construction.

7.2 Site Monitoring and Audit

7.2.1 The purpose of site monitoring and auditing is to monitor the performance of the drainage system to ensure that the drainage system will not be affected or blocked by the construction activities.

7.2.2 During construction stage, Temporary Drainage Management Plan (TDMP) should be submitted by the Contractor for DSD's comments before carrying out any diversion and upgrading works. Sufficient information to clearly show the nature of works proposed shall be described in TDMP. TDMP shall also explain how the drainage works will be implemented with works programme, and assess the impact on the drainage system with proposed mitigation measures. Monitoring and mitigation procedures with contingency plans shall be provided.

7.2.3 Appropriate mitigation measures shall be proposed to ensure that the proposed works will not cause any unacceptable increase in the risk of flooding throughout the construction period, and fulfil all relevant requirements of DSD. The provision of site drainage should be adequate during construction. Any temporary dewatering required for underground works will be pumped to a suitable storm drain. During wet weather, ponding of water in localized low spots within works sites may develop in respect of temporary works and temporary storage. This will need to be collected by the temporary site drains and gravity discharge / pumped to the nearest storm drain or culvert. This flow discharge is required to be desilted and closely monitored for the compliance with the EPD statutory requirements.

7.2.4 Prior to the onset of wet season and upon announcement of rainstorm warnings by Hong Kong Observatory, the Contractor will carry out drainage inspection to ensure free flow passage of the drainage system. Cleansing works will be carried out before and after each heavy rainstorm. Routine inspection to the drainage system should be carried out by the Contractor during construction and the frequency of inspection should be agreed by the Engineer or DSD when necessary.

7.2.5 Surface run-off from the construction site should be directed into the existing public storm water drainage system via adequately designed sand / silt removal facilities such as sand traps, silt traps and sediment basins. Channels, earth

bunds or sand bag barriers will be provided on site to properly direct storm water to such silt removal facilities.

7.2.6 Silt removal facilities, channels and manholes should be maintained, and the deposited silt and grit will be removed regularly, and particularly after each rainstorm, to ensure that these facilities are functioning properly at all times.

7.2.7 During excavation in the wet season, temporarily exposed soil surfaces should be covered wherever practicable and temporary access roads should be protected by crushed stone or gravel as excavation proceeds. Intercepting channels will be provided, for example along the crest / edge of the excavation, to prevent storm runoff from washing across exposed soil surfaces. Arrangements will be in place to ensure that adequate surface protection measures can be satisfactorily carried out well before the arrival of a rainstorm; and

7.2.8 Earthworks final surfaces will be well compacted, and the subsequent permanent work or surface protection will be carried out as soon as practical after the final surface are formed to prevent erosion caused by rainstorms. Appropriate intercepting channels will be provided, where necessary. Rainwater pumped out from trenches or foundation excavations will be discharged into storm drains via silt removal facilities.

8. Conclusion and Recommendations

8.1.1 An integrated hydrological and 1D/2D hydraulic model was developed in InfoWorks ICM to conduct the drainage impact assessment for the proposed housing development.

8.1.1 This DIA has assessed the potential drainage impacts arising from the proposed Development under this Development by adopting the design criteria and parameter provided in SDM (2018).

8.1.2 There is a minor change in the paved/unpaved ratio in the site. Thus, the existing pipeline system at the downstream of the connection point shall bear a minimal drainage impact.

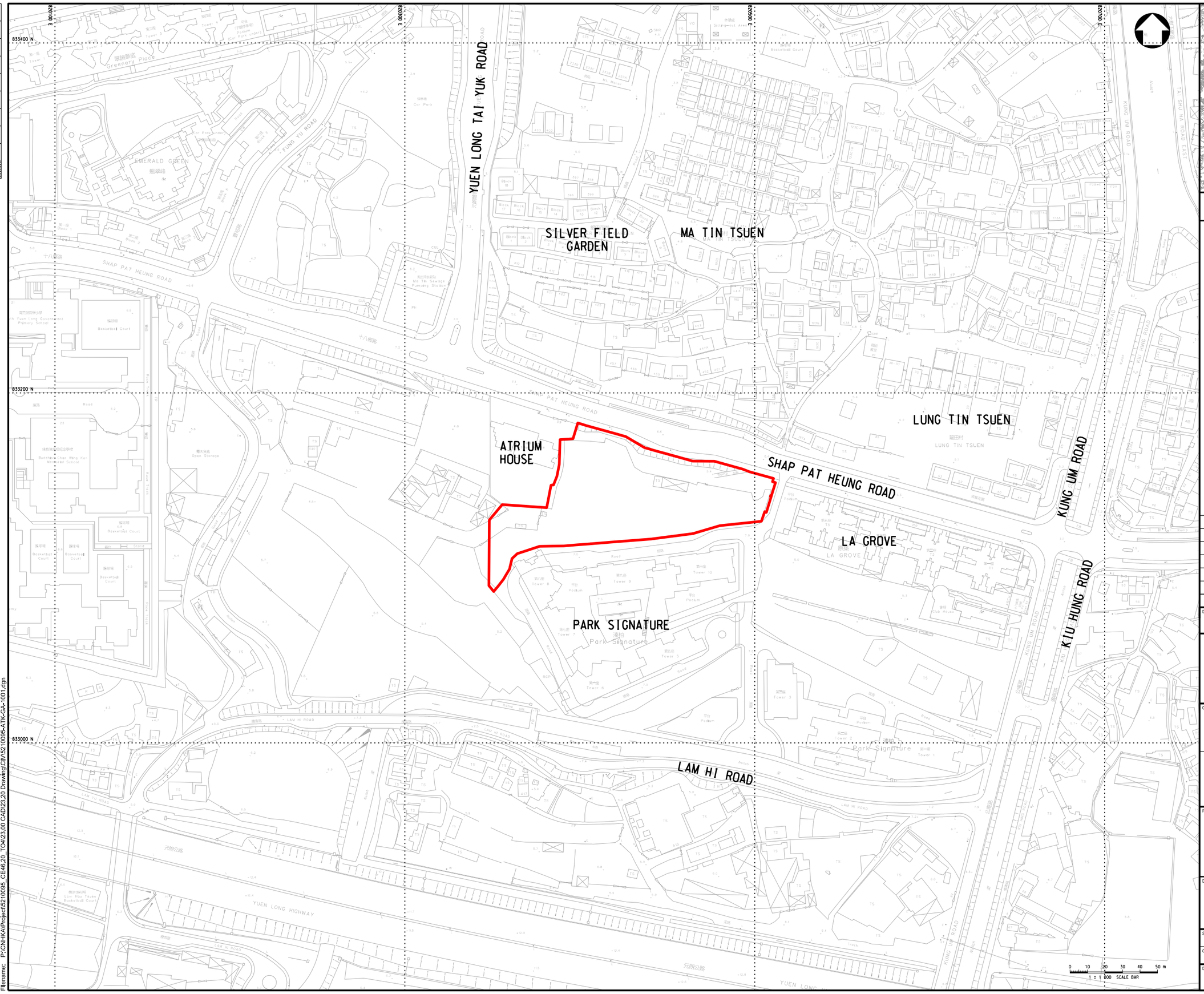
8.1.3 The downstream existing pipeline system from SMH1047868 to SGJ1028420 and the box culvert have sufficient capacity to convey the surface runoff from the Site after the development and the existing catchments.

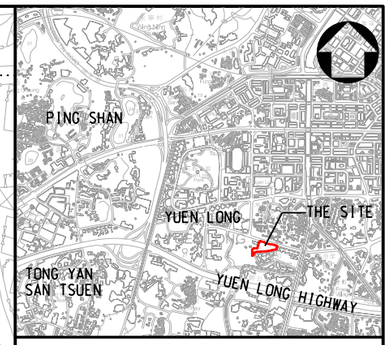
8.1.4 Proposed drainage works comply with stated freeboard requirements.

8.1.5 With the provision of the proposed drainage works, this hydraulic assessment indicates that the Development would not induce adverse drainage impact to that catchment.

8.1.6 It is concluded that there is no adverse drainage impact due to the proposed housing development and hence no mitigation measures or upgrading works would be necessary.

Figures





KEY PLAN
N.T.S.

LEGEND:

PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2021	FIRST ISSUED	WL	KL	DL

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TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
LAYOUT PLAN OF STUDY AREA OF TASK ORDER 4

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A1	NOV 2021	NOV 2021	NOV 2021	NOV 2021

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Revision: A

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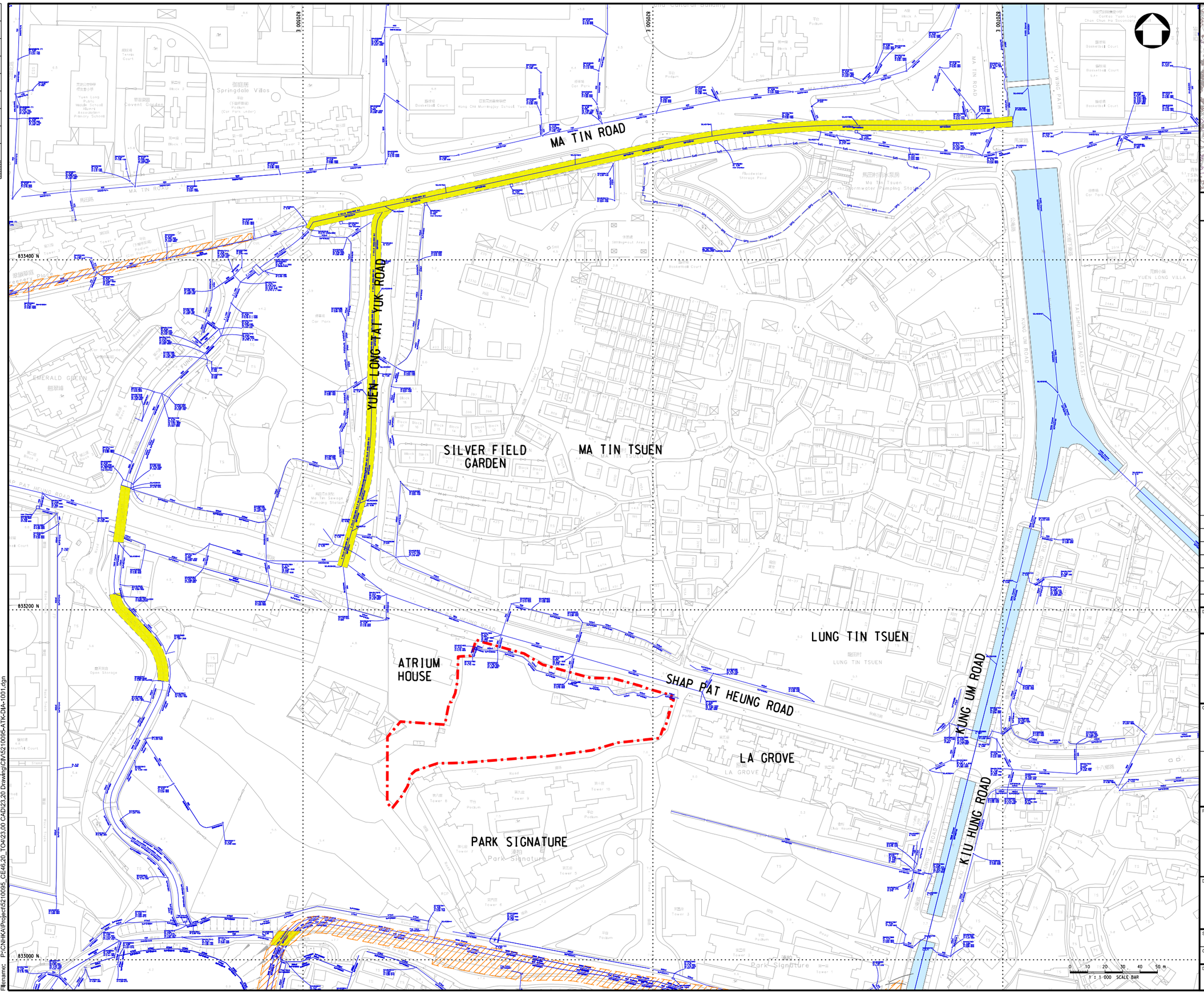

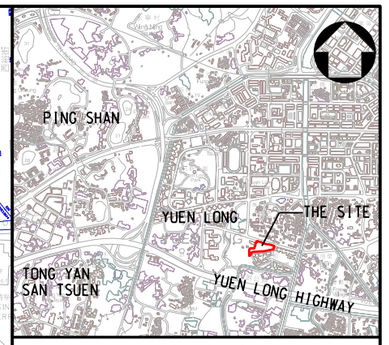

KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- EXISTING CHANNEL / STREAM
- EXISTING BOX CULVERT
- EXISTING STORM DRAINAGE SYSTEM
- DRAINAGE RESERVE

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C	OCT 2022	FOURTH ISSUE (FINAL REV.2)	CC	KL	DL
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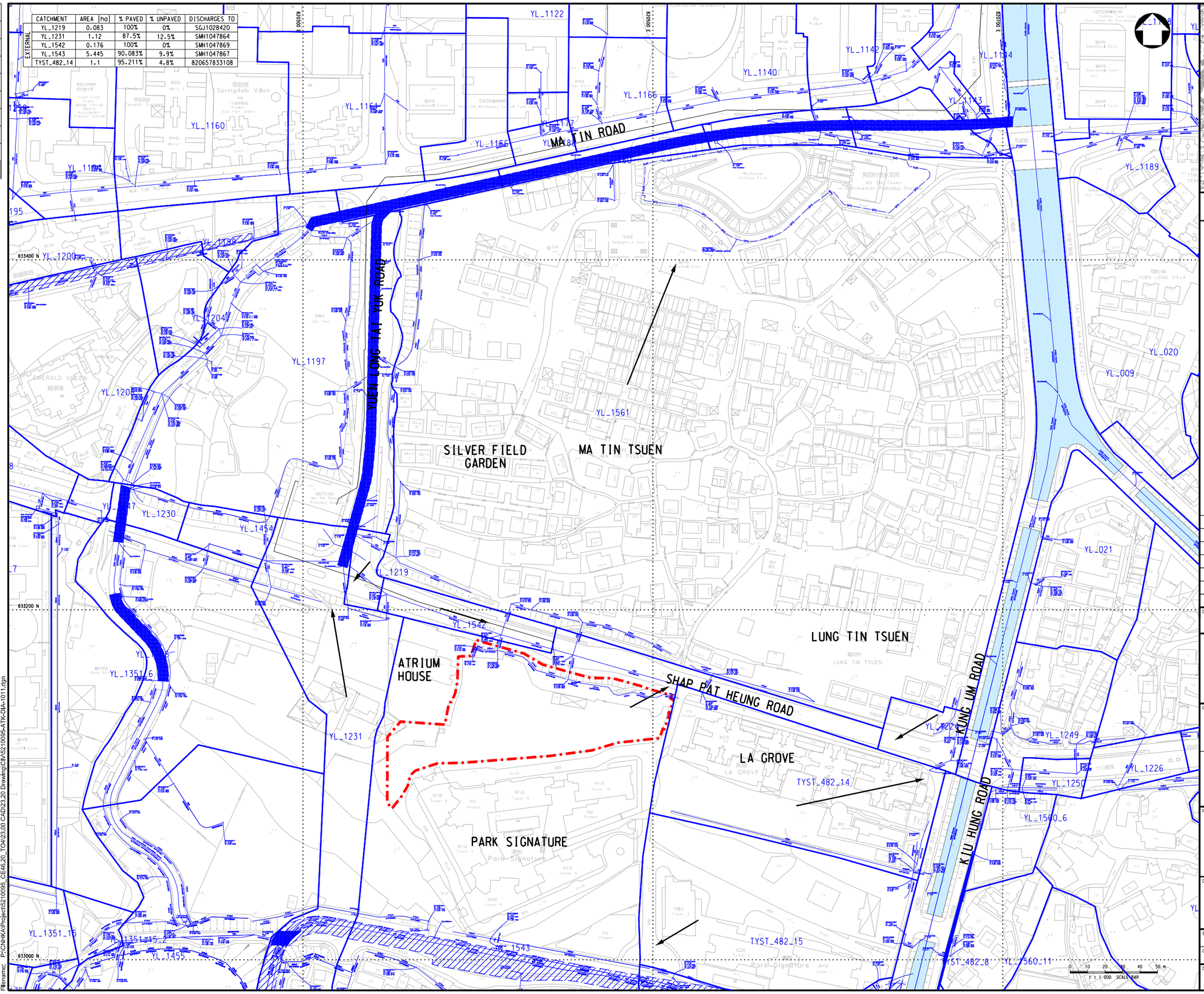

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	YL_1542	0.176	100%	0%	SMH1047869
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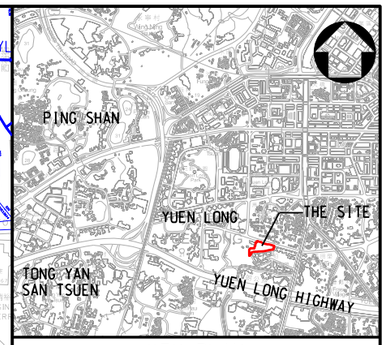

KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- EXISTING CHANNEL / STREAM
- CATCHMENTS BOUNDARY
- CATCHMENTS SURFACE FLOW DIRECTION
- EXISTING STORM DRAINAGE SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
B	MAR 2022	SECOND ISSUE (FINAL)	CC	KL	DL
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AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

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AT SHAP PAT HEUNG ROAD -
BEFORE DEVELOPMENT

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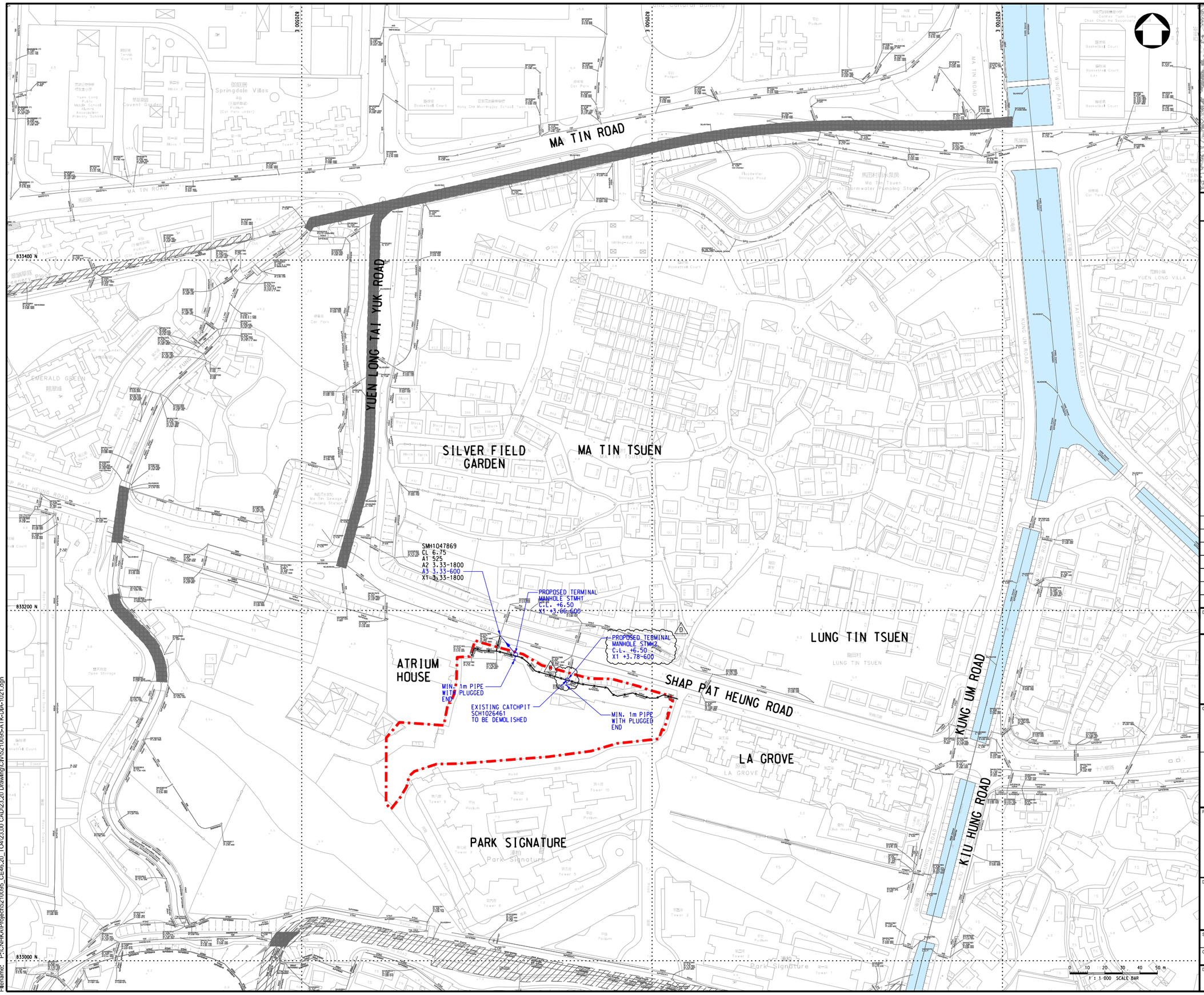

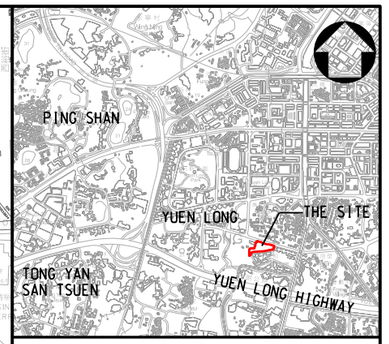

KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- EXISTING CHANNEL / STREAM
- EXISTING BOX CULVERT
- EXISTING STORM DRAINAGE SYSTEM
- DRAINAGE RESERVE
- PROPOSED STORM DRAINAGE SYSTEM
- EXISTING DRAINAGE SYSTEM TO BE DEMOLISHED

Rev.	Date	Description	By	Chk'd	App'd
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C	JUN 2022	THIRD ISSUE (FINAL REV.1)	CC	KL	DL
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(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

PROPOSED STORMWATER DRAINAGE SYSTEM

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	YL_1231	1.12	87.5%	12.5%	SMH1047864
	YL_1542	0.176	100%	0%	SMH1047869
	TYST_482_14	1.1	95.2%	4.8%	820657833108
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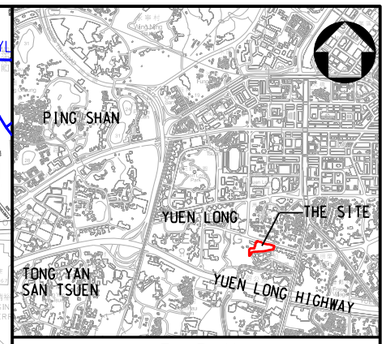

KEY PLAN
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LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- EXISTING CHANNEL / STREAM
- CATCHMENTS BOUNDARY
- CATCHMENTS SURFACE FLOW DIRECTION
- EXISTING STORM DRAINAGE SYSTEM
- PROPOSED STORM DRAINAGE SYSTEM
- EXISTING DRAINAGE SYSTEM TO BE DEMOLISHED

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Drawing Title
CATCHMENT PLAN
AT SHAP PAT HEUNG ROAD -
AFTER DEVELOPMENT

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Revision: D

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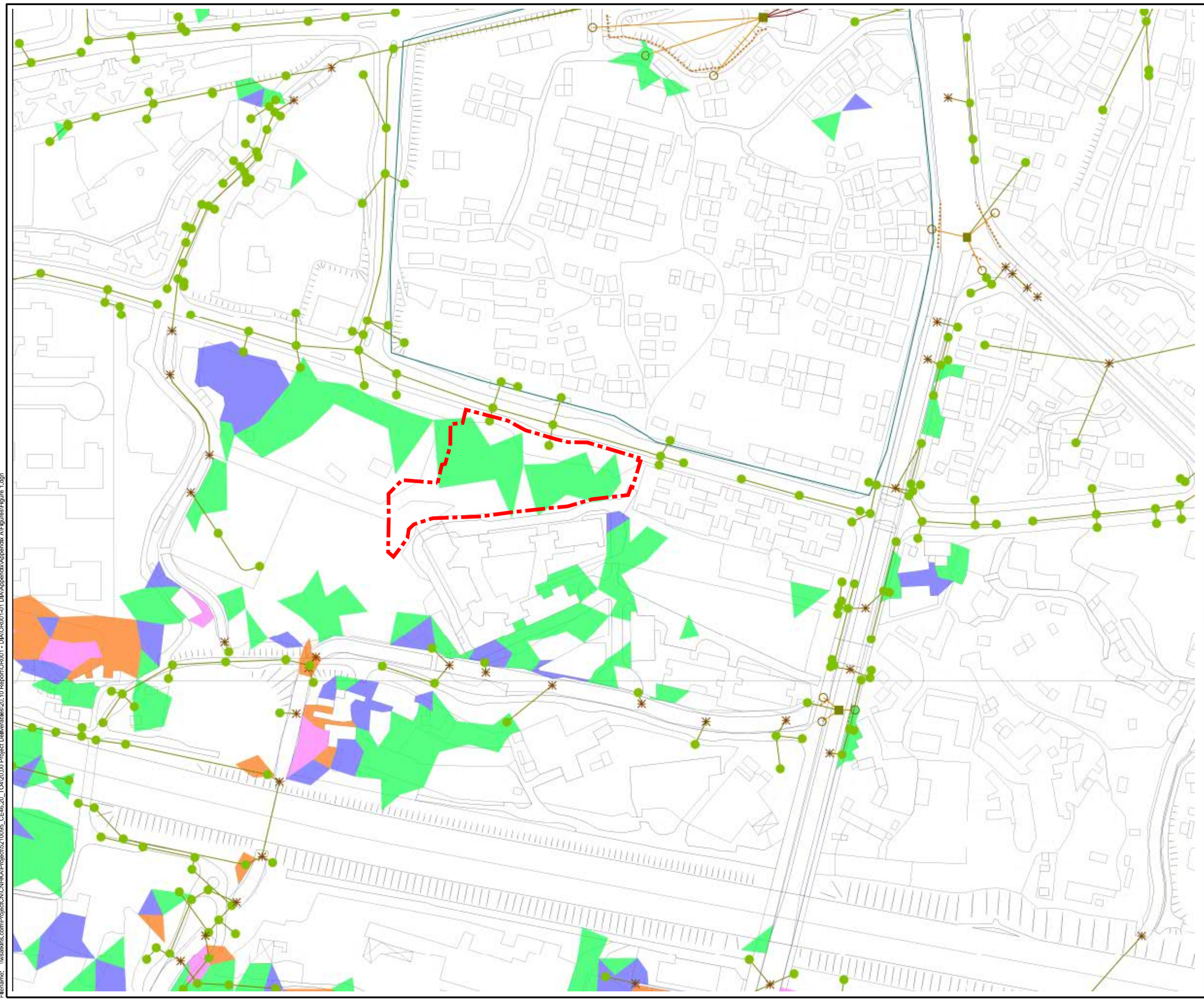
Appendix A

Hydraulic Modelling Results

Appendix A1

Flood Extent Maps



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Drawing Title:
FLOOD EXTENT MAP OF BASELINE CONDITION UNDER 1 IN 50 YEARS RETURN PERIOD CASE A (MID 21 CENTURY)

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	SHC	AC	NP	SW
Original Size	Date	Date	Date	Date
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Drawing Number: FIGURE 1

Revision: -

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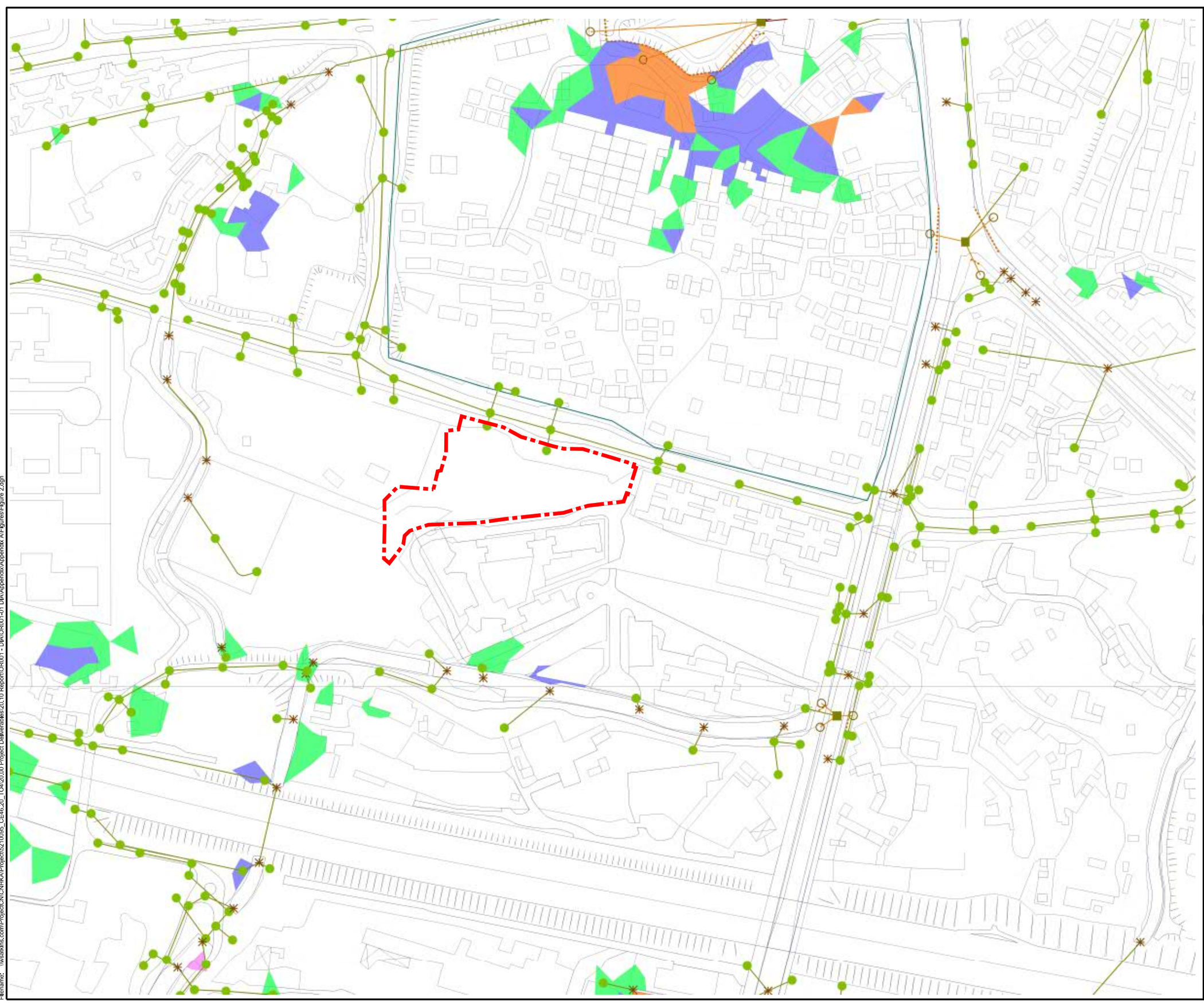

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Proposed Housing Site Boundary (Subject to Detailed Survey and Design)

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2021	FIRST ISSUED	VAR	VAR	VAR

Drawing Status: FEASIBILITY STUDY

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TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

FLOOD EXTENT MAP OF BASELINE CONDITION UNDER 1 IN 50 YEARS RETURN PERIOD CASE B (MID 21 CENTURY)

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Original Size: A3	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021

Drawing Number: FIGURE 2

Revision: -

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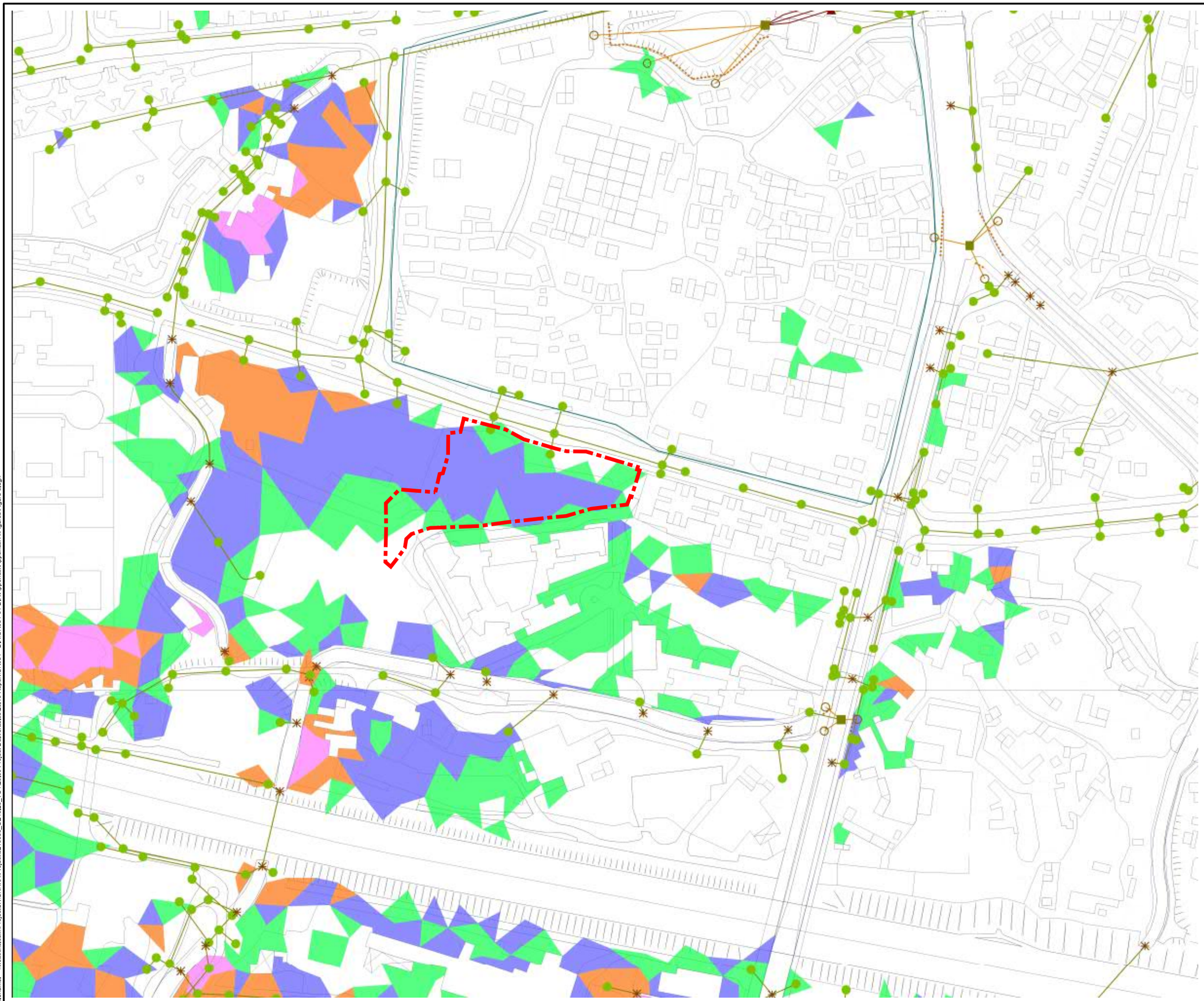

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Proposed Housing Site Boundary (Subject to Detailed Survey and Design)

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2021	FIRST ISSUED	VAR	VAR	VAR

Drawing Status: FEASIBILITY STUDY

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(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

FLOOD EXTENT MAP OF BASELINE CONDITION UNDER 1 IN 200 YEARS RETURN PERIOD CASE A
(MID 21 CENTURY)

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Drawing Number: FIGURE 3

Revision: -

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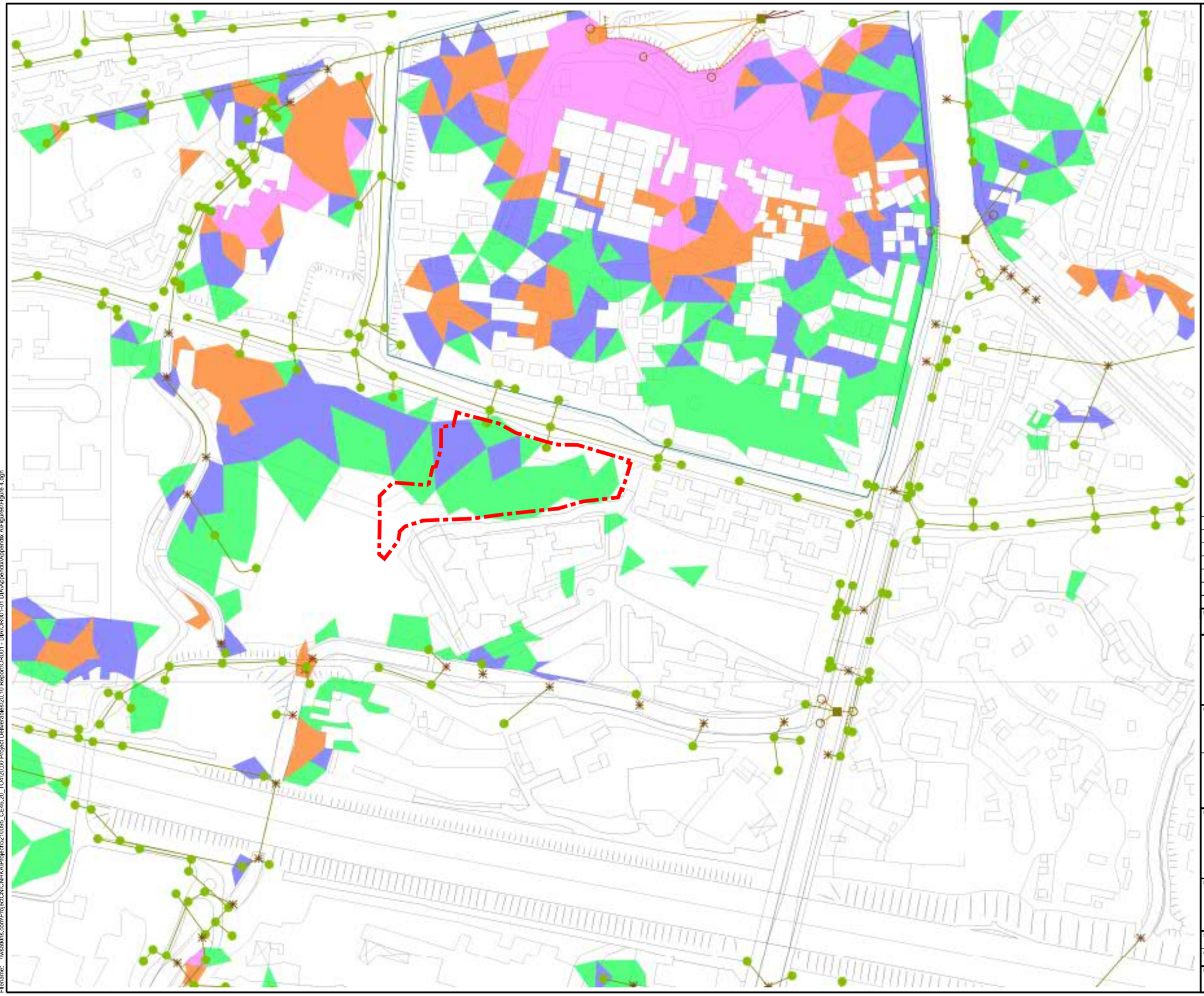

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Proposed Housing Site Boundary (Subject to Detailed Survey and Design)

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2021	FIRST ISSUED	VAR	VAR	VAR

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Civil Engineering and Development Department

土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title

AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

FLOOD EXTENT MAP OF BASELINE CONDITION UNDER 1 IN 200 YEARS RETURN PERIOD CASE B
(MID 21 CENTURY)

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	SHC	AC	NP	SW
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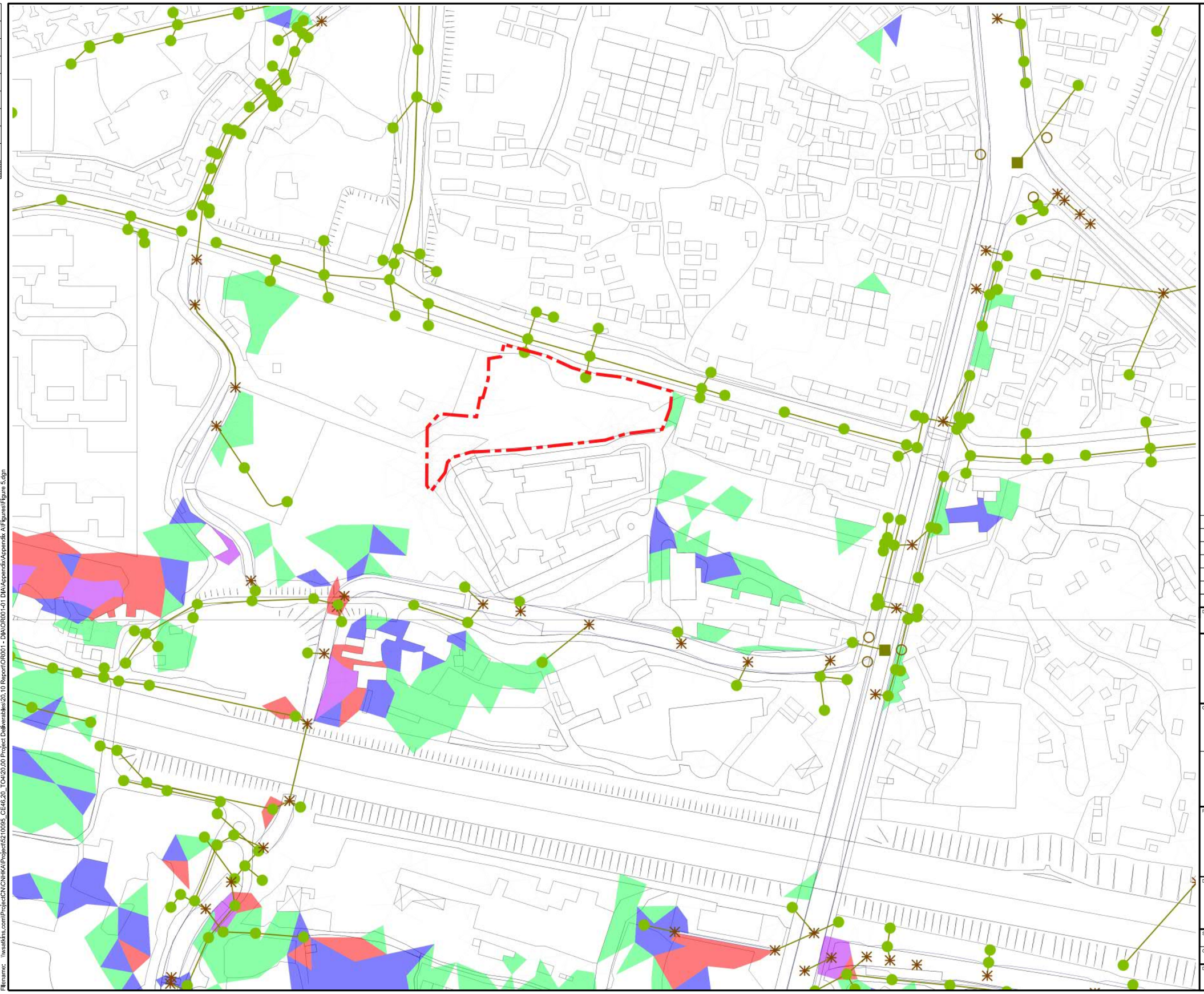

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Proposed Housing Site Boundary (Subject to Detailed Survey and Design)

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Drawing Title

FLOOD EXTENT MAP OF PROPOSED CONDITION UNDER 1 IN 50 YEARS RETURN PERIOD CASE A (MID 21 CENTURY)

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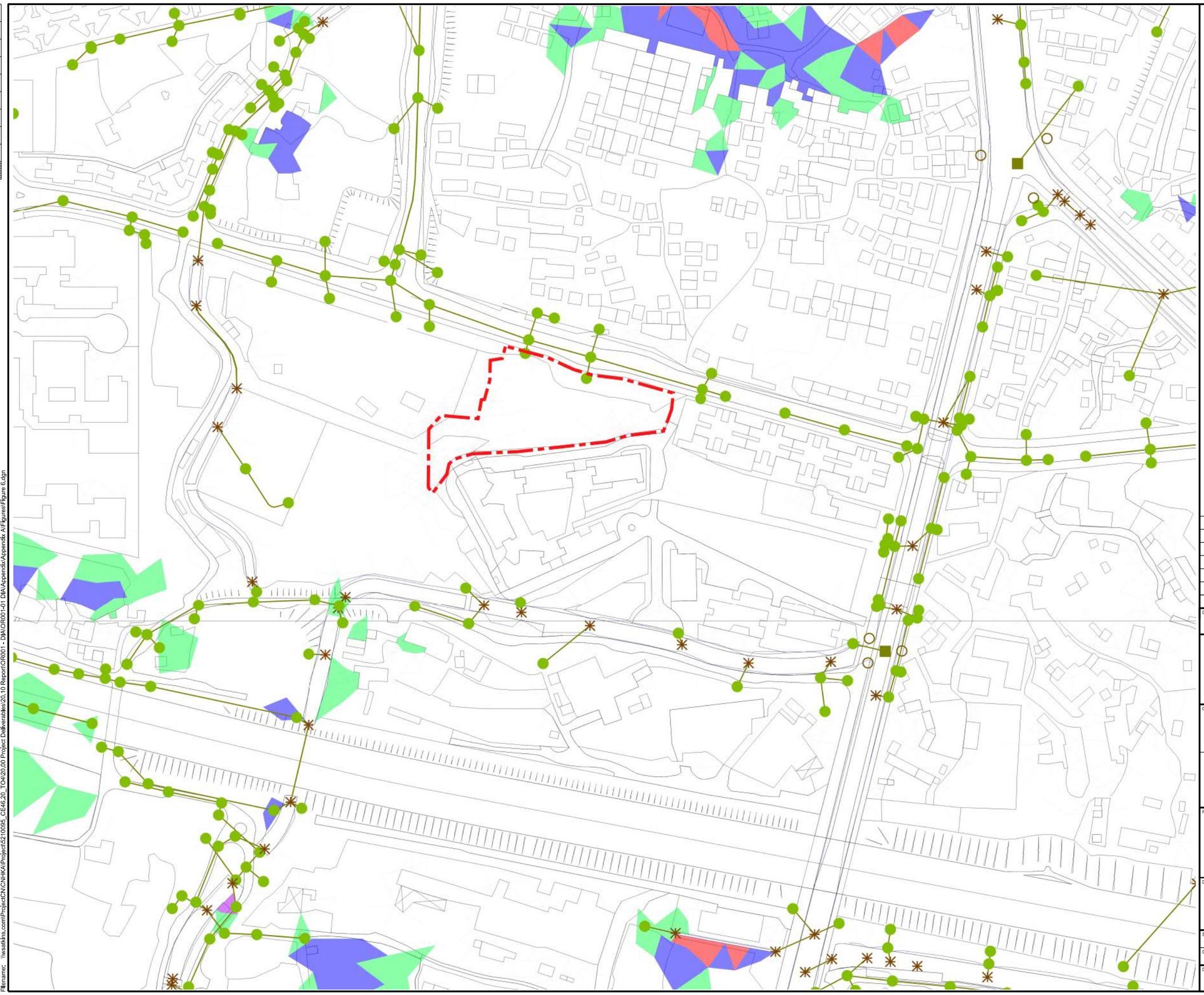

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TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
FLOOD EXTENT MAP OF PROPOSED CONDITION UNDER 1 IN 50 YEARS RETURN PERIOD CASE B (MID 21 CENTURY)

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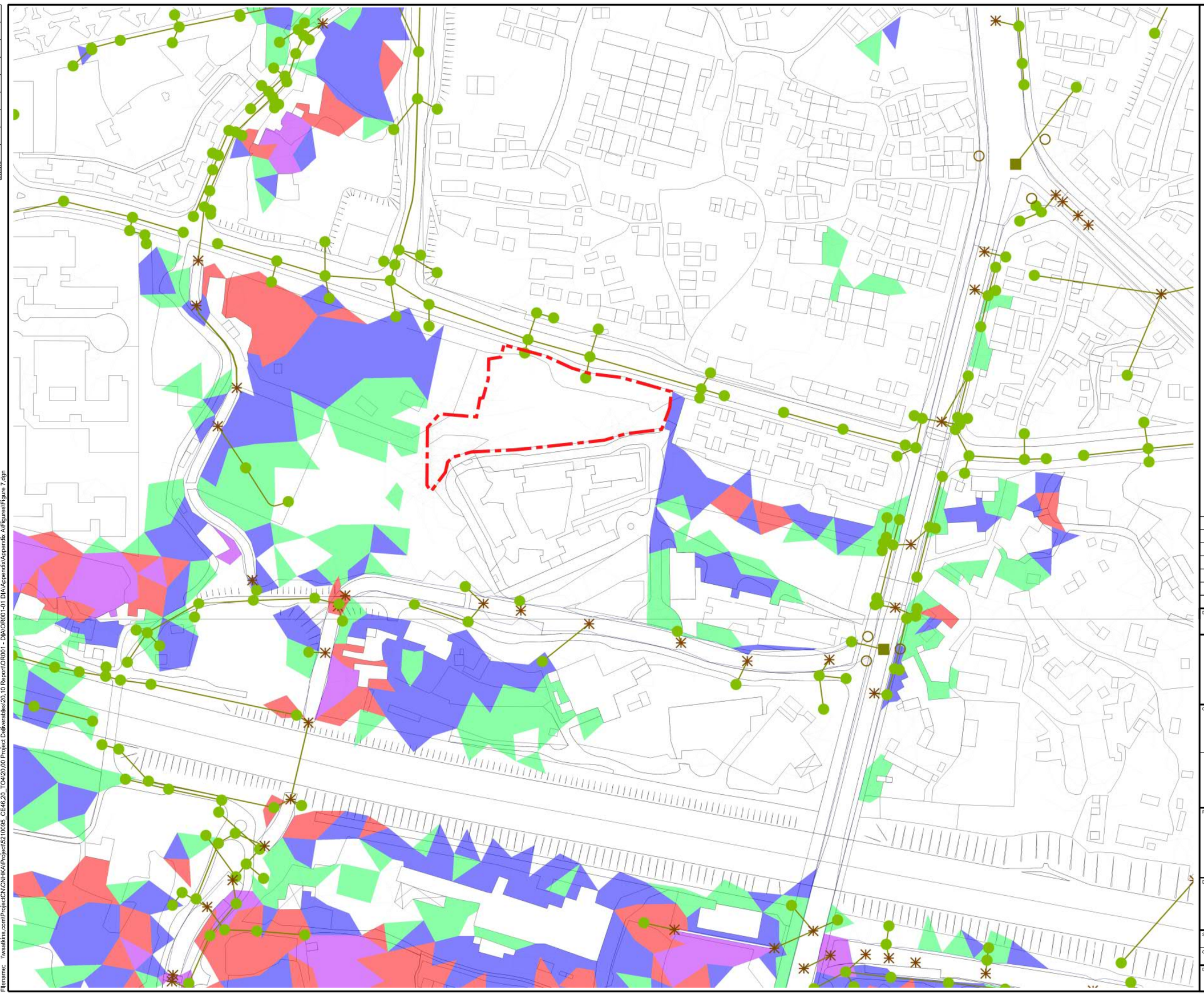

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TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

FLOOD EXTENT MAP OF PROPOSED CONDITION UNDER 1 IN 200 YEARS RETURN PERIOD CASE A
(MID 21 CENTURY)

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	SHC	AC	NP	SW
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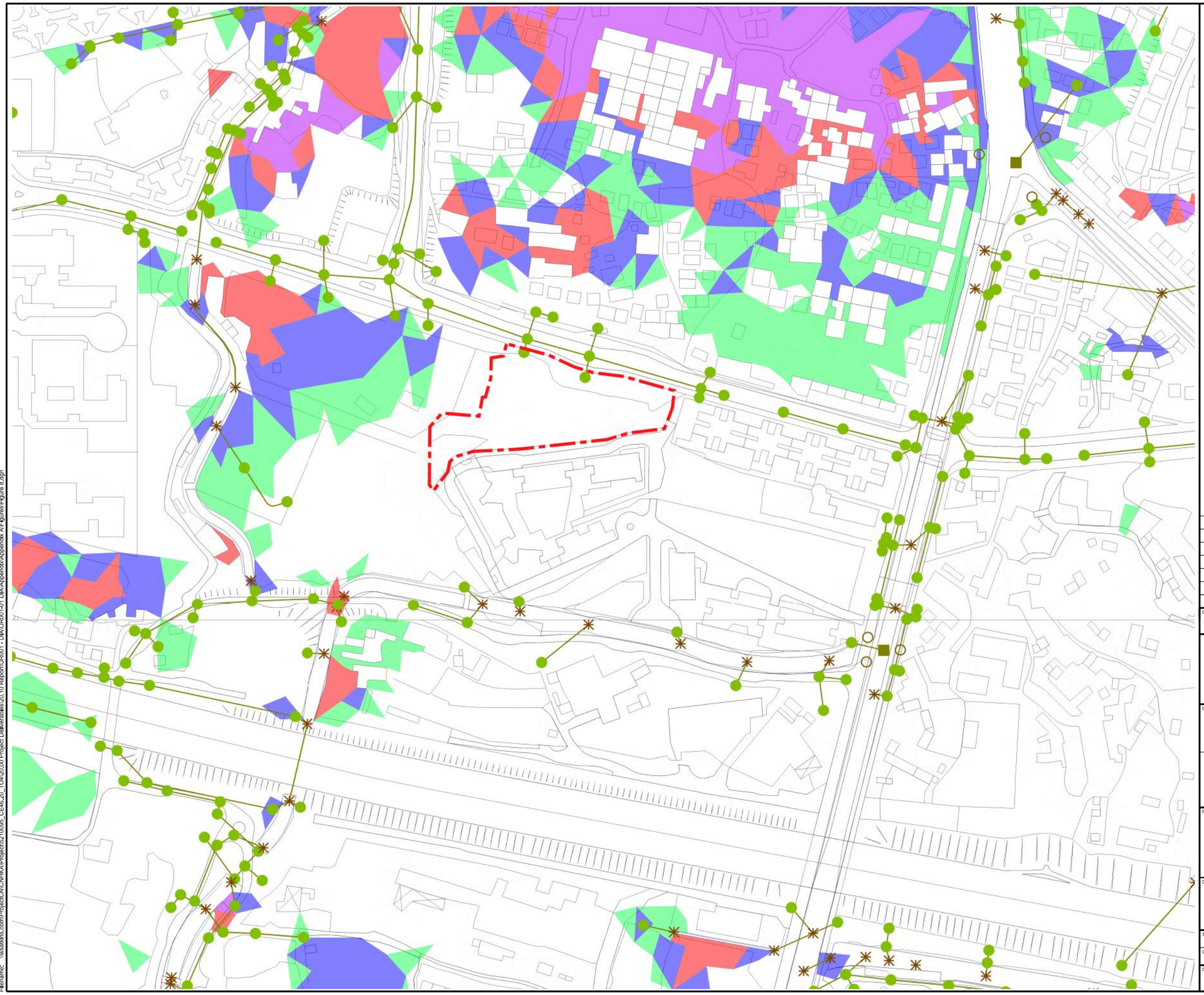

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Drawing Title

FLOOD EXTENT MAP OF PROPOSED CONDITION UNDER 1 IN 200 YEARS RETURN PERIOD CASE B (MID 21 CENTURY)

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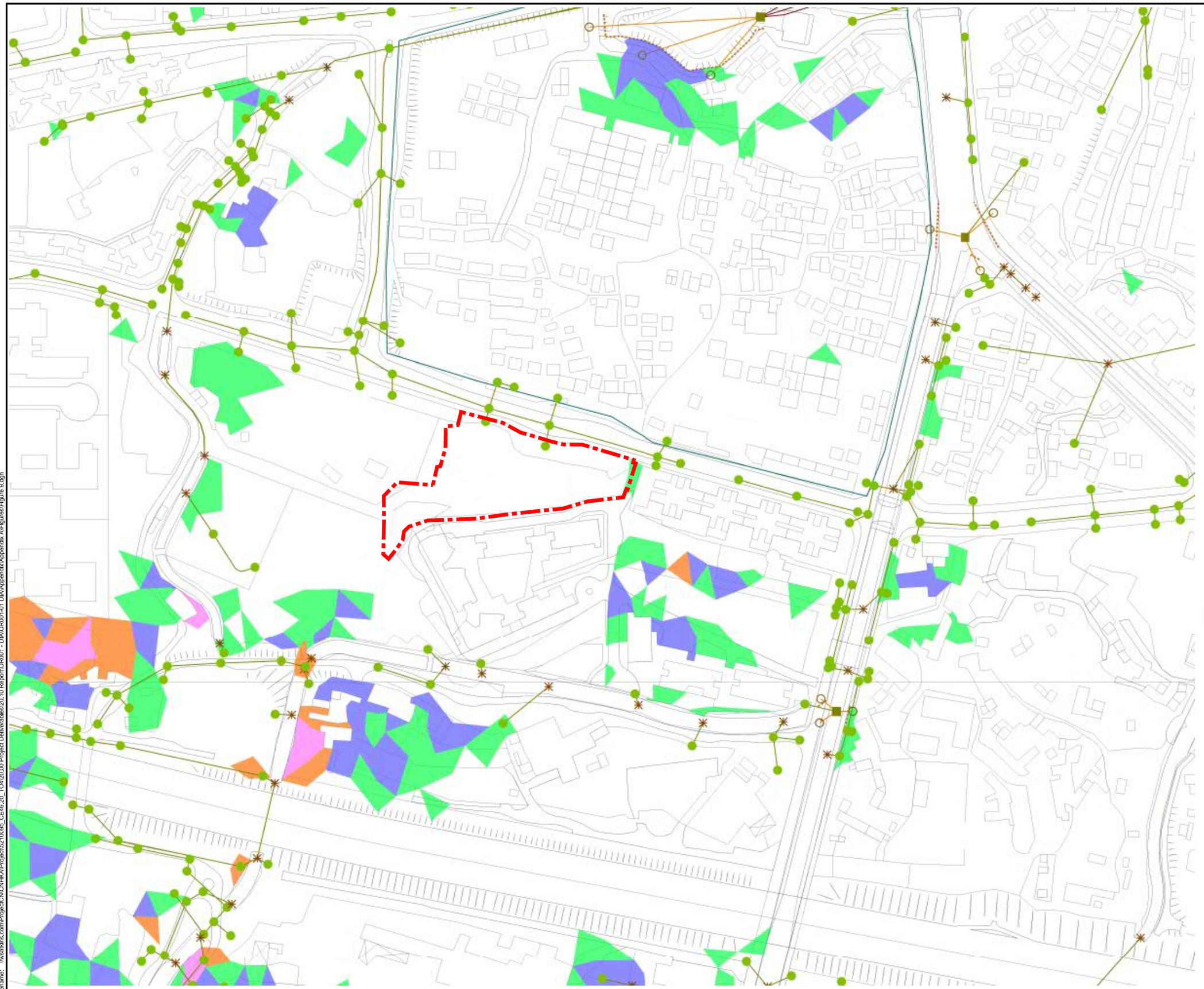

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Rev.	Date	Description	By	Chk'd	App'd
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(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

FLOOD EXTENT MAP OF PROPOSED CONDITION UNDER 1 IN 50 YEARS RETURN PERIOD CASE A (END 21 CENTURY)

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N.T.S.	SHC	AC	NP	SW
Orig'nal Size: A3	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021

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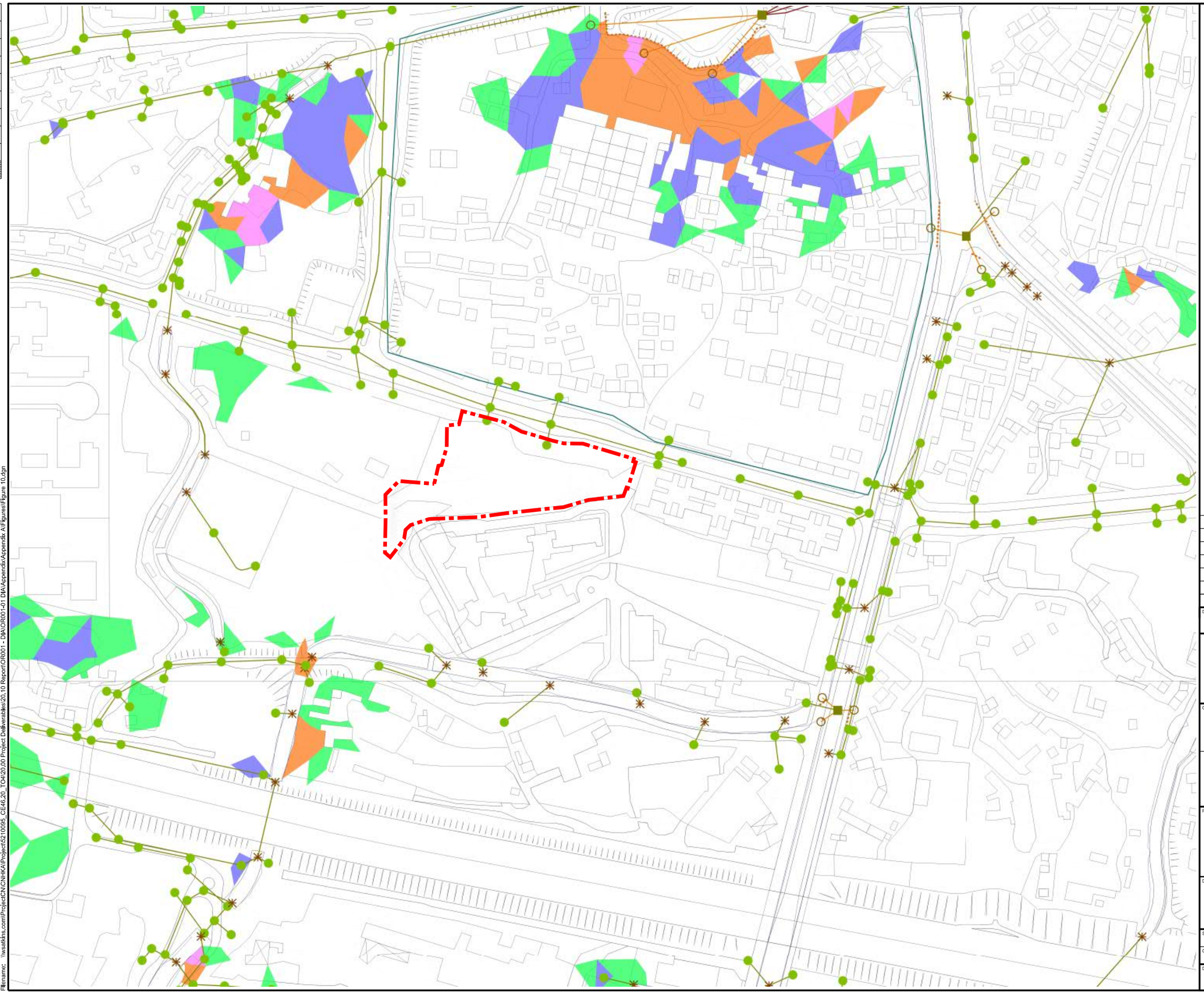

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Proposed Housing Site Boundary (Subject to Detailed Survey and Design)

Rev.	Date	Description	By	Chk'd	App'd
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(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

FLOOD EXTENT MAP OF PROPOSED CONDITION UNDER 1 IN 50 YEARS RETURN PERIOD CASE B (END 21 CENTURY)

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Drawing Number: FIGURE 10

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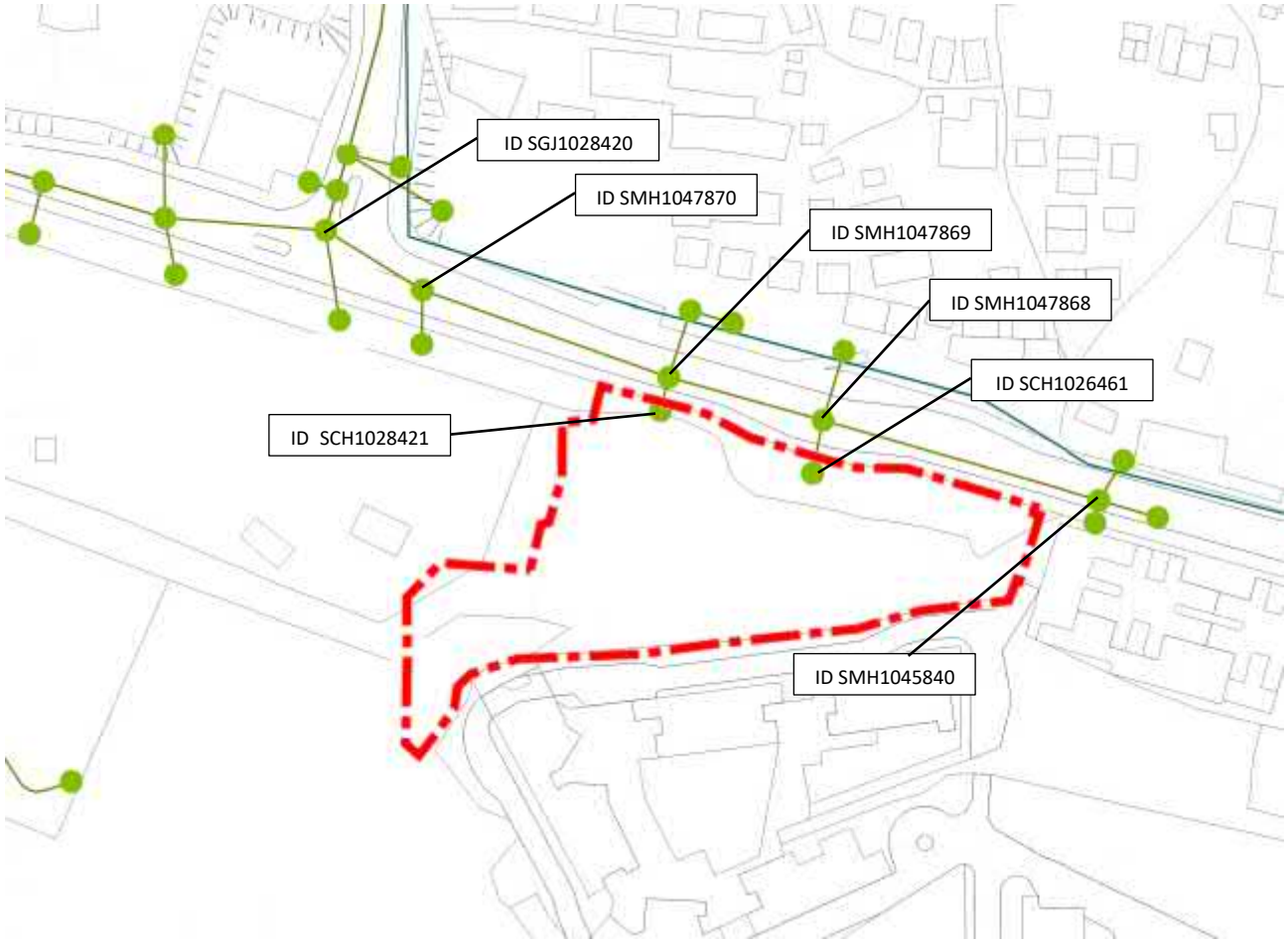
Appendix A2

Hydraulic Modelling Results – Baseline and Proposed

CRITICAL NODE LOCATION PLAN



RESULTS AT CRITICAL NODES:

Node name	Baseline (Mid 21st Century Climate Change)						Proposed (Mid 21st Century Climate Change)						Difference (Proposed-Baseline)
	Ground level	50Yrs Rain + 10Yrs Sea Level		10Yrs Rain + 50Yrs Sea Level		Maximum Water Level	Ground level	50Yrs Rain + 10Yrs Sea Level		10Yrs Rain + 50Yrs Sea Level		Maximum Water Level	
		Water Level	Freeboard	Water Level	Freeboard			Water Level	Freeboard	Water Level	Freeboard		
[-]	[mPD]	[mPD]	[m]	[mPD]	[m]	[mPD]	[mPD]	[mPD]	[m]	[mPD]	[m]	[mPD]	[mPD]
SCH1026461/ Proposed STMH2	5.54	5.56	-0.02	5.39	0.15	5.56	6.50	4.96	1.54	4.99	1.51	4.99	-0.57
SCH1028421/ Proposed STMH1	5.57	5.91	-0.34	5.62	-0.05	5.62	6.50	4.95	1.55	4.96	1.54	4.96	-0.67
SMH1045840	6.60	5.99	0.61	5.71	0.89	5.99	6.60	4.95	1.65	4.95	1.65	4.95	-1.04
SMH1047868	6.97	5.53	1.44	5.36	1.61	5.53	6.97	4.94	2.03	4.94	2.03	4.94	-0.59
SMH1047869	6.75	5.42	1.33	5.28	1.47	5.42	6.75	4.94	1.81	4.95	1.80	4.95	-0.47
SMH1047870	6.41	5.40	1.01	5.15	1.26	5.40	6.41	4.95	1.46	4.95	1.46	4.95	-0.45
SGJ1028420	6.54	5.35	1.19	5.06	1.48	5.35	6.54	4.97	1.57	4.96	1.58	4.97	-0.38

Proposed (End 21st Century Climate Change)						Difference (Proposed-Baseline)
Ground level	50Yrs Rain + 10Yrs Sea Level		10Yrs Rain + 50Yrs Sea Level		Maximum Water Level	
	Water Level	Freeboard	Water Level	Freeboard		
[mPD]	[mPD]	[m]	[mPD]	[m]	[mPD]	[mPD]
6.50	5.10	1.40	5.30	1.20	5.30	-0.26
6.50	5.08	1.42	5.20	1.30	5.20	-0.42
6.60	5.08	1.52	5.21	1.39	5.21	-0.78
6.97	5.07	1.90	5.19	1.78	5.19	-0.34
6.75	5.08	1.67	5.20	1.55	5.20	-0.23
6.41	5.08	1.33	5.29	1.12	5.29	-0.11
6.54	5.10	1.44	5.21	1.33	5.21	-0.14

Appendix 5

土木工程拓展署
CEDD Civil Engineering and Development Department

ATKINS
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Agreement No. CE 46/2020 (CE) Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 – Shap Pat Heung Road)

Final Preliminary Water Supply Impact Assessment for Shap Pat Heung Road (Rev.3)

(5210095-OR003-04)

March 2023

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Appendix

Appendix A	Fresh and Flushing Water Demand Estimation
Appendix B	Hydraulic Calculation for Proposed Water Mains
Appendix C	2019-based TPEDM Fresh Water, Salt Water and Reclaimed Water Demand Projection

1. Introduction

1.1 General

1.1.1 The Civil Engineering and Development Department (hereinafter called "CEDD") of the Government of the Hong Kong Special Administrative Region appointed Atkins China Limited (hereinafter called "Atkins"), under Agreement No. CE 46/2020 (CE), to provide professional services in respect of the Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021 - 2024) - Feasibility Study (hereinafter called "the Assignment").

1.1.2 Task Order 4 – Shap Pat Heung Road was issued to Atkins on 27th October 2021.

1.2 Background

1.2.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other purposes.

1.2.2 The demarcation of Zone 1 includes Yuen Long district, Tuen Mun district, Tsuen Wan district and Kwai Tsing district, while the study area of Task Order 4 – Shap Pat Heung Road surrounded by nearby residential buildings, including Atrium House, LA Grove and Park Signature.

1.2.3 For the proposed housing site at Shap Pat Heung Road under Task Order 4, the site has been zoned as R(A) for high density housing development.

1.2.4 The engineering feasibility study is carried out to determine the scope of the infrastructure works, and provide necessary engineering information to support the Section 16 Application for increasing the domestic plot ratio of the site at Shap Pat Heung Road near Lung Tin Tsuen, Yuen Long for the proposed public housing development.

1.3 Project Scope

1.3.1 Carry out necessary study(ies) and/or assessment(s) for the instructed Site under Task Order(s) issued by the CEDD in order to ascertain the feasibility of the intensification of the Development to a maximum Domestic Plot Ratio of 6.5 and define the scope of the Project (Infrastructure) for the relevant parties to put forward the respective detailed designs.

1.3.2 This scope of study and technical assessment of the instructed Site include, but not limited to, the following principal works elements:

(a) Recommendation of optimum development schemes for the Development and the required supporting facilities for the Development;

(b) Slope cutting and earth filling works as well as geotechnical works/structures (including slope/retaining wall upgrading works if necessary);

(c) Decontamination works, if any;

(d) Transport infrastructure works (including new road connecting to the Site, diversion/ upgrading of existing roads, flyovers, traffic improvement works, PTI/public transport laybys, pedestrian footpath, cycle track, footbridges/ subways and any other pedestrian and transport facilities etc. if necessary);

(e) Sewerage infrastructure works (including pumping station(s), treatment plants and reclaimed water (treated sewage effluent, grey water and harvested rainwater as applicable) treatment facilities if necessary);

(f) Drainage infrastructure works and necessary diversion works;

(g) Water supply infrastructure works and necessary diversion works;

(h) Environmental mitigation measures for the Development; and

(i) Other infrastructure works, such as utility works, electricity substation, etc., if any deemed to be necessary to support the Development.

1.4 Purpose of the Report

1.4.1 In accordance with Clause 6.8 of the Brief, the Preliminary Water Supply Impact Assessment (hereinafter called “the Report”) shall be conducted to:

a) Assess the water demands for the Development and Infrastructure Works;

b) Ascertain the adequacy of waterworks facilities to support each of the Developments including fresh and flushing water supply, fire hydrants, irrigation water, etc. without affecting existing water users;

c) Take cognisance of the existing and proposed studies and projects which may have a bearing on the Preliminary WSIA;

d) Ascertain there will be no adverse impact on the yield of water in the water gathering ground due to the Development and Infrastructure Works, and propose measures to avoid/minimize the loss of yield if any;

e) Assess any existing waterworks installations which would be affected by the works of the Development and Infrastructure Works and propose recommendations, and advise feasibility of improvement/ modification/ diversion works/ layout where necessary;

f) Assess the short-term and long-term impacts on the existing and planned water supply systems arising from each of the Developments;

g) Identify need of any mitigation and protective measures such as diversion, reprovisioning and modification of waterworks facilities to cope with each of the Developments;

h) Study possible schemes to divert existing watermains and waterworks reserves, if any, away from the housing sites of each of the Developments;

i) Protect existing waterworks facilities and keep minimum disturbance to their normal operation during construction and in operation stage of each of the Developments; and

j) Enable an agreement in principle to be reached between the Water Supplies Department (WSD) and the CEDD in respect of waterworks improvement works, mitigation and protection schemes, diversion schemes, reprovisioning works and/or modifications of waterworks facilities for incorporation in design and during construction of each of the Developments. The final Preliminary WSIA Report will then serve as guidelines for making detailed proposals by the DR and contractors in the design and the construction stages.

1.5 Structure of the Report

1.5.1 After this Introduction, the Report is further divided into the following sections:

- Section 2 describes the unit demand and assessment approach;
- Section 3 discusses the information of the existing and planned water supply infrastructures;
- Section 4 quantifies the water demand of the development;
- Section 5 examines the impact arising from the new water demands from the proposed development on the existing/planned supply source;
- Section 6 summarizes the assessment results and proposed works.

1.6 Abbreviations

1.6.1 The following abbreviations are used in this Report:

CEDD	Civil Engineering and Development Department
DEVB	Development Bureau
E&M	Electrical and Mechanical
EDB	Education Bureau
EIA	Environmental Impact Assessment
EIAO	Environmental Impact Assessment Ordinance
EMSD	Electrical and Mechanical Services Department
EPD	Environmental Protection Department
ETWB	Environmental Transport and Works Bureau
FEHD	Food and Environmental Hygiene Department
FSD	Fire Services Department
GEO	Geotechnical Engineering Office
GI	Ground Investigation
HAD	Home Affairs Department
HD	Housing Department
HyD	Highways Department
LandsD	Lands Department
LCSD	Leisure and Cultural Services Department
LVIA	Landscape and Visual Impact Assessment
PER	Preliminary Environmental Review
PlanD	Planning Department
PTI	Public Transport Interchange
SDM	Stormwater Design Manual
SI	Site Investigation
SIA	Sewerage Impact Assessment
TD	Transport Department
TIA	Traffic Impact Assessment
UIA	Utilities Impact Assessment
WIA	Waterworks Impact Assessment
WSD	Water Supplies Department

2. Methodology and Design Criteria

2.1 Design Parameters

2.1.1 This report is prepared in accordance with WSD's DI No. 1309 and Manual of Mainlaying Practice 2012. The design parameters and peak demand factors have been adopted for the design of proposed water supply systems of the development as described below.

Water Supply Unit Demand

2.1.2 The following fresh and flushing water unit demands are adopted in estimating the water demand of the development.

Table 2.1 Fresh and Flushing Water Unit Demand

Development Type	Unit	Fresh Water		Flushing Water
		Fresh Water	Service Trade	
Domestic				
Public Housing Development	l/h/d	230*	40	70
Private R1	l/h/d	230	40	70
Non-domestic				
Home Care Service (HCS)	l/h/d	210**	--	70
Residential Child Care Centre (RCCC)	l/h/d	210	--	70
Irrigation				
Irrigation	l/m^2/d	7	--	--

Remark:

* Fresh water unit demand 230 l/h/d is adopted for public housing development in accordance with WSD DI No.1309 for conservative assessment.

** It is conservatively assumed that total fresh water and flushing water unit demand to be same as sewage generation (280 l/h/d) under commercial activities J11 based on Table T-2 of Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning. Flushing water has a unit demand of 70 l/h/d with reference to WSD DI No. 1309. Fresh water unit demand is therefore estimated to be 210 l/h/d (280-70 l/h/d).

Service Reservoir Capacity

2.1.3 The service reservoir capacities required as a minimum percentage of the mean daily demands are as follows:

- Fresh Water System – 75% of mean daily demand for secondary storage, additional 5% of mean daily demand is required if critical consumers;
- Flushing Water System (Salt Water) – 25% of mean daily demand;
- Flushing Water System (Reclaimed Water) – 64% of mean daily demand.

Distribution Main Capacity

2.1.4 The capacity of the distribution main should be sufficient for the following peak demands.

- Fresh Water System – 3 times mean daily demand;
- Flushing Water System – 2 times mean daily demand.

Residual Head

2.1.5 Minimum residual heads at extremity of system:

- Fresh Water System – 30m for existing developments; 20m for new developments;
- Flushing Water System – 15m.

Fire Fighting

2.1.6 The fire fighting requirement for the residential zone is 6,000m^3/d with the required discharge pressure of 17m head. Adequacy for fire fighting is also checked for the distribution main under peak demand condition.

2.1.7 For future detailed design purpose, spacing between fire hydrants on the public roads should be 100m and staggered along alternative sides of the roads.

3. Existing and Planned Water Supply System

3.1 Existing and Planned Fresh Water Supply Systems

3.1.1 The proposed housing site at Shap Pat Heung Road falls within the existing supply zone of Au Tau Fresh Water Primary Service Reservoir (FWPSR) and Ngau Tam Mei Fresh Water Primary Service Reservoir (FWPSR). The demarcation of the water supply zone refers to Figure no. **5120095-ATK-WSIA-1001**.

3.1.2 Au Tau FWPSR has a design capacity of 102,000m^3 with Top Water Level (TWL) of +96mPD and Invert Level (IL) of +87.22mPD. It is noted that the maximum daily outflow rate from Au Tau Water Treatment Works (WTW) feeding the Au Tau FWPSR was approximately 80.64MLD in the period between January 2021 to December 2021.

3.1.3 The existing Ngau Tam Mei FWPSR has a design capacity of 40,000m^3 with Top Water Level (TWL) of +100mPD approximately and Invert Level (IL) of +94mPD. It is noted that the maximum daily outflow rate from Ngau Tam Mei Water Treatment Works (WTW) feeding the Ngau Tam Mei FWPSR was approximately 192.1MLD in the period between January 2021 to December 2021. Meanwhile, the maximum reliable output of Ngau Tam Mei WTW is 230MLD.

3.1.4 As advised by WSD, Investigation, Design and Construction (IDC) Contract for extension of Ngau Tam Mei FWPSR for a capacity of 38,000m^3 under Agreement no. CE78/2020(WS) is in progress. Ngau Tam Mei WTW would also be upgraded to a target output of 440MLD ultimately under the same agreement. Both measures can help to increase the fresh water supply capacity according to the latest water demand of planned developments and potential developments within the water supply zone.

3.1.5 There is no existing watermain within the development site area but there is an existing 450mm dia. ductile iron pipe located at the footpath outside Ma Tin Tsuen along Shap Pat Heung Road and it is branched into an existing 300mm dia. ductile iron pipe crossing the Shap Pat Heung Road to the footpath outside the proposed housing site. This existing 450mm dia. watermain is feed by Au Tau Water Treatment Works and Au Tau FWPSR.

3.1.6 The existing fresh water system is shown in Figure no. **5120095-ATK-WSIA-1011**.

3.2 Existing and Planned Flushing Water Supply Systems

3.2.1 The proposed housing site at Shap Pat Heung Road currently falls within the existing supply zone of Tan Kwai Tsuen Salt Water Service Reservoir (SWSR) and Lok On Pai Salt Water Pumping Station (SWPS). The demarcation of the salt water supply zone is shown in Figure no. **5120095-ATK-WSIA-1021**.

3.2.2 The existing Tan Kwai Tsuen SWSR has a designed capacity of 18,100m^3 with the Top Water Level of 67.5mPD and Invert level of 60mPD.

3.2.3 For the Lok On Pai SWPS, the maximum output is 103MLD at 82m head. The maximum daily output was found 98.41MLD which is around 96% of the maximum output.

3.2.4 WSD advised that the proposed housing site at Shap Pat Heung Road shall fall within the reclaimed water supply zone of Proposed Wang Chau Reclaimed Water Service Reservoir (WCRWSR) from the Year of 2031. And the WCRWSR shall connect to the existing flushing water network. The demarcation of the reclaimed water supply zone is shown in Figure no. **5210095-ATK-WSIA-1033**.

3.2.5 As the proposed Wang Chau RWSR invert level and top water level is under review, WSD advised to adopt the existing Wang Chau Service Reservoir Top water level of 67mPD and Invert level of 60.83mPD to estimate the residual head under this assessment. WSD advised that the tentative design capacity of the proposed WCRWSR is 40,000 m^3 .

3.2.6 There is an existing 300mm dia. ductile iron pipe located at the footpath outside Ma Tin Tsuen along Shap Pat Heung Road.

3.2.7 The existing salt water supply system is shown in Figure no. **5120095-ATK-WSIA-1031**.

4. Water Demand and Supply to the Development

4.1 Proposed Public Housing Development

4.1.1 The development parameters of the proposed public housing site at Shap Pat Heung Road is given in **Table 4.1:**

Table 4.1 Development Parameters of Proposed Public Housing Site at Shap Pat Heung Road

Area of Proposed Housing Site	0.71ha approx.
Max. Domestic Plot Ratio	6.5
Total Nos. of Flats	910 nos.
Population	2,457 (Factor for 2028/2029 is 2.7P)
Intake Year	2028/2029
Proposed Welfare Facilities (1)(2)	Home Care Services (HCS) Residential Child Care Centre (RCCC)

Remark:

(1) About 5% of domestic GFA had been set aside for the provision of social welfare facilities under the proposed housing development.

(2) The final list of social welfare facilities shall be subject to confirmation by user departments at later stage.

4.2 Fresh Water and Flushing Water Demand Assessment

4.2.1 The fresh water and flushing water demand for the proposed development are estimated based on the residential population and land use. The breakdown of the demand projection is presented in **Appendix A** and **Appendix B** and summarized in below table.

Table 4.2 Summary of the Water Demands for Proposed Development

Development Type	Population(ppl)/ Landscape Area (m3)	Fresh Water (l/h/d)		Total Fresh Water Demand (MLD)	Flushing Water (l/h/d)	Total Flushing Water Demand (MLD)
		Fresh Water	Service Trade			
Domestic						
Public Housing Development[4] / Residential – R1	2,703[1]	230	40	0.7297	70	0.1892
Non-domestic						
Home Care Service(HCS)	60[3]	210	--	0.0126	70	0.0042
Residential Child Care Centre(RCCC)	116[3]	210	--	0.0244	70	0.0081
Irrigation						
Irrigation	1,420[2]	7	--	0.0099	--	--
			Total (MLD)	**0.777**	**Total (MLD)**	**0.202**

Remark:

(1) 10% variation on top of 910 flats / 2,457 person for design flexibility is incorporated in the population for technical assessment. The actual nos. of population will be subject to confirmation by the user department at later stage.

(2) 20% of the proposed housing site is assumed to be greenery coverage.

(3) According to the latest SoAs, the no. of staff for HCS is 60; and the no. of staff for RCCC is 20 + 96 nos. of residents.

(4) Flexibility would be allowed to change the housing type to cater for demand change between Public Rental Housing (PRH)/ Green Form Subsidised Home Ownership Scheme (GSH) and Other Subsidised Sale Flats (SSFs) subject to pro-rata adjustments of provision of ancillary facilities in accordance with the HKPSG.

4.2.2 The estimated total Mean Daily Demand (MDD) of fresh water for the Development at Shap Pat Heung Road would be approximately 0.777MLD (i.e. 777 m^3/day). The estimated total Mean Daily Demand (MDD) of flushing water for the Development at Shap Pat Heung Road would be approximately 0.202MLD (i.e. 202m^3/day).

4.3 Proposed Works of Fresh Water and Flushing Water Supply

Fresh Water Supply

4.3.1 The estimated mean daily fresh water demand of the housing site at Shap Pat Heung Road is 777m^3/day and the peak flow for the fresh water distribution main is 2,331m^3/day (i.e. 0.027m^3/s). The flow required the fire-fighting is 6,000m^3/day. DN100 fresh water main is proposed to distribute the fresh water from the existing fresh water supply system at Shap Pat Heung Road to the proposed housing site for domestic uses. The estimated flow velocity of the proposed DN100 fresh water main is 1.12m/s, approximately. And a separated DN150 water main is to supply fresh water to the proposed housing site for fire fighting uses.

4.3.2 Currently, the proposed housing is within the water supply zone of Au Tau FWPSR and Ngau Tam Mei FWPSR. Hence, Au Tau FWPSR and Ngau Tam Mei FWPSR would be adopted to cater for the additional water demand arising from proposed Development at Shap Pat Heung Road.

4.3.3 DN100 fresh water main is proposed to connect to the existing DN450 fresh water main at Shap Pat Heung Road which is fed from Au Tau FWPSR. Based on the preliminary hydraulic calculation, the estimated residual head is +39.97 mPD at the development boundary which is larger than the requirement of 20m.

Flushing Water Supply

4.3.4 The estimated mean daily flushing water demand of the proposed housing site at Shap Pat Heung Road is 202m^3/day and the peak flow for the flushing water distribution main is 408m^3/day (i.e. 0.0047m^3/s). DN50 flushing water main is proposed to distribute the flushing water for the site. The estimated flow velocity of the proposed DN50 flushing water main is 1.15m/s approximately.

4.3.5 DN50 flushing water main is proposed to connect to the existing DN300 flushing water main at Shap Pat Heung Road which is fed by the Wang Chau RWSR from the Year of 2031. Based on the preliminary hydraulic calculation, the residual head at the development boundary would be +16.10 mPD which is larger than the requirement of 15m.

4.3.6 As the tentative population in-take year is 2028/2029 and the tentative completion date for the proposed WC RWSR and its associated watermains is 2031, flushing water to the Site, via the existing DN300 salt water main and the proposed DN50 flushing water main, shall be fed by the Tan Kwai Tsuen SWSR during the years of 2028 to 2031. Based on the preliminary hydraulic calculation, the residual head at the development boundary would be +24.55 mPD which is larger than the requirement of 15m.

5. Water Supply Impact Assessment

5.1 Fresh Water Service Reservoir Capacity

5.1.1 The proposed housing site is under the water supply zone of Au Tau FWPSR and Ngau Tam Mei FWPSR in which Au Tau FWPSR is serving as a balance tank with water sources from Au Tau Water Treatment Work.

5.1.2 Under 2019-based TPEDM and the water supply zone updated on 20 August 2021, the supply zone of ATFWSR and Ngau Tam Mei FWPSR covers the PDZ 173, 174, 177-184, 314-317, 332-334, 341, 362, 365, 368, 372-376, 401, 402, 405, 447-449. For assessment purpose, the said PDZ zones are adopted for the analysis of the water demand projections of Au Tau FWPSR and Ngau Tam Mei FWPSR (existing and planned FWSRs).

5.1.3 The intake year of the proposed housing site would be year 2028/2029 tentatively. Therefore, the mean daily demand projection would be based on year 2031 information as outlined in 2019-based TPEDM and it is summarized in **Table 5.1** below and **Appendix C**.

Table 5.1Projection of Mean Daily Fresh Water Demand Fed by Existing and Planned Au Tau FWPSR and Ngau Tam Mei FWPSR

Year	Mean Daily Demand Projection based on TPEDM (m^3/day)	Mean Daily Demand from Housing Development (m^3/day)	Total Demand for Development & Population Increase (m^3/day)	Required Capacity of FWSR for Population Increase and Development (m^3)	Combine of Au Tau FWPSR and Ngau Tam Mei FWPSR Planned Capacities (m^3)
2031	154,337(1)	777	155,114	116,335.5	142,000(2)

Remark:

(1) Detailed estimation in Appendix C.

(2) The planned extension of FWPSR of NTWFWPSR under CE78/2020 is not included for conservative assessment.

5.1.4 The capacity of the Au Tau FWPSR and Ngau Tam Mei FWPSR is sufficient to cater the additional flow due to the proposed housing development. It is anticipated that no mitigation measures or upgrading works would be necessary.

5.2 Reclaimed Water Service Reservoir Capacity

5.2.1 The proposed housing site is within the supply zone of Wang Chau RWSR from the Year of 2031. Under 2019-based TPEDM, the supply zone covers PDZ 173, 174, 175, 176, 178 179 ,180, 232, 261, 280, 281, 313, 314, 315, 371, 371 and 431.

5.2.2 The mean daily demand projection would be based on year 2031 information as outlined in 2019-based TPEDM and it is summarized in **Table 5.2** below and **Appendix C**.

Table 5.2 Estimation of Mean Daily Flushing Water Demand Fed by Wang Chau RWSR

Year	Mean Daily Demand Projection based on TPEDM (m^3/day)	Mean Daily Demand from Housing Development (m^3/day)*	Total Demand for Development & Population Increase (m^3/day)	Required Capacity of RWSR for Population Increase and Development (m^3)	Tentative design capacity of the proposed WC RWSR (m^3)
2031	42,906(1)	202	43,108	27,589.12(2)	40,000

Remark:

(1) Detailed estimation in Appendix C.

(2) 64% of Mean Daily Demand as advised by WSD

5.2.3 Based on 2019-based TPEDM projection, WCRWSR is sufficient to cater the additional flow due to the proposed housing development. It is anticipated that no mitigation measures or upgrading works would be necessary.

5.3 Salt Water Service Reservoir Capacity (Interim Stage for Years between 2028-2031)

5.3.1 Under the period between years of 2028-2031, the proposed housing site is within the supply zone of Tan Kwai Tsuen SWSR which is fed by Lok On Pai SWPS. Under 2019-based TPEDM, the supply zone covers PDZ 157-159, 164, 170, 173, 176-180, 261, 280, 281, 313-315, 360, 361, 363, 364, 366, 367, 371, 372, 399, 418, 420, 431.

5.3.2 The mean daily demand projection would be based on year 2031 information as outlined in 2019-based TPEDM and it is summarized in **Table 5.3** below and **Appendix C**.

Table 5.3 Estimation of Mean Daily Flushing Water Demand Fed by Lok On Pai SWPS and Tan Kwai Tsuen SWSR

Year	Mean Daily Demand Projection based on TPEDM (m^3/day)	Mean Daily Demand from Housing Development (m^3/day)*	Total Demand for Development & Population Increase (m^3/day)	Required Capacity of SWPS for Population Increase and Development (m^3)	Lok On Pai SWPS Planned Capacity (m^3)
2031	68,718(1)	202	68,920	82,704(2)	103,000

Remark:

(1) Detailed estimation in Appendix C.

(2) 120% of Mean Daily Demand in accordance with WSD DI No. 1309.

Year	Mean Daily Demand Projection based on TPEDM (m^3/day)	Mean Daily Demand from Housing Development (m^3/day)*	Total Demand for Development & Population Increase (m^3/day)	Required Capacity of Reservoir for Population Increase and Development (m^3)	Tan Kwai Tsuen SWSR Planned Capacity (m^3)
2031	68,718(1)	202	68,924	17,231(2)	18,100

Remark:

(1) Detailed estimation in Appendix C.

(2) 25% of Mean Daily Demand in accordance with WSD DI No. 1309.

5.3.3 Based on 2019-based TPEDM projection, Tan Kwai Tsuen SWSR and Lok On Pai SWPS is sufficient to cater the additional flow due to the proposed housing development during years of 2028 to 2031. It is anticipated that no mitigation measures or upgrading works would be necessary.

6. Conclusions

6.1 Fresh Water Supply

6.1.1 The total fresh water demand estimate for the Development at Shap Pat Heung Road is approximately 0.777MLD.

6.1.2 It is noted that the Au Tau FWPSR and Ngau Tam Mei FWPSR would cater the additional water demand arising from proposed Development.

6.1.3 DN100 fresh water main is proposed to distribute the fresh water from the existing fresh water supply system (i.e. existing DN450) at Shap Pat Heung Road to the proposed housing site for domestic use. A separated DN150 fresh water main is also proposed to distribute fresh water from the same existing water main to the proposed site for fire fighting use.

6.1.3.1. It can be seen that with the proposed development and population growth derived from 2019-based TPEDM, combine of Au Tau FWPSR and Ngau Tam Mei FWPSR with storage capacity 142,000 m^3 is larger than 116,335.5m^3 (0.75 Mean Daily Demand). Thus, the existing Au Tau FWPSR and Ngau Tam Mei FWPSR are therefore adequate to supply the fresh water to the proposed development and no adverse impact is anticipated. No mitigation measures nor upgrading works would be necessary.

6.1.4 The preliminary estimated residual head of the fresh water supply system at development boundary level +38.97mPD would be larger than the required 20m.

6.1.5 The proposed development at Shap Pat Heung Road will not cause insurmountable impact to the existing and planned fresh water supply system.

6.2 Flushing Water Supply

6.2.1 The total flushing water demand estimate for the Development at Shap Pat Heung Road is approximately 0.202ML.

6.2.2 The proposed housing site at Shap Pat Heung Road is within the supply zone WCRWSR from the Year of 2031. Meanwhile, the tentative population in-take year is 2028/2029. During the years from 2028 to 2031, the proposed housing site at Shap Pat Heung Road is still within the supply zone of TKTSWWSR and Lok On Pai SWPS. DN50 PE flushing water main is proposed to connect to the existing DN300 salt water main at Shap Pat Heung Road.

6.2.2.1. The existing Lok On Pai SWPS with a station capacity 103MLD is larger than 82,704 m^3/day (1.2 Mean Daily Demand). The storage capacity 18,100m^3 of Tan Kwai Tsuen SWSR is also larger than 17,231 m^3/day (0.25 Mean Daily Demand). Thus, the existing Lok On Pai SWPS and Tan Kwai Tsuen SWSR are adequate to supply the salt water to the proposed development and no adverse impact is anticipated. No mitigation measures nor upgrading works would be necessary during the interim stage in between the years of 2028 and 2031.

6.2.3 The preliminary estimated residual head of the salt water supply system at development boundary level +24.55mPD would be larger than the required 15m during the interim stage.

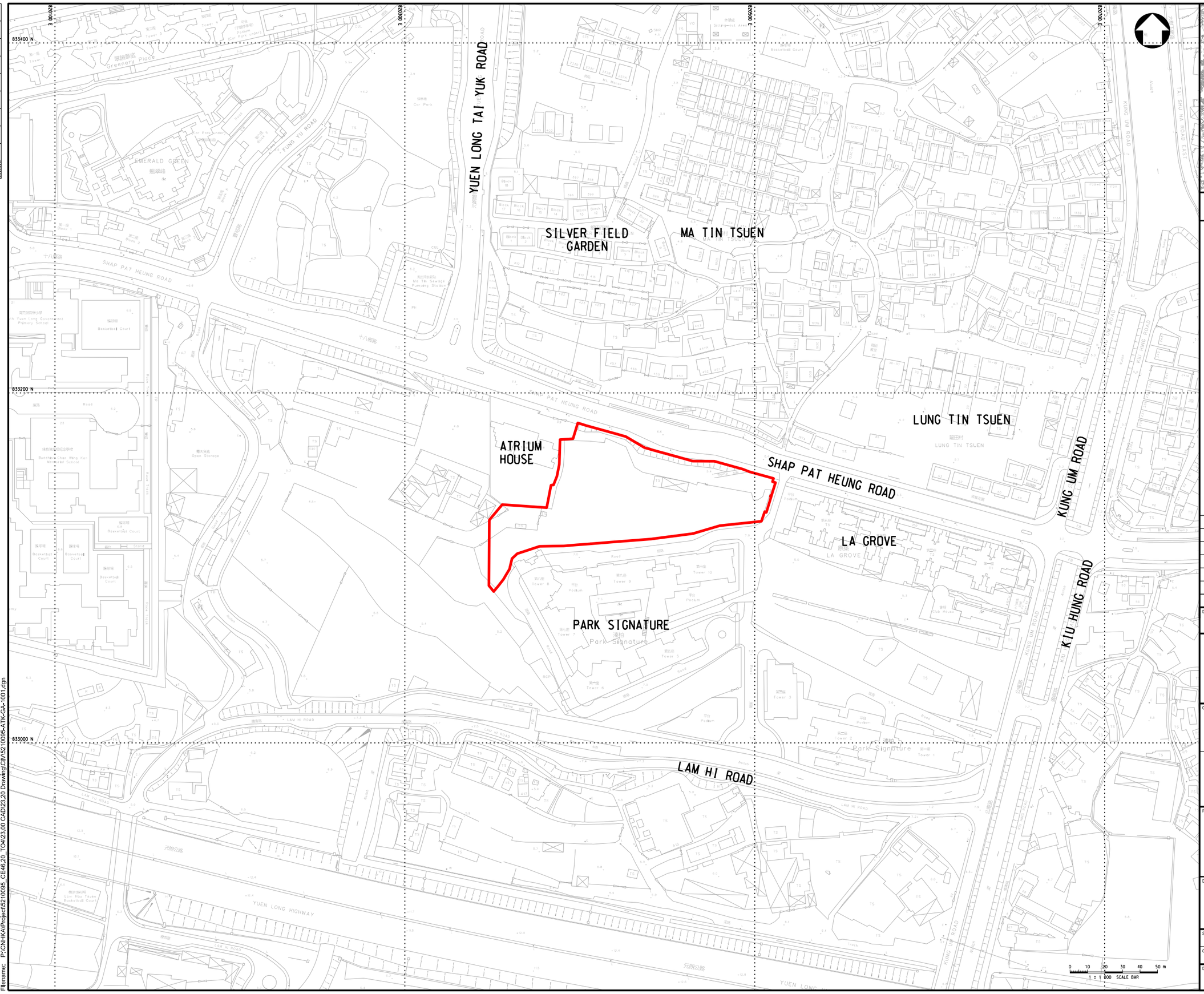
6.2.4 The proposed Development at Shap Pat Heung Road will not cause insurmountable impact to the existing and planned salt water supply system during the interim stage.

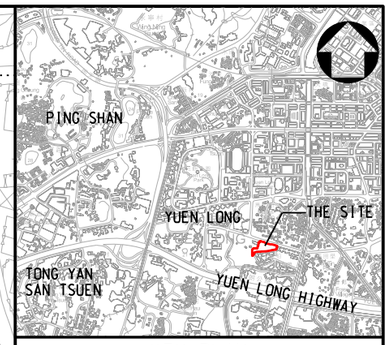
6.2.5 Upon completion of the Wang Chau RWSR tentatively during the Year of 2031, the proposed housing site at Shap Pat Heung Road is within the supply zone of WCRWSR. The tentative design capacity 40,000m3 of WCRWSR is larger than 27,589.12 m3/day (0.64 Mean Daily Demand). Thus, the proposed Wang Chau RWSR is adequate to supply the flushing water to the proposed development and no adverse impact is anticipated. No mitigation measures nor upgrading works would be necessary.

6.2.6 The preliminary estimated residual head of the reclaimed water supply system at development boundary level +16.10mPD would be larger than the required 15m.

6.2.7 The proposed Development at Shap Pat Heung Road will not cause insurmountable impact to the planned reclaimed water supply system.

Figures





KEY PLAN
N.T.S.

LEGEND:

PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2021	FIRST ISSUED	WL	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Civil Engineering and Development Department

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Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
LAYOUT PLAN OF STUDY AREA OF TASK ORDER 4

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Drawing Number: 5210095-ATK-GA-1001
Revision: A

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NGAU TAM MEI

NGAU TAM MEI PRIMARY SERVICES RESERVIOR (SR225)
CAP. 40000 CUM
T.W.L. 104m APD
I.L. 94.15m APD

3.70 & 3.89

4.03

TIN SHUI WAI

3.2

YUEN LONG

PING SHAN

3.3

KAM TIN RIVER

YUEN SHAN

HO HOK SHAN

LOCATION OF PROPOSED HOUSING DEVELOPMENT SITE AT SHAP PAT HEUNG ROAD

3.88

YUEN LONG HIGHWAY

3.70 & 3.89

AU TAU FRESH WATER PRIMARY SERVICES RESERVIOR (SR184)
CAP. 102000 CUM
T.W.L 96m APD
I.L. 87.22m APD

3.59

0 100 200 300 400 500 m
1 : 12500 SCALE BAR

NOTES:

1. THE WATER SUPPLY ZONE SHOWN IN THIS DRAWING AS AT 20-08-2021.

LEGEND:

PROPOSED HOUSING DEVELOPMENT

DEMARCATION OF WATER SUPPLY ZONE

SUPPLY CODE	SEVICES RESERVIOR
3.2	WANG CHAU FW SR
3.3	AU TAU FW SR
3.59	SHUNG SHAN SAN TSUEN FW TANK
3.70	AU TAU FW PRIMARY SR
3.88	TAN KWAI TSUEN SOUTH FW SR
3.89	NGAU TAM MEI FW PRIMARY SR
4.03	TAN KWAI TSUEN NORTH FW SR

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2021	FIRST ISSUED	CC	KL	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Civil Engineering and Development Department

土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title

AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

EXISTING FRESH WATER SUPPLY NETWORK

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Orignal Size: A1	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021

Drawing Number: 5210095-ATK-WSIA-1001

Revision: A

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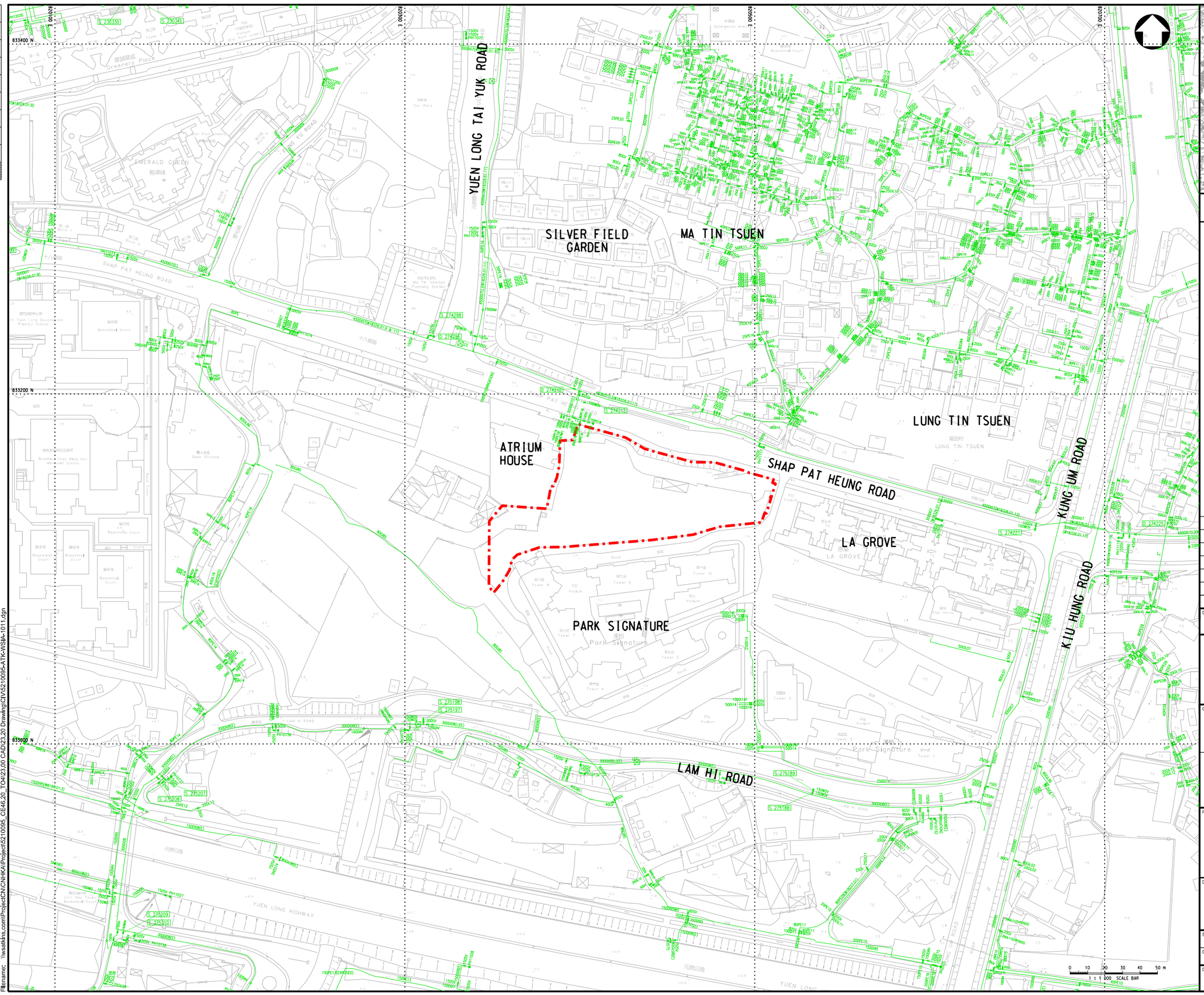

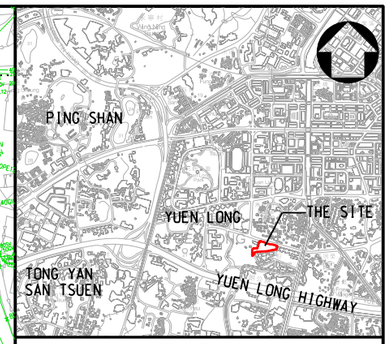

KEY PLAN
N.T.S.

LEGEND:

PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)

EXISTING FRESH WATER SUPPLY SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2021	FIRST ISSUED	WL	KL	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title

AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

EXISTING FRESH WATER SUPPLY SYSTEM

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Drawing Number: 5210095-ATK-WSIA-1011

Revision: A

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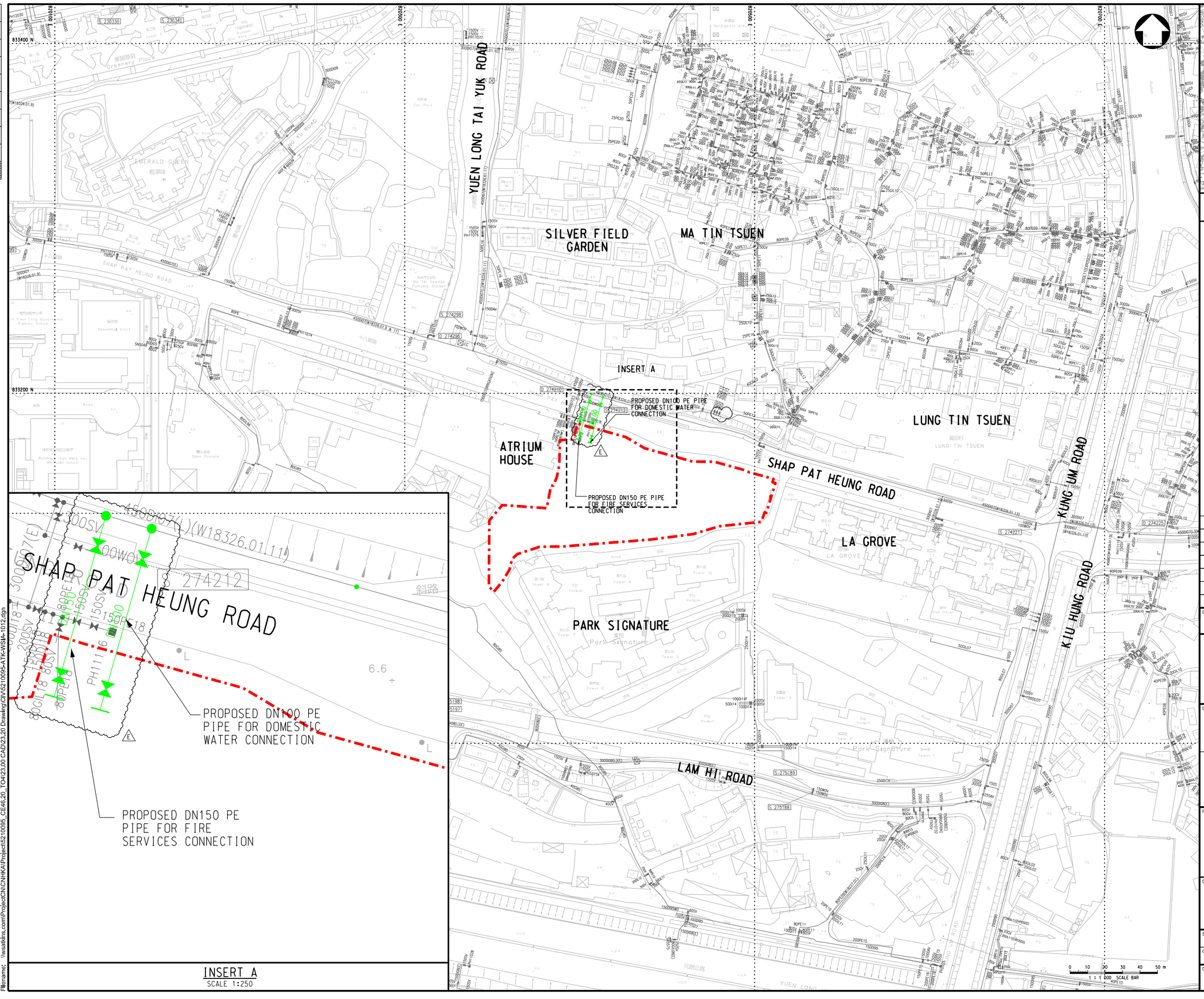

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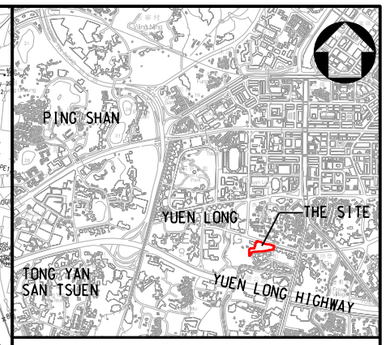

KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- EXISTING FRESH WATER SUPPLY SYSTEM
- PROPOSED FRESH WATER SUPPLY SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
E	FEB 2023	FIFTH ISSUE	WL	SW	DL
D	JUN 2022	FOURTH ISSUE	CC	KL	DL
C	MAY 2022	THIRD ISSUE	CC	KL	DL
B	MAR 2022	SECOND ISSUE	WL	KL	DL
A	DEC 2021	FIRST ISSUED	WL	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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CEDD Civil Engineering and Development Department

土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
PROPOSED FRESH WATER SUPPLY SYSTEM

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Original Size	Date	Date	Date	Date
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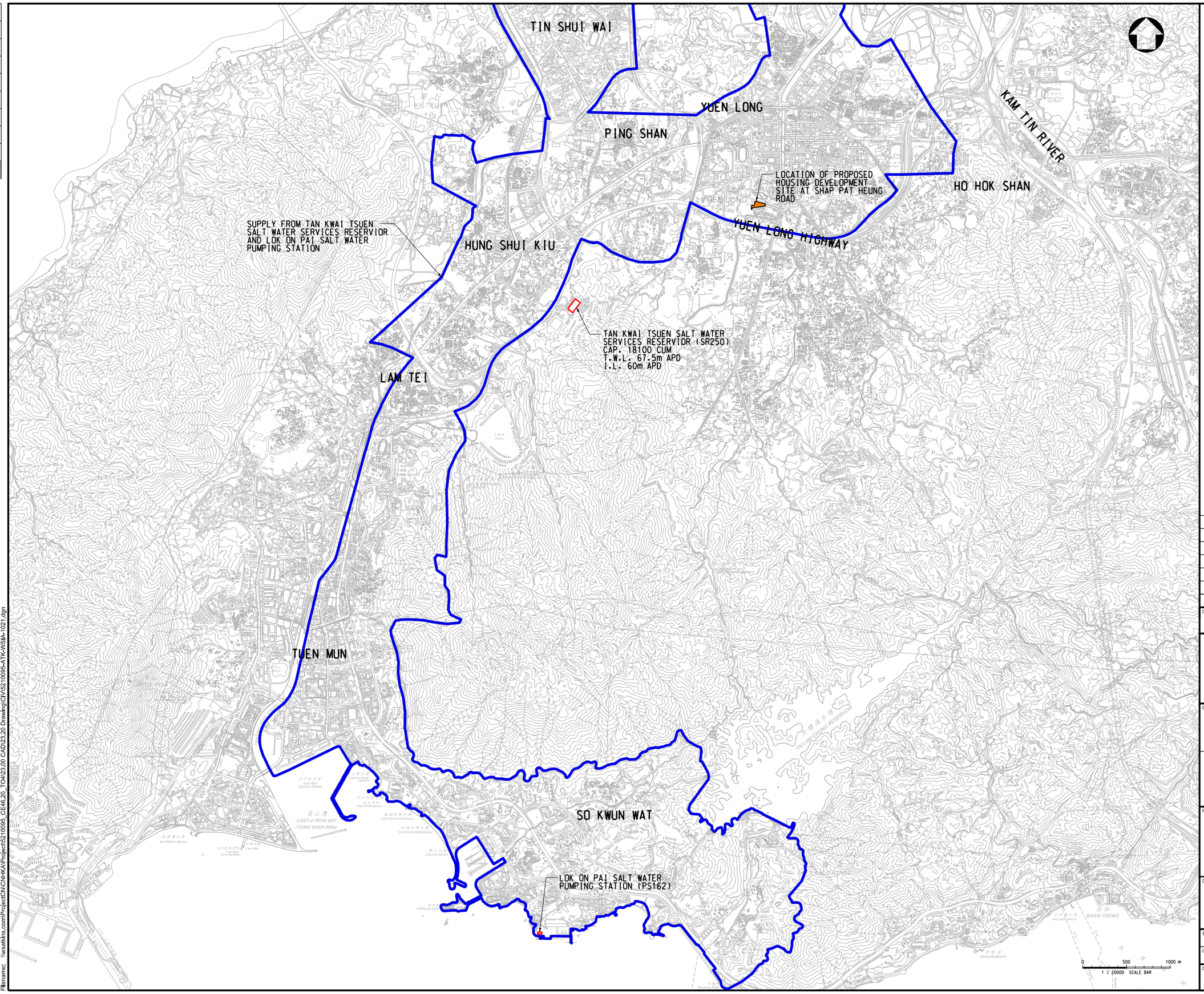

LEGEND:

- STUDY AREA
- DEMARCATION OF SALT WATER SUPPLY ZONE

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2021	FIRST ISSUED	KLC	VAR	VAR

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房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title:
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title:
EXISTING SALT WATER SUPPLY NETWORK

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Original Size	Date	Date	Date	Date
A1	DEC 2021	DEC 2021	DEC 2021	DEC 2021

Drawing Number: 5210095-ATK-WSIA-1021

Revision: A

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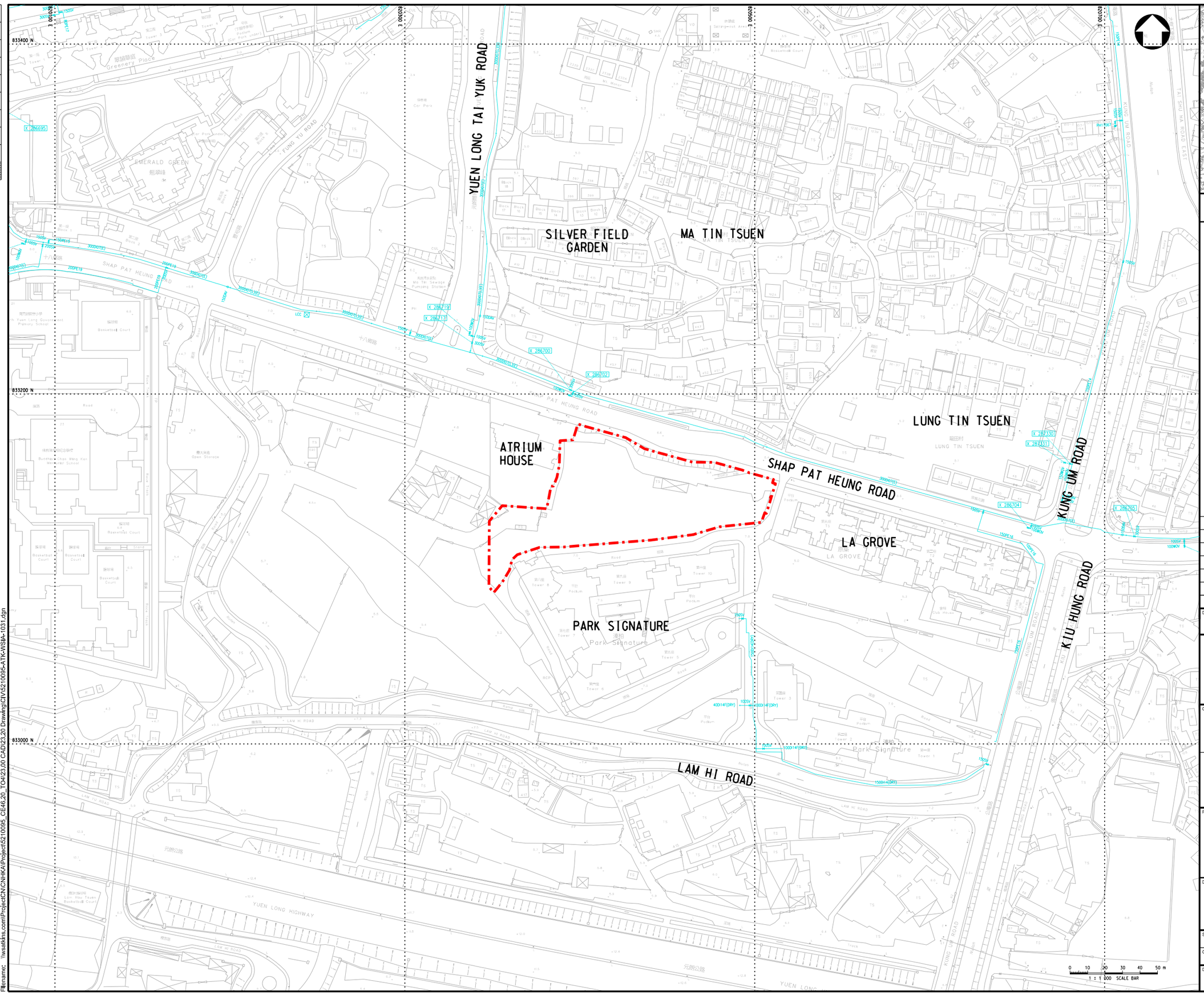

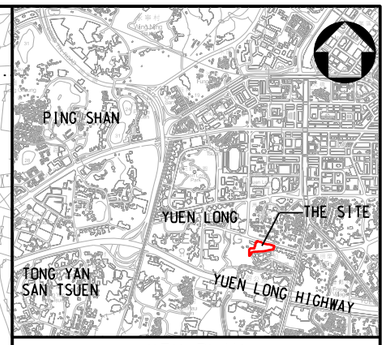

KEY PLAN
N.T.S.

LEGEND:

PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)

EXISTING SALT WATER SUPPLY SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2021	FIRST ISSUED	WL	KL	DL

Drawing Status: FEASIBILITY STUDY

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Civil Engineering Office
Housing Projects 3 Division

Project Title:
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title:
EXISTING SALT WATER SUPPLY SYSTEM

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Orig'nal Size: A1	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021

Drawing Number: 5210095-ATK-WSIA-1031

Revision: A

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833400 N

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X 286719

X 286717

X 286700

X 286702

X 287330

X 287331

X 286704

X 286705

YUEN LONG TAI YUK ROAD

SILVER FIELD GARDEN

MA TIN TSUEN

LUNG TIN TSUEN

ATRIUM HOUSE

SHAP PAT HEUNG ROAD

KUNG UM ROAD

KIU HUNG ROAD

LA GROVE

PARK SIGNATURE

LAM HI ROAD

YUEN LONG HIGHWAY

INSERT A

PROPOSED CONNECTION POINT

DN50

EMERALD GREEN

FUNG YU ROAD

Greenery Place

Basketball Court

Car Park

Open Storage

Yuen Long Government Primary School

Buddhist Chan Wing Kei Memorial School

Sewage Pumping Station

Ma Tin Sewage Pumping Station

Sunnyvale Arcade

Park Signature

Tower 1 Tower 2 Tower 3 Tower 4 Tower 5 Tower 6 Tower 7 Tower 8 Tower 9 Tower 10

Podium

Sub House

Block 1 Block 2 Block 3 Block 4 Block 5 Block 6 Block 7 Block 8 Block 9 Block 10 Block 11 Block 12 Block 13 Block 14 Block 15 Block 16 Block 17 Block 18

457 456 455

ET

Ramp 斜路

H L

6.6

0 10 20 30 40 50 m

1 : 1 000 SCALE BAR

INSERT A
SCALE 1:250

PING SHAN

YUEN LONG

THE SITE

TONG YAN SAN TSUEN

KEY PLAN
N.T.S.

LEGEND:

PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)

EXISTING SALT WATER SUPPLY SYSTEM (TO BE CHANGED TO RECLAIMED WATER SUPPLY SYSTEM FROM THE YEAR OF 2031)

PROPOSED FLUSHING WATER SUPPLY SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
E	FEB 2023	FIFTH ISSUE	WL	SW	DL
D	JUN 2022	FOURTH ISSUE	CC	KL	DL
C	MAY 2022	THIRD ISSUE	CC	KL	DL
B	MAR 2022	SECOND ISSUE	WL	KL	DL
A	DEC 2021	FIRST ISSUED	WL	KL	DL

Drawing Status: FEASIBILITY STUDY

Suitability: –

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Civil Engineering and Development Department

土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
PROPOSED FLUSHING WATER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:1000	WL	CAD	KL	DL
Orignal Size	Date	Date	Date	Date
A1	DEC 2021	DEC 2021	DEC 2021	DEC 2021

Drawing Number: 5210095-ATK-WSIA-1032

Revision: D

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Millimetres 0 10 100

PROPOSED WANG CHAU RECLAIMED WATER SERVICE RESERVOIR

PROPOSED YUEN LONG WATER RECLAMATION PLANT AND PUMPING STATION

CONNECTION TO EXISTING FLUSHING NETWORK

TIN SHUI WAI

WANG CHAU

YUEN LONG

CONNECTION TO EXISTING FLUSHING NETWORK

PING SHAN

LOCATION OF PROPOSED HOUSING DEVELOPMENT SITE AT SHAP PAT HEUNG ROAD

YUEN LONG HIGHWAY

KAM TIN RIVER

HO HOK SHAN

0 100 200 300 400 500 m
1 : 12500 SCALE BAR

NOTES:

1. YUEN LONG SOUTH WATER RECLAMATION PLANT & PUMPING STATION AND THE ASSOCIATED WATER MAINS (TO BE CONSTRUCTED BY OTHERS) ARE PLANNED TO BE UTILISED FOR DELIVERING RECLAIMED WATER TO A PROPOSED RECLAIMED WATER SERVICE RESERVOIR.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT
- PROPOSED WANG CHAU RECLAIMED WATER SUPPLY ZONE
- PROPOSED WATER RECLAMATION PLANT AND PUMPING STATION
- PROPOSED RECLAIMED WATER SERVICE RESERVOIR
- PROPOSED RECLAIMED/SALT WATER MAINS

Rev.	Date	Description	By	Chk'd	App'd
A	MAR 2022	FIRST ISSUED	CC	KL	DL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Civil Engineering and Development Department

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Civil Engineering Office
Housing Projects 3 Division

Project Title

AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

TENTATIVE RECLAIMED WATER SUPPLY NETWORK

Scale	Designed	Drawn	Checked	Authorised
12500	CC	CAD	KL	DL
Orignal Size: A1	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022	Date: MAR 2022

Drawing Number: 5210095-ATK-WSIA-1033

Revision: A

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Appendix A

Fresh and Flushing Water Demand Estimation

Atkins China Ltd.	Project: CE 46/2020 (CE)-Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 -Shap Pat Heung Road)	Prepared by:	Checked by:	Approved by:	Date:
	Subject: Appendix A1 - Fresh Water Demand Estimation	Caleb Chan	Calvin Chow	K.C. Lau	6/28/2022

Estimation of Fresh Water Mean Daily Demand (FWMDD)

Consumer Type	Design Population [1]	Fresh Water Unit Demand Factor (l/h/d)	Fresh Water Unit Demand Factor Service Trades (l/h/d)	Total Unit Demand Factor (l/h/d)	Fresh Water Demand (m^3/d)	Fresh Water Demand (m^3/d)
Residential - R1	2,703	230	40	270	729.729	729.7
					Total FWMDD - Residential	**729.7**

Consumer Type	No. of Place / Resident	Net Operational Floor Area [2] (m^2)	Employee	Total no. of Residents and Employee	Fresh Water Unit Demand Factor (3) (l/h/d)	Fresh Water Demand (m^3/d)	Fresh Water Demand (m^3/d)
HCS(Home Care Service)	0	256.9	60	60	210	12.6	12.6
RCCC(Residential Child Care Centre)	96	814.5	20	116	210	24.4	24.4
				Total FWMDD - G/IC			**37.0**

Consumer Type	Site Area (m^2)	Percentage of greenery coverage [4] (%)	Net Irrigation Area (m^2)	Unit Demand Factor for Irrigation ($l/m^2/d$)	Fresh Water Demand (m^3/d)	Fresh Water Demand (m^3/d)
Irrigation	7100	20	1420	7	9.9	9.9
					Total FWMDD - Irrigation	**9.9**
					Total FWMDD (Residential + G/IC + Irrigation)	**777**

Remarks:

1) 10% variation for design flexibility is allowed in the population for technical assessment. The actual nos. of population will be subject to confirmation by the user department at later stage.
2) Net. Operational Floor Area advised by SWD
3) Working density as per Table of Chapter 5 of HKPSG
4) 20% of the proposed housing site is assumed to be greenery coverage.

Atkins China Ltd.	Project: CE 46/2020 (CE)-Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 -Shap Pat Heung Road)	Prepared by:	Checked by:	Approved by:	Date:
	Subject: Appendix A2 - Flushing Water Demand Estimation	Caleb Chan	Calvin Chow	K.C. Lau	6/28/2022

Estimation of Flushing Water Mean Daily Demand (SWMDD)

Consumer Type	Design Population [1]	Flushing Water Unit Demand Factor Service Trades	Flushing Water Demand	Flushing Water Demand
		(l/h/d)	(m^3/d)	(m^3/d)
Residential - R1	2,703	70	189.189	189.2
			Total SWMDD - Residential	**189.2**

Consumer Type	No. of Place / Resident	Net Operational Floor Area [2]	Employee	Total no. of Residents and Employee	Salt Water Unit Demand Factor (3)	Salt Water Demand	Salt Water Demand
		(m^2)			(l/h/d)	(m^3/d)	(m^3/d)
HCS(Home Care Service)	0	256.9	60	60	70	4.2	4.2
RCCC(Residential Child Care Centre)	96	814.5	20	116	70	8.1	8.1
				Total SWMDD - G/IC			**12.3**

Total SWMDD (Residential + G/IC)	**202**

Remarks:

1) 10% variation for design flexibility is allowed in the population for technical assessment. The actual nos. of population will be subject to confirmation by the user department at later stage.
2) Net. Operational Floor Area advised by SWD

Appendix B

Hydraulic Calculation for Proposed Water Mains

Atkins China Ltd.	Project: CE 46/2020 (CE)-Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 -Shap Pat Heung Road)	Prepared by:	Checked by:	Approved by:	Date:
	Subject: Appendix B - Hydraulic Calculation for Proposed Water Mains	Caleb Chan	Calvin Chow	K.C. Lau	6/28/2022

Fresh Water

Supply Zone		MDD		Demand Multiplier	Peak Demand	
		(m^3/d)	(m^3 /s)		(m^3 /s)	
Residential - R1	fresh water	730	0.00845	3	0.02534	
GIC and Social Welfare Facilities	fresh water	37	0.00043	3	0.00128	0.02697
Irrigation	fresh water	10	0.00012	3	0.00035	
Fire fighting demand	**fresh water**	**6,000**	**0.06944**	**1**	**0.06944**	

water level at AT FWSR: 91.61 mPD
Minor Loss (H2): 20 % of pipe length

Section	**Pipe Size** (mm)	**Internal Diameter** (mm)	**Flowrate, Qp** (m^3 /s)	**Pipe Velocity** (m/s)	**Pipe Length** (m)	**C Value**	**Friction Loss, H1** (m)	**Minor Loss, H2** (m)	Total Head Loss (m)	Elevation (mPD)	Residual Head (m)	Residual Head Check
From AT FWSR to DN600*	600	586	-	2.50	128	120	1.25	0.25	1.51	61.5	28.60	OK
DN700*	700	682	-	3.00	1808	120	20.81	4.16	24.97	35.7	29.43	OK
DN800*	800	784	-	3.00	532	120	5.21	1.04	6.25	4.6	54.29	OK
DN450*	450	424	-	2.00	1233.9	120	11.67	2.33	14.00	5.5	39.38	OK
Proposed DN100 Fresh Main from Tee-off Point # **	125	101.3	0.00899	1.12	20	120	0.34	0.07	0.41	5.5	38.97	OK

Remarks:
*Maximum Velocity according to DI1309 is assumed for exiting fresh water main.
**DN100 is WSD equivalent size of DN/OD125 PE pipe.
Mean Daily Demand is adopted for the pipe velocity assessment.

Salt Water (Under interim stage between Year of 2028 to 2031)

Supply Zone		MDD		Demand Multiplier	Peak Demand
		(m3/d)	(m^3 /s)		(m^3 /s)
Residential - R1	Salt Water	193	0.00224	2	0.00448
GIC and Social Welfare Facilities	Salt Water	11	0.00012	2	0.00024

water level at TKT SWSR: 63.75 mPD
Minor Loss (H2): 20 % of pipe length

Section	Pipe Size (mm)	Internal Diameter (mm)	Flowrate, Qp (m^3 /s)	Pipe Velocity (m/s)	Pipe Length (m)	C Value	Friction Loss, H1 (m)	Minor Loss, H2 (m)	Total Head Loss (m)	Elevation (mPD)	Residual Head (m)	Residual Head Check
From TKT SWSR to DN1000**	1000	945	0.730	1.04	320	120	0.36	0.07	0.43	36	27.32	OK
DN800**	800	784	0.730	1.51	31.6	120	0.09	0.02	0.10	35.9	27.32	OK
DN1000**	1000	945	0.730	1.04	696	120	0.77	0.15	0.93	32.5	29.79	OK
DN800**	800	784	0.730	1.51	143	120	0.39	0.08	0.47	10.8	51.02	OK
DN1000**	1000	945	0.730	1.04	140	120	0.16	0.03	0.19	9.7	51.93	OK
DN800**	800	784	0.730	1.51	48	120	0.13	0.03	0.16	9.6	51.87	OK
DN700**	700	682	0.730	2.00	1862	120	10.11	2.02	12.13	6.5	42.85	OK
DN600**	600	586	0.730	2.71	82.35	120	0.94	0.19	1.12	4.7	43.52	OK
DN450*** #	450	424	0.054	0.90	1687	120	3.64	0.73	4.37	5.8	38.05	OK
DN300*** #	300	282	0.054	0.90	730	120	2.53	0.51	3.04	4.7	36.11	OK
DN150* #	150	138	0.0211	0.90	260	120	2.08	0.42	2.49	5.2	33.12	OK
DN100* #	100	96	0.0211	0.90	187	120	2.28	0.46	2.73	5.4	30.19	OK
DN150* #	150	138	0.0211	0.90	145	120	1.16	0.23	1.39	5.3	28.90	OK
DN300* #	300	282	0.0211	0.90	760	120	2.64	0.53	3.17	5.5	25.53	OK
Proposed DN50 Salt Water Main from Tee-off Point##@	63	50.9	0.00236	1.16	20	120	0.82	0.16	0.98	5.5	24.55	OK

Remarks:
*Planning Data Zone179,180 are considered for peak flowrate.
**Planning Data Zone 314,315,179,180 are considered for peak flowrate.
***Planning Data Zone 315,179,180 are considered for peak flowrate.
Maximum Velocity according to DI1309 is assumed for exiting fresh water main
Mean Daily Demand is adopted for the pipe velocity assessment.
@DN50 is WSD equivalent size of DN/OD63 PE pipe.

Flushing Water (Permanent Stage Beyond the Year of 2031)

Supply Zone		MDD		Demand Multiplier	Peak Demand
		(m3/d)	(m^3 /s)		(m^3 /s)
Residential - R1	Flushing Water	189	0.00219	2	0.00438
GIC and Social Welfare Facilities	Flushing Water	12	0.00014	2	0.00029

Water level at Reclaimed water reservoir: 63.75 mPD
Minor Loss (H2): 20 % of pipe length

Section	Pipe Size (mm)	Internal Diameter (mm)	Flowrate, Qp (m^3 /s)	Pipe Velocity (m/s)	Pipe Length (m)	C Value	Friction Loss, H1 (m)	Minor Loss, H2 (m)	Total Head Loss (m)	Elevation (mPD)	Residual Head (m)	Residual Head Check
From reclaimed water reservoir	600	586	0.497	1.84	3588	120	20.00	4.00	24.00	4.7	35.05	OK
DN450*** #	450	424	0.054	0.90	1687	120	3.64	0.73	4.37	5.8	29.57	OK
DN300*** #	300	282	0.054	0.90	730	120	2.53	0.51	3.04	4.7	27.63	OK
DN150* #	150	138	0.0190	0.90	260	120	2.08	0.42	2.49	5.2	24.64	OK
DN100* #	100	96	0.0190	0.90	187	120	2.28	0.46	2.73	5.4	21.71	OK
DN150* #	150	138	0.0190	0.90	145	120	1.16	0.23	1.39	5.3	20.42	OK
DN300* #	300	282	0.0190	0.90	760	120	2.64	0.53	3.17	5.5	17.05	OK
Proposed DN50 Salt Water Main from Tee-off Point##@	63	50.9	0.00233	1.15	20	120	0.80	0.16	0.96	5.5	16.10	OK

Remarks:
*Planning Data Zone179,180 are considered for peak flowrate.
***Planning Data Zone 315,179,180 are considered for peak flowrate.
Maximum Velocity according to DI1309 is assumed for exiting fresh water main and C value of 120 is adopted for PE, epoxy-lined CI pipe and cement-lined DI pipe.
Mean Daily Demand is adopted for the pipe velocity assessment.
@DN50 is WSD equivalent size of DN/OD63 PE pipe.

Appendix C

2019-based TPEDM Fresh Water, Salt Water and Reclaimed Water Demand Projection

Atkins China Ltd.	Project: CE 46/2020 (CE)-Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 -Shap Pat Heung Road)	Prepared by:	Checked by:	Approved by:	Date:
	Subject: Appendix C - 2019-based TPEDM Water Demend Projection for Year 2031 (Fresh Water)	Caleb Chan	Calvin Chow	K.C. Lau	6/28/2022

Population distribution for fresh water			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Manufacturing	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	**Population**	**School Place**	**S1**	**S2**	**S3**	**S4**	**S5**	**S6**	**S7**	**S8**	**S9**	**S10**	**S11**	**S12**	**S13**	**S14**	**S15**	**S16**	**S17**	**S18**	**S19**
173	31 400	750	*	50	*	2 400	150	200	100	150	*	*	*	*	50	250	*	100	*	200	550
174	4 350	*	100	*	*	100	50	50	*	50	*	50	*	*	*	*	*	*	*	50	200
177	38 200	9 450	50	50	50	600	300	100	1 400	350	*	1 350	100	500	300	700	100	1 000	200	1 050	900
178	14 550	2 050	50	600	*	1 050	1 750	400	2 300	900	*	1 150	250	950	600	1 850	650	1 200	600	1 650	600
179	11 350	4 850	*	*	*	200	100	50	100	100	*	100	*	100	150	200	*	350	*	100	1 000
180	18 650	*	*	100	*	500	200	50	150	100	*	*	50	100	100	700	*	50	*	150	1 250
181	13 800	*	50	*	50	1 350	100	50	100	50	*	*	*	100	50	150	*	100	*	150	450
182	40 850	5 750	100	50	*	3 000	300	50	300	850	*	350	50	100	150	300	*	550	100	250	2 100
183	5 800	250	*	*	*	50	50	50	50	50	*	50	*	50	200	100	*	50	*	50	1 200
184	12 050	*	100	100	*	300	350	100	150	100	*	100	*	100	100	200	*	50	*	250	1 150
314	6 600	6 150	*	50	150	250	150	50	450	150	*	600	50	250	200	350	550	800	50	500	350
315	20 300	6 700	100	100	*	1 000	650	250	3 500	750	*	3 100	150	1 250	900	1 500	300	1 300	550	1 650	900
316	10 800	850	200	50	*	650	250	50	300	100	*	150	50	150	150	300	200	150	50	300	1 200
317	12 700	1 300	50	50	50	550	100	*	100	50	*	100	*	50	100	250	*	150	2 000	200	450
318	1 100	*	*	*	*	50	*	*	*	*	*	*	*	50	*	50	*	*	*	*	150
332	2 200	*	*	*	*	300	50	50	*	*	*	*	*	*	100	50	*	*	*	*	450
333	400	*	*	*	*	500	*	*	*	*	*	*	*	*	*	*	*	*	*	*	50
334	950	*	*	*	*	200	*	*	150	50	*	*	*	*	*	50	300	*	*	*	50
341	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
362	21 600	3 850	*	50	*	100	50	*	300	100	*	550	*	50	150	250	150	300	7 250	250	900
365	6 550	1 050	*	50	*	100	50	*	100	50	*	150	*	*	100	50	*	100	*	100	250
368	2 200	750	150	1 100	*	4 350	1 700	50	2 000	3 450	*	*	450	200	750	250	*	150	50	150	300
372	28 400	4 650	*	*	*	200	200	50	1 000	450	150	1 150	50	150	650	600	*	450	50	300	2 600
373	18 650	100	200	*	*	400	300	100	150	150	*	150	50	100	150	250	100	50	*	300	1 300
374	19 300	*	150	*	*	1 650	*	*	50	200	*	*	*	50	*	50	*	*	*	50	2 250
375	12 950	1 500	50	50	*	150	200	*	150	100	*	50	50	100	300	150	50	200	*	300	2 300
376	2 350	*	50	*	*	250	300	*	300	150	300	350	50	100	250	400	*	400	150	350	300
401	18 450	*	150	*	*	2 200	*	*	50	50	*	*	*	50	*	50	*	50	*	50	200
402	5 000	400	*	*	*	1 300	400	*	650	150	*	400	50	100	350	650	1 400	450	300	450	700
405	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
447	6 400	200	50	*	*	450	50	*	50	*	*	*	*	50	50	50	*	*	*	50	900
448	1 550	*	*	*	*	400	*	50	*	*	*	50	*	*	*	*	*	*	*	50	200
449	1 200	*	*	*	*	600	*	*	*	100	*	*	*	*	*	*	*	*	*	*	100
Total	390 650	50 600	1 600	2 450	300	25 200	7 800	1 750	13 950	8 750	450	9 950	1 400	4 700	5 900	9 750	3 800	8 000	11 350	8 950	25 300
Unit Demand (m3/day)	0.27	0.025	0.08	0.55	0.33	0.23	0.08	0.28	0.28	0.18	1.58	1.58	0.18	0.08	0.08	0.08	0.08	0.28	0.28	0.28	0.28
Mean Daily Demand (m3/day)	105475.5	1265	128	1347.5	99	5796	624	490	3906	1575	711	15721	252	376	472	780	304	2240	3178	2506	7084
Total Mean Daily Demand (m3/day)	154337.085																				

Note:
1. The values are extracted from the ; latest TPEDM-2019.
2. The Unit Demands are based on WSD DI 1309. where relevant information is not available, the assumptions will be based on EPD GESF.

Atkins China Ltd.	Project: CE 46/2020 (CE)-Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 -Shap Pat Heung Road)	Prepared by:	Checked by:	Approved by:	Date:
	Subject: Appendix C - 2019-based TPEDM Water Demend Projection for Year 2031(Reclaimed Water)	Caleb Chan	Calvin Chow	K.C. Lau	6/28/2022

Population distribution for Reclaimed water			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	a	Manufacturing	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	**Population**	**School Place**	**S1**	**S2**	**S3**	**S4**	**S5**	**S6**	**S7**	**S8**	**S9**	**S10**	**S11**	**S12**	**S13**	**S14**	**S15**	**S16**	**S17**	**S18**	**S19**
173	31 400	750	*	50	*	2 400	150	200	100	150	*	*	*	*	50	250	*	100	*	200	550
174	4 350	*	100	*	*	100	50	50	*	50	*	50	*	*	*	*	*	*	*	50	200
175	29 200	3 900	*	*	*	200	100	*	650	150	300	1 200	50	200	200	200	*	350	50	250	1 350
176	34 000	3 950	*	*	*	150	50	*	150	50	*	250	*	50	50	100	200	350	*	1 550	450
177	38 200	9 450	50	50	50	600	300	100	1 400	350	*	1 350	100	500	300	700	100	1 000	200	1 050	900
178	14 550	2 050	50	600	*	1 050	1 750	400	2 300	900	*	1 150	250	950	600	1 850	650	1 200	600	1 650	600
179	11 350	*	*	*	*	200	100	50	100	100	*	100	*	100	150	200	*	350	*	100	1 000
180	18 650	*	*	100	*	500	200	50	150	100	*	*	50	100	100	700	*	50	*	150	1 250
232	18 950	950	*	1 150	50	1 300	1 150	50	350	1 150	*	50	*	100	200	450	*	100	*	500	800
261	29 300	7 500	50	*	400	550	100	*	150	200	*	100	50	100	100	150	*	700	*	200	1 350
280	57 150	10 900	*	50	*	600	200	50	900	250	*	900	50	350	200	350	500	1 050	150	700	1 600
281	65 350	9 400	100	50	*	700	150	*	750	200	50	750	50	200	100	400	*	900	100	600	650
313	5 000	800	*	*	*	150	50	50	100	200	*	100	*	50	100	200	*	100	*	150	250
314	6 600	6 150	*	50	150	250	150	50	450	150	*	600	50	250	200	350	550	800	50	500	350
315	20 300	6 700	100	100	*	1 000	650	250	3 500	750	*	3 100	150	1 250	900	1 500	300	1 300	550	1 650	900
371	20 600	5 050	*	*	*	100	50	*	200	100	*	300	*	50	50	50	100	450	50	200	600
372	28 400	4 650	*	*	*	200	200	50	1 000	450	150	1 150	50	150	650	600	*	450	50	300	2 600
431	36 200	5 100	*	*	*	150	50	*	250	50	*	350	*	50	50	200	50	500	650	400	400
Total	469 550	77 300	450	2 200	650	10 200	5 450	1 350	12 500	5 350	500	11 500	850	4 450	4 000	8 250	2 450	9 750	2 450	10 200	15 800
Unit Demand (m3/day)	0.07	0.025	0	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.295	0.07	0.07
Mean Daily Demand (m3/day)	32868.5	1932.5	0	154	45.5	714	381.5	94.5	875	374.5	35	805	59.5	311.5	280	577.5	171.5	682.5	722.75	714	1106
Total Mean Daily Demand (m3/day)	42906.83																				

Note:

1. The values are extracted from the ; latest TPEDM-2019.

2. The Unit Demands are based on WSD DI 1309. where relevant information is not available, the assumptions will be based on EPD GESF.

Atkins China Ltd.	Project: CE 46/2020 (CE)-Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 -Shap Pat Heung Road)	Prepared by:	Checked by:	Approved by:	Date:
	Subject: Appendix C - 2019-based TPEDM Water Demend Projection for Year 2031 (Salt Water)	Caleb Chan	Calvin Chow	K.C. Lau	6/28/2022

Population distribution for salt water			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	**Population**	**School Place**	**S1**	**S2**	**S3**	**S4**	**S5**	**S6**	**S7**	**S8**	**S9**	**S10**	**S11**	**S12**	**S13**	**S14**	**S15**	**S16**	**S17**	**S18**	**S19**
157	17 950	*	*	*	*	1 450	100	*	50	50	*	50	*	*	50	400	400	50	50	50	4 600
158	49 750	4 400	*	*	*	1 350	300	*	250	150	250	350	100	150	450	450	600	650	100	400	6 600
159	50 200	10 200	*	50	*	1 200	250	50	1 300	300	*	1 200	100	350	350	800	50	1 150	350	1 200	1 650
164	16 950	1 750	*	100	*	500	350	50	4 150	550	*	3 150	150	950	550	1 000	450	700	350	1 200	900
170	3 800	700	*	*	*	*	*	*	*	*	*	*	*	*	50	50	50	50	*	*	250
173	31 450	750	*	50	*	2 400	150	200	100	150	*	*	*	*	50	250	*	100	*	200	550
176	34 550	3 950	*	*	*	150	50	*	150	50	*	250	*	50	50	100	200	350	*	1 550	450
177	38 750	9 450	50	50	50	600	300	100	1 400	350	*	1 350	100	500	300	700	100	1 000	200	1 050	900
178	14 850	2 050	50	600	*	1 050	1 750	400	2 300	900	*	1 150	250	950	600	1 850	650	1 200	600	1 650	600
179	11 600	4 850	*	*	*	200	100	50	100	100	*	100	*	100	150	200	*	350	*	100	1 000
180	18 850	*	*	100	*	500	200	50	150	100	*	*	50	100	100	700	*	50	*	150	1 250
261	29 850	7 500	50	*	400	550	100	*	150	200	*	100	50	100	100	150	*	700	*	200	1 350
280	58 100	10 900	*	50	*	600	200	50	900	250	*	900	50	350	200	350	500	1 050	150	700	1 600
281	66 200	9 400	100	50	*	700	150	*	750	200	50	750	50	200	100	400	*	900	100	600	650
313	5 050	800	*	*	*	150	50	50	100	200	*	100	*	50	100	200	*	100	*	150	250
314	6 700	6 150	*	50	150	250	150	50	450	150	*	600	50	250	200	350	550	800	50	500	350
315	20 800	6 700	100	100	*	1 000	650	250	3 500	750	*	3 100	150	1 250	900	1 500	300	1 300	550	1 650	900
360	63 300	150	*	*	*	4 950	200	*	200	100	*	200	50	50	200	250	750	250	100	200	8 400
361	3 750	1 550	*	*	100	150	50	*	200	50	*	150	*	100	50	200	150	200	50	300	150
363	19 500	2 150	*	50	50	250	150	50	300	100	*	450	50	150	150	300	50	300	100	600	750
364	17 250	4 800	*	*	*	100	50	*	200	50	*	300	*	100	50	150	*	1 000	*	200	350
366	2 000	750	*	*	*	*	50	*	50	*	*	50	*	*	50	50	*	50	*	50	250
367	3 150	*	50	*	50	100	100	50	50	150	*	*	*	50	*	50	*	*	*	150	300
371	20 950	5 050	*	*	*	100	50	*	200	100	*	300	*	50	50	50	100	450	50	200	600
372	29 050	4 650	*	*	*	200	200	50	1 000	450	150	1 150	50	150	650	600	*	450	50	300	2 600
399	42 700	2 150	*	150	*	1 850	150	50	400	100	*	200	*	50	200	100	50	350	50	450	1 050
418	31 450	2 750	100	100	*	2 150	200	50	150	150	*	150	*	100	100	250	*	200	*	150	1 200
420	8 700	400	*	*	*	800	*	*	50	*	*	*	*	*	150	50	*	50	*	100	150
431	36 700	5 100	*	*	*	150	50	*	250	50	*	350	*	50	50	200	50	500	650	400	400
Total	753 900	109 050	500	1 500	800	23 450	6 100	1 550	18 850	5 750	450	16 450	1 250	6 200	6 000	11 700	5 000	14 300	3 550	14 450	40 050
Unit Demand (m3/day)	0.07	0.025	0	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.295	0.07	0.07
Mean Daily Demand (m3/day)	52773	2726.25	0	105	56	1641.5	427	108.5	1319.5	402.5	31.5	1151.5	87.5	434	420	819	350	1001	1047.25	1011.5	2803.5
Total Mean Daily Demand (m3/day)	68717.58																				

Note:
1. The values are extracted from the ; latest TPEDM-2019.
2. The Unit Demands are based on WSD DI 1309. where relevant information is not available, the assumptions will be based on EPD GESF.

Appendix 6

土木工程拓展署
Civil Engineering and Development Department

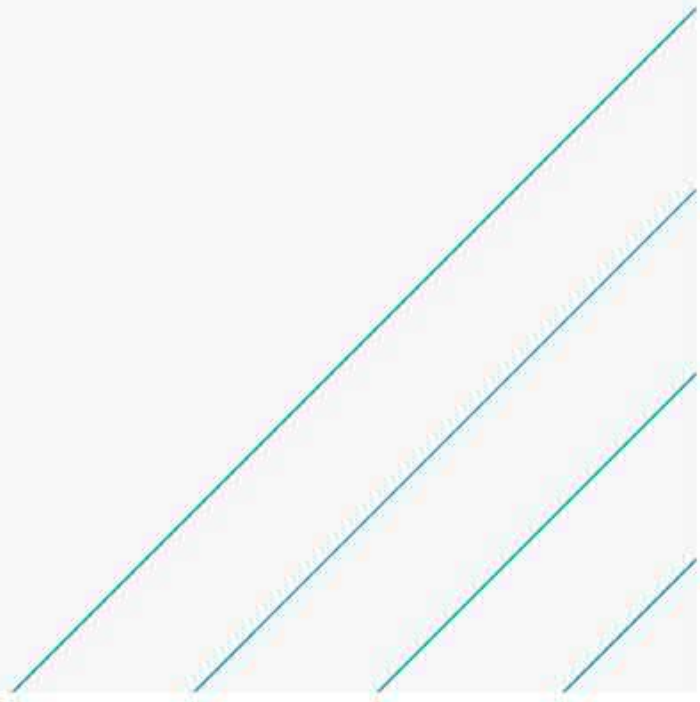
ATKINS
Member of the SNC-Lavalin Group

Agreement No. CE 46/2020 (CE) Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 – Shap Pat Heung Road)

Final Preliminary Sewerage Impact Assessment for Shap Pat Heung Road (Rev.4)

(5210095-OR002-05)

April 2023



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5210095-ATK-SIA-1021	Proposed Sewerage System

Appendix

Appendix A Sewerage Impact Assessment

1. Introduction

1.1 General

1.1.1 The Civil Engineering and Development Department (hereinafter called "CEDD") of the Government of the Hong Kong Special Administrative Region appointed Atkins China Limited (hereinafter called "Atkins"), under Agreement No. CE 46/2020 (CE), to provide professional services in respect of the Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021 - 2024) - Feasibility Study (hereinafter called "the Assignment").

1.1.2 Task Order 4 – Shap Pat Heung Road was issued to Atkins on 27th October 2021.

1.2 Background

1.2.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other purposes.

1.2.2 The demarcation of Zone 1 includes Yuen Long district, Tuen Mun district, Tsuen Wan district and Kwai Tsing district, while the study area of Task Order 4 – Shap Pat Heung Road surrounded by nearby residential buildings, including Atrium House, LA Grove and Park Signature.

1.2.3 For the proposed housing site at Shap Pat Heung Road under Task Order 4, the site has been zoned as R(A)1 for high density housing development under the Draft Yuen Long Outline Zoning Plan No. S/YL/26.

1.2.4 The engineering feasibility study is carried out to determine the scope of the infrastructure works, and provide necessary engineering information to support the Section 16 Application for increasing the domestic plot ratio of the site at Shap Pat Heung Road near Lung Tin Tsuen, Yuen Long for the proposed public housing development.

1.3 Project Scope

1.3.1 Carry out necessary study(ies) and/or assessment(s) for the instructed Site under Task Order(s) issued by the CEDD in order to ascertain the feasibility of the intensification of the Development to a maximum domestic Plot Ratio of 6.5 and define the scope of the Project (Infrastructure) for the relevant parties to put forward the respective detailed designs.

1.3.2 This scope of study(ies) and technical assessment of the instructed Site include, but not limited to, the following principal works elements:

(a) Recommendation of optimum development schemes for the Development and the required supporting facilities for the Development;

(b) Slope cutting and earth filling works as well as geotechnical works/structures (including slope/retaining wall upgrading works if necessary);

(c) Decontamination works, if any;

(d) Transport infrastructure works (including new road connecting to the Site, diversion/ upgrading of existing roads, flyovers, traffic improvement works, PTI/public transport laybys, pedestrian footpath, cycle track, footbridges/ subways and any other pedestrian and transport facilities etc. if necessary);

(e) Sewerage infrastructure works (including pumping station(s), treatment plants and reclaimed water (treated sewage effluent, grey water and harvested rainwater as applicable) treatment facilities if necessary);

(f) Drainage infrastructure works and necessary diversion works;

(g) Water supply infrastructure works and necessary diversion works;

(h) Environmental mitigation measures for the Development;

(i) Design of lead-in of utilities (incl. drainage, sewerage, water supply etc.) and site run-in/out; and

(j) Other infrastructure works, such as utility works, electricity substation, etc., if any deemed to be necessary to support the Development.

1.4 Purpose of the Report

1.4.1 The purpose of the Sewerage Impact Assessment (SIA) is to introduce a structural and systematic approach to identify, assess and mitigate potential adverse sewerage impacts which might arise from the Developments and develop the recommended sewerage scheme for the Infrastructure.

1.4.2 In accordance with Clause 6.7 of the Brief, the Preliminary Sewerage Impact Assessment (hereinafter called “the Report”) shall be conducted to:

a) Derive and agree with EPD and DSD on the details of the project profile, parameters based on the development layouts, methodologies, findings, proposals, recommendations and conclusions including the agreed sewerage impact mitigation measures;

b) Projection of population in-take and the sewage flow build-up (both Average Dry Weather Flow and Peak Flow), by taking into account the sewage discharging from all other existing/committed/planned developments within the affected sewerage catchments up to the design year agreed by EPD;

c) Assessment of sewerage impact on all existing/committed/planned sewage collection, treatment and disposal facilities (including sewerage network, associated pumping stations and sewage treatment plants) affected by the Development and associated Infrastructure Works, with sensitivity analysis of such facilities to the change of development parameters of the Development;

d) Assessment in accordance with the latest version of Planning Department's territorial population and employment data matrices (TPEDM) and the standards set out in DSD Sewerage Manual, the latest version of the EPD's “Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning;

e) Inventory of the existing, planned and proposed sewerage elements and capacities;

f) Recommendation of all necessary measures to mitigate adverse sewerage impacts arising from the Development and the Infrastructure Works and demonstration of the effectiveness and acceptability of such measures;

g) Schematic design of the proposed improvement schemes and measures on plans and sections in enough details to illustrate their feasibility with respect to the topography and surrounding developments/structures etc. and for proceeding with statutory procedures of amendment to OZPs and EIAO, where applicable;

h) Proposed sewerage connection points and prepare preliminary sewerage layout plan for the Development to illustrate the hydraulic feasibility of the proposed sewerage scheme;

i) Implementation programme of the proposed sewerage scheme to support the Development; and

j) Issues of key concern in planning, design, construction and operation stages which are likely to influence decisions on the Development and the Infrastructure Works.

1.5 Structure of the Report

1.5.1 After this Introduction, the Report is further divided into the following sections:

- Section 2 describes the approaches for assessing the sewerage impact;
- Section 3 discusses information of the existing and planned sewerage infrastructures;
- Section 4 quantifies the increase in sewage flow and the proposed sewer connections;
- Section 5 assesses the likely impacts of the proposed development on the sewerage infrastructure and recommend mitigation measures to minimize the sewerage impacts due to the development; and
- Section 6 summarizes the assessment results and recommendations on the mitigation measures.

1.6 Abbreviations

1.6.1 The following abbreviations are used in this Report:

CEDD	Civil Engineering and Development Department
CLP	China Light and Power Ltd
DEVB	Development Bureau
DGV	Dangerous Goods Vehicle
DIA	Drainage Impact Assessment
DPM	Deputy Project Manager
DSD	Drainage Services Department
E&M	Electrical and Mechanical
EDB	Education Bureau
EIA	Environmental Impact Assessment
EIAO	Environmental Impact Assessment Ordinance
EMSD	Electrical and Mechanical Services Department
EPD	Environmental Protection Department
ETWB	Environmental Transport and Works Bureau
FEHD	Food and Environmental Hygiene Department
FSD	Fire Services Department
GEO	Geotechnical Engineering Office
GI	Ground Investigation
HAD	Home Affairs Department
HD	Housing Department
HyD	Highways Department
LandsD	Lands Department
LCSD	Leisure and Cultural Services Department
LVIA	Landscape and Visual Impact Assessment
PER	Preliminary Environmental Review
PlanD	Planning Department
PTI	Public Transport Interchange
SDM	Stormwater Design Manual
SI	Site Investigation
SIA	Sewerage Impact Assessment
TD	Transport Department
TIA	Traffic Impact Assessment
UIA	Utilities Impact Assessment
WIA	Waterworks Impact Assessment

WSD	Water Supplies Department

2. Methodology and Design Criteria

2.1 Design Standard and Guideline

2.1.1 This report is prepared in accordance with EPD's "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Report No. EPD/TP 1/05" (GESF). The recommended unit flow factors and peaking factors have been adopted to estimate the sewage generated from the proposed housing site at Shap Pat Heung Road. The layout plan of boundary of the proposed housing site is shown in **Figure 5210095-ATK-GA-1001.**

2.1.2 For the roughness of sewers, the recommended value in DSD's "Sewerage Manual Part 1" has been adopted.

2.2 Flow Estimation

Unit Flow Factors

2.2.1 The following unit flow factors for domestic and commercial flows were used in estimating the sewage flow generating from the development.

Table 2.1 Unit Flow Factors for the Developments

Development Type	Unit	Unit Flow Factor (m^3/day)
Domestic Flow		
Public Housing Development (1) (2)	person	0.27
Institutional and special class	person	0.19
Commercial Flow		
Commercial Employee	employee	0.08
Commercial Activity J11 Community, Social & Personal Services	employee	0.20

Remark:

(1) Flexibility would be allowed to change the housing type to cater for demand change between Public Rental Housing (PRH)/ Green Form Subsidised Home Ownership Scheme (GSH) and Other Subsidised Sale Flats (SSFs) subject to pro-rata adjustments of provision of ancillary facilities in accordance with the HKPSG.

(2) Subsidised Sale Flats (SSFs) is considered in this technical assessment as the worst case scenario.

Catchment Inflow Factor, P_{CIF}

2.2.2 Catchment inflow factor (P_{CIF}) is not applicable to the new development since it should be deemed to be free from misconnections and pipe defects.

2.2.3 P_{CIF} 1.0 is adopted for assessing the downstream existing sewerage facilities in Yuen Long.

Peaking Factors

2.2.4 The design peaking factors for sewers in line with GESF have been adopted for estimating the peak sewage flow from the proposed development, and the adopted factors are presented in **Table 2.2** below.

Table 2.2 Peaking Factors for Various Ranges

Population Rage	Peaking Factor (including stormwater allowance) for facility with existing upstream sewerage	Peaking Factor (excluding stormwater allowance) for facility with new upstream sewerage
For sewers		
<1000	8	6
1,000 – 5,000	6	5
5,000 – 10,000	5	4
10,000 – 50,000	4	3
For Sewage Treatment Works, Preliminary Treatment Works and Pumping Stations		
<10,000	4	3
10,000 – 25,000	3.5	2.5
25,000 – 50,000	3	2
>50,000	$Max\left(\frac{3.9}{N^{0.065}}, 2.4\right)$	$Max\left(\frac{2.6}{N^{0.065}}, 1.6\right)$

Average Flows and Peak Flows

2.2.5 The equations for the average sewage flow and peak sewage flow are as follows:

- $Q_{average} = (Q_{domestic} + Q_{commercial} + Q_{institutional} + Q_{industrial}) \times P_{CIF}$

  Where
  $Q_{domestic}$ is the average dry weather domestic flow,
  $Q_{commercial}$ is the average dry weather commercial flow,
  $Q_{institutional}$ is the average dry weather institutional flow,
  $Q_{industrial}$ is the average dry weather industrial flow, and
  P_{CIF} is the catchment inflow factor.

- $Q_{peak} = Q_{average} \times P$

  Where
  Q_{peak} is the peak flow, and
  P is the peaking factor.

2.3 Hydraulic Assessment

2.3.1 Colebrook-White Equation has been adopted for hydraulic analysis for the pipe system.

2.3.2 Based on Sewerage Design Manual Table 5, conduit roughness Ks of 0.3 and 0.6mm have been adopted for polyethylene and clay pipes, under poor condition with velocity of 1.2m/s respectively. Conduit roughness Ks of 3.0 and 6.0 have been adopted for concrete pipes, under poor condition with velocity of 1.2m/s and 0.75m/s respectively.

2.3.3 10% reduction in flow area of pipe due to sediment is taken account for pipe capacity in the design calculation.

3. Existing and Planned Sewerage Systems

3.1 Existing and Planned Sewerage Systems

3.1.1 With reference to DSD record plans, there are no public sewerage systems within the boundary of the proposed housing site.

3.1.2 The nearest public sewerage system is located at the north of the proposed housing site. The public sewerage manhole (DSD manholes no. FMH1036015) is located at the Shap Pat Heung Road between Ma Tin Tsuen and the proposed housing site. It is connected by a 600mm dia. sewer starting from an existing manhole FMH1036013. The existing sewerage pipeline along Shap Pat Heung Road conveys sewage flows to Ma Tin Sewage Pumping Station (MTSPS) which is located at the junction of Shap Pat Heung Road and Yuen Long Tai Yuk Road. The sewage flows are ultimately conveyed to San Wai Sewage Treatment Works (SWSTW).

3.1.3 Major sewerage infrastructure in Yuen Long and Tin Shui Wai potentially affected by the development of the Site includes:

- Existing gravity sewers from DSD manhole no. FMH1036015 to Ma Tin Sewage Pumping Station
- Ma Tin Sewage Pumping Station and associated rising mains
- Ping Shun Street Pumping Station and associated rising mains
- Ha Tsuen Pumping Station and associated rising mains
- San Wai Sewage Treatment Works

3.1.4 This Site is one of the potential sites under CE 36/2018(CE). However, given the pressing needs of housing demand, the site is now considered as an individual site for population intake in 2028/29 in order to expedite housing supply. Hence, the proposed sewerage scheme under CE36/2018(CE) is not applicable for this Site.

3.2 Planned Sewerage Systems

3.2.1 Provision of new sewerage pipelines and manholes to convey the sewage flows from the proposed housing site to adjacent public sewerage system along Shap Pat Heung Road will be required.

3.2.2 Two new sewers will be proposed from the site to the nearest existing manhole (FMH1036015 & FMH1043421) which is located at the Shap Pat Heung Road and directly convey the flow to the Ma Tin Sewage Pumping Station.

3.2.3 Existing sewerage pipeline would ultimately convey the sewage flows from the proposed housing site to San Wai Sewage Treatment Works from Ma Tin Sewage Pumping Station.

3.2.4 Impact on the downstream sewerage infrastructure shall be assessed in particular Ma Tin Sewage Pumping Station, Ping Shun Street Pumping Station, Ha Tsuen Pumping Station and San Wai Sewage Treatment Works (SWSTW).

4. Sewerage Condition after Development

4.1 Population Projection

4.1.1 Further to discussion in Section 3.2, new sewer will be proposed from the site to the nearest existing manhole (FMH1036015 & FMH1043421) and directly convey the flow to the Ma Tin Sewerage Pumping Station. Currently, Ma Tin Sewage Pumping Station is serving the Planning Data Zone nos. 179 and 180 and Ping Shun Street Pumping Station is serving Planning Data Zones no. 173, 177, 178, 179, 180, 232, 314, 315, 317, 368 and 372 under TPEDM 2019. Therefore, apart from the addition population due to the proposed housing development, the population in Planning Data Zone nos. 179 and 180 shall also be considered in the assessment.

4.1.2 Given that the intake year of the proposed housing site would be year 2028/2029 tentatively, the residential population in year 2019, 2026 and 2031 are reviewed and summarised in **Table 4.1**.

Table 4.1 Residential Population in Year 2019, 2026 and 2031

Planning Data Zone	Residential Population (1)		
	Year 2019	Year 2026	Year 2031
No. 179	15,000	14,150	11,600
No. 180	20,550	20,000	18,850
Total	35,550	34,150	30,450

Remark:

(1) The residential population is extracted from TPEDM 2019 Table 1

4.1.3 As illustrated in **Table 4.1**, the population in the concerned Planning Data Zone will be decreasing from year 2019 to 2031. Therefore, current population is adopted instead of the population in year 2028/2029 as the conservation approach for the sewerage impact assessment.

4.1.4 The development parameters of the proposed public housing site at Shap Pat Heung Road is give in **Table 4.2:**

Table 4.2 Development Parameters of Proposed Public Housing Site at Shap Pat Heung Road

Area of Proposed Housing Site	0.71ha approx.
Max. Domestic Plot Ratio	6.5
Total No. of Flats	910 nos.
Population	2,457 (Factor for 2028/2029 is 2.7P)
Intake Year	2028/2029
Proposed Welfare Facilities (1)(2)	Home Care Services (HCS) Residential Child Care Centre (RCCC)

Remark:

(1) About 5% of domestic GFA had been set aside for the provision of social welfare facilities under the proposed housing development.

(2) The final list of social welfare facilities shall be subject to confirmation by user departments at later stage.

4.2 Sewage Flow Projection

4.2.1 The methodology and unit flow factors as stated in Section 2 have been used as the basis of assessment.

4.2.2 The estimated average dry weather flow (ADWF) generated from the Development is summarized in **Table 4.3** below.

Table 4.3 Summary of Projected Sewage Discharge from the Development

Facilities	Population	Unit Flow Factor (m^3/person/day)	ADWF (m^3/d)
Domestic			
Residential (3)(4)	2,703(1)	0.27	729.73
Total Domestic Flows	**-**	**-**	**729.73**
Commercial			
Welfare Facilities - Home Care Service (HCS)	60(2)	0.28	16.8
Welfare Facilities – 96-place Residential Child Care Centre (RCCC)	20(2)	0.28	5.6
	96(2)	0.19	18.24
Total Commercial Flows	**-**	**-**	**40.64**
Total ADWF Estimate			**770.37**

Remark:

(1) 10% variation on top of 910 flats / 2,457 persons for design flexibility is incorporated in the population for technical assessment. The actual nos. of population will be subject to confirmation by the user department at later stage.

(2) According to the latest SoAs, the no. of staff for HCS is 60; and the no. of staff for RCCC is 20 + 96 nos. of residents

(3) Flexibility would be allowed to change the housing type to cater for demand change between Public Rental Housing (PRH)/ Green Form Subsidised Home Ownership Scheme (GSH) and Other Subsidised Sale Flats (SSFs) subject to pro-rata adjustments of provision of ancillary facilities in accordance with the HKPSG.

(4) Subsidised Sale Flats (SSFs) is considered in this technical assessment as the worst case scenario.

4.2.3 Based on the proposed development parameters, a total Average Dry Weather Flow (ADWF) estimated from the Development would be approximately 770.37m^3/day with detailed calculations provided in **Appendix A-1**.

4.2.4 As the contributing population is ranging from 1,000 to 5,000, the proposed sewerage shall be designed with a peaking factor of 6 (including stormwater allowance) for facility with existing upstream sewerage in accordance with the GESF. The projected Peak Dry Weather Flow (PDWF) generated from the proposed Development would be 0.054m^3/s.

4.2.5 As discussed in Section 4.1, current population under the catchment area of Ma Tin Sewage Pumping Station will be adopted for assessment and the current average daily flow at Ma Tin Sewerage Pumping Station is 1,920m^3 as advised by DSD.

4.3 Proposed Discharge Location and Sewers

4.3.1 A new sewerage system will be required to collect sewage flow within the proposed housing site and convey sewage flow from the site to existing public sewerage system. Two new terminal manholes FTMH01 and FTMH02 are proposed at the northwest and east of the site. Two new 375mm dia. (OD 400mm) HDPE pipes are proposed from the terminal manholes FTMH01 and FTMH02 to the existing manholes FMH1036015 & FMH1043421 respectively. Existing 600mm dia. pipe and 750mm dia. pipe from FMH1036015 to MTSPS shall remain to take up the additional flow to MTSPS from the proposed development. Detailed assessment is presented in **Appendix A-2**.

4.3.2 The proposed alignment, manhole location, number of connection points and invert levels for the Development in this report are indicative only and should be further reviewed subject to the final layout of the proposed housing development.

4.3.3 Figure 5210095-ATK-SIA-1021 shows the layout of the proposed sewerage system for the proposed housing development.

5. Sewerage Impact Assessment

5.1 Potential Impact on the Existing Sewerage

5.1.1 Sewage generated from the proposed housing site will be discharged via the new terminal manholes FTMH01 & FTMH02 and conveyed to MTSPS through the existing sewerage system along Shap Pat Heung Road. Existing pipes from FMH1036015 to MTSPS are found to be sufficient to accommodate the additional flow from the proposed housing development.

5.1.2 The proposed housing site falls within sewerage catchment area of SWSTW. The estimated sewage generated from the housing development is 770.37 m^3/day with as illustrated in **Appendix A1-1**.

5.1.3 Based on TPEDM, the total population in year 2026 and 2031 under the planning data zone 179 and 180 are smaller than that in 2019. Therefore, the population in 2019 has been adopted in our assessment to give a conservative assessment.

5.1.4 The design capacity of MTSPS is 7,344 m^3/day and the additional flow due to the proposed housing development is 770.37 m^3/day which will contribute about 10.5% of the total design capacity. And based on TPEDM data, the total sewage generated from the catchment area after the development is 3,258.54 m^3/day. The utilization rate at MTSPS is about 44% and hence there is sufficient capacity for MTSPS to cater the additional flow from the Development and no mitigation measures or upgrading works would be necessary.

5.1.5 The design capacity of PSSSPS is 43,200 m^3/day. The additional flow due to the proposed housing development is 770.37 m^3/day which will contribute about 1.78% of the total design capacity. And based on TPEDM data, the total sewage convey to PSSSPS is 41,499.34 m^3/day, the utilization rate of PSSSPS is 96.1%. Therefore, no mitigation measures or upgrading works would be necessary to the PSSSPS.

5.1.6 The current design capacity of SWSTW is 200,000 m^3/day. The additional flow only utilizes approximately 0.39% of the treatment capacity, it is considered that the potential sewerage impact to SWSTW would be minimal and hence no mitigation measures or upgrading works would be necessary.

5.1.7 EPD advised that this Development is within the catchment of SWSTW and that sufficient capacity will be timely provided in phase with the TPEDM forecasted population to be accommodated by all existing and planned developments within its catchment including the latest forecasted population of this development.

6. Maintenance Matrix for Proposed Sewerage Works

6.1.1 The parties responsible for maintaining the proposed sewerage works are listed in Table 6.1.

Table 6.1 Maintenance Matrix

Description of Proposed Sewerage Works	Maintenance Party
Proposed new sewer after proposed terminal manholes FTMH1 & FTMH2	DSD
Manholes FTMH1 & FTMH2 and internal sewer for the proposed housing site	HD

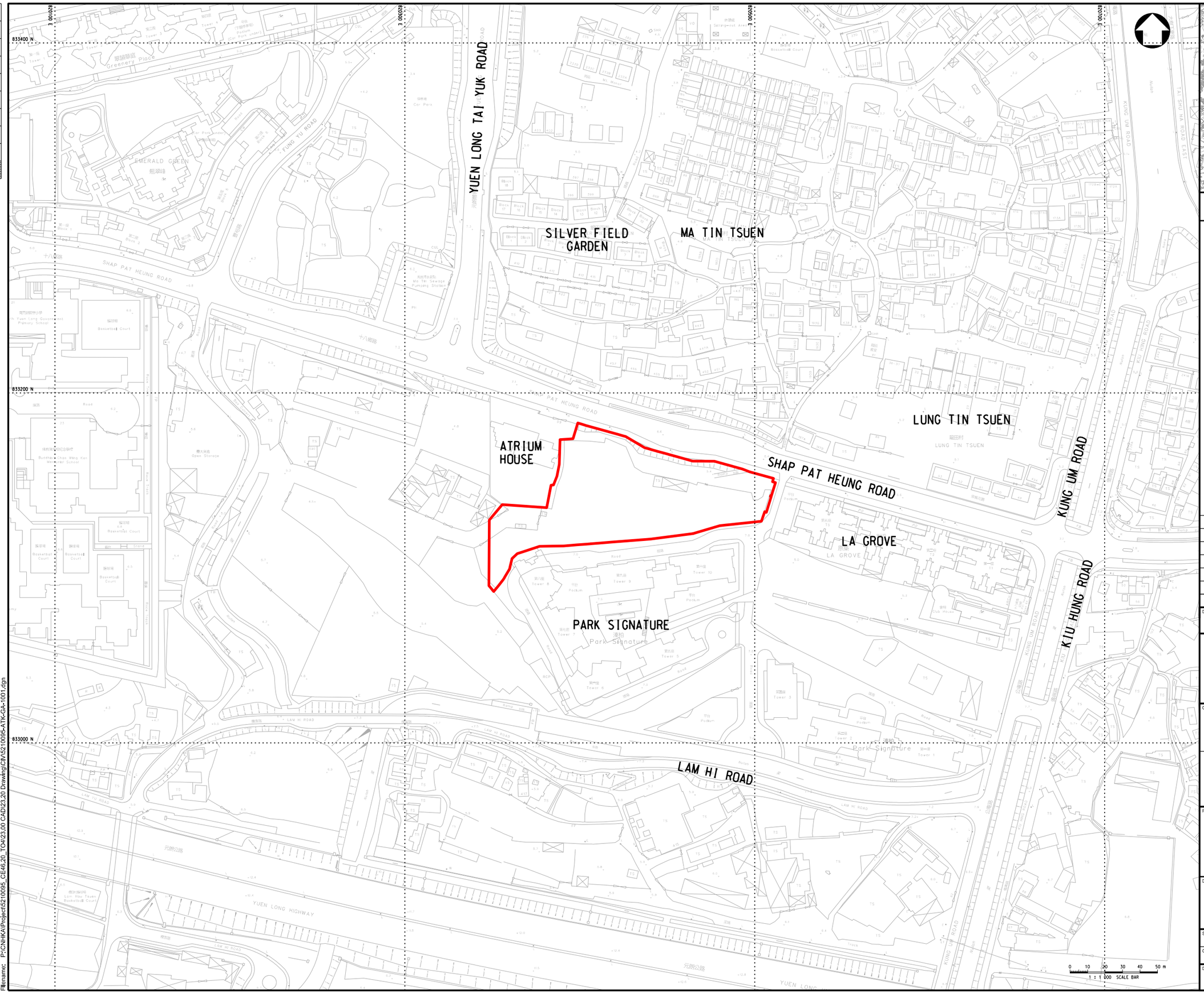
7. Conclusions

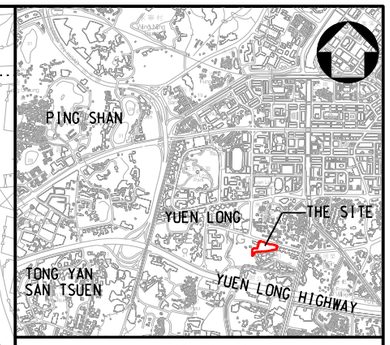
7.1.1 Proposed option for conveying sewage flow from the proposed housing site to public sewerage system was discussed in above section. Terminal manholes FTMH01 & FTMH02 associated with 375 dia. HDPE pipes are proposed to convey the sewage flow to existing sewerage system at Shap Pat Heung Road.

7.1.2 The project sewerage flow from the proposed housing site has been estimated. The ADWF and PDWF are 770.37 m^3/d and 0.054m^3/s respectively. 10% added allowance of population is incorporate for design flexibility of the proposed housing site for the sewerage impact assessment.

The additional sewage loading on the MTSPS, PSSSPS and HTSPS due to the proposed housing development is found to be insignificant to the related infrastructure. SWSTW is also capable to cater the sewage loading from proposed housing site with no insurmountable impact anticipated no mitigation measures or upgrading works would be necessary.

Figures





KEY PLAN
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LEGEND:

PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)

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Housing Projects 3 Division

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AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
LAYOUT PLAN OF STUDY AREA OF TASK ORDER 4

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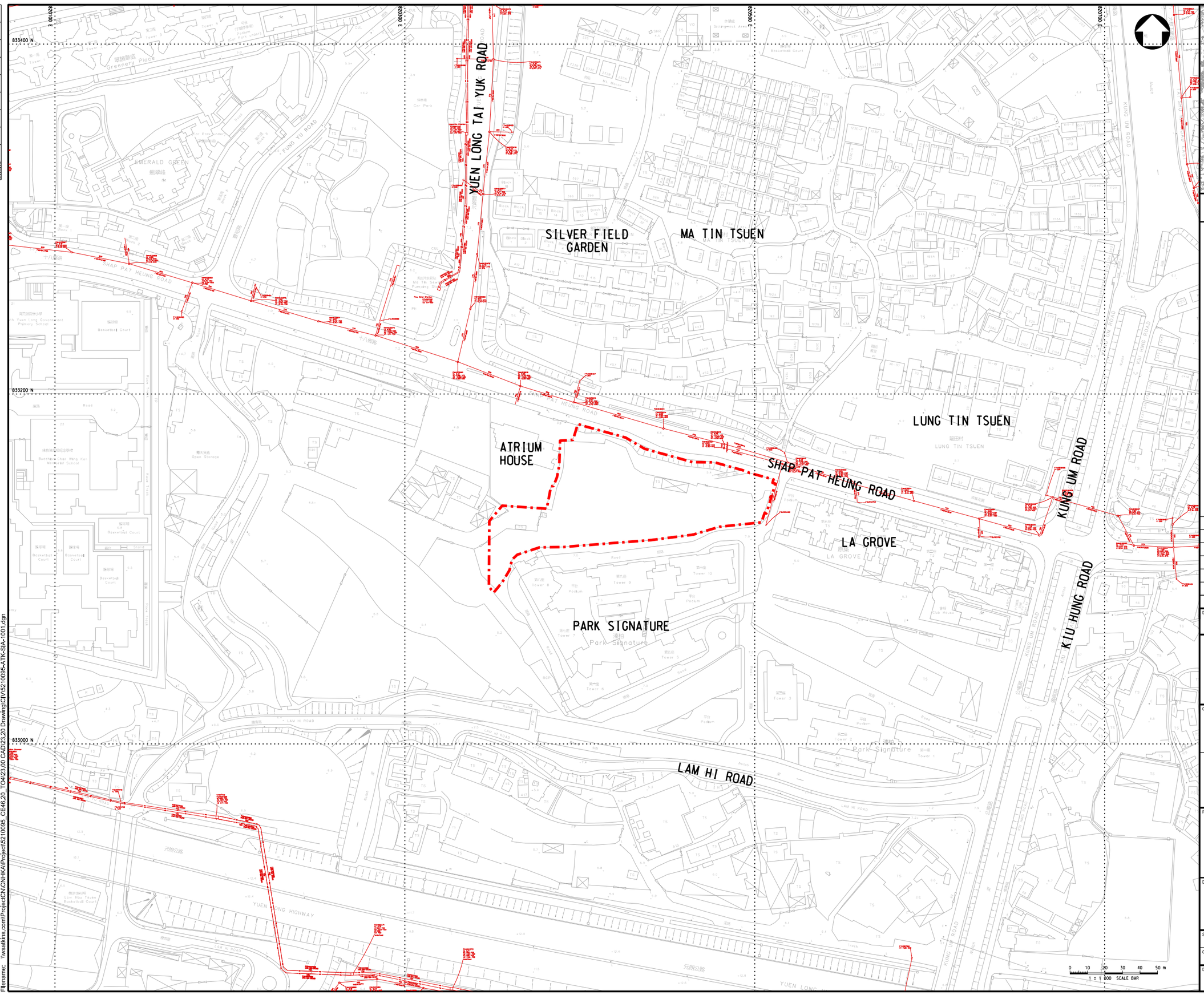

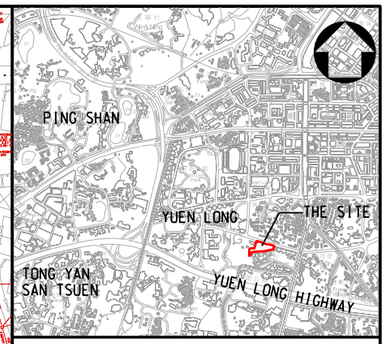

KEY PLAN
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LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- EXISTING SEWERAGE SYSTEM

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Project Title

AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

EXISTING SEWERAGE SYSTEM

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TIN SHUI WAI

TIN FUK ROAD

LONG TIN ROAD

HA TSUEN SEWAGE PUMPING STATION

WANG CHAU

YUEN LONG

MA WANG ROAD

LONG PING STATION

SOL CITY

YUEN LONG PING SHUN STREET SEWAGE PUMPING STATION

HI LEE PATH

PING SHAN

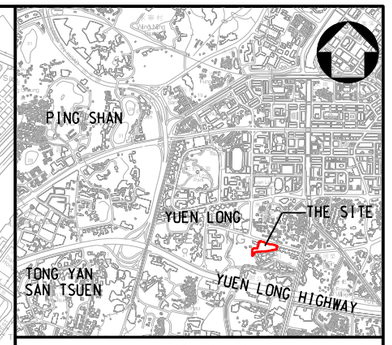
MA TIN ROAD

MA TIN SEWAGE PUMPING STATION

SHAP PAT HEUNG ROAD

YUEN LONG HIGHWAY

MATCH LINE
FOR CONTINUATION
SEE DWG 5210095-ATK-SIA-1012



KEY PLAN
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PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)

EXISTING SEWERAGE SYSTEM

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TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

GENERAL LAYOUT OF SEWERAGE INFRASTRUCTURE (SHEET 1)

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SAN WAI SEWAGE TREATMENT WORKS

HA TSUEN ROAD

TIN HA ROAD

HA TSUEN SEWAGE PUMPING STATION

HA TSUEN

YUEN TAU SHAN

MATCH LINE
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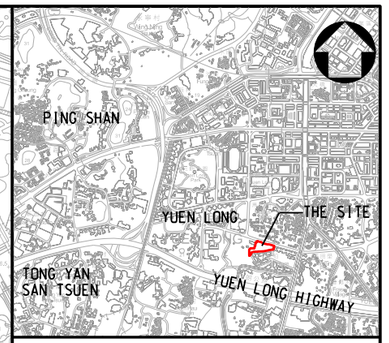

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PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)

EXISTING SEWERAGE SYSTEM

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AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

GENERAL LAYOUT OF SEWERAGE INFRASTRUCTURE (SHEET 2)

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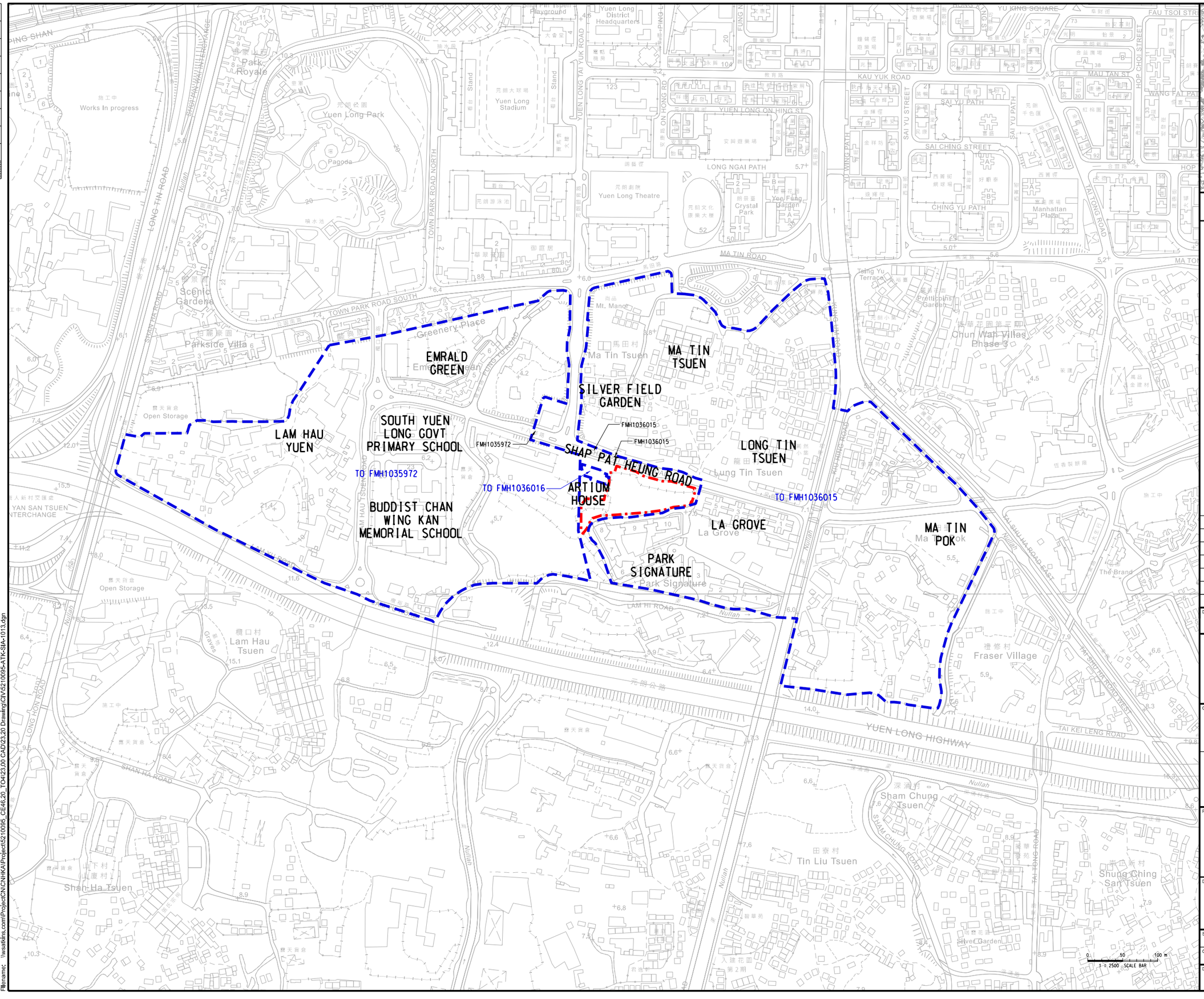

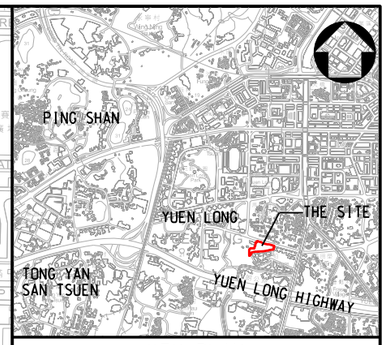

KEY PLAN
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PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)

SEWAGE CATCHMENT AREA FOR THE CORRESPONDING SEWERAGE MANHOLE

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TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY
(TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title

CATCHMENT LAYOUT PLAN

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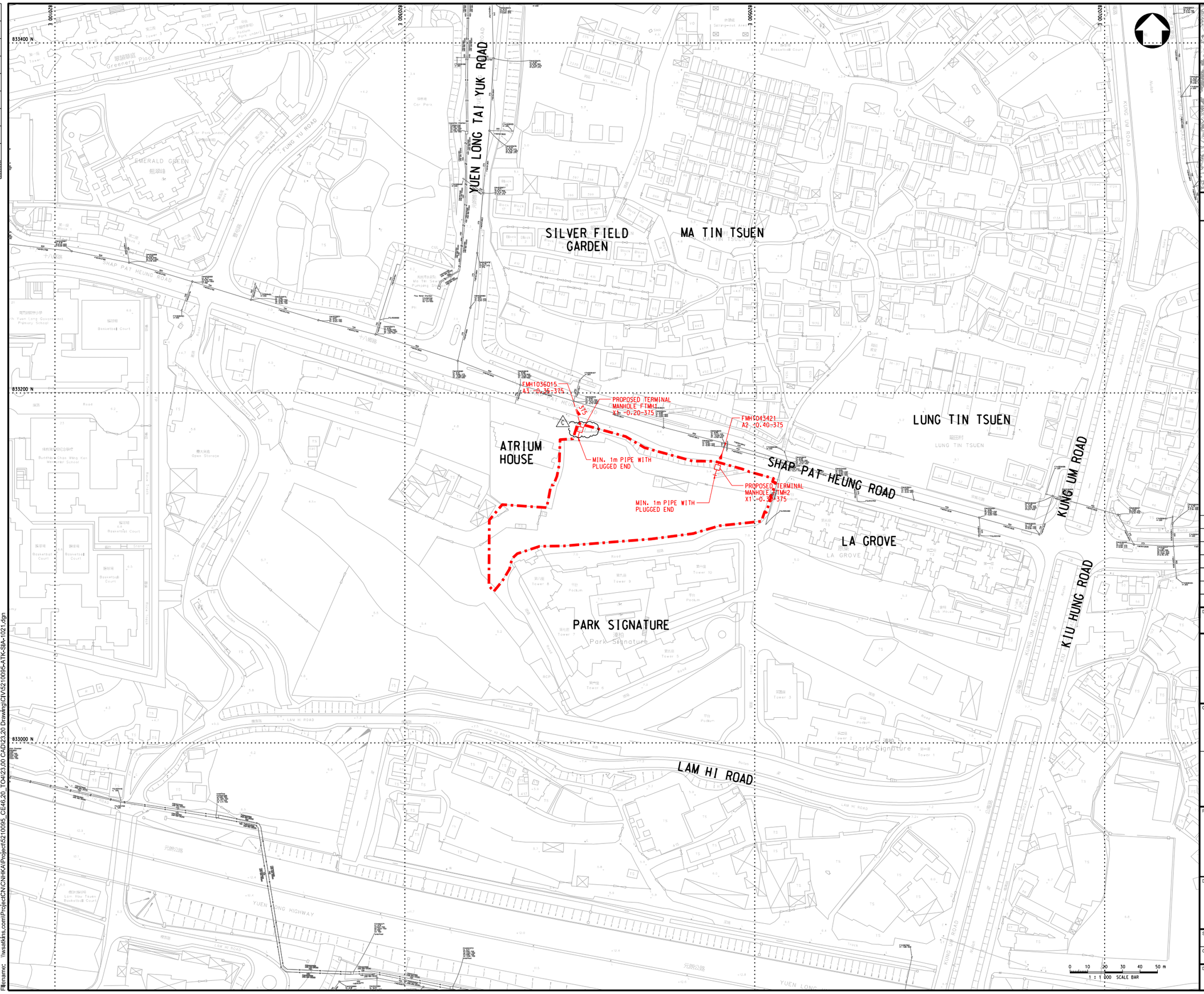

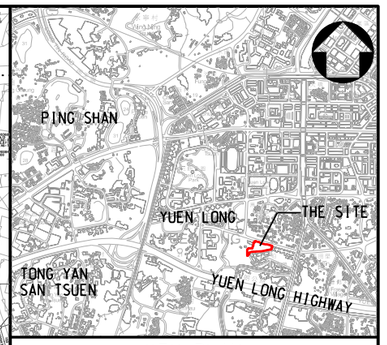

KEY PLAN
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- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- EXISTING SEWERAGE SYSTEM
- PROPOSED SEWERAGE SYSTEM

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Project Title:
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title:
PROPOSED SEWERAGE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:1000	WL	CAD	KL	DL
Original Size: A1	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021

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Appendix A

Sewerage Impact Assessment

Project: **Agreement No. CE 46/2020(CE)**
Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021 - 2024)
Feasibility Study (Task Order 4)

Estimation of flow from development

Appendix A-1

1. Calculation of daily sewage flow for Domestic Flows

Cousumer Type	Development Type	Residents (person) [1]	Unit Flow Factor (m^3/person/day) [2]	Daily Flow (m^3/day)	Total Daily Flow (m^3/day)
Residential	Public Housing Development	2703	0.27	729.73	729.73

Remarks
1) 10% variation for design flexibility is allowed in the population for technical assessment. The actual nos. of population will be subject to confirmation by the user department at later stage.
2) Unit flow factors for Domestic Flows are extracted from Table T-1 of GESF.

2. Calculation of daily sewage flow of Commerical Flows

Cousumer Type	Development Type	NOFA (m^2) [1]	Employee/ Residents	Unit Flow Factor (m^3/person/day) [2][3]	Daily Flow (m^3/day)	Total Daily Flow (m^3/day)
Welfare Facilities(HCS)	Community, Social & Personal Services (J11)	256.9	60	0.28	16.8	40.64
96-place Welfare Facilities(RCCC)	Community, Social & Personal Services (J11)	814.5	20	0.28	5.6	
			96	0.19	18.24	

Remarks
1) Net. Operational Floor Area advised by SWD
2) Unit flow factors for Domestic Flows are extracted from Table T-1 and Table T-2 of GESF
3) The Unit Flow Factor for emplyee of RCCC is taken as 0.19 assuming Institutional & Special Class
4) The population of employee and residents are estimated according to the latest SoAs

3. Calculation of total sewage flow rate of the Development

Source	Population (persons)	Contributing popultion	Daily Flow (m^3/day)	Total Daily Flow (m^3/day)	Peaking Factor [1]	Peak Flow Rate (L/s)
Domestic	2702.7	2853	729.73	770.37	6	53.50
Commerical	0		40.64			

Remarks
1) In accordance with Table T-5 of the GESF, a peaking factor of 6 has been adopted for a population between 1,000 and 5,000.

Project: **Agreement No. CE 46/2020(CE)**
Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021 - 2024)
Feasibility Study (Task Order 4)

Appendix A-2

Checking the capacity of the existing sewerage system

a) Hydraulic calculation are conducted in accordance with the Sewerage Manual Part 1.
b) velocity (v) = -2(2gDs)1/2 log [Ks/3.7D + 2.51v/D(2gDs)1/2]
c) As advised by Table 8(a) of Sewerage Manual, vitrified clay is used in small to medium size sewers and concrete is widely used in gravity sewers with diameter between 600mm and 2100mm.
d) From Table 5 of Sewerage Manual, ks for clay sewers slimed to about half depth; velocity, when flowing half full, approximately 1.2m/s = 0.6 (poor)
ks for concrete, spun or vertically cast, sewers slimed to about half depth; velocity, when flowing half full, approximately 1.2m/s = 3 (poor)
ks for polyethylene sewers slimed to about half depth; velocity, when flowing half full, approximately 1.2m/s = 0.3 (poor)
ks for concrete, spun or vertically cast, sewers slimed to about half depth; velocity, when flowing half full, approximately 0.75m/s = 6 (poor)
ks for clay sewers slimed to about half depth; velocity, when flowing half full, approximately 0.75m/s = 3 (poor)
e) Kinematic Viscosity, v = 1.003E-06 m^2/sec @ 20°C
f) Catchmnet Inflow Factor for Yuen Long = 1.00 is taken account in the design calculation for the existing sewerage network
g) 10% reduction in flow area of pipe due to sediment is taken account in the design calculation
h) The gradient and area of flow for the existing sewers were derived from the DSD's Drainage Record Plan.

Sewer Hydraulics															Design Flow Checking																					
Pipe details															Before Redevelopment (Baseline)											After Redevelopment										
Manhole ID		Nominal Diameter	Pipe Material	Ks	US Ground Level	DS Ground Level	US Invert Level	DS Invert Level	Pipe Length	Gradient		Area of Flow	Velocity of Flow	Pipe Capacity	ADWF				Peaking factor	PWDF	Estimated Baseline Flow	Spare Capacity - Baseline	Spare Capacity - Baseline	Capacity Check	ADWF				Peaking factor	PWDF	Projected Flow of Pipe Section	Spare Capacity - Projected Flow	Spare Capacity - Projected Flow	Utilization % of capacity	Capacity Check
From	To	(mm)		(mm)	(mPD)	(mPD)	(mPD)	(mPD)	(m)	(m/m)	(1-in)	(m^2)	(m/sec)	(m^3/sec)	(m3/d)	Contributing ppl	Pcif	Q ave (m3/d)		(m3/s)	(m^3/sec)	(m^3/sec)	(%)		(m3/d)	Contributing ppl	Pcif	Q ave (m3/d)		(m3/s)	(m^3/sec)	(m^3/sec)	(m^3/sec)	(%)	(%)	
FTMH02	FMH1043421	375	HDPE	0.3	6.50	6.85	-0.30	-0.40	10.0	0.0100	100	0.110	1.963	0.195	N/A										770.37	2853	1.00	770.4	6	0.053	0.053	0.142	72.6%	27.4%	OK
FMH1043421	FMH1036013	450	Concrete	3	6.85	6.85	-0.50	-0.58	2.5	0.0320	31	0.159	2.915	0.417	486.0	1800	1.00	486.0	6	0.034	0.034	0.383	91.9%	OK	1256.4	4653	1.00	1256.4	6	0.087	0.087	0.330	79.1%	20.9%	OK
FMH1036013	FMH1036014	600	Concrete	3	6.85	6.88	-0.58	-0.64	37.0	0.0016	617	0.283	0.790	0.201	486.0	1800	1.00	486.0	6	0.034	0.034	0.167	83.2%	OK	1256.4	4653	1.00	1256.4	6	0.087	0.087	0.114	56.6%	43.4%	OK
FMH1036014	FMH1036015	600	Concrete	3	6.88	6.60	-0.65	-0.71	52.4	0.0011	873	0.283	0.664	0.169	486.0	1800	1.00	486.0	6	0.034	0.034	0.135	80.0%	OK	1256.4	4653	1.00	1256.4	6	0.087	0.087	0.082	48.3%	51.7%	OK
FTMH01	FMH1036015	375	HDPE	0.3	6.50	6.60	-0.20	-0.35	15.0	0.0100	100	0.110	1.963	0.195	N/A										770.37	2853	1.00	770.4	6	0.053	0.053	0.142	72.6%	27.4%	OK
FMH1036015	FMH1063016	600	Concrete	3	6.60	6.39	-0.72	-0.79	32.1	0.0022	459	0.283	0.917	0.233	1407.8	5214	1.00	1407.8	5	0.081	0.081	0.152	65.1%	OK	2178.2	8067	1.00	2178.2	5	0.126	0.126	0.107	46.0%	54.0%	OK
FMH1063016	FMH1035981	600	Concrete	3	6.39	6.51	-0.80	-0.88	38.2	0.0021	477	0.283	0.899	0.229	1407.8	5214	1.00	1407.8	5	0.081	0.081	0.147	64.4%	OK	2178.2	8067	1.00	2178.2	5	0.126	0.126	0.103	44.9%	55.1%	OK
FMH1035981	FMH1035972	600	Concrete	3	6.51	6.62	-0.89	-0.99	48.8	0.0021	488	0.283	0.889	0.226	1407.8	5214	1.00	1407.8	5	0.081	0.081	0.145	64.0%	OK	2178.2	8067	1.00	2178.19	5	0.126	0.126	0.100	44.3%	55.7%	OK
FMH1035972	MTSPS	750	Concrete	3	6.62	6.62	-1.14	-1.17	44.5	0.0007	1483	0.442	0.588	0.234	2488.2	9215	1.00	2488.2	5	0.144	0.144	0.090	38.4%	OK	3258.5	12069	1.00	3258.54	4	0.151	0.151	0.083	35.5%	64.5%	OK

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	Subject: Appendix A-3 - 2019-based TPEDM Sewage Flow Projection for Year 2019 (To MTSPS)	Caleb Chan	Calvin Chow	K.C. Lau	28-03-23

			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	Population	School Place	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19
179	15 000	2 900	*	*	*	350	100	50	100	100	*	50	*	50	150	200	*	250	*	100	900
180	20 550	*	*	100	*	500	200	50	50	150	*	*	*	50	100	700	*	50	*	150	1 100

Planing Data Zone	Total Area
179	530143
180	819286

Planing Data Zone	No.	Location	Approx. Site Area(m^2)	%
179	179_1	V	77881.7	15%
	179_2	R(A)1	33625.0	6%
	179_3	R(A)1	5759.3	1%
	179_4	R(B)	10690.7	2%
	179_5	R(B)	56026.1	11%
	179_6	G/IC	19724.4	4%
	179_7	V	2447.1	0.5%
	179_8	G/IC	17214.1	3%
	179_9	G/IC	15983.4	3%
	179_10	R(A)1	15346.1	3%
180	180_1	V	12570.4	2%
	180_2	V	59980.4	7%



			Employment by Industry (S-type)																				
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households	Daily Flow (m3/day)	Existing manhole to be discharged	Cumulative sewage
Planning Data Zone	Population	School Place	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19			
179_1	2199.35	425.21	*	*	*	51.32	14.66	7.33	14.66	14.66	*	7.33	*	7.33	21.99	29.32	*	36.66	*	14.66	131.96	612.22	FMH1036015	1362.55
179_2	949.56	183.58	*	*	*	22.16	6.33	3.17	6.33	6.33	*	3.17	*	3.17	9.50	12.66	*	15.83	*	6.33	56.97	264.32	FMH1036015	
179_3	162.64	31.44	*	*	*	3.79	1.08	0.54	1.08	1.08	*	0.54	*	0.54	1.63	2.17	*	2.71	*	1.08	9.76	45.27	FMH1036016	1407.82
179_4	301.90	58.37	*	*	*	7.04	2.01	1.01	2.01	2.01	*	1.01	*	1.01	3.02	4.03	*	5.03	*	2.01	18.11	84.04	FMH1035972	2488.17
179_5	1582.15	305.88	*	*	*	36.92	10.55	5.27	10.55	10.55	*	5.27	*	5.27	15.82	21.10	*	26.37	*	10.55	94.93	440.42	FMH1035972	
179_6	557.01	107.69	*	*	*	13.00	3.71	1.86	3.71	3.71	*	1.86	*	1.86	5.57	7.43	*	9.28	*	3.71	33.42	155.05	FMH1035972	
179_7	69.11	13.36	*	*	*	1.61	0.46	0.23	0.46	0.46	*	0.23	*	0.23	0.69	0.92	*	1.15	*	0.46	4.15	19.24	FMH1035972	
179_8	486.12	93.98	*	*	*	11.34	3.24	1.62	3.24	3.24	*	1.62	*	1.62	4.86	6.48	*	8.10	*	3.24	29.17	135.32	FMH1035972	
179_9	451.36	87.26	*	*	*	10.53	3.01	1.50	3.01	3.01	*	1.50	*	1.50	4.51	6.02	*	7.52	*	3.01	27.08	125.64	FMH1035972	
179_10	433.37	83.78	*	*	*	10.11	2.89	1.44	2.89	2.89	*	1.44	*	1.44	4.33	5.78	*	7.22	*	2.89	26.00	120.64	FMH1035972	
180_1	311.65	*	*	1.52	*	7.58	3.03	0.76	0.76	2.27	*	*	*	0.76	1.52	10.62	*	0.76	*	2.27	16.68	84.21	FMH1036013	486.00
180_2	1487.05	*	*	7.24	*	36.18	14.47	3.62	3.62	10.85	*	*	*	3.62	7.24	50.65	*	3.62	*	10.85	79.60	401.79	FMH1036013	
Total	8991.26	1390.56	0.00	8.75	0.00	211.59	65.46	28.35	52.33	61.08	0.00	23.98	0.00	28.35	80.68	157.17	0.00	124.25	0.00	61.08	527.83			
Unit Demand (m3/day)	0.23	0.04	0.08	2.08	0.33	0.23	0.08	0.28	0.28	0.18	1.58	1.58	0.18	0.08	0.08	0.08	0.08	0.28	0.28	0.28	0.28			
Mean Daily Demand (m3/day)	2067.99	55.62	0.00	18.21	0.00	48.67	5.24	7.94	14.65	10.99	0.00	37.88	0.00	2.27	6.45	12.57	0.00	34.79	0.00	17.10	147.79			
Total Mean Daily Demand excluding the proposed development (m3/day)	2488.169278																							
Total Mean Daily Demand	3258.54																							
MT SPS Capacity (m3/day)	7344																							

Remark:

i) The exiting population extracted from 2019 based TPEDM - Table 1

ii) Zone No . And corresponding Land use Zoning refer to zoing plan in TPEDM 2019

ii) The population of the area is estimated by area ration by the Approx, Site Area and the total area of the Planing Data Zone

iv) Assume all villages are Modern type

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	Subject: Appendix A-3 - 2019-based TPEDM Sewage Flow Projection for Year 2031 (To MTSPS)	Caleb Chan	Calvin Chow	K.C. Lau	28-03-23

			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	Population	School Place	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19
179	11 600	4 850	*	*	*	200	100	50	100	100	*	100	*	100	150	200	*	350	*	100	1 000
180	18 850	*	*	100	*	500	200	50	150	100	*	*	50	100	100	700	*	50	*	150	1 250

Planing Data Zone	Total Area
179	530143
180	819286

Planing Data Zone	No.	Location	Approx. Site Area(m^2)	%
179	179_1	V	77881.7	15%
	179_2	R(A)1	33625.0	6%
	179_3	R(A)1	5759.3	1%
	179_4	R(B)	10690.7	2%
	179_5	R(B)	56026.1	11%
	179_6	G/IC	19724.4	4%
	179_7	V	2447.1	0.5%
	179_8	G/IC	17214.1	3%
	179_9	G/IC	15983.4	3%
	179_10	R(A)1	15346.1	3%
180	180_1	V	12570.4	2%
	180_2	V	59980.4	7%



Planing Data Zone	No.	Location	Approx. Site Area(m^2)	%	Employment by Industry (S-type)																				
					Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households			
Planning Data Zone	Population	School Place			S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19	Daily Flow (m3/day)	Existing manhole to be discharged	Cumulative sewage
179_1	1700.83	711.12			*	*	*	29.32	14.66	7.33	14.66	14.66	*	14.66	*	14.66	21.99	29.32	*	51.32	*	14.66	146.62	524.32	FMH1036015	1208.16
179_2	734.32	307.02			*	*	*	12.66	6.33	3.17	6.33	6.33	*	6.33	*	6.33	9.50	12.66	*	22.16	*	6.33	63.30	226.37	FMH1036015	
179_3	125.78	52.59			*	*	*	2.17	1.08	0.54	1.08	1.08	*	1.08	*	1.08	1.63	2.17	*	3.79	*	1.08	10.84	38.77	FMH1036016	1246.94
179_4	233.47	97.61			*	*	*	4.03	2.01	1.01	2.01	2.01	*	2.01	*	2.01	3.02	4.03	*	7.04	*	2.01	20.13	71.97	FMH1035972	
179_5	1223.53	511.56			*	*	*	21.10	10.55	5.27	10.55	10.55	*	10.55	*	10.55	15.82	21.10	*	36.92	*	10.55	105.48	377.19	FMH1035972	
179_6	430.75	180.10			*	*	*	7.43	3.71	1.86	3.71	3.71	*	3.71	*	3.71	5.57	7.43	*	13.00	*	3.71	37.13	132.79	FMH1035972	
179_7	53.44	22.34			*	*	*	0.92	0.46	0.23	0.46	0.46	*	0.46	*	0.46	0.69	0.92	*	1.61	*	0.46	4.61	16.47	FMH1035972	2172.17
179_8	375.93	157.18			*	*	*	6.48	3.24	1.62	3.24	3.24	*	3.24	*	3.24	4.86	6.48	*	11.34	*	3.24	32.41	115.89	FMH1035972	
179_9	349.06	145.94			*	*	*	6.02	3.01	1.50	3.01	3.01	*	3.01	*	3.01	4.51	6.02	*	10.53	*	3.01	30.09	107.61	FMH1035972	
179_10	335.14	140.12			*	*	*	5.78	2.89	1.44	2.89	2.89	*	2.89	*	2.89	4.33	5.78	*	10.11	*	2.89	28.89	103.31	FMH1035972	
180_1	285.87	*			*	1.52	*	7.58	3.03	0.76	2.27	1.52	*	*	*	1.52	1.52	10.62	*	0.76	*	2.27	18.96	79.26	FMH1036013	457.47
180_2	1364.03	*			*	7.24	*	36.18	14.47	3.62	10.85	7.24	*	*	*	7.24	7.24	50.65	*	3.62	*	10.85	90.45	378.20	FMH1036013	
Total	7212.15	2325.60			0.00	8.75	0.00	139.66	65.46	28.35	61.08	56.70	0.00	47.95	0.00	56.70	80.68	157.17	0.00	172.20	0.00	61.08	588.91			
Unit Demand (m3/day)	0.23	0.04			0.08	2.08	0.33	0.23	0.08	0.28	0.28	0.18	1.58	1.58	0.18	0.08	0.08	0.08	0.08	0.28	0.28	0.28	0.28			
Mean Daily Demand (m3/day)	1658.80	93.02			0.00	18.21	0.00	32.12	5.24	7.94	17.10	10.21	0.00	75.76	0.00	4.54	6.45	12.57	0.00	48.22	0.00	17.10	164.90			
Total Mean Daily Demand excluding the proposed development(m3/day)	2172.172341																									
Total Mean Daily Demand including the proposed development(m3/day)	2942.54																									
MT SPS Capacity (m3/day)	7344																									

Remark:

i) The exiting population extracted from 2019 Based TPEDM for Design Year 2031 - Table 1

ii) Zone No . And corresponding Land use Zoning refer to zoing plan in TPEDM 2019

ii) The population of the area is estimated by area ration by the Approx, Site Area and the total area of the Planing Data Zone

iv) Assume all villages are Modern type

Atkins China Ltd.	Project: CE 46/2020 (CE)-Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 -Shap Pat Heung Road)	Prepared by:	Checked by:	Approved by:	Date:
	Subject: Appendix A-4 - 2019-based TPEDM Sewage Flow Projection for Year 2019 (To PSSSPS) (without Proportional Factor)	Caleb Chan	Calvin Chow	K.C. Lau	28-03-23

			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	Population	School Place	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19
173	3 000	*	*	50	50	100	150	250	50	150	*	*	*	*	50	250	*	*	*	100	250
177	41 550	9 400	50	50	50	900	150	100	1 400	400	*	1 350	50	200	300	400	150	1 050	150	1 100	850
178	17 650	2 050	100	850	*	950	1 900	450	2 650	1 000	*	1 150	100	500	500	1 350	650	850	300	1 400	550
179	15 000	2 900	*	*	*	350	100	50	100	100	*	50	*	50	150	200	*	250	*	100	900
180	20 550	*	*	100	*	500	200	50	50	150	*	*	*	50	100	700	*	50	*	150	1 100
314	9 300	6 150	50	*	150	200	100	50	400	150	*	600	*	50	200	250	600	900	50	500	350
315	27 850	6 700	300	100	*	750	500	250	4 000	900	*	3 200	50	800	900	1 100	300	1 300	450	1 650	950
317	9 250	1 300	50	100	50	100	100	50	100	50	50	50	*	50	50	200	*	150	1 950	200	300
368	3 200	*	400	200	*	250	200	50	100	150	*	*	*	50	50	150	*	50	*	50	300
372	31 550	3 450	*	50	*	500	150	50	1 250	550	*	1 150	50	100	700	600	*	350	*	300	2 050
Total	179 200	31 950	950	1 500	300	4 600	3 550	1 350	10 100	3 600	50	7 550	250	1 850	3 000	5 200	1 700	4 950	2 900	5 550	7 600
Unit Demand (m3/day)	0.23	0.04	0.08	2.08	0.33	0.23	0.08	0.28	0.28	0.18	1.58	1.58	0.18	0.08	0.08	0.08	0.08	0.28	0.28	0.28	0.28
Mean Daily Demand (m3/day)	41216	1278	76	3120	99	1058	284	378	2828	648	79	11929	45	148	240	416	136	1386	812	1554	2128
tal Mean Daily Demand (m3/da											69856										
Development Flow											770.37										
of the PSS SPS (After Develop											70628.37										

Note:
1. The values are extracted from the latest TPEDM-2019.
2. Unit flow factors for Domestic Flows are extracted from Table T-2 of GESF.

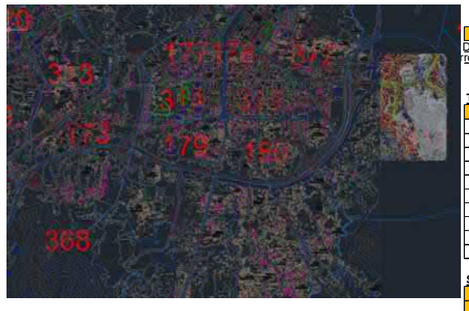
Atkins China Ltd.	Project: CE 46/2020 (CE)-Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 -Shap Pat Heung Road)	Prepared by:	Checked by:	Approved by:	Date:
	Subject: Appendix A-4 - 2019-based TPEDM Sewage Flow Projection for Year 2026 (without Proportional Factor)	Caleb Chan	Calvin Chow	K.C. Lau	28-03-23

			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	Population	School Place	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19
173	10 000	*	*	50	*	750	150	200	100	150	*	*	*	*	50	200	*	*	*	50	300
177	41 600	9 450	50	50	50	550	250	100	1 400	400	*	1 350	100	400	300	600	150	1 050	200	1 050	950
178	17 400	2 050	50	700	50	1 250	1 850	400	2 400	1 000	*	1 200	200	800	600	1 800	650	1 250	550	1 700	600
179	14 150	2 900	*	*	*	250	100	50	100	100	*	100	*	50	150	200	*	250	*	100	1 000
180	20 000	*	*	100	*	250	200	50	100	150	*	*	50	100	100	700	*	50	*	150	1 250
314	8 100	6 150	50	50	150	250	150	50	450	150	*	600	50	200	200	350	600	850	50	500	400
315	24 650	6 700	150	100	*	900	600	250	3 700	800	*	3 150	150	1 100	900	1 400	300	1 350	500	1 650	950
317	10 100	1 300	50	100	50	100	100	*	100	50	*	100	*	50	100	250	*	150	1 950	200	400
368	3 050	*	250	150	*	250	200	50	150	100	*	*	50	150	50	250	*	50	*	150	350
372	35 150	3 450	*	50	*	950	200	50	1 100	450	150	1 200	50	150	650	600	*	400	50	350	2 650
Total	184 200	32 000	600	1 350	300	5 500	3 800	1 200	9 600	3 350	150	7 700	650	3 000	3 100	6 350	1 700	5 400	3 300	5 900	8 850
Unit Demand (m3/day)	0.23	0.04	0.08	2.08	0.33	0.23	0.08	0.28	0.28	0.18	1.58	1.58	0.18	0.08	0.08	0.08	0.08	0.28	0.28	0.28	0.28
Mean Daily Demand (m3/day)	42366	1280	48	2808	99	1265	304	336	2688	603	237	12166	117	240	248	508	136	1512	924	1652	2478
tal Mean Daily Demand (m3/da											72015										
Development Flow											770.37										
of the PSS SPS (After Develop											72785.37										

Atkins China Ltd.	Project: CE 46/2020 (CE)-Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021-2024) - Feasibility Study (Task Order 4 -Shap Pat Heung Road)	Prepared by:	Checked by:	Approved by:	Date:
	Subject: Appendix A-4 - 2019-based TPEDM Sewage Flow Projection for Year 2031 (without Proportional Factor)	Caleb Chan	Calvin Chow	K.C. Lau	28-03-23

			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	Population	School Place	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	S11	S12	S13	S14	S15	S16	S17	S18	S19
173	31 450	750	*	50	*	2 400	150	200	100	150	*	*	*	*	50	250	*	100	*	200	550
177	38 750	9 450	50	50	50	600	300	100	1 400	350	*	1 350	100	500	300	700	100	1 000	200	1 050	900
178	14 850	2 050	50	600	*	1 050	1 750	400	2 300	900	*	1 150	250	950	600	1 850	650	1 200	600	1 650	600
179	11 600	4 850	*	*	*	200	100	50	100	100	*	100	*	100	150	200	*	350	*	100	1 000
180	18 850	*	*	100	*	500	200	50	150	100	*	*	50	100	100	700	*	50	*	150	1 250
314	6 700	6 150	*	50	150	250	150	50	450	150	*	600	50	250	200	350	550	800	50	500	350
315	20 800	6 700	100	100	*	1 000	650	250	3 500	750	*	3 100	150	1 250	900	1 500	300	1 300	550	1 650	900
317	12 800	1 300	50	50	50	550	100	*	100	50	*	100	*	50	100	250	*	150	2 000	200	450
368	2 200	750	150	1 100	*	4 350	1 700	50	2 000	3 450	*	*	450	200	750	250	*	150	50	150	300
372	29 050	4 650	*	*	*	200	200	50	1 000	450	150	1 150	50	150	650	600	*	450	50	300	2 600
Total	187 050	36 650	400	2 100	250	11 100	5 300	1 200	11 100	6 450	150	7 550	1 100	3 550	3 800	6 650	1 600	5 550	3 500	5 950	8 900
Unit Demand (m3/day)	0.23	0.04	0.08	2.08	0.33	0.23	0.08	0.28	0.28	0.18	1.58	1.58	0.18	0.08	0.08	0.08	0.08	0.28	0.28	0.28	0.28
Mean Daily Demand (m3/day)	43021.5	1466	32	4368	82.5	2553	424	336	3108	1161	237	11929	198	284	304	532	128	1554	980	1666	2492
tal Mean Daily Demand (m3/da											76856										
Development Flow											770.37										
of the PSS SPS (After Develop											77626.37										

Note:
1. The values are extracted from the latest TPEDM-2019.
2. Unit flow factors for Domestic Flows are extracted from Table T-2 of GESF.



The Design Parameter (PSS SPS)	
Design Capacity (m3/day)	43,200.00
rect Average Daily Flow (I	42,633.00

Table 1 - Proportion Factor for Planning Data Zone

Planning Data Zone	Total Area	Estimated Area	%	Remark
173	692,237.00	92,600.00	13%	ool Places within the catchment of the planning dat
177	575,244.00	189,830.52	33%	N/A
178	362,248.20	290,050.00	80%	N/A
179	530,143.00	212,624.00	40%	N/A
180	819,286.00	388,937.80	47%	N/A
314	385,751.00	385,751.00	100%	N/A
315	428,189.00	428,189.00	100%	N/A
317	4,004,418.50	4,004,418.50	100%	Not apply to population
368	2,679,149.00	236,114.00	9%	ool Places within the catchment of the planning dat
372	1,054,069.60	189,210.00	18%	ool Places within the catchment of the planning dat

Scenario with proportion factor in catchment area

After the Assumed Area				
Design Year	timated Flow by TPED	Devlopmet Flow	r Development F	Utilisation Rate (%)
2019	40,728.97	770.37	41,499.34	96.06
2026	40,421.72		41,192.09	95.35
2031	38,522.97		39,293.34	90.96

Population under PDZ 317

Housing Name	no. of units	Average domestic household size	Total Population	UFF (m3/day)	otal Mean Daily Demand (m3/day
Long Shin Estate	1203	2.7	3248.1	0.27	876.99
Harmonic Villa	21	2.7	56.7	0.27	15.31
Bonanza Villa	3	2.7	8.1	0.27	2.19
					894.48

Population under PDZ 232

Housing Name	no. of units	Average domestic household size	Total Population	UFF (m3/day)	otal Mean Daily Demand (m3/day
Fiori	87	2.7	234.9	0.27	63.42
Hong Ping Villa	26	2.7	70.2	0.27	18.95
					82.38

Subject: Appendix A-4 - 2019-based TPEDM Sewage Flow Projection for Year 2019 (To PSSSPS) (with Proportional Factor)

			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	**Population**	**School Place**	**S1**	**S2**	**S3**	**S4**	**S5**	**S6**	**S7**	**S8**	**S9**	**S10**	**S11**	**S12**	**S13**	**S14**	**S15**	**S16**	**S17**	**S18**	**S19**
173	*	*	*	7	7	13	20	33	7	20	*	*	*	*	7	33	*	*	*	13	33
177	13 712	3 102	17	17	17	297	50	33	462	132	*	446	17	66	99	132	50	347	50	363	281
178	14 132	1 641	80	681	*	761	1 521	360	2 122	801	*	921	80	400	400	1 081	520	681	240	1 121	440
179	6 016	2 900	*	*	*	140	40	20	40	40	*	20	*	20	60	80	*	100	*	40	361
180	9 756	*	*	47	*	237	95	24	24	71	*	*	*	24	47	332	*	24	*	71	522
314	9 300	6 150	50	*	150	200	100	50	400	150	*	600	*	50	200	250	600	900	50	500	350
315	27 850	6 700	300	100	*	750	500	250	4 000	900	*	3 200	50	800	900	1 100	300	1 300	450	1 650	950
317	*	1 300	50	100	50	100	100	50	100	50	50	50	*	50	50	200	*	150	1 950	200	300
368	282	*	35	18	*	22	18	4	9	13	*	*	*	4	4	13	*	4	*	4	26
372	5 717	*	*	9	*	90	27	9	224	99	*	206	9	18	126	108	*	63	*	54	368
Total	86 765	21 793	532	978	223	2 611	2 470	834	7 388	2 276	50	5 443	156	1 432	1 894	3 330	1 470	3 568	2 740	4 017	3 632
Unit Demand (m3/day) [4]	0.23	0.04	0.08	2.08	0.33	0.23	0.08	0.28	0.28	0.18	1.58	1.58	0.18	0.08	0.08	0.08	0.08	0.28	0.28	0.28	0.28
Mean Daily Demand (m3/day)	19955.87	871.74	42.55	2033.93	73.65	600.43	197.64	233.50	2068.52	409.68	79.00	8599.59	28.00	114.60	151.50	266.39	117.60	999.13	767.12	1124.74	1016.93
tal Mean Daily Demand (m3/da											39752.11										
Development Flow											770.37										
Total population from PDZ 232 and 317											976.86										
of the PSS SPS (After Develop											41499.34										

Subject: Appendix A-4 - 2019-based TPEDM Sewage Flow Projection for Year 2026 (To PSSSPS) (with Proportional Factor)

			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	**Population**	**School Place**	**S1**	**S2**	**S3**	**S4**	**S5**	**S6**	**S7**	**S8**	**S9**	**S10**	**S11**	**S12**	**S13**	**S14**	**S15**	**S16**	**S17**	**S18**	**S19**
173	1 338	*	*	7	*	321	20	27	13	20	*	*	*	*	7	33	*	13	*	27	74
177	13 728	3 119	17	17	17	198	99	33	462	116	*	446	33	165	99	231	33	330	66	347	297
178	13 932	1 641	40	480	*	841	1 401	320	1 842	721	*	921	200	761	480	1 481	520	961	480	1 321	480
179	5 675	4 850	*	*	*	80	40	20	40	40	*	40	*	40	60	80	*	140	*	40	401
180	9 495	*	*	47	*	237	95	24	71	47	*	*	24	47	47	332	*	24	*	71	593
314	8 100	6 150	*	50	150	250	150	50	450	150	*	600	50	250	200	350	550	800	50	500	350
315	24 650	6 700	100	100	*	1 000	650	250	3 500	750	*	3 100	150	1 250	900	1 500	300	1 300	550	1 650	900
317	*	1 300	50	50	50	550	100	*	100	50	*	100	*	50	100	250	*	150	2 000	200	450
368	269	66	13	97	*	383	150	4	176	304	*	*	40	18	66	22	*	13	4	13	26
372	6 310	*	*	*	*	36	36	9	180	81	27	206	9	27	117	108	*	81	9	54	467
Total	83 496	23 826	220	848	217	3 897	2 741	737	6 834	2 279	27	5 413	506	2 608	2 077	4 388	1 403	3 812	3 160	4 223	4 039
Unit Demand (m3/day) [4]	0.23	0.04	0.08	2.08	0.33	0.23	0.08	0.28	0.28	0.18	1.58	1.58	0.18	0.08	0.08	0.08	0.08	0.28	0.28	0.28	0.28
Mean Daily Demand (m3/day)	19204.04	953.04	17.58	1763.88	71.45	896.22	219.28	206.42	1913.54	410.15	42.54	8552.28	91.00	208.62	166.12	351.04	112.28	1067.45	884.74	1182.38	1130.81
tal Mean Daily Demand (m3/da											39444.86										
Development Flow											770.37										
Total population from PDZ 232 and 317											976.86										
of the PSS SPS (After Develop											41192.09										

Subject: Appendix A-4 - 2019-based TPEDM Sewage Flow Projection for Year 2031 (To PSSSPS) (with Proportional Factor)

			Employment by Industry (S-type)																	
			Agriculture, forestry and fishing, mining and quarrying	Manufacturing	Electricity and gas supply,water supply, sewerage and waste management	Construction	Import and export trade	Wholesale	Retail trade	Transportation, storage, postal and courier services	Short term accommodation activities	Food and beverage service activities	Information and communications	Financial and insurance activities	Real estate activities	Professional, scientific/ technical, administrative and support service activities	Public administration	Education	Human health activities	Other social and personal services	Work activities within domestic households
Planning Data Zone	**Population**	**School Place**	**S1**	**S2**	**S3**	**S4**	**S5**	**S6**	**S7**	**S8**	**S9**	**S10**	**S11**	**S12**	**S13**	**S14**	**S15**	**S16**	**S17**	**S18**	**S19**
173	4 207	*	*	7	*	321	20	27	13	20	*	*	*	*	7	33	*	13	*	27	74
177	12 788	3 119	17	17	17	198	99	33	462	116	*	446	33	165	99	231	33	330	66	347	297
178	11 890	822	40	480	*	841	1 401	320	1 842	721	*	921	200	761	480	1 481	520	961	480	1 321	480
179	4 652	4 850	*	*	*	80	40	20	40	40	*	40	*	40	60	80	*	140	*	40	401
180	8 949	*	*	47	*	237	95	24	71	47		*	24	47	47	332	*	24	*	71	593
314	6 700	6 150	*	50	150	250	150	50	450	150	*	600	50	250	200	350	550	800	50	500	350
315	20 800	6 700	100	100	*	1 000	650	250	3 500	750	*	3 100	150	1 250	900	1 500	300	1 300	550	1 650	900
317	*	1 300	50	50	50	550	100	*	100	50	*	100	*	50	100	250	*	150	2 000	200	450
368	194	*	13	97	*	383	150	4	176	304	*	*	40	18	66	22	*	13	4	13	26
372	5 215	*	*	*	*	36	36	9	180	81	27	206	9	27	117	108	*	81	9	54	467
Total	75 394	22 941	220	848	217	3 897	2 741	737	6 834	2 279	27	5 413	506	2 608	2 077	4 388	1 403	3 812	3 160	4 223	4 039
Unit Demand (m3/day) [4]	0.23	0.04	0.08	2.08	0.33	0.23	0.08	0.28	0.28	0.18	1.58	1.58	0.18	0.08	0.08	0.08	0.08	0.28	0.28	0.28	0.28
Mean Daily Demand (m3/day)	17340.70	917.63	17.58	1763.88	71.45	896.22	219.28	206.42	1913.54	410.15	42.54	8552.28	91.00	208.62	166.12	351.04	112.28	1067.45	884.74	1182.38	1130.81
tal Mean Daily Demand (m3/da											37546.11										
Development Flow											770.37										
Total population from PDZ 232 and 317											976.86										
of the PSS SPS (After Develop											39293.34										

Note:
1. The values are extracted from the latest TPEDM-2019.
2. Unit flow factors for Domestic Flows are extracted from Table T-2 of GESF.
3. Not all the flow from Planning Data Zone 173, 177, 178, 179, 180, 314, 368 and 372 are conveyed to PSS SPS. Therefore, a factor under Table 1 has been applied to each zone respectively.
4. Catchment specific unit flow factor for Domestic Flows extracted from Table T-2 of GESF is adopted

香港房屋委員會
Hong Kong Housing Authority

By Email

Our Ref. : HD(P) 8/3/YL32 Your Ref. : TPB/A/YL/316

Tel. No. : [redacted]

Fax. No. : [redacted]

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

28 March 2024

Dear Sir/Madam,

Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development at Shap Pat Heung Road, Yuen Long
(Application No. A/YL/316)

Reference is made to the captioned Section 16 application received by the Town Planning Board on 30.1.2024 and the departmental comments received from the Planning Department on 27.2.2024 and 5.3.2024. We submit herewith the table summarizing the responses to comments as well as the replacement/supplementary pages and the concerned technical studies to substantiate the application.

Besides, to align with other recent S16 Submissions by the Housing Authority, we would like to update Para. 4.2 of the Planning Statement of the captioned application. A replacement page is attached please.

Should you have any queries or need further information, please contact me at [redacted]. Thank you for your attention.

Yours faithfully,

(Winnie CHAN)
for Director of Housing

Encl.

香港九龍何文田佛光街33號房屋委員會總辦事處
Housing Authority Headquarters, 33, Fat Kwong Street, Ho Man Tin, Kowloon, Hong Kong.
互聯網網址：
Internet Homepage Address: http://www.housingauthority.gov.hk

S.16 Application No. A/YL/316

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development at Shap Pat Heung Road, Yuen Long

Response to Comment

	Comments	Responses
	Mainland North Division, Drainage Services Department (DSD) (27.2.2024)	
1.	**Drainage Impact Assessment** This Drainage Impact Assessment (DIA) is the approved DIA report of CE 46/2020 (CE) (Task Order 4 – Shap Pat Heung Road), which was made reference to SDM 2018 version but not Corrigendum No. 1/2022. The submission should meet the latest requirements and made necessary revision accordingly.	The preliminary assessment reviewing the impacts under the requirement of Corrigendum No. 1/2022 is added on **Attachment 1.** The findings confirmed the conclusion stated in the approved DIA remains valid. That is no adverse drainage impact due to the proposed housing development and no mitigation measures or upgrading works would be necessary.
2.	**Sewerage Impact Assessment** Drawing No. 5210095-ATK-SIA-1021 and Appendix A: It is common practice for the size of PE pipe to be presented in outer diameter (OD) instead of inner diameter (ID), thus please indicate the OD size of the proposed PE pipe instead of 375ID on the proposed sewerage system plan for clarity.	Relevant pages with updated paras. 4.3.1, 7.1.1, Appendix A-2 and Drawing No. 5210095-ATK-SIA-1021 are supplemented **(Attachment 2)**. The OD size of the PE pipe (i.e. 400mm) has been indicated. An extract of DSD's "Specification for Gravity Sewer and Stormwater Drain Connections" on the equivalent size of OD/ID of the PE pipe **(Attachment 3)** is attached for easy reference.
	Urban Design and Landscape Section, Planning Department (27.2.2024)	
3.	In Section 4.10 of the supporting planning statement, a total **49** nos. of existing trees were identified and proposed to be felled. No Old and Valuable Trees (OVT) identified within the Site was reported. According to the Master Landscape Plans at G/F, 2/F and Podium Floor, a total **76** new trees are proposed at G/F (16 trees) and Podium Floor (60 trees) to compensate the loss of 49 nos. of existing trees. Moreover, vertical green, planting	The Master Landscape Plans are illustrative only and subject to detailed design of the housing scheme. However, tree compensation will be provided within the site in accordance with the Development Bureau Technical Circular (Works) No. 4/2020 as far as practicable. Regardless whether compensatory trees and new trees are proposed on the podium/other levels of the housing

	Comments	Responses
	areas at G/F, planting areas and seating at 2/F, and green roof, planting areas, communal/children play area, fitness area and shelters at Podium Floor are proposed within the application site;	development, adequate soil depth will be provided in accordance to latest PNAP APP-152 issued on September 2023. Optimization of native species would be considered to include a planting species proposal for the proposed development in detailed design stage. The minimum of at least 20% green coverage within the site would be provided. Subject to site constraints, the overall target of 30% green coverage will be explored and implemented if feasible.
4.	Please provide Sections to illustrate the proposed landscape design, open space demarcation plan and greenery coverage plan for the subject development site; and	The plans requested are shown in **Attachment 4**.
5.	We would reserve our comment upon receipt of the required supporting information for consideration.	Noted.
	Environmental Protection Department (EPD) (5.3.2024)	
6.	The applicant is advised to revise the extracted Environmental Assessment Study (EAS) to address the following textual comment from air quality perspective, and to include a statement in the extracted EAS as appropriate, in addition to S.4.12 of the planning statement that the Housing Department (HD) is committed to continue to carry out the EAS under the existing mechanism between HD and Environmental Protection Department (EPD) in the detailed design stage to address the potential environmental impacts with suitable mitigation measures proposed for our agreement.	The Environmental Assessment Study (EAS) **(Attachment 5)** for the S16 Application has been updated. Section 5.3 is added into the EAS as per EPD's comments.
7.	Textual Comments: 1. Section 4.3.2 - Please append Transport Department's endorsement to confirm the road type of Shap Pat Heung Road is Local Distributor; 2. Section 4.3.4 – Please revise "Shap Pat Heung Road" as "Park Signature Access Road" in the 2nd last line; 3. Section 4.4.1 –	Transport Department's confirmation (Appendix 4-1) is supplemented in the EAS. Please refer to **Attachment 5**. Section 4.3.4 in the EAS **(Attachment 5)** is revised. The relevant information for Item (a) and (b) has

	Comments	Responses
	(a) Please clarify the meaning of 2nd sentence, whether it means that the site surveys were conducted by the consultant of the Final Preliminary Environmental Review Report for Shap Pat Heung Road report (approved PER report) submitted on behalf of the Civil Engineering and Development Department or the site surveys were conducted by the consultant of this application. Please revise the text accordingly; (b) Please clarify if the odour patrol is conducted around the site boundary of the Ma Tin Sewage Pumping Station (Ma Tin SPS); (c) Please provide the correspondence from Drainage Services Department (DSD) to support that the sewage capacity of Ma Tin SPS and the odour removal efficiency of its deodorization unit mentioned in the report are correct; (d) Please provide the correspondence from DSD and EPD to support that there is no odour complaint record associated with the Ma Tin SPS in the past five years.	been incorporated in the revised Section 4.4.1 of the EAS **(Attachment 5)** for clarity. For item (c) and (d), the correspondences from DSD and EPD (Appendix 4-2) are supplemented in the EAS **(Attachment 5).**

Replacement Page 6 of Planning Statement

4. JUSTIFICATIONS AND PLANNING MERITS

In line with Government's Policy on Intensification of Public Housing Sites

4.1. To optimise the use of public housing land, the Executive Council approved the policy on "Enhancement of the Development Intensity of Public Housing Sites" ("Policy on Intensification") in December 2018. For sites located in the Density Zones 1, 2 and 3 of New Towns, the maximum domestic PR of the public housing will be allowed to increase up to 30% (versus by up to 20% as announced in the 2014 Policy Address) where their technical feasibility permits. In line with this policy, the maximum domestic PR for the Proposed Scheme which is under Density Zone 2 of the New Towns, is allowed to be increased from 5.0 to 6.5 (+30%). Therefore, minor relaxation of the maximum overall PR up to 7.2 (including maximum domestic PR 6.5 plus a non-domestic PR 0.7) and maximum BHR from 25 storeys (excluding basement(s)) to 40 storeys (excluding basement(s)) for this Application Site is proposed to achieve the policy target.

Meet Acute Demand for Public Housing

4.2. Under the Long Term Housing Strategy Annual Progress Report 2023, the split ratio of public / private housing of 70:30 is maintained and the supply target for public housing is 308,000 units for the ten years from 2024/25 to 2033/34. As at end September 2023, there were about 132,000 general applications for Public Rental Housing and about 96,600 non-elderly one-person applications under the Quota and Points System. This application for minor relaxation of PR and BHR would result in an increase in overall GFA/PR and an increase in number of public housing flat production from about 700 to 944 flats (i.e. about + 244 flats) which is in line with the Government's policy to better utilize land resources in order to meet the imminent housing need.

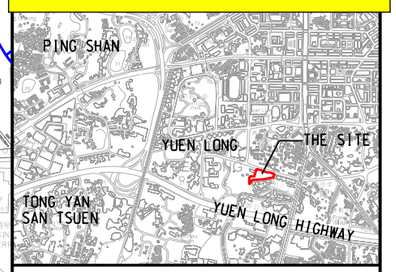
In line with Government's Policy to Address the Space Shortfall of the Welfare Sector

4.3. The 2020 Policy Address has recommended inviting the HKHA to explore setting aside a floor area equivalent to about 5% of attainable domestic GFA in the future public housing projects for the provision of welfare facilities to address the space shortfall of the welfare sector. The provision of a Centre of Home Care Services for Frail Elderly Persons and a 70-p Halfway House in the proposed scheme as

Attachment 1

Extracted from Approved DIA Report

	CATCHMENT	AREA [ha]	% PAVED	% UNPAVED	DISCHARGES TO
SITE AREA	TO4_SITE AREA	0.707	100%	0%	STMH1 STMH2
EXTERNAL	YL_1219	0.083	100%	0%	SGJ1028420
	YL_1231	1.12	87.5%	12.5%	SMH1047864
	YL_1542	0.176	100%	0%	SMH1047869
	TYST_482_14	1.1	95.2%	4.8%	820657833108
	YL_1543.1	0.308	100%	0%	SMH1047867
	YL_1543.2	4.428	100%	0%	SGJ1028441



KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- EXISTING CHANNEL / STREAM
- CATCHMENTS BOUNDARY
- CATCHMENTS SURFACE FLOW DIRECTION
- EXISTING STORM DRAINAGE SYSTEM
- PROPOSED STORM DRAINAGE SYSTEM
- EXISTING DRAINAGE SYSTEM TO BE DEMOLISHED

Rev.	Date	Description	By	Chk'd	App'd
C	OCT 2022	FOURTH ISSUE (FINAL REV.2)	CC	KL	DL
C	JUN 2022	THIRD ISSUE (FINAL REV.1)	CC	KL	DL
B	MAR 2022	SECOND ISSUE (FINAL)	CC	KL	DL
A	DEC 2021	FIRST ISSUE (DRAFT)	CC	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: --

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Client
CEDD 土木工程拓展署
Civil Engineering and Development Department
土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title
CATCHMENT PLAN
AT SHAP PAT HEUNG ROAD -
AFTER DEVELOPMENT

Scale	Designed	Drawn	Checked	Authorised
1:1000	CC	CAD	KL	DL
Orignal Size	Date	Date	Date	Date
A1	DEC 2021	DEC 2021	DEC 2021	DEC 2021

Drawing Number: 5210095-ATK-DIA-1031
Revision: D

1 : 1 000 SCALE BAR

User name: LAUK4827 Date:06-Mar-23 Time: 9:12:24 PM
Filename: P:\CNHKA\Project\5210095_CE46.20_TO4\23.00 CAD\23.20 Drawing\CIV\5210095-ATK-DIA-1031.dgn

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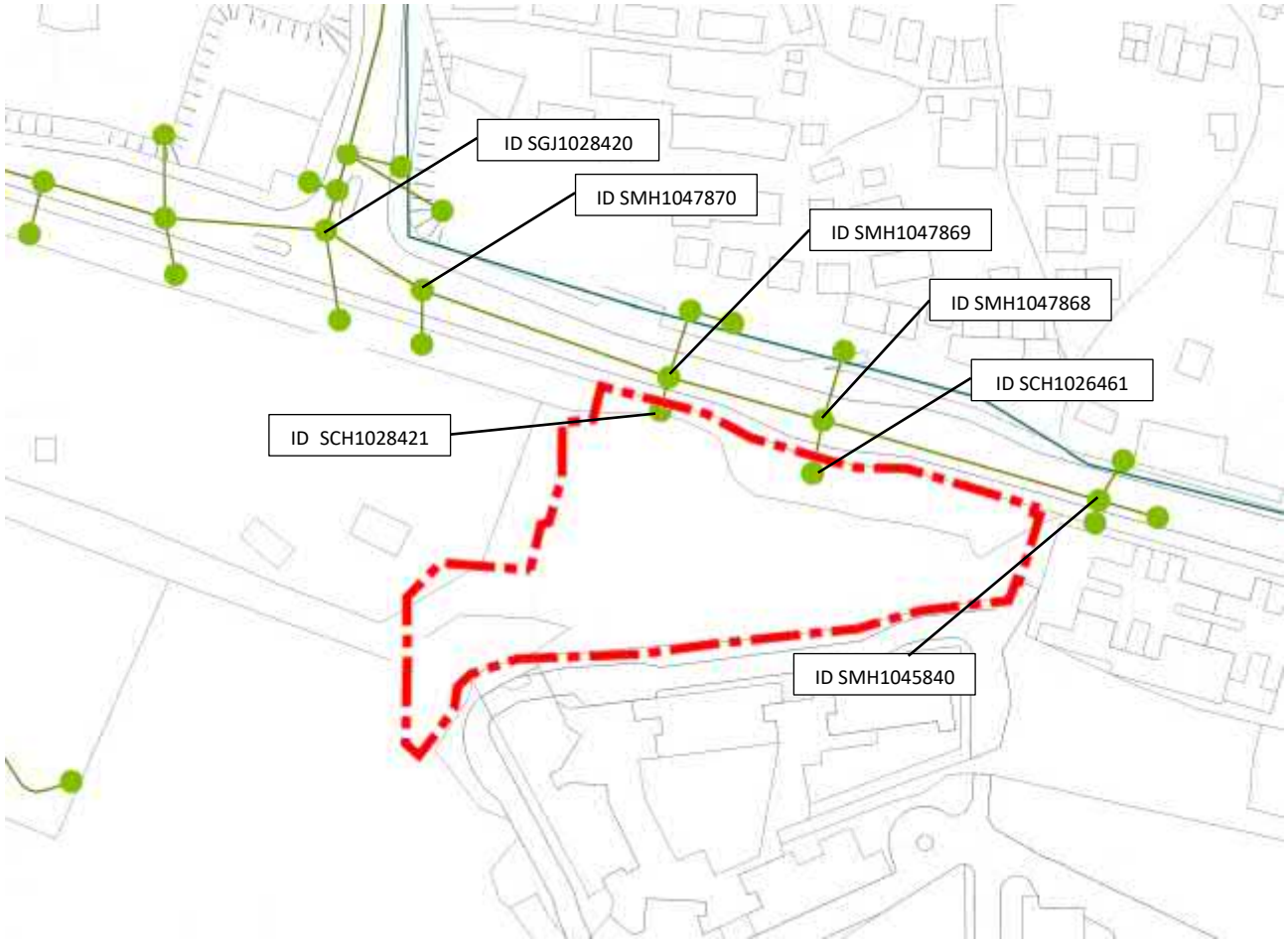
CRITICAL NODE LOCATION PLAN



RESULTS AT CRITICAL NODES:

Node name	Baseline (Mid 21st Century Climate Change)						Proposed (Mid 21st Century Climate Change)						Difference (Proposed-Baseline)
	Ground level	50Yrs Rain + 10Yrs Sea Level		10Yrs Rain + 50Yrs Sea Level		Maximum Water Level	Ground level	50Yrs Rain + 10Yrs Sea Level		10Yrs Rain + 50Yrs Sea Level		Maximum Water Level	
		Water Level	Freeboard	Water Level	Freeboard			Water Level	Freeboard	Water Level	Freeboard		
[-]	[mPD]	[mPD]	[m]	[mPD]	[m]	[mPD]	[mPD]	[mPD]	[m]	[mPD]	[m]	[mPD]	[mPD]
SCH1026461/ Proposed STMH2	5.54	5.56	-0.02	5.39	0.15	5.56	6.50	4.96	1.54	4.99	1.51	4.99	-0.57
SCH1028421/ Proposed STMH1	5.57	5.91	-0.34	5.62	-0.05	5.62	6.50	4.95	1.55	4.96	1.54	4.96	-0.67
SMH1045840	6.60	5.99	0.61	5.71	0.89	5.99	6.60	4.95	1.65	4.95	1.65	4.95	-1.04
SMH1047868	6.97	5.53	1.44	5.36	1.61	5.53	6.97	4.94	2.03	4.94	2.03	4.94	-0.59
SMH1047869	6.75	5.42	1.33	5.28	1.47	5.42	6.75	4.94	1.81	4.95	1.80	4.95	-0.47
SMH1047870	6.41	5.40	1.01	5.15	1.26	5.40	6.41	4.95	1.46	4.95	1.46	4.95	-0.45
SGJ1028420	6.54	5.35	1.19	5.06	1.48	5.35	6.54	4.97	1.57	4.96	1.58	4.97	-0.38

Proposed (End 21st Century Climate Change)						Difference (Proposed-Baseline)
Ground level	50Yrs Rain + 10Yrs Sea Level		10Yrs Rain + 50Yrs Sea Level		Maximum Water Level	
	Water Level	Freeboard	Water Level	Freeboard		
[mPD]	[mPD]	[m]	[mPD]	[m]	[mPD]	[mPD]
6.50	5.10	1.40	5.30	1.20	5.30	-0.26
6.50	5.08	1.42	5.20	1.30	5.20	-0.42
6.60	5.08	1.52	5.21	1.39	5.21	-0.78
6.97	5.07	1.90	5.19	1.78	5.19	-0.34
6.75	5.08	1.67	5.20	1.55	5.20	-0.23
6.41	5.08	1.33	5.29	1.12	5.29	-0.11
6.54	5.10	1.44	5.21	1.33	5.21	-0.14

Preliminary Assessment of Water Level and Freeboard with Corrigendum No. 1/2022

Adoption of Corrigendum No. 1/2022

Node name	Baseline (Mid 21st Century Climate Change)						Proposed (Mid 21st Century Climate Change)						Difference (Proposed- Baseline)	Difference (Corrigendu m- SDM)
	Ground level	50Yrs Rain + 10Yrs Sea Level		10Yrs Rain + 50Yrs Sea Level		Maximum Water Level	Ground level	50Yrs Rain + 10Yrs Sea Level		10Yrs Rain + 50Yrs Sea Level		Maximum Water Level		
		Water Level	Freeboard	Water Level	Freeboard			Water Level	Freeboard	Water Level	Freeboard			
[-]	[mPD]	[mPD]	[m]	[mPD]	[m]	[mPD]	[mPD]	[mPD]	[m]	[mPD]	[m]	[mPD]	[mPD]	[mPD]
SCH1026461/ Proposed STMH2	5.54	5.56	-0.02	5.39	0.15	5.56	6.50	4.99	1.51	5.02	1.48	5.02	-0.54	0.03
SCH1028421/ Proposed STMH1	5.57	5.91	-0.34	5.62	-0.05	5.62	6.50	4.98	1.52	4.99	1.51	4.99	-0.63	0.03
SMH1045840	6.60	5.99	0.61	5.71	0.89	5.99	6.60	4.98	1.62	4.98	1.62	4.98	-1.01	0.03
SMH1047868	6.97	5.53	1.44	5.36	1.61	5.53	6.97	4.97	2.00	4.97	2.00	4.97	-0.56	0.03
SMH1047869	6.75	5.42	1.33	5.28	1.47	5.42	6.75	4.97	1.78	4.98	1.77	4.98	-0.44	0.03
SMH1047870	6.41	5.40	1.01	5.15	1.26	5.40	6.41	4.98	1.43	4.98	1.43	4.98	-0.42	0.03
SGJ1028420	6.54	5.35	1.19	5.06	1.48	5.35	6.54	5.00	1.54	4.99	1.55	5.00	-0.35	0.03

Proposed (End 21st Century Climate Change)						Difference (Proposed- Baseline)	Difference (Corrigendu m- SDM)
Ground level	50Yrs Rain + 10Yrs Sea Level		10Yrs Rain + 50Yrs Sea Level		Maximum Water Level		
	Water Level	Freeboard	Water Level	Freeboard			
[mPD]	[mPD]	[m]	[mPD]	[m]	[mPD]	[mPD]	[mPD]
6.50	5.74	0.76	5.97	0.53	5.97	0.41	0.67
6.50	5.72	0.78	5.85	0.65	5.85	0.23	0.65
6.60	5.72	0.88	5.86	0.74	5.86	-0.13	0.65
6.97	5.71	1.26	5.84	1.13	5.84	0.31	0.65
6.75	5.72	1.03	5.85	0.90	5.85	0.43	0.65
6.41	5.72	0.69	5.95	0.46	5.95	0.55	0.66
6.54	5.74	0.80	5.86	0.68	5.86	0.51	0.65

Updated factor of rainfall increase due to climate change in Corrigendum was applied to update the water level calculations.

Rainfall Increase due to Climate Change-
Mid Century: 10.4% (SDM) & 11.1% (Corrigendum)
End Century: 13.8% (SDM) & 28.1% (Corrigendum)

Example: SCH1026461 / Proposed STMH2 in 50 yrs Rain + 10 Yrs Sea Level
4.96 / (1+10.4%) * (1+11.1%) = 4.99

Minimum Freeboard occurs for SMH1047870 = 0.46 m
All affected manholes could maintain a freeboard not less than 300 mm

Attachment 2

4.3 Proposed Discharge Location and Sewers

4.3.1 A new sewerage system will be required to collect sewage flow within the proposed housing site and convey sewage flow from the site to existing public sewerage system. Two new terminal manholes FTMH01 and FTMH02 are proposed at the northwest and east of the site. Two new 375mm dia. (OD 400mm) HDPE pipes are proposed from the terminal manholes FTMH01 and FTMH02 to the existing manholes FMH1036015 & FMH1043421 respectively. Existing 600mm dia. pipe and 750mm dia. pipe from FMH1036015 to MTSPS shall remain to take up the additional flow to MTSPS from the proposed development. Detailed assessment is presented in **Appendix A-2**.

4.3.2 The proposed alignment, manhole location, number of connection points and invert levels for the Development in this report are indicative only and should be further reviewed subject to the final layout of the proposed housing development.

4.3.3 Figure 5210095-ATK-SIA-1021 shows the layout of the proposed sewerage system for the proposed housing development.

5. Sewerage Impact Assessment

5.1 Potential Impact on the Existing Sewerage

5.1.1 Sewage generated from the proposed housing site will be discharged via the new terminal manholes FTMH01 & FTMH02 and conveyed to MTSPS through the existing sewerage system along Shap Pat Heung Road. Existing pipes from FMH1036015 to MTSPS are found to be sufficient to accommodate the additional flow from the proposed housing development.

5.1.2 The proposed housing site falls within sewerage catchment area of SWSTW. The estimated sewage generated from the housing development is 770.37 m^3/day with as illustrated in **Appendix A1-1**.

5.1.3 Based on TPEDM, the total population in year 2026 and 2031 under the planning data zone 179 and 180 are smaller than that in 2019. Therefore, the population in 2019 has been adopted in our assessment to give a conservative assessment.

5.1.4 The design capacity of MTSPS is 7,344 m^3/day and the additional flow due to the proposed housing development is 770.37 m^3/day which will contribute about 10.5% of the total design capacity. And based on TPEDM data, the total sewage generated from the catchment area after the development is 3,258.54 m^3/day. The utilization rate at MTSPS is about 44% and hence there is sufficient capacity for MTSPS to cater the additional flow from the Development and no mitigation measures or upgrading works would be necessary.

5.1.5 The design capacity of PSSSPS is 43,200 m^3/day. The additional flow due to the proposed housing development is 770.37 m^3/day which will contribute about 1.78% of the total design capacity. And based on TPEDM data, the total sewage convey to PSSSPS is 41,499.34 m^3/day, the utilization rate of PSSSPS is 96.1%. Therefore, no mitigation measures or upgrading works would be necessary to the PSSSPS.

5.1.6 The current design capacity of SWSTW is 200,000 m^3/day. The additional flow only utilizes approximately 0.39% of the treatment capacity, it is considered that the potential sewerage impact to SWSTW would be minimal and hence no mitigation measures or upgrading works would be necessary.

5.1.7 EPD advised that this Development is within the catchment of SWSTW and that sufficient capacity will be timely provided in phase with the TPEDM forecasted population to be accommodated by all existing and planned developments within its catchment including the latest forecasted population of this development.

6. Maintenance Matrix for Proposed Sewerage Works

6.1.1 The parties responsible for maintaining the proposed sewerage works are listed in Table 6.1.

Table 6.1 Maintenance Matrix

Description of Proposed Sewerage Works	Maintenance Party
Proposed new sewer after proposed terminal manholes FTMH1 & FTMH2	DSD
Manholes FTMH1 & FTMH2 and internal sewer for the proposed housing site	HD

7. Conclusions

7.1.1 Proposed option for conveying sewage flow from the proposed housing site to public sewerage system was discussed in above section. Terminal manholes FTMH01 & FTMH02 associated with 375 dia. (OD 400mm). HDPE pipes are proposed to convey the sewage flow to existing sewerage system at Shap Pat Heung Road.

7.1.2 The project sewerage flow from the proposed housing site has been estimated. The ADWF and PDWF are 770.37 m^3/d and 0.054m^3/s respectively. 10% added allowance of population is incorporate for design flexibility of the proposed housing site for the sewerage impact assessment.

The additional sewage loading on the MTSPS, PSSSPS and HTSPS due to the proposed housing development is found to be insignificant to the related infrastructure. SWSTW is also capable to cater the sewage loading from proposed housing site with no insurmountable impact anticipated no mitigation measures or upgrading works would be necessary.

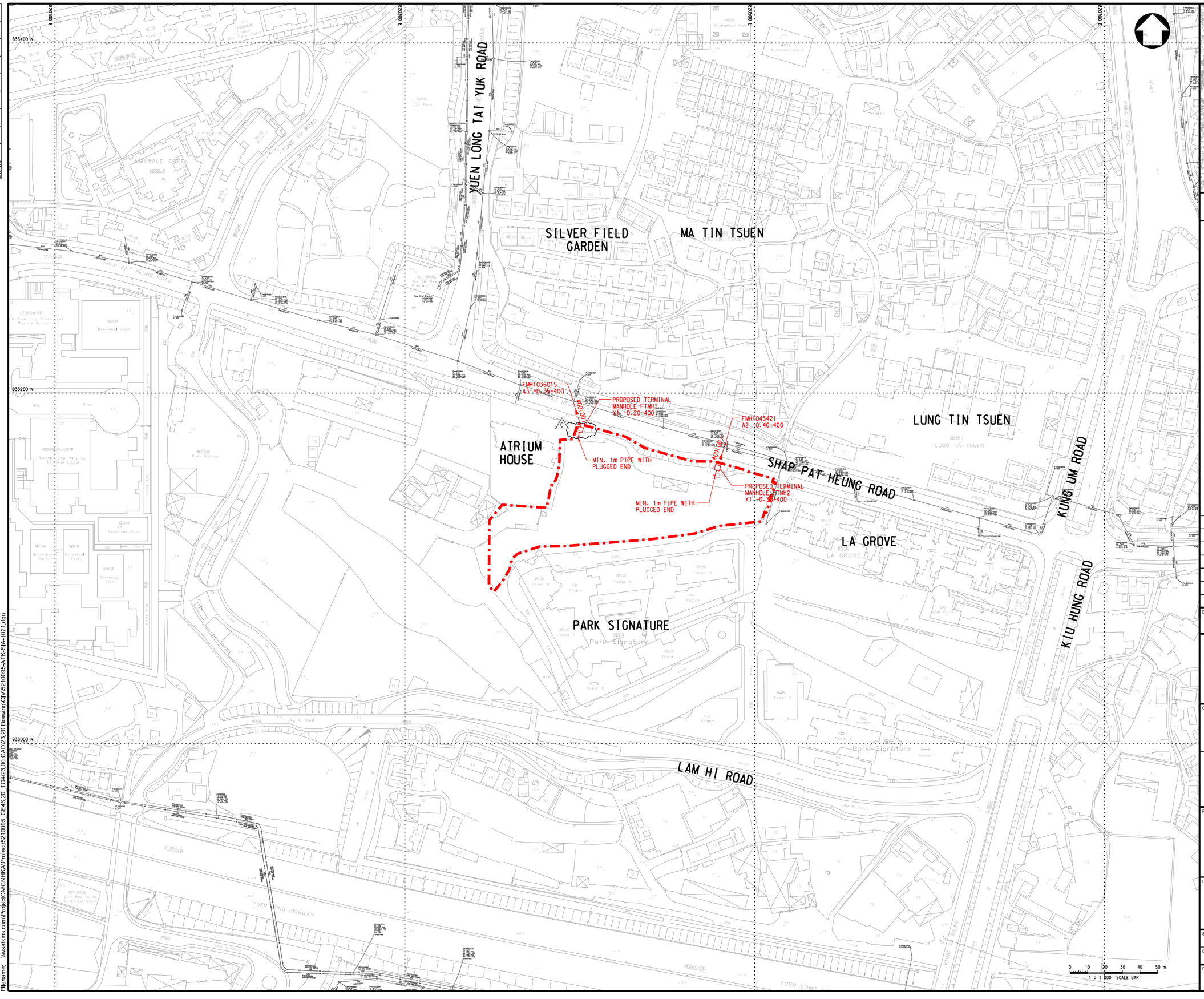
Project: **Agreement No. CE 46/2020(CE)**
Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing Developments in Zone 1 (2021 - 2024) Feasibility Study (Task Order 4)

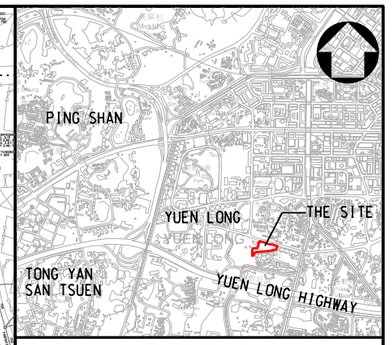
Appendix A-2

Checking the capacity of the existing sewerage system

a) Hydraulic calculation are conducted in accordance with the Sewerage Manual Part 1.
b) velocity (v) = -2(2gDs)1/2 log [Ks/3.7D + 2.51v/D(2gDs)1/2]
c) As advised by Table 8(a) of Sewerage Manual, vitrified clay is used in small to medium size sewers and concrete is widely used in gravity sewers with diameter between 600mm and 2100mm.
d) From Table 5 of Sewerage Manual, ks for clay sewers slimed to about half depth; velocity, when flowing half full, approximately 1.2m/s = 0.6 (poor)
ks for concrete, spun or vertically cast, sewers slimed to about half depth; velocity, when flowing half full, approximately 1.2m/s = 3 (poor)
ks for polyethylene sewers slimed to about half depth; velocity, when flowing half full, approximately 1.2m/s = 0.3 (poor)
ks for concrete, spun or vertically cast, sewers slimed to about half depth; velocity, when flowing half full, approximately 0.75m/s = 6 (poor)
ks for clay sewers slimed to about half depth; velocity, when flowing half full, approximately 0.75m/s = 3 (poor)
e) Kinematic Viscosity, v = 1.003E-06 m^2/sec @ 20°C
f) Catchmnet Inflow Factor for Yuen Long = 1.00 is taken account in the design calculation for the existing sewerage network
g) 10% reduction in flow area of pipe due to sediment is taken account in the design calculation
h) The gradient and area of flow for the existing sewers were derived from the DSD's Drainage Record Plan.

Sewer Hydraulics															Design Flow Checking																				
Pipe details															Before Redevelopment (Baseline)												After Redevelopment									
Manhole ID		Nominal Diameter	Pipe Material	Ks	US Ground Level	DS Ground Level	US Invert Level	DS Invert Level	Pipe Length	Gradient		Area of Flow	Velocity of Flow	Pipe Capacity	ADWF				Peaking factor	PWDF	Estimated Baseline Flow	Spare Capacity - Baseline	Spare Capacity - Baseline	Capacity Check	ADWF				Peaking factor	PWDF	Projected Flow of Pipe Section	Spare Capacity - Projected Flow	Spare Capacity - Projected Flow	Utilization % of capacity	Capacity Check
From	To	(mm)		(mm)	(mPD)	(mPD)	(mPD)	(mPD)	(m)	(m/m)	(1-in)	(m^2)	(m/sec)	(m^3/sec)	(m3/d)	Contributing ppl	Pcif	Q ave (m3/d)		(m3/s)	(m^3/sec)	(m^3/sec)	(%)		(m3/d)	Contributing ppl	Pcif	Q ave (m3/d)		(m3/s)	(m^3/sec)	(m^3/sec)	(%)	(%)	
FTMH02	FMH1043421	375 400 (OD)	HDPE	0.3	6.50	6.85	-0.30	-0.40	10.0	0.0100	100	0.110	1.963	0.195	N/A										770.37	2853	1.00	770.4	6	0.053	0.053	0.142	72.6%	27.4%	OK
FMH1043421	FMH1036013	450	Concrete	3	6.85	6.85	-0.50	-0.58	2.5	0.0320	31	0.159	2.915	0.417	486.0	1800	1.00	486.0	6	0.034	0.034	0.383	91.9%	OK	1256.4	4653	1.00	1256.4	6	0.087	0.087	0.330	79.1%	20.9%	OK
FMH1036013	FMH1036014	600	Concrete	3	6.85	6.88	-0.58	-0.64	37.0	0.0016	617	0.283	0.790	0.201	486.0	1800	1.00	486.0	6	0.034	0.034	0.167	83.2%	OK	1256.4	4653	1.00	1256.4	6	0.087	0.087	0.114	56.6%	43.4%	OK
FMH1036014	FMH1036015	600	Concrete	3	6.88	6.60	-0.65	-0.71	52.4	0.0011	873	0.283	0.664	0.169	486.0	1800	1.00	486.0	6	0.034	0.034	0.135	80.0%	OK	1256.4	4653	1.00	1256.4	6	0.087	0.087	0.082	48.3%	51.7%	OK
FTMH01	FMH1036015	375 400 (OD)	HDPE	0.3	6.50	6.60	-0.20	-0.35	15.0	0.0100	100	0.110	1.963	0.195	N/A										770.37	2853	1.00	770.4	6	0.053	0.053	0.142	72.6%	27.4%	OK
FMH1036015	FMH1063016	600	Concrete	3	6.60	6.39	-0.72	-0.79	32.1	0.0022	459	0.283	0.917	0.233	1407.8	5214	1.00	1407.8	5	0.081	0.081	0.152	65.1%	OK	2178.2	8067	1.00	2178.2	5	0.126	0.126	0.107	46.0%	54.0%	OK
FMH1063016	FMH1035981	600	Concrete	3	6.39	6.51	-0.80	-0.88	38.2	0.0021	477	0.283	0.899	0.229	1407.8	5214	1.00	1407.8	5	0.081	0.081	0.147	64.4%	OK	2178.2	8067	1.00	2178.2	5	0.126	0.126	0.103	44.9%	55.1%	OK
FMH1035981	FMH1035972	600	Concrete	3	6.51	6.62	-0.89	-0.99	48.8	0.0021	488	0.283	0.889	0.226	1407.8	5214	1.00	1407.8	5	0.081	0.081	0.145	64.0%	OK	2178.2	8067	1.00	2178.19	5	0.126	0.126	0.100	44.3%	55.7%	OK
FMH1035972	MTSPS	750	Concrete	3	6.62	6.62	-1.14	-1.17	44.5	0.0007	1483	0.442	0.588	0.234	2488.2	9215	1.00	2488.2	5	0.144	0.144	0.090	38.4%	OK	3258.5	12069	1.00	3258.54	4	0.151	0.151	0.083	35.5%	64.5%	OK





KEY PLAN
N.T.S.

LEGEND:

- PROPOSED HOUSING DEVELOPMENT BOUNDARY (SUBJECT TO DETAILED SURVEY AND DESIGN)
- EXISTING SEWERAGE SYSTEM
- PROPOSED SEWERAGE SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
C	OCT 2022	THIRD ISSUE	WL	SW	DL
B	MAR 2022	SECOND ISSUE	WL	KL	DL
A	DEC 2021	FIRST ISSUED	WL	KL	DL

Drawing Status: FEASIBILITY STUDY
Suitability: -

SNC·LAVALIN
ATKINS
Member of the SNC-Lavalin Group

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

土木工程處
房屋工程3部
Civil Engineering Office
Housing Projects 3 Division

Project Title:
AGREEMENT NO. 46/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT IN ZONE 1 (2021-2024) - FEASIBILITY STUDY (TASK ORDER 4 - SHAP PAT HEUNG ROAD)

Drawing Title:
PROPOSED SEWERAGE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:1000	WL	CAD	KL	DL
Original Size: A1	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021	Date: DEC 2021

Drawing Number: 5210095-ATK-SIA-1021
Revision: C

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User name: LAUK4827 Date:05-Mar-24 Time: 10:27:04 AM
Filename: \\wsatkins.com\Project\CN\CNHKA\Project\5210095_CE46.20_TO4\23.00 CAD\23.20 Drawing\CIV\5210095-ATK-SIA-1021.dgn

Attachment 3

Drainage Services Department
Specification For Gravity Sewer and Stormwater Drain Connections

1 Polyethylene Compounds

1.1 Polyethylene (PE) compounds used for the manufacture of PE pipe and fittings shall conform to BS EN 12201-1 ***"Plastics piping systems for water supply, and for drainage and sewerage under pressure - Polyethylene (PE)"***

1.2 In addition to clause 1.1, PE compounds used for the manufacture of pipe shall meet the requirements of PE100-RC as defined in Clause 3.1 of PAS 1075:2009-04 ***"Pipes made from Polyethylene for alternative installation techniques"***.

1.3 Compounds shall be 100% virgin, pre-coloured compounds. All compounds used in pipe (including striping and co-extrusion colour compounds) shall have the same brand name and be the same base compound. No reprocessed, recycled or own reprocessed materials shall be used in the manufacture of any pipe or fittings; Clause 4.1 of BS EN 12201-2 shall not apply.

2 Polyethylene Pipes

2.1 PE pipes shall conform to BS EN 12201-2: 2011.

2.2 For pipes with a burial depth to the top of the pipe less than or equal to 4m, PE pipes with a Standard Dimension Ratio[1] (SDR) of 17 shall be used. If the burial depth is greater than 4m, PE pipes with lower SDR shall be used. In this case detailed design calculations shall be submitted to the Chief Engineer/Hong Kong & Islands, Chief Engineer/Mainland South or Chief Engineer/Mainland North for approval.

Equivalent Size in nominal DN / ID[2]	200	225	250	300	375	450	550	600	700
PE (OD[3]) Size	225	250	280	355	400	500	630	710	800

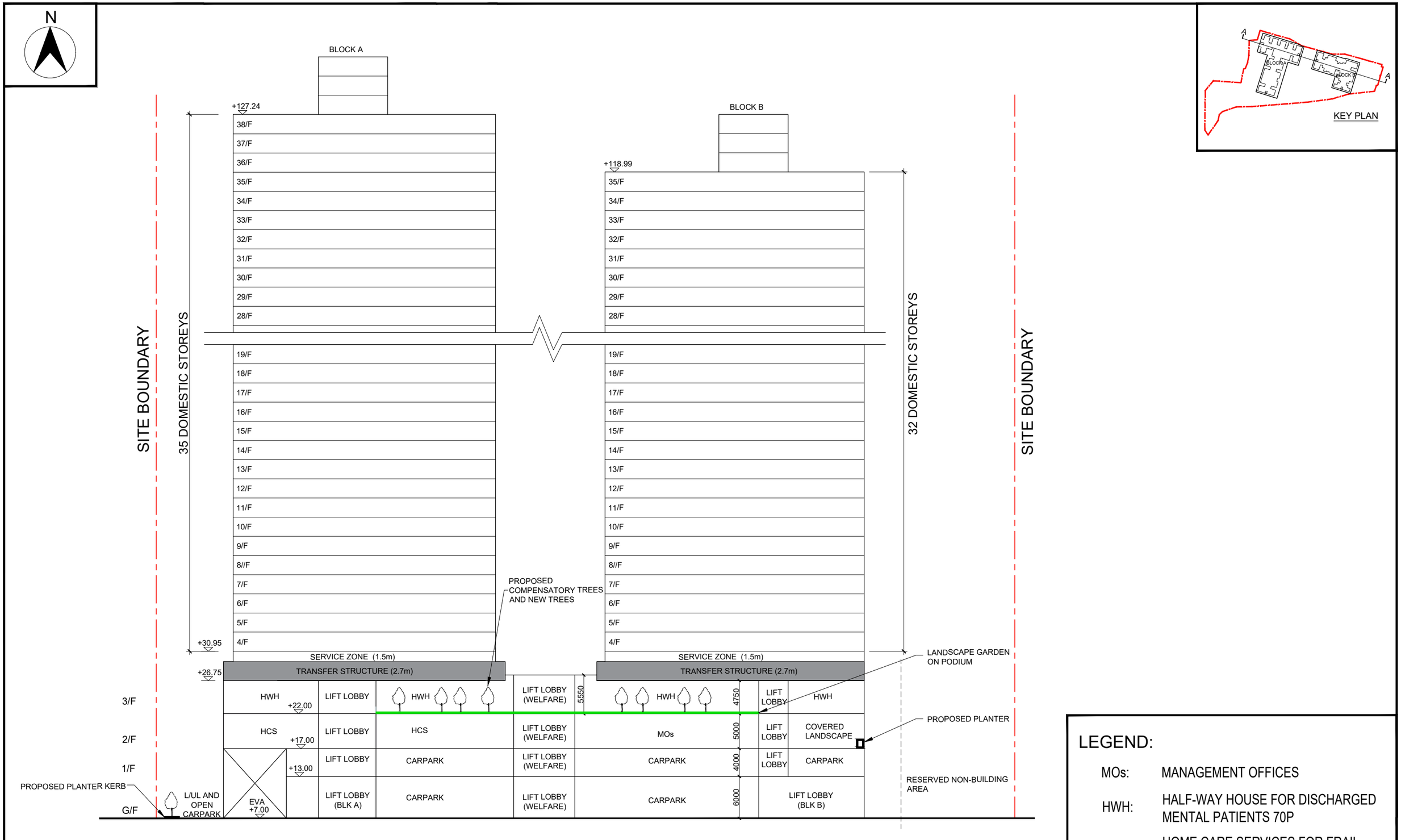
2.3 PE pipes and fittings shall be black in colour and comply with the following additional requirements: -

2.3.1 Pipes shall have an internal co-extruded orange colour layer in accordance with BS EN 12201-2 Annex B. The internal colour shall be Orange with reference to BS 4800: 08 E 55 and thickness shall be 15% of the nominal pipe wall thickness[4] around the entire internal circumference, with a tolerance of +/-1.5%. No delamination shall occur during all tests of the co-extruded pipe.

---

[1] Standard Dimension Ratio is the ratio of the pipe diameter to wall thickness (Pipe OD/SDR= min wall thickness).
[2] Nominal DN / ID is the numerical designation of the size of a component, which is a convenient round number, approximately equal to the Internal manufacturing dimension in millimetres (mm).
[3] OD is the outside diameter of the pipe.
[4] Nominal pipe wall thickness is the numerical designation of the pipe wall thickness, which is a convenient round number, approximately equal to the manufacturing dimension in millimetres (mm).

Attachment 4



LEGEND:

MOs:	MANAGEMENT OFFICES
HWH:	HALF-WAY HOUSE FOR DISCHARGED MENTAL PATIENTS 70P
HCS:	HOME CARE SERVICES FOR FRAIL ELDERLY PERSONS

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

SITE SECTION

(FOR REFERENCE ONLY & SUBJECT TO DESIGN REVIEW)

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.	日期 DATE:	
YL56/-/BC/BLK/A/LO-07	MARCH 2024	Plan 4

N

CARPARK, L/UL & RCP ENTRANCE

PEDESTRIAN ENTRANCE (DOMESTIC)

PEDESTRIAN ENTRANCE (WELFARE / CARPARK)

PEDESTRIAN ENTRANCE (DOMESTIC)

SHAP PAT HEUNG ROAD

ACCESS ROAD TO PARK SIGNATURE

臻頤
ATRIUM HOUSE

原築
LA GROVE

漆柏
PARK SIGNATURE

DOMESTIC BLOCK

DOMESTIC BLOCK

COVERED WALKWAY

JOGGING PATH

EVA/ DRIVEWAY

LAWN

NBA

GREEN ROOF

6.66 6.73 6.87 6.78 6.68

30.95 127.24 26.75 27.55 26.75 30.95 118.99 26.75 7.00 13.50

P P

SUBJECT TO DETAILED DESIGN

LEGEND:

- PROPOSED SITE BOUNDARY
- NBA — NON-BUILDING AREA (AREA TO BE RETURNED TO GOVERNMENT UPON REQUEST)
- OPEN SPACE AREA (OPEN SPACE REQUIREMENT: NOT LESS THAN 2550 sqm)

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

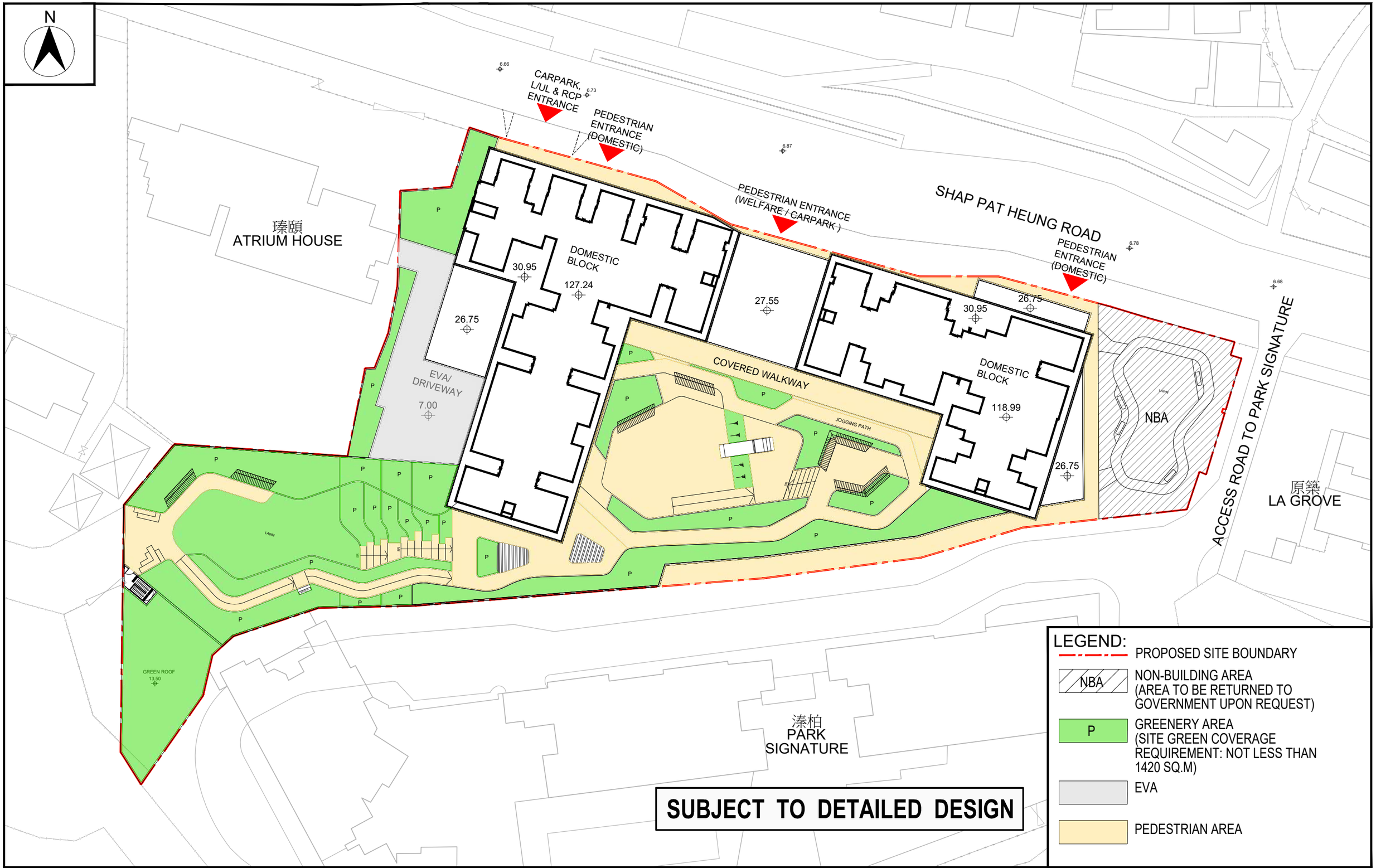
DRAWING TITLE

OPEN SPACE DIAGRAM

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.	日期 DATE:	
YL56/-/BC/L/LO-04	SEPTEMBER 2023	Plan 5d



PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

GREEN COVERAGE DIAGRAM

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.	日期 DATE:	
YL56/-/BC/L/LO-05	SEPTEMBER 2023	Plan 5e

Attachment 5

Agreement No.: CB20210426 Term Traffic and Environmental Consultancy Services 2021-2024 for New Territories West Region

Instruction No. K02
Proposed Public Housing Development at Shap Pat Heung Road

Report (Revision 4a)

Hong Kong Housing Authority

January 2024

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1. Introduction

1.1. Project Background

1.1.1. The Hong Kong Government has identified a potential site for a public housing development at Shap Pat Heung Road (hereafter referred as “the proposed development”).

1.1.2. Atkins China Limited was commissioned by HKHA to undertake an Environmental Assessment Study (EAS) for the proposed development.

1.2. Scope

1.2.1. The scope of this EAS Report is outlined as follow:

- Assess the road traffic noise impacts upon the proposed development with reference to the Hong Kong Planning Standards and Guidelines (HKPSG);
- Assess the potential noise impacts of other fixed type noise sources upon the proposed development with reference to HKPSG;
- Assess the potential air quality impacts due to vehicular emissions from the surroundings road network upon the proposed development with reference to HKPSG;
- Assess the potential air quality impacts due to chimney emissions from the nearby industrial premises with reference to HKPSG, and
- Recommend appropriate environmental mitigation measures as required.

1.3. Site Location and Scale

1.3.1. The Site is located at Shap Pat Heung Road in south of the Yuen Long Town and Shap Pat Heung. It is bounded by the Shap Pat Heung Road. According to the Draft Yuen Long Outline Zoning Plan No. S/YL/26, the site is located in an area zoned as "Residential (Group A)1"("R(A)1"). Based on the Preliminary Environmental Review conducted by CEDD, the site was previously a car park, no land contamination hotspot and no contamination activity were identified. The Government has handed over the site to HKHA for public housing development in November 2022.

1.3.2. The proposed development comprises of 2 building blocks; Block A and B, consist of 560 and 384 flats respectively. With total 944 flats and 0.7 hectare in area. Location of the proposed development in shown in **Figure 1-1**.

1.4. Development Layout Details

1.4.1. The proposed development layout under this EAS comprises two residential blocks, car park, garden, Home Care Services (HCS), Halfway House (HWH), and Management Office (MO), etc. Details of the proposed facilities are summarised in **Table 1-1** below and the layout plan is attached in **Appendix 1-1**.

Table 1-1 Summary of the Proposed Facilities for the Development

Location	Floor level (mPD)	Name of Proposed Facility	Type of Use
Podium G/F – 1/F	+7.00 to + 13.00	Car park	Car park
Podium 2/F	+17.00	Car park / MO / HCS	Car park, Management Office, Welfare Facilities
Podium 3/F	+22.00	HWH	Welfare Facilities
Domestic Tower	+30.95 to +127.24	Domestic	Residential
Remarks: The final list and layout of social welfare facilities shall be subject to confirmation by user departments at later stage.			

1.4.2. The key development parameters of the proposed development are summarised in **Table 1-2** below.

Table 1-2 Key Development Parameter for the Proposed Development

	Block A	Block B
Domestic floor	4/F to 38/F	4/F to 35/F
No. of domestic storey	35	32
No. of flats per floor	16	12
Total No. of flats	560	384
Tentative Completion of Construction	End of Year 2028	
Tentative Population Intake Year	Year 2029	
Typical floor to floor height – domestic	2.75 m	
First domestic floor level	+30.95 mPD	

1.4.3. The development layout has allowed sufficient setback distance between the nearest air sensitive uses at the proposed development and the kerb of the nearby roads according to recommended buffer zone as required by HKPSG. No planned Air Sensitive Uses with openable windows and fresh air intake as well as active and passive recreational uses would be located within the recommended buffer zone. There are no active industrial emissions within 500m from the proposed development. Adverse air quality impacts are not expected.

1.4.4. Portion of the proposed development would face a busy road section, Shap Pat Heung Road. The road traffic noise impacts are discussed in **Section 2** and the proposed noise mitigation measures has been outlined in **Figures 2-3 & 2-4**. Fixed plant noise impacts are discussed in **Section 3**. Adverse fixed plant noise impact on the proposed development is not anticipated.

2. Road Traffic Noise Impacts

2.1. Assessment Criteria

2.1.1. According to the HKPSG, the road traffic noise criterion of $L_{10\ (peak\ hour)}$ 70 dB(A) is applicable to the domestic premises and convalescences, homes for the aged and offices in the proposed development.

2.1.2. The domestic premises within the proposed development rely on openable window for ventilation. Locations of the noise assessment points on domestic floors and on welfare facilities (3/F) are illustrated in **Figure 2.1** and **Figure 2.2** respectively. Noise assessment points in the proposed domestic floor are identified and summarised in **Table 2-1**.

Table 2-1 Summary of the Noise Sensitive Receivers in the Development

Location	Floor Level (mPD)	Name of the Proposed Welfare Facility [1]/ Area	Noise Criterion $L_{10\ (1\text{-}hr)}$ in dB(A)	Noise Assessment Point ID
Podium 2/F	+17.00	HCS	-	As there will be no openable windows along Shap Pat Heung Road, there will be no Noise Assessment Points.
Podium 3/F	+22.00	HWH	-	HWH-1 to HWH-15 HWH-27 to HWH-35
Domestic Towers	+30.95 and above	Domestic	70	Blk A-011 to Blk A-164 Blk B-011 to Blk B-122

Note:
[1] The standards in HKPSG Chapter 9 table 4.1 apply to uses which rely on opened window for ventilation. The internal layouts used for domestic floors and 3/F are indicative and subject to detailed design. All the windows provided are assumed to be openable for ventilation and will be included in detailed traffic noise assessment.

2.2. Assessment Methodology

2.2.1. Road traffic noise level prediction has been carried out using the NoiseMap model, which is a computerized model developed on the basis of the UK Department of Transport's Calculation of Road Traffic Noise (CRTN) procedures, which is a method accepted by Environmental Protection Department (EPD) for use in Hong Kong.

2.2.2. Existing roads within 300m from the sites of the proposed development have been included in the assessment.

2.2.3. All openable windows for ventilation at all noise sensitive rooms at domestic floors of the proposed development are assigned with noise assessment points and included for the assessment. The noise assessment points, building structures with noise screening effects, topographical contours and road segments with traffic flow data have been input into the NoiseMap model in predicting the potential traffic noise impacts.

2.2.4. The traffic noise impact assessment in this EAS will be based on flow data from the approved PER of the same site conducted by CEDD, and the traffic flow data provided by CEDD's Consultant is extracted in **Appendix 2-1**. EPD has no further technical comments on the PER from noise planning point of view in October 2022, and also the methodology for the assessment of flow data has obtained TD's no in-principle comment.

2.2.5. The flow data corresponds to the projected peak hourly traffic flows in year 2044, which is the highest within 15 years from upon occupancy of the Proposed Development and is then adopted for the purpose of traffic noise impact assessment in this EAS.

2.3. Design Consideration for the Base-case Scenario

2.3.1. The proposed layout scheme of the public housing blocks studied in this EAS has implemented the following design consideration in order to minimize the road traffic noise impacts as much as practicable and with an aim to achieve a high compliance rate.

Provision of Podium

2.3.2. For the base-case scenario, podiums have been adopted as building features for residential building blocks. Podiums are to be provided at +7.0 mPD to +22.0 mPD for the proposed development. The provision of such building feature is to reduce the noise impact to the lower floor levels.

Internal Layout Design

2.3.3. In general, standard modular flat design is adopted in public housing design including those with acoustic windows.

Further Setback

2.3.4. The Project Site is abutting nearby road and existing buildings, further setback is considered not feasible for the proposed development.

2.4. Impact Assessment

Predicted Road Traffic Noise Impacts on Public Housing Units (Base-case Scenario)

2.4.1. The noise assessment has been undertaken for the base-case scenario in accordance with the given layout plan. Locations of the noise assessment points are illustrated in **Figure 2-1.** The predicted road traffic noise levels at all noise assessment points are summarised in **Table 2-2** below.

Table 2-2 Summary of Predicted Peak Hourly Road Traffic Noise Results for the Public Housing Units (Base-case Scenario)

Parameter	Overall			
Traffic Scenario	AM Peak		PM Peak	
Residential Block	Block A	Block B	Block A	Block B
Total No. of Flats	560	384	560	384
Predicted Maximum $L_{10\ (peak\ hour)}$, dB(A)	71	71	73	73
No. of Dwellings with Noise Exceedance	14	8	39	24
	Total: 22		Total: 64	
Compliance Rate, %	98%		93%	

2.4.2. The predicted maximum road traffic noise level of the public housing units in the proposed development is 73 dB(A) which exceeds the relevant noise criterion of 70 dB(A) by up to 3 dB(A). The worst noise compliance rate of the proposed development is 93% at PM peak scenario.

Predicted Road Traffic Noise Impacts on Non-domestic Uses (Base-case Scenario)

2.4.3. For the proposed welfare facilities and office, location of the noise assessment points are illustrated in **Figure 2-3**. The predicted road traffic noise levels at all noise assessment points are summarised in below.

Table 2-3 Summary of Predicted Peak Hourly Road Traffic Noise Result of the Non-domestic Uses (Base-case Scenario)

Parameter	Overall	
Traffic Scenario	AM Peak	PM Peak
Welfare Facilities	Half-Way House for Discharged Mental Patients (HWH) 3/F	Half-Way House for Discharged Mental Patients (HWH) 3/F
Predicted Maximum $L_{10\ (peak\ hour)}$, dB(A)	73	74
No. of Dwellings with Noise Exceedance	11	13
	Total: 13	Total: 15
Compliance Rate, %	52%	44%

2.4.4. Based on predicted road traffic noise result, it is recommended to install horizontal panels in 3/F for the openable windows at the dormitories towards Shap Pat Heung Road (as shown in **Figure 2-3**), as well as not to provide openable windows in 2/F towards the busy road section, i.e. Shap Pat Heung Road.

Mitigation Measures for Domestic Uses

Provision of Acoustic Window

2.4.5. Acoustic window has been proposed for flats predicted with noise exceedance to mitigate the impact of road traffic noise. The proposed acoustic windows are at both Block A and Block B façade facing Shap Pat Heung Road and is illustrated graphically in **Figure 2-4**. In the base case assessment, the domestic façade location with noise exceedance are mainly with Flat Type B, Type C and Type D.

2.4.6. It should be noted that the sound attenuation performance is subject to actual design and configurations of the acoustic window system as well as setting and orientation of the acoustic window. Sound attenuation performance and configurations of the acoustic window for typical public housing units are detailed in **Appendix 2-2**. To achieve the sound attenuation performance, the setting and orientation of the acoustic window shall follow the Final Report of Acoustic Design and Performance Evaluation of the Acoustic Window (ADPEAW). Relevant pages have been extracted from the report and presented in **Appendix 2-3** for reference.

Acoustic Window Configuration

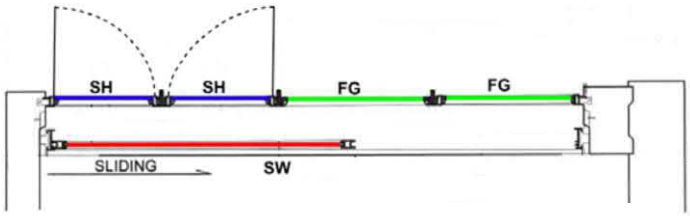
2.4.7. The sound attenuation of the acoustic window system is dependent on the window configuration. Design details of the acoustic window system in MFD-MiC are provided in **Appendix 2-2**. The summary of noise attenuation performance for MFD-MiC with acoustic window are listed in **Table 2-4** below.

Table 2-4 Summary of Noise Attenuation Performance for MFD-MiC with Acoustic Window

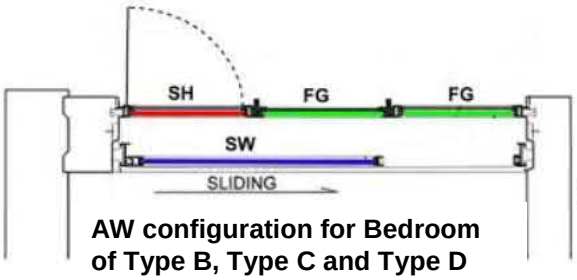
		Acoustic Window Configurations				Noise Attenuation dB(A)	
Flat Type	**Floor size (m^2)**	**Inner Window Opening**	**Outer Window Opening**	**Window Overlapping Length**	**Gap Width between Window Panel**	**With Sound Absorptive Lining**	**Without Sound Absorptive Lining**
Type B-M2	15.592	1352mm (H) x 895mm (W)	1352mm (H) x 945mm (W)	200mm	175mm	6.9	5.8
Type C-M2							
Living Room	16.414	1352mm (H) x 915mm (W)	1352mm (H) x 985mm (W)	100mm	175mm	7.1	5.6
Bedroom 1	6.117	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175mm		

		Acoustic Window Configurations				Noise Attenuation dB(A)	
Flat Type	**Floor size (m^2)**	**Inner Window Opening**	**Outer Window Opening**	**Window Overlapping Length**	**Gap Width between Window Panel**	**With Sound Absorptive Lining**	**Without Sound Absorptive Lining**
Type C-M3							
Living Room	16.736	1352mm (H) x 985mm (W)	1352mm (H) x 1125mm (W)	330mm	175 mm	7.1	5.6
Bedroom 1	6.094	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175 mm		
Type D-M2							
Living Room	16.414	1352mm (H) x 915mm (W)	1352mm (H) x 985mm (W)	100mm	175 mm	7.1	5.6
Bedroom 1	6.117	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175		

2.4.8. The acoustic windows are designed with two layers of window including push open window at outer layer and sliding window at inner layer as illustrated in the figures below. The opening and gap between the two layers of windows allow sufficient air flow to satisfy ventilation requirement; while at the same time, direct transmitted noise to the room is obstructed by the inner sliding window and hence noise reduction could be achieved. In order to achieve the intended noise reduction, the sliding window should be behind the opened side-hung window while the fixed glazing should be kept at close as shown in the figures below. Special locking device (e.g. allen key) would be installed to the fixed glazing at the outer layer of keeping them in the above setting. The fixed glazing at the outer layer needs not be opened for ventilation and could be opened by the key for cleansing and maintenance purposes only, the above information about the acoustic window will be stated in the Decoration Handbook / Deed of Mutual Covenant (DMC) and Sales Brochure (subject to the housing type) to let the future occupants be well aware of its intended purpose, appropriate use and correct setting of the acoustic window.



AW configuration for Flat Type B and Living Room of Type B, Type C and Type D



AW configuration for Bedroom of Type B, Type C and Type D

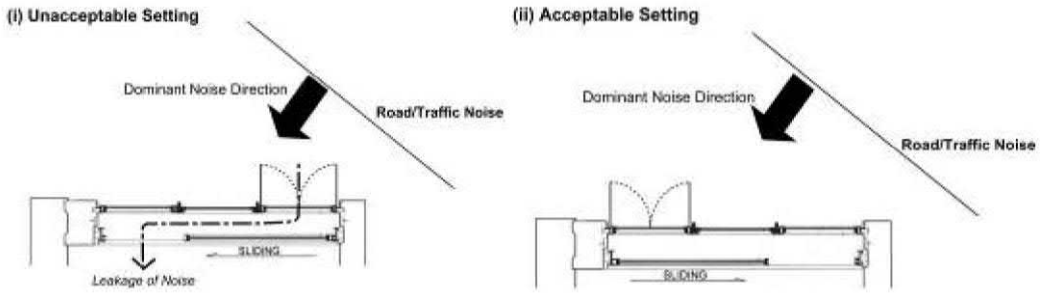
Acoustic Window Settings

2.4.9. For achieving the sound attenuation assessed in the study, the acoustic window should be set at the intended orientation as described in the Final Report of ADPEAW. The setting and orientation are summarised and described in **Table 2-5**. Only one opening with acoustic window design will be allowed in each habitable room, side windows are fixed (fixed glazing) to ensure the noise reduction performance of the acoustic window.

Table 2-5 Proposed Location of Acoustic Windows

NSR	Mitigation Type [1]	Flat Type [1]	With/Without sound absorption	Floor Range
Blk A-024	AW(BT)	D-M2	Without	4/F - 10/F
Blk A-025	AW(BT)	D-M2	Without	4/F - 10/F
Blk A-032	AW(BT)	C	Without	4/F - 11/F
Blk A-033	AW(BT)	C	Without	4/F - 11/F
Blk A-042	AW(BT)	C	Without	4/F - 11/F
Blk A-043	AW(BT)	C	Without	4/F - 11/F
Blk A-052	AW(BT)	C	Without	4/F - 11/F
Blk A-053	AW(BT)	C	Without	4/F - 11/F
Blk A-062	AW(BT)	C	Without	4/F - 11/F
Blk A-063	AW(BT)	C	Without	4/F - 11/F
Blk B-102	AW(BT)	C	Without	4/F - 11/F
Blk B-103	AW(BT)	C	Without	4/F - 11/F
Blk B-112	AW(BT)	B-M2	Without	4/F - 11/F
Blk B-121	AW(BT)	B-M2	Without	4/F - 11/F

Note: 1) Detail acoustic window configuration refers to Table 2-4



Window NOT in parallel with traffic noise source

Advice to Future Residents for the Use of Acoustic Window

2.4.10. The sound attenuation achieved by the acoustic window refers to the designated setting of windows. Hence the future residents in the flats equipped with acoustic windows should be advised of such settings stated in **Section 2.4.9** above for achieving the intended attenuation. Deviation from the recommended setting might affect the noise level in the flat.

2.4.11. The noise reduction purpose of the acoustic window and its setting to achieve the noise reduction effect would be incorporated in the Decoration Handbook / Deed of Mutual Covenant (DMC) and Sales Brochure (subject to the housing type) to inform the future occupants.

Predicted Road Traffic Noise Impacts on Public Housing Units (Mitigated Scenario)

2.4.12. The predicted peak hourly road traffic noise levels of the mitigated scenario with incorporation of fixed glazing with maintenance window and acoustic window are summarised in **Table 2-6**.

Table 2-6 Summary of Predicted Peak Hourly Road Traffic Noise Results for the Public Housing Units (Mitigated Scenario)

Parameter	Overall	
Residential Block	Block A	Block B
Total No. of Flats	560	384
Predicted Maximum $L_{10\ (peak\ hour)}$, dB(A)	70	70
No. of Dwellings with Noise Exceedance	0	0
Compliance Rate, %	100%	

Notes: Noise Criterion $L_{10\ (peak\ hour)}$ = 70 dB(A)

2.4.13. With proper layout design and room arrangement as well as incorporation of suitable mitigation measures, adverse road traffic noise impacts on the noise sensitive room at residential floors is not anticipated to occur.

2.5. Summary

2.5.1. The overall noise compliance rate for the proposed development in base-case scenario is 93%. The predicted maximum peak hourly road traffic noise level in the base-case scenario is 73 dB(A) which exceeds the noise criterion by 3 dB(A). With the provisions of fixed glazing with maintenance window and acoustic window on the public housing blocks, the overall noise compliance rate is 100%, and the predicted maximum peak hourly road traffic noise level is 70 dB(A).

2.5.2. It is planned to provide social welfare facilities, communal facilities and management office together with the proposed public housing developments. It is not recommended to provide openable windows in 2/F towards the busy road section, i.e. Shap Pat Heung Road. However, horizontal panels are suggested to be installed in 3/F for the openable windows at the dormitories towards Shap Pat Heung Road. With careful design and room arrangement included the consideration of noise criteria and provision of proper mitigation measures, adverse road traffic noise impacts on these facilities are not expected to occur.

3. Fixed Plant Noise Impacts

3.1. Assessment Criteria

3.1.1. According to Chapter 9 of the HKPSG, noise assessments for fixed noise sources would normally be conducted in accordance with the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places Or Construction Sites (IND-TM), published under the Noise Control Ordinance. IND-TM lays down statutory Acceptable Noise Levels (ANL). The ANLs for fixed noise sources as stipulated in the IND-TM are provided in **Table 3-1** below:

Table 3-1 Acceptable Noise Level in IND-TM

Time Period	Acceptable Noise Level, $L_{eq\ 30\ min}$, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day-time (0700 – 1900 hours)	60	65	70
Evening (1900 – 2300 hours)			
Night-time (2300 – 0700 hours)	50	55	60

Notes: ASR = Area Sensitivity Rating

3.1.2. The Acceptable Noise Levels (ANLs) are dependent on the Area Sensitivity Rating (ASR) defined and the time period of the day. The ASR of the NSR is determined by the type of area containing it and the presence of any influencing factors (IF) such as industrial areas, major roads, etc. The noise study area contains village type developments and high-rise residential developments with small-scale shops. The type of area is therefore classified as 'Area other than those above" based on IND-TM.

3.1.3. The noise study area contains village type developments and high-rise residential developments with small-scale shops. The type of area is therefore classified as "Area other than those above". Yuen Long Highway is located at the south of the Site and has an Annual Average Daily Traffic (AADT) in Year 2022 of 90,880 (from Shap Pat Heung Interchange to Tong Yan San Tsuen Interchange). Since the AADT figure on Yuen Long Highway is above 30,000 vehicles, it is considered as an 'Influencing Factors (IF). The representative NSRs facing to Yuen Long Highway are considered to be "C" due to directly affected by the IF. However, for the representative NSRs facing to Yuen Long Highway but behind Park Signature Block 5 to 10 and the representative NSRs are indirectly facing to Yuen Long Highway, they are considered to be "B" according to the IND-TM. The consolidated fixed noise criteria for the Development is summarized in **Table 3-2**.

Table 3-2 Consolidated Fixed Plant Noise Criteria

Facade	ASR	Degree to which NSR is affected by IF	Criteria – Daytime and Evening, dB(A)	Criteria – Nighttime, dB(A)
Facades directly affected by Yuen Long Highway	C	Directly affected	70	60
Facades indirectly/not affected by Yuen Long Highway	B	Indirectly affected	65	55

3.2. Identified Fixed Noise Sources

3.2.1. The study area for fixed plant noise assessment includes the areas within 300m from the proposed development site. Fixed noise sources were identified based on the desktop study and confirmed by the site visits in Mar 2023. Locations of the identified fixed noise sources are presented in **Figure 3.1**. Within the noise study area, existing potential fixed plant noise sources which might potentially affect the noise sensitive use at the Site have been identified and summarised in **Table 3-3**. No potential fixed plant noise sources were identified for the village houses and residential buildings located at the north, east and south of the Site.

Table 3-3 Identified Fixed Plant Noise Sources within 300m Assessment Area

Noise Source ID	Location	Type / Identified activity	Approximate distance from Site Boundary (m)
NS01	Ma Tin Sewage Pumping Station	Pumping Station	~100
NS02	United Car Trading Platform	Vehicle Parking / Second-hand Car Trading Workshop	~60
NS03	Fu Shing Motor Service Limited	Car Washing	~105
NS04	Win Fat Warehouse	Storage of Construction Material	~145
NS05	28 Car Wash House	Self-service Car Washing	~160
NS06a	Open Space at the southwest of the Site	Storage of Construction Material	~50
NS06b		Vehicle Parking	~5
NS07	Vehicle Workshops along Kiu Hing Road	Vehicle Workshops	~195
NS08	Storage Area Along Lam Hi Road	Storage	~90

Planned Fixed Plant Noise Sources

3.2.2. Based on the current scheme, there is no planned fixed noise source within the Site. Should there be any planned fixed noise sources within the Site at the later stage, these noise sources will be designed to meet the noise criteria under Ch.9 of the HKPSG.

3.2.3. The Site is proposed for housing development. In case there is any planned fixed noise sources designed in the later stage, to ensure the fixed plant noise generated from the Development would not cause excessive noise impact to the NSRs in the vicinity, potential noise sources from the Development (e.g. pump rooms, transformer rooms, lift machine room, emergency set rooms, etc.), shall be designed to meet the relevant noise criteria as stipulated in the HKPSG. Proper noise control measures, such as silencers and acoustic lining, shall be provided for those potential noise sources designed in the later stage when necessary. Thus, it is anticipated that the fixed plant noise impact on the NSRs in the vicinity due to the operation of the Development will not exceed the relevant noise standard of the HKPSG and the NCO.

Existing Fixed Plant Noise Sources

3.2.4. The existing fixed plant noise sources in the vicinity might potentially affect the planned NSRs at the Site. Desktop studies and site inspections were conducted within the noise study area to identify and verify the locations of existing fixed plant noise sources and to understand the operation details. According to the HKPSG, noise assessments for fixed noise sources would make reference with the IND-TM, published under the NCO.

3.3. Impact Assessment

Assessment Methodology

Exisitng Fixed Plant Noise Sources

3.3.1. The assessment of the fixed noise sources was undertaken in accordance with the following standard acoustic principle:

$$SPL = SWL – DAC + FC + BC$$

Where SPL = Predicted façade noise level, dB(A)
SWL = Sound Power Level, dB(A)
DAC = Distance attentuation correction, dB(A), $20 \log_{10} D + 8$, dB(A), where D is distance in metres (m)
FC = Façade correction of 3 dB(A)
BC = Barrier correction, dB(A)

3.3.2. The total predicted façade noise level (SPL) contributed from adjacent identified fixed noise sources at representative NSR is then calculated by the following formula:

$$\text{Total } SPL_{NSR} = 10 \log_{10} \sum 10 \exp (SPL_i / 10)$$

Where Total SPL_{NSR} = Total predicted façade noise level from all noise sources in the calculations, dB(A)
SPLi = Predicted façade noise level at receiver by individual noise source , dB(A)

Location of Representative NSRs

3.3.3. Locations of the representative NSRs for fixed plant noise impact assessment are identified based on its orientation and potential impact from fixed plant noise sources, including Blk A-011, Blk A-121, Blk A-133, Blk B-042 and Blk B-051. The locations of the identified representative NSRs are illustrated in **Figure 3.2**.

Prediction and Evaluation of Environmental Impacts

3.3.4. Site inspections were conducted on 7 March 2023 to identify the existing major fixed plant noise sources in the vicinity which might potentially affect the noise sensitive uses at the Site. The locations of the potential fixed plant noise sources and site photos taken during site inspections are shown in **Appendix 3.1**. The details of the site inspection findings are described in the following sections and are summarized in **Table 3-3**.

3.3.5. The majority of the identified fixed plant noise sources are located within the area bounded by Shap Pat Heung Road, Kung Um Road, Lam Hi Road, Lam Yu Road, Lam Yu Road and Lam Hau Tsuen Road. Some fixed plant noise sources are located outside this area (i.e. NS07 – Vehicle Workshops along Kiu Hing Road and NS08 – Storage Area along Lam Hi Road), adverse noise impact is not anticipated due to the large separation distance and shielding from nearby buildings.

3.3.6. NS01 – Ma Tin Sewage Pumping Station locates at the northwest of the Site, at around 100 meters away from the Site boundary. No outdoor equipment was identified, and no significant noise was identified from the building façade louver during site inspections. Therefore, no adverse fixed plant noise impacts from Ma Tin Sewage Pumping Station to the noise sensitive uses at the Site is anticipated.

3.3.7. NS02 – United Car Trading Platform locates at the west of the Site, at around 60 meters away from the Site boundary. The car trading platform consisted of several stores offering second-hand vehicle buying and selling services. The area was mainly occupied by parked cars and the storage of vehicle maintenance tools during site inspections. Interview was conducted with site staffs during the site inspection on 8 March 2023, there was no night-time operation for the car trading platform. No active vehicle maintenance activities were observed during site inspections. It is considered that no significant fixed plant noise impact from the United Car Trading Platform to the noise sensitive uses at the Site is anticipated. Nevertheless, for assessment purpose, a SWL of 98dB(A) for the vehicle workshop is assumed with reference to the noise measurement finding of similar premises from the Approved EIA 263/2020.

3.3.8. NS03 – Fu Shing Motor Service Limited locates at the west of the Site, at around 105 meters away from the Site boundary. Car washing and car waxing services were provided. The working area of the car washing and car waxing services was semi-enclosed, with opening facing away from the Site. Car washing for a short period of time was observed and no outdoor car washing or car waxing services were identified during site inspections. Through an interview with the site staff during the site inspection on 8 March 2023, all services will be closed in the evening (i.e. around 6 pm) so no night-time car washing and car waxing services would be provided. It is considered that fixed plant noise impact from the car washing and car waxing services is not significant to the noise sensitive uses at the Site. Nevertheless, for assessment purpose, a SWL of 98dB(A) for the vehicle workshop is assumed with reference to the noise measurement finding of similar premises from the Approved EIA EIA 263/2020.

3.3.9. NS04 – Win Fat Warehouse locates at the west of the Site, at around 145 meters away from the Site boundary. The main purpose of the warehouse was for the construction material storage (i.e. sand). According to the company website[1], Win Fat Warehouse would operate from 7:30 am to 6 pm, from Monday to Saturday. Night-time operation was not anticipated at the warehouse. No active noise emitting activities were observed during site inspections. It is anticipated that no significant fixed plant noise impact is induced from the Win Fat Warehouse to the noise sensitive uses at the Site. Nevertheless, for assessment purpose, a SWL of 99dB(A) for the open storage is assumed with reference to the noise measurement finding of similar premises from the Approved EIA (AEIAR-205/2017).

3.3.10. NS05 – 28 Car Wash House locates at the west of the Site, at around 160 meters away from the Site boundary. It provided 24/7 self-service car washing services and there were 8 self-service car washing booths. During site inspection on 7 March 2023, the measured sound pressure level at a distance of approximate 5 meters away from a car washing activity is around 70 dB(A), i.e. SWL level of 92dB(A). Considering a distant separation (i.e. more than 150 meters) between the Site boundary and car washing machine, significant distance attenuation could be applied and noise level at the noise sensitive uses at the Site was significantly reduced. Nevertheless, as a conservative approach, the worst case scenario with all 8 booths in operation are adopted, i.e. a maximum SWL level of 101 dB(A) is assumed for the impact assessment.

3.3.11. NS06a and 6b – Open Space at the southwest of the Site locates at around 5 meters away from the Site boundary. The major uses of this open space were for car parking (NS06b) and construction material storage (i.e. metal and others) and equipment storage (NS06a) while part of the site is under construction, night-time operation was not anticipated for the equipment storage. During site inspection, the carpark is mainly for private cars and no light and heavy vehicles were observed, it is a low capacity carpark and no obvious noise where observed. Therefore, a quantitative assessment is not considered to NS06b. In addition, the storage area at NS06a is for general construction material and equipment. For assessment purpose, a SWL of 99dB(A) for the open storage is assumed with reference to the noise measurement finding of similar premises from the Approved EIA (AEIAR-205/2017).

3.3.12. In the previous PER, there was an open storage space between La Grove and Park Signature locates at around 10 meters away from the Site boundary (NS07 in previous PER). The area was occupied as a storage of construction materials (i.e. metal) in the PER. However, during the latest site visit, this open storage space is found vacant and no longer serves as open storage purpose. Thus it is no longer considered as a noise source.

Assessment Results

3.3.13. The cumulative fixed plant noise levels due to the above sources are predicted for both daytime, evening and night-time scenario. No noise level exceedance found.

3.3.14. Fixed noise impact assessment is summarized below in **Table 3-4**. No noise exceedance to the fixed plant noise criteria is envisaged.

[1] Win Fat Warehouse Company Website: https://www.facebook.com/WINFAT1266/

Table 3-4 Fixed Plant Noise Assessment Results of the Representative NSRs

NSR ID	Area Sensitivity Rating	Noise Criteria, dB(A)	Predicted Façade Noise Levels, dB(A)	
			Existing Noise Sources	**Compliance**
Day-time/ Evening Scenario				
Blk A-011	C	70	56	Y
Blk A-121	B	65	55	Y
Blk A-133	C	70	56	Y
Blk B-042	B	65	53	Y
Blk B-051	B	65	53	Y
Night-time Scenario				
Blk A-011	C	60	48	Y
Blk A-121	B	55	48	Y
Blk A-133	C	60	49	Y
Blk B-042	B	55	46	Y
Blk B-051	B	55	46	Y

3.4. Summary

3.4.1. Based on the fixed plant noise impact assessment results, the predicted accumulative noise levels at the representative NSRs will comply with the daytime and evening and night-time noise criteria. As such, adverse fixed plant noise impacts on the proposed development are not anticipated.

4. Air Quality Impacts

4.1. Assessment Criteria

4.1.1. This assessment has been prepared based on the criteria and guidelines stated in Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG).

4.1.2. The HKPSG recommends a buffer distance on usage of "open space" site for active and passive recreational from roads and industrial areas. Evaluation of potential air quality impacts on the proposed public housing development due to roads and industrial chimney emissions has made reference to the HKPSG guidelines. **Table 4-1** provides the HKPSG recommended buffer distances for recreational uses in open space.

4.1.3. This EAS is to assess the environmental nuisances to the development at operation stage (i.e. 15 years after completion) and hence construction phase would not be included in the EAS. In addition, the Government has handed over the formed site to HKHA in November 2022 for the subsequent housing development. There will be no major site formation/excavation works. Nevertheless, HKHA will ensure the contractors to comply with the Air Pollution Control Ordinance and its subsidiary regulations including Air Pollution Control (Construction Dust) Regulation. Furthermore, dust monitoring would be implemented under the construction contracts as a standard practice.

Table 4-1 HKPSG Recommended Buffer Distance for Open Space

Source	Parameter	Buffer Distance	Permitted Uses
Road and Highways	*Type of Road*		
	Trunk Road and Primary Distributor	>20m	Active and passive recreation uses
		3 - 20m	Passive recreational uses
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreational uses
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreational uses
		<5m	Passive recreational uses
	Under Flyovers		Passive recreational uses
Industrial Areas	*Difference in Height between Industrial Chimney Exit and the Site*		
	<20m	>200m	Active and passive recreational uses
		5 - 200m	Passive recreational uses
	20 - 30m (*)	>100m	Active and passive recreational uses
		5 - 100m	Passive recreational uses
	30m - 40m	>50m	Active and passive recreational uses
		5 - 50m	Passive recreational uses
	>40m	>10m	Active and passive recreational uses

4.2. Industrial Emission

4.2.1. The study area included all areas within 500m from the sites of the proposed development. Initial desktop study was first conducted to review the nature of all buildings within the study area based on latest street maps and statutory plans. Followed by the desktop review, chimneys within study area were then identified by site visit in October 2023, with focus on the industrial buildings identified from the desktop study.

4.2.2. The review summarised that there are no active industrial emissions within 500m from the Subject Site. There is a sewage pumping station, Ma Tin Sewage Pumping Station within the air quality study area, potential odour nuisance is also assessed in **Section 4.4**.

4.3. Vehicular Emissions

Open Roads in Close Vicinity

4.3.1. Roads located around the proposed development is Shap Pat Heung Road and Park Signature Access Road.

4.3.2. Shap Pat Heung Road is a Local Distributor (LD) as confirmed by the Transport Department (TD), TD confirmation is provided in **Appendix 4-1**. The section of Shap Pat Heung Road near the Site is an at-grade road. Horizontal distance measured from the road kerb to the nearest Site Boundary is about 4 meters. **Figure 4-1** illustrates the 5m buffer zone from the kerbside of the Shap Pat Heung Road with reference to the recommended buffer distance requirements for roads as listed in **Table 4-1**. No air sensitive uses of the Proposed Development, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zone. Thus, no adverse vehicular emission impact from Shap Pat Heung Road to the Site would be anticipated.

4.3.3. The surrounding land uses are mainly residential development, village houses, schools and open areas. Nearby godowns, workshops and carparks are located about 80 metres to the west of the proposed development boundary in relatively open areas such that ample open space is available for ventilation to avoid the accumulation of aerial emissions. Potential odour or air nuisances arising from these uses is not anticipated and no odour impact/ nuisance was found along the site boundary of the proposed development during the recent 25 October 2023 site survey.

4.3.4. Park Signature Access Road is used for the exit of Park Signature, serving as a residential vehicular access with low traffic volume. For good air quality planning, 5m buffer distance shall be provided from the road kerb of the Park Signature Access Road. **Figure 4-1** illustrates the 5m buffer zone from the kerbside of the Park Signature Access Road. No air sensitive uses of the Proposed Development, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zone. Thus, no adverse vehicular emission impact from Park Signature Access Road to the Site would be anticipated.

4.3.5. There will be carparks in the Site and the proposed carparks should be designed in accordance with the ProPECC PN2/96 Control of Air Pollution in Car Parks in order to ensure the exhaust air discharged to the atmosphere from the carparks would not cause adverse air quality impact to neighbouring air sensitive uses. The exhaust outlets (if any) of the carparks should be located away from any nearby ASRs. Therefore, no adverse air quality impact arising from the proposed carpark on the nearby ASRs is anticipated during the operational phase of the Development.

4.3.6. The setback distance of the nearest air sensitive uses at the proposed development from the kerb of the nearby roads are summarised in **Table 4-2** below. No planned Air Sensitive Uses with openable windows and fresh air intake as well as active and passive recreational uses would be located within the recommended buffer zone. Adverse emissions impacts are not expected.

Table 4-2 Separation Distances between Nearest Roads and Nearest Air Sensitive Uses of the Public Housing Blocks

Road	Road Type	Recommended Buffer Distance for Active and Passive Recreation Uses	Comply (Y/N)
Shap Pat Heung Road	Local Distributor (LD)	>5m	Y

4.3.7. Therefore, adverse vehicular emission due to open roads in close vicinity is not envisaged.

4.4. Odour Impact Assessment

4.4.1. One potential odour source within 200m of the site boundary is the existing Ma Tin Sewage Pumping Station (SPS), which is located around 100 meters away. With reference to the Final Preliminary Environmental Review Report (approved PER report) conducted by CEDD under Agreement No. CE46/2020 (CE), this study has conducted further site surveys in March 2022 and Oct 2023 to identify any odour impact from the Ma Tin SPS on the surrounding area. No odour was perceived and no odour generating activity was observed during the odour patrol around the boundary of Ma Tin SPS. The sewage pumping station is fully enclosed during operation, whilst it is also equipped with adequate deodorisation facilities. As advised by DSD, the design sewerage capacity of this SPS is 7,344m^3/d and typical H_2S removal efficiency of activated carbon DOU is over 99.5%. DSD and EPD also advised that no previous odour complaints were received against the Ma Tin SPS during the past five years (2019 to 2023). The correspondence with DSD and EPD can be found in **Appendix 4-2**. Therefore adverse odour nuisance arisen from the sewage pumping stations would not be anticipated.

5. Overall Conclusion

5.1. Noise

5.1.1. The road traffic noise compliance rate for the base-case scenario of the proposed domestic development at Shap Pat Heung Road is 93%. With incorporation of acoustic window and fixed glazing with maintenance window on the public housing blocks as mitigation measures, 100% compliance rate for the proposed development is achieved.

5.1.2. For proposed non-domestic development at Shap Pat Heung Road is 44%. With incorporation of horizontal panel on the proposed welfare facilities in 3/F as mitigation measures, 100% compliance rate for the proposed welfare provision facilities in 3/F is achieved. And for the welfare facilities in 2/F, it is suggested that not to provide openable windows towards the busy road sections, i.e. Shap Pat Heung Road.

5.1.3. Based on the review of fixed plant noise sources in the vicinity, adverse fixed plant noise impacts on the proposed development are not anticipated.

5.2. Air Quality

5.2.1. Potential air quality impact due to vehicular emissions and chimney emissions have been reviewed. No adverse air quality impacts due to vehicular emissions and chimney emissions are anticipated as the recommended buffer distances stipulated in the HKPSG can be met for the proposed development.

5.2.2. A site survey was also conducted in October 2023 for Ma Tin Sewage Pumping Station, which is 100m from the site boundary and fully enclose. No odour was perceived and no odour generating activity was observed during the patrol. No adverse odour nuisance to the Site is anticipated.

5.3. Next Stage

5.3.1. The EAS concluded that with common mitigation measures, the proposed housing development will have no insurmountable environmental impact. HD will continue to carry out the EAS under the existing mechanism between HD and EPD in the detailed design stage to address the potential environmental impacts with suitable mitigation measures and obtain agreement with EPD.

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Figures

Shap Pat Heung Road

0 20 40 60 80 100
METRES

Site Boundary of the Proposed Development

300m Noise Impact Assessment Area

香港房屋委員會
Hong Kong Housing Authority

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Proposed Public Housing Development at Shap Pat Heung Road Environmental Assessment Study

Title
Location of the Proposed Development

Scale at A3	Date	Figure No.
As Shown	Jul 2023	Figure 1-1

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Instruction No. K02
Proposed Public Housing Development at Shap Pat Heung Road
Environmental Assessment Study

Title
Location Plan of Representative Noise Sensitive Receiver at Domestic Floor

Scale at A3	Date	Figure No.
As shown	Jul 2023	Figure 2-1

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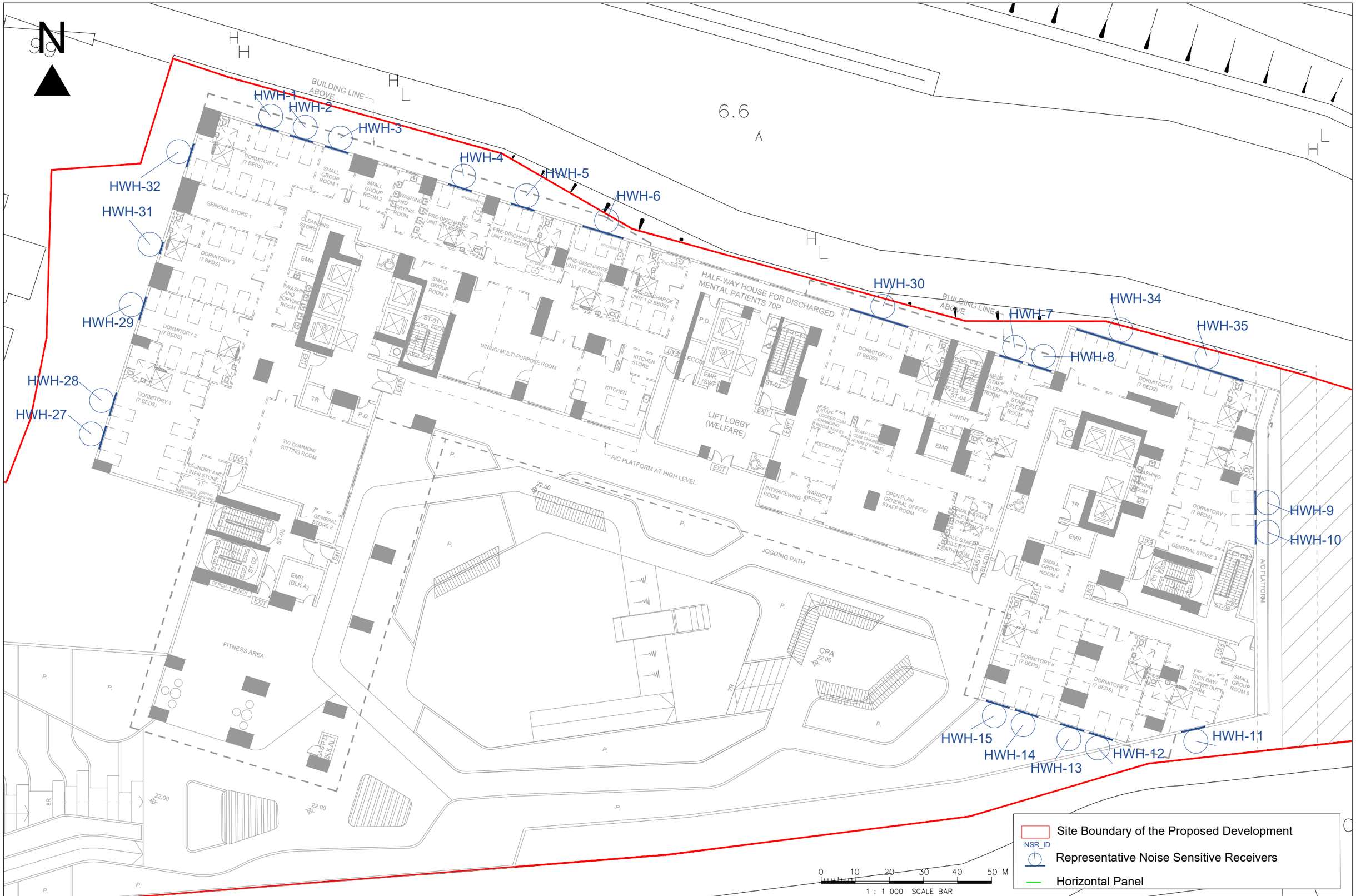

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Environmental Assessment Study

Title

Location Plan of Representative Noise Sensitive Receiver at Welfare Facilities (3/F)

Scale at A3	Date	Figure No.
As Shown	Dec 2023	Figure 2-2

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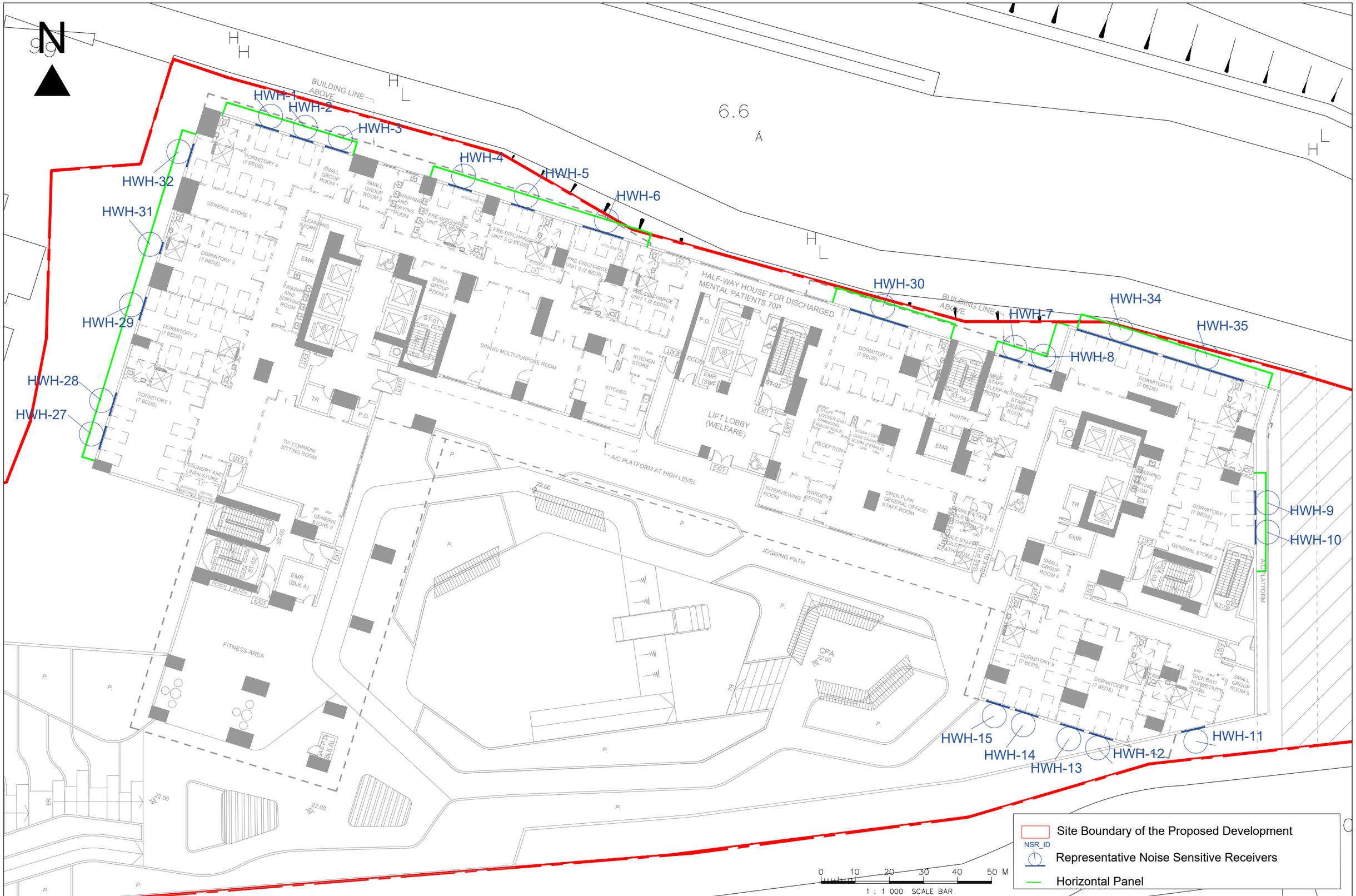

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Proposed Public Housing Development at Shap Pat Heung Road Environmental Assessment Study

Title
Location Plan of Proposed Noise Mitigation Measure at Non-Domestic Floor (3/F)

Scale at A3	Date	Figure No.
As Shown	Dec 2023	Figure 2-3

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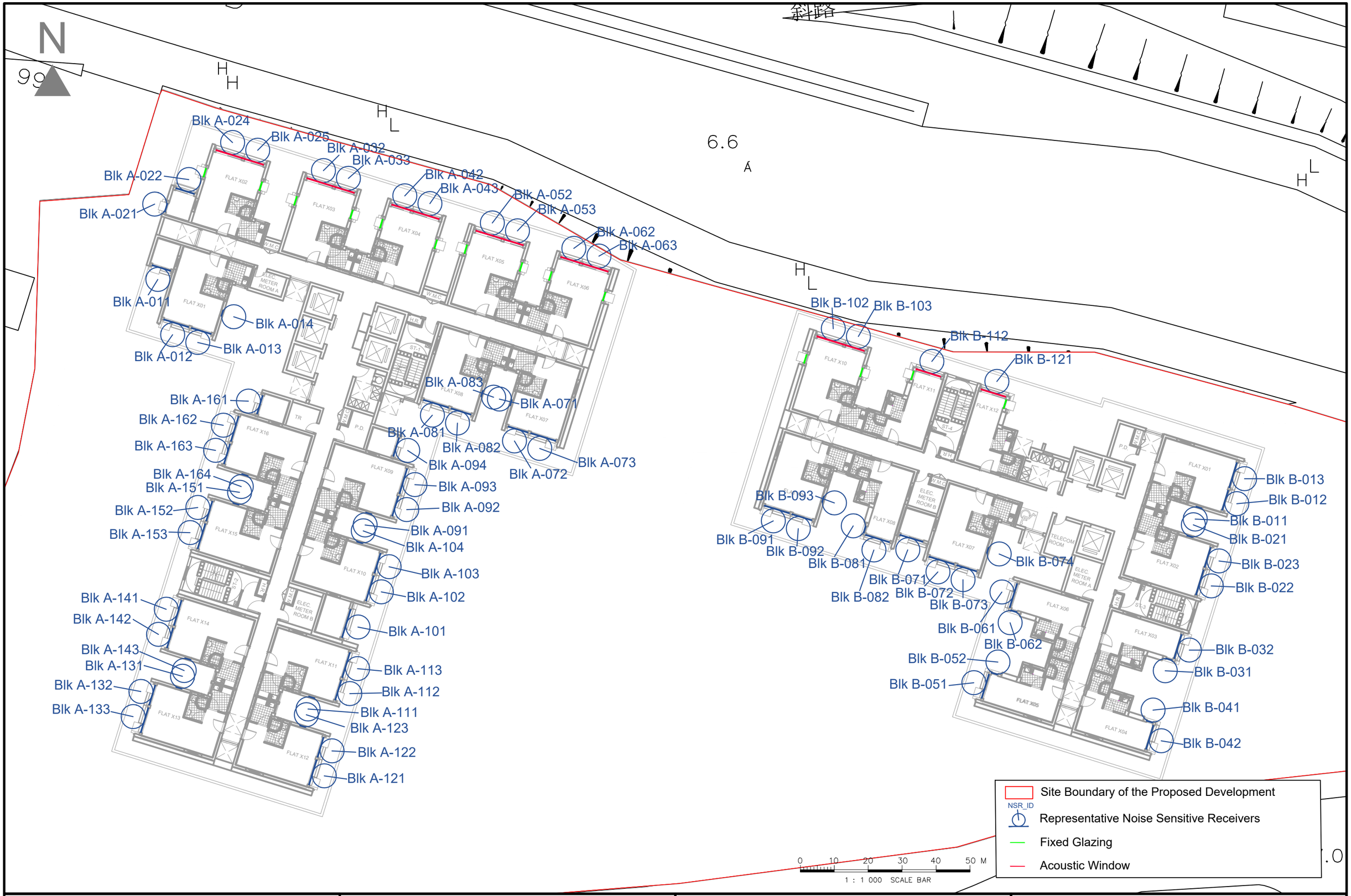

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Agreement No.: CB20210426 Term Traffic and Environmental Consultancy Services 2021-2024 for New Territories West Region Instruction No.K02
Proposed Public Housing Development at Shap Pat Heung Road Environmental Assessment Study

Title
Location Plan of Proposed Noise Mitigation Measure at Domestic Floor

Scale at A3: As Shown
Date: Dec 2023
Figure No.: Figure 2-4

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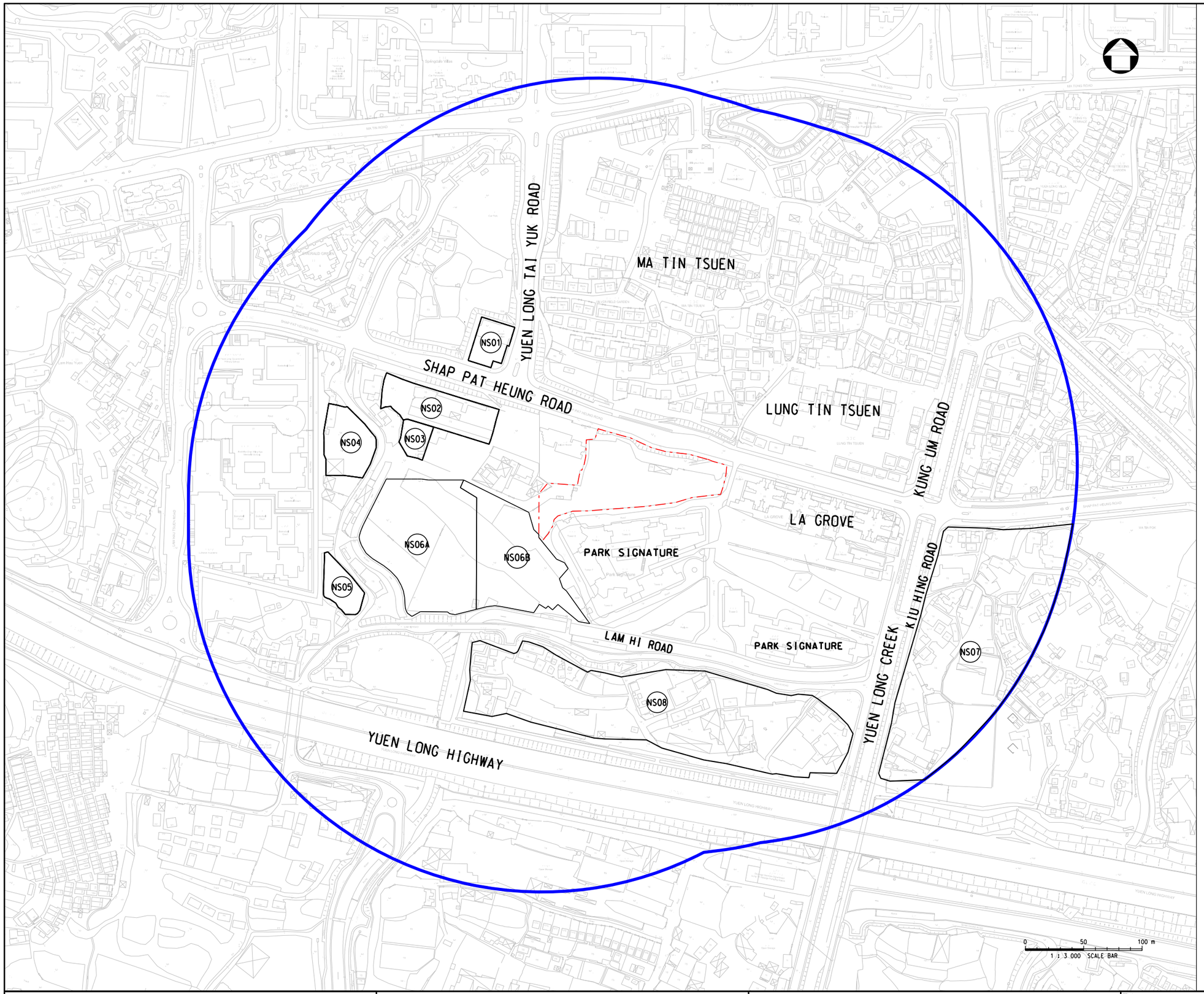

LEGEND:

- SITE BOUNDARY
- 300M NOISE STUDY AREA

POTENTIAL NOISE SOURCES:

- NS01 MA TIN SEWAGE PUMPING STATION
- NS02 UNITED CAR TRADING PLATFORM
- NS03 FU SHING MOTOR SERVICE LIMITED
- NS04 WIN FAT WAREHOUSE
- NS05 28 CAR WASH HOUSE
- NS06A OPEN SPACE AT SOUTHWEST OF THE SITE (STORAGE OF CONSTRUCTION MATERIAL)
- NS06B OPEN SPACE AT SOUTHWEST OF THE SITE (Vehicle Parking)
- NS07 VEHICLE WORKSHOPS ALONG KIU HING ROAD
- NS08 STORAGE AREA ALONG LAM HI ROAD

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AGREEMENT NO.: CB20210426 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES WEST REGION INSTRUCTION NO. K02
PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD
ENVIRONMENTAL ASSESSMENT STUDY

Title: LOCATIONS OF POTENTIAL FIXED PLANT NOISE SOURCES

Scale at A3	Date	Figure No.
1:3000	MAR 2023	Figure 3-1

PRINTED BY: TSAN3183 27-Jul-23 19:06:43
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斜路

99

6.6

Blk A-011

Blk A-133

Blk A-121

Blk B-051

Blk B-042

0 25

METRES

Site Boundary of the Proposed Development

NSR_ID

Representative Noise Sensitive Receivers

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Agreement No.: CB20210426 Term Traffic and Environmental Consultancy Services 2021-2024 for New Territories West Region
Instruction No. K02
Proposed Public Housing Development at Shap Pat Heung Road
Environmental Assessment Study

Title
Location Plan of Representative Noise Sensitive Receiver at Domestic Floor

Scale at A3: As Shown | Date: Jul 2023 | Figure No.: Figure 3-2

PRINTED BY: ---- 3/8/2022 14:55 pm
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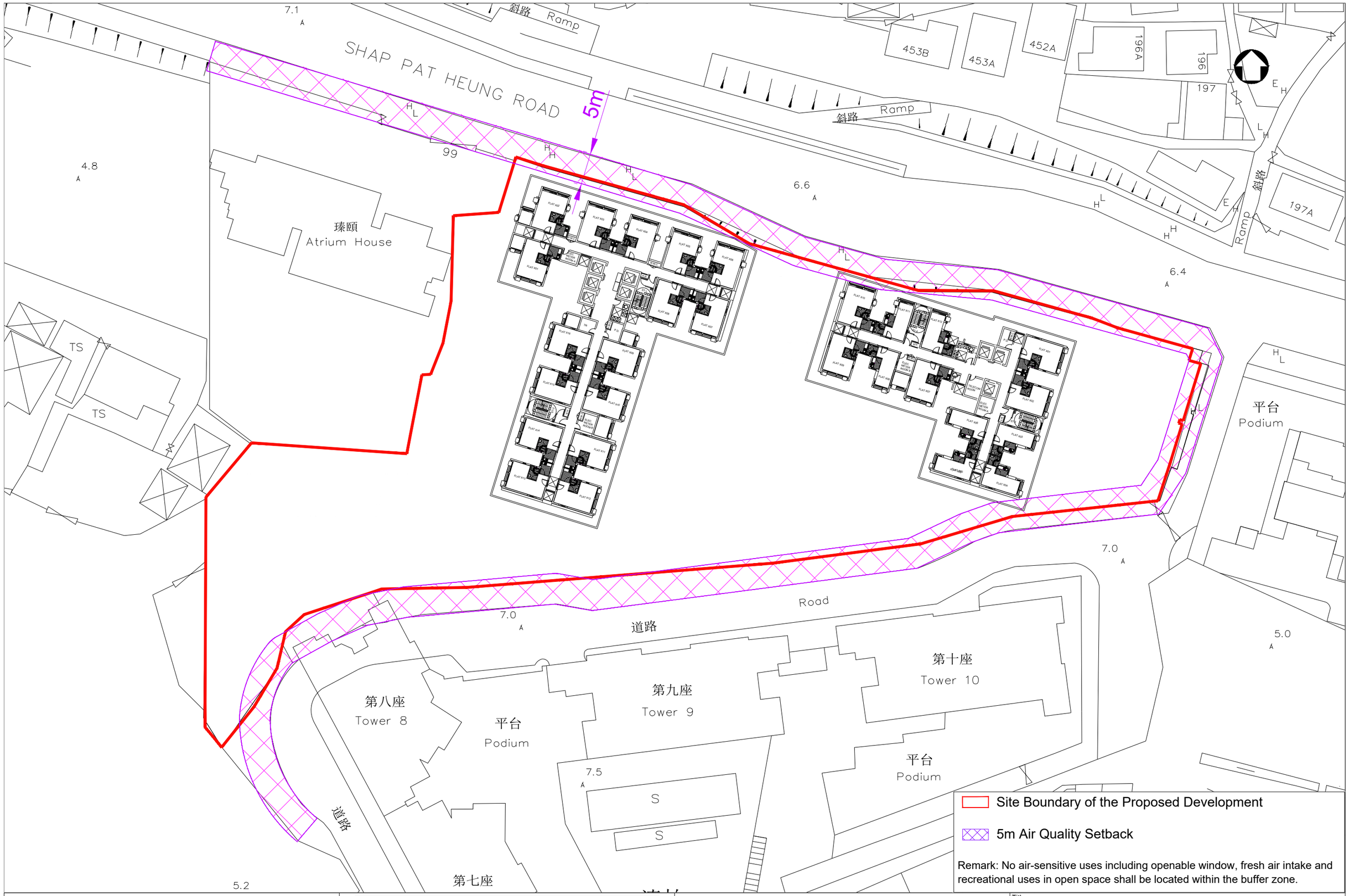

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Agreement No.: CB20210426 Term Traffic and Environmental Consultancy Services 2021-2024 for New Territories West Region
Instruction No. K02
Proposed Public Housing Development at Shap Pat Heung Road
Environmental Assessment Study

Title
Buffer for Air Quality Setback for the Development

Scale at A3	Date	Figure No.
As Shown	Mar 2023	Figure 4-1

PRINTED BY: ---- 3/8/2022 14:55 pm
FILENAME: P:\CNHKA\Environment\PROJECT\Hong Kong\INTERNAL\HKHA Term Env Consultancy 2021-24\K02 Shap Pat Heung Road\05 Deliverables\01 Scheme 3\01 Prelim Report\01 Figure\Figure 4-1.dwg
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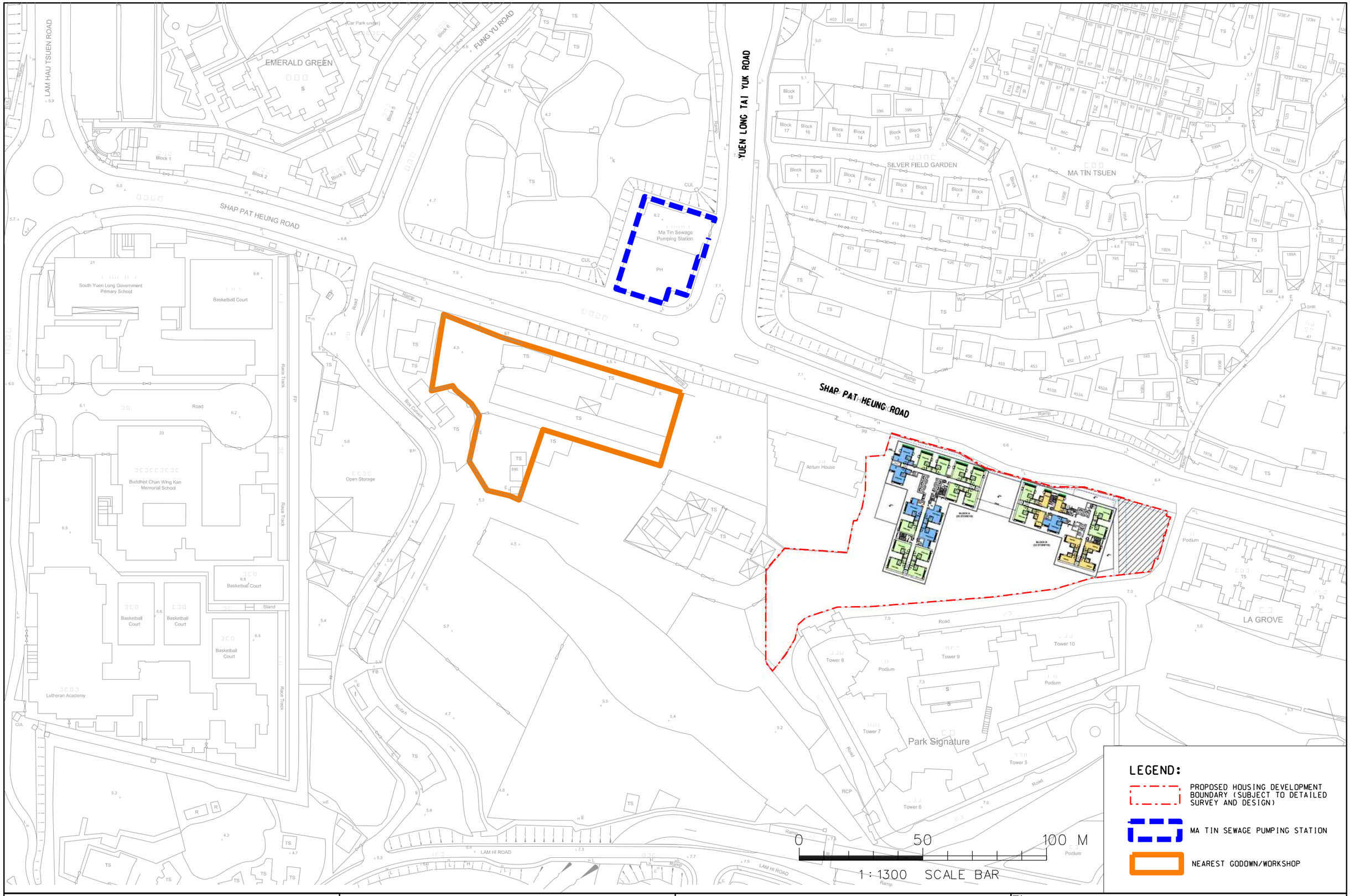

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AGREEMENT NO. : CB 20210426 - TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2021-2024 FOR NEW TERRITORIES WEST REGION
INSTRUCTION NO.K02: PROPOSED PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD ENVIRONMENTAL ASSESSMENT STUDY (EAS)

Title

LOCATION OF SEWAGE PUMPING STATION, GODOWN AND WORKSHOP

Scale at A3	Date	Figure No.
AS SHOWN	NOV 2023	FIGURE 4.2

PRINTED BY: TSAN3183 27-Nov-2315:01:46
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MODEL NAME: Default

Appendices

Appendix 1-1

Development Layout Plan



PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

G/F LAYOUT PLAN

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO.	日期 DATE:	
YL56/-/BC/BLK/A/LO-01	SEPTEMBER 2023	04

N

瑧頤
ATRIUM HOUSE

SHAP PAT HEUNG ROAD

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

漆柏
PARK
SIGNATURE

BUILDING LINE ABOVE

FRESH & FLUSH WATER FEED PUMP ROOM (BLK A)

MAIN SWITCH ROOM (NON-DOM.)

MAIN SWITCH ROOM (BLK B)

FS WATER FEED PUMP ROOM (BLK B)

FRESH & FLUSH WATER FEED PUMP ROOM (BLK B)

TBE ROOM (BLK A)

MAIN SWITCH ROOM (BLK A)

FS WATER FEED AND BOOSTER PUMP ROOM (BLK A)

CARPARK
(5.0m x 2.5m x 2.4m H.)
PARKING SPACE: 42

TBE ROOM (BLK B)

FRESH & FLUSH WATER PUMP ROOM (NON-DOM.)

FAN ROOM

GREEN ROOF

LEGEND:

- NON-BUILDING AREA
- SITE BOUNDARY
- 5M SET BACK FROM CURB TO MEET AIR QUALITY STANDARD
- DOMESTIC
- NON-DOMESTIC

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

1/F LAYOUT PLAN

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/BLK/A/LO-02

日期 DATE: SEPTEMBER 2023

05

N

瑧頤
ATRIUM HOUSE

SHAP PAT HEUNG ROAD

BUILDING LINE ABOVE

HOME CARE SERVICES (HCS) FOR FRAIL ELDERLY PERSONS

MANAGEMENT OFFICES (MOs)

LIFT LOBBY (BLK A)

LIFT LOBBY (BLK B)

OWNER'S CORPORATION OFFICE (OCO)

WORKSHOP FOR ARTISANS AND OFFICE FOR CLEANING CONTRACTOR

CABLE DUCT (BLK A)

GENERATOR ROOM (NON-DOM.)

SPRINKLER PUMP ROOM (NON-DOM.)

CARPARK
(5.0m x 2.5m x 2.4m H.)
PARKING SPACE: 45

FS FIXED FIRE PUMP ROOM (NON-DOM.)

FAN ROOM

EMR (CP)

EMR C (CP)

BICYCLE PARKING SPACE : 10

GREEN ROOF

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

漆柏
PARK
SIGNATURE

LEGEND:

- NON-BUILDING AREA
- SITE BOUNDARY
- 5M SET BACK FROM CURB TO MEET AIR QUALITY STANDARD
- DOMESTIC
- NON-DOMESTIC
- MANAGEMENT OFFICES (MOs)
- HOME CARE SERVICERS FOR FRAIL ELDERLY PERSONS (HCS)

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

2/F LAYOUT PLAN

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/BLK/A/LO-03

日期 DATE: SEPTEMBER 2023

06

N

SHAP PAT HEUNG ROAD

瑧頤
ATRIUM HOUSE

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

漆柏
PARK
SIGNATURE

HALF-WAY HOUSE FOR DISCHARGED MENTAL PATIENTS 70P

UPT LOBBY (WELFARE)

COVERED WALKWAY

A/C PLATFORM AT HIGH LEVEL

JOGGING PATH

FITNESS AREA

LAWN

GREEN ROOF

BUILDING LINE ABOVE

6.66 6.73 6.69 6.58 6.87 6.66 6.88 6.71 6.78 6.94 6.68 6.60 7.00 7.02

LEGEND:

- NON-BUILDING AREA
- SITE BOUNDARY
- 5M SET BACK FROM CURB TO MEET AIR QUALITY STANDARD
- DOMESTIC
- NON-DOMESTIC
- HALF-WAY HOUSE FOR DISCHARGED MENTAL PATIENTS 70P (HWH)

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

3/F LAYOUT PLAN

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/BLK/A/LO-04

日期 DATE: SEPTEMBER 2023

07

N

瑧頤
ATRIUM HOUSE

SHAP PAT HEUNG ROAD

BLOCK A
(35 STOREYS)

BLOCK B
(32 STOREYS)

ACCESS ROAD TO PARK SIGNATURE

原築
LA GROVE

溱柏
PARK
SIGNATURE

FLAT MIX				
	B	C	D	TOTAL
BLK A (35 STOREY)	-	385 (11 x 35)	175 (5 x 35)	560
BLK B (32 STOREY)	224 (7 x 32)	128 (4 x 32)	32 (1 x 32)	384
TOTAL	224 (23.7%)	513 (54.3%)	207 (22.0%)	944 (100%)

LEGEND:

- NON-BUILDING AREA
- SITE BOUNDARY
- 5M SET BACK FROM CURB TO MEET AIR QUALITY STANDARD
- ACOUSTIC WINDOW

PUBLIC HOUSING DEVELOPMENT AT SHAP PAT HEUNG ROAD, YUEN LONG

DRAWING TITLE

TYPICAL FLOOR PLAN

SCALE 1:250 (A1) 1:500 (A3)

房 屋 署
HOUSING DEPARTMENT

DRAWING NO. YL56/-/BC/BLK/A/LO-05

日期 DATE: SEPTEMBER 2023

08

Appendix 2-1

Traffic Forecast Data (Year 2044)

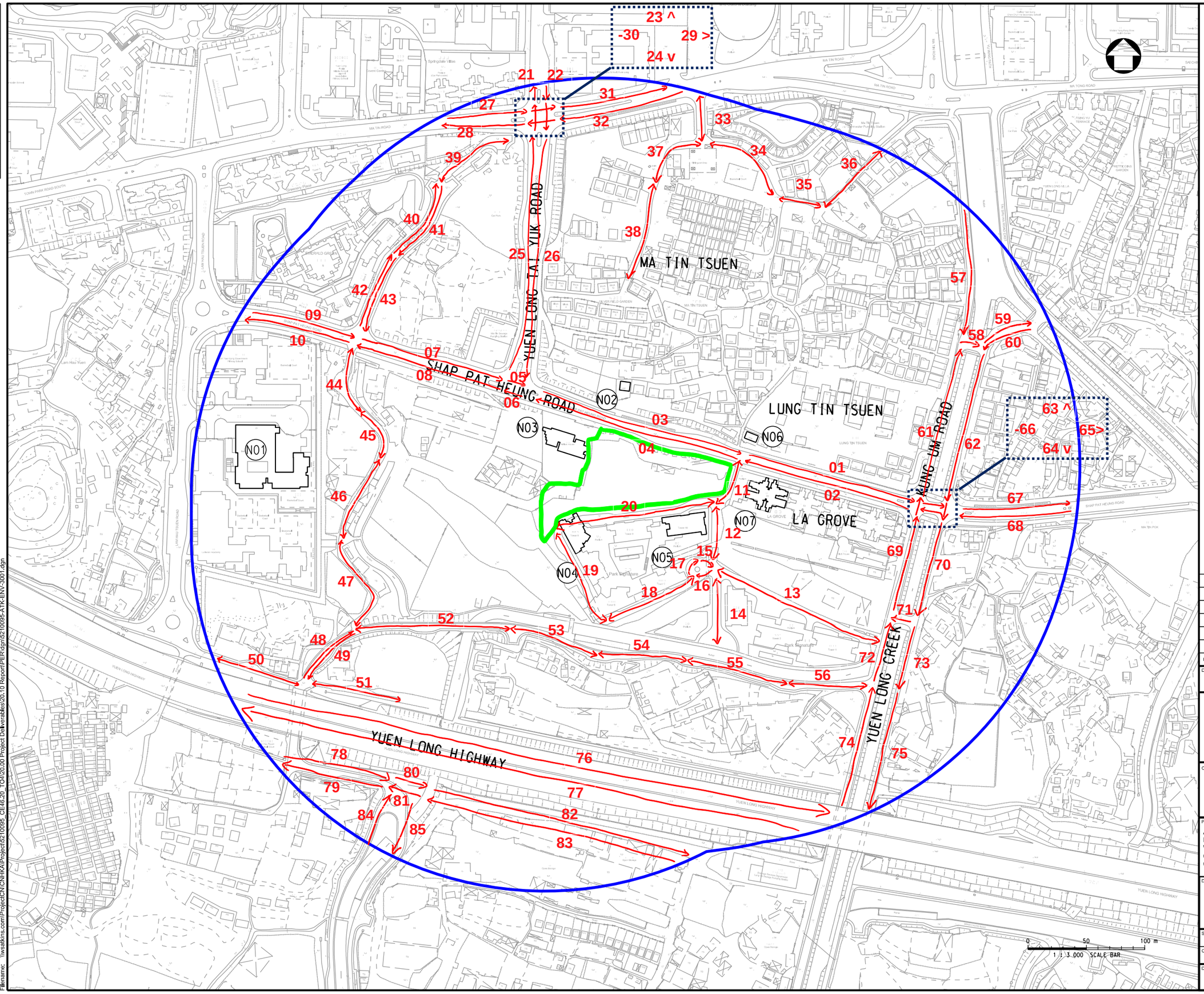
Year 2044 Traffic Data - Design

Index *	Road	Direction	One way / Two ways	Speed Limit (km/h)	Design Traffic Flows					
					AM			PM		
					Total Demand (veh/hr) **	Vehicle Breakdown #		Total Demand (veh/hr) **	Vehicle Breakdown #	
						LV	HV		LV	HV
1	Shap Pat Heung Road	E	1	50	390	90%	10%	240	80%	20%
2	Shap Pat Heung Road	W	1	50	390	85%	15%	440	80%	20%
3	Shap Pat Heung Road	E	1	50	390	90%	10%	230	80%	20%
4	Shap Pat Heung Road	W	1	50	430	90%	10%	510	80%	20%
5	Shap Pat Heung Road	E	1	50	210	90%	10%	120	85%	15%
6	Shap Pat Heung Road	W	1	50	590	90%	10%	600	80%	20%
7	Shap Pat Heung Road	E	1	50	550	90%	10%	350	85%	15%
8	Shap Pat Heung Road	W	1	50	340	95%	5%	280	90%	10%
9	Shap Pat Heung Road	E	1	50	490	90%	10%	300	85%	15%
10	Shap Pat Heung Road	W	1	50	330	95%	5%	200	95%	5%
11	Park Signature Access Road	NS	2	50	10	100%	0%	10	100%	0%
12	Park Signature Access Road	NS	2	50	10	100%	0%	10	100%	0%
13	Park Signature Access Road	EW	2	50	30	95%	5%	30	95%	5%
14	Park Signature Access Road	NS	2	50	10	100%	0%	10	100%	0%
15	Park Signature Access Road	E	1	50	30	95%	5%	30	95%	5%
16	Park Signature Access Road	S	1	50	30	95%	5%	30	95%	5%
17	Park Signature Access Road	N	1	50	30	95%	5%	30	95%	5%
18	Park Signature Access Road	EW	2	50	10	100%	0%	10	100%	0%
19	Park Signature Access Road	NS	2	50	10	100%	0%	10	100%	0%
20	Park Signature Access Road	EW	2	50	10	100%	0%	10	100%	0%
21	Yuen Long Tai Tuk Road	N	1	50	720	85%	15%	610	80%	20%
22	Yuen Long Tai Tuk Road	S	1	50	450	85%	15%	420	85%	15%
23	Yuen Long Tai Tuk Road	N	1	50	720	85%	15%	610	80%	20%
24	Yuen Long Tai Tuk Road	S	1	50	360	95%	5%	210	85%	15%
25	Yuen Long Tai Tuk Road	N	1	50	620	90%	10%	550	80%	20%
26	Yuen Long Tai Tuk Road	S	1	50	360	95%	5%	210	85%	15%
27	Ma Tin Road	E	1	50	540	80%	20%	440	80%	20%
28	Ma Tin Road	W	1	50	270	80%	20%	240	80%	20%
29	Ma Tin Road	E	1	50	560	80%	20%	600	80%	20%
30	Ma Tin Road	W	1	50	270	80%	20%	230	75%	25%
31	Ma Tin Road	E	1	50	560	80%	20%	600	80%	20%
32	Ma Tin Road	W	1	50	250	80%	20%	300	75%	25%
33	Ma Tin Tsuen Access Road	NS	2	50	60	100%	0%	50	100%	0%
34	Ma Tin Tsuen Access Road	EW	2	50	20	100%	0%	20	100%	0%
35	Ma Tin Tsuen Access Road	EW	2	50	20	100%	0%	20	100%	0%
36	Ma Tin Tsuen Access Road	EW	2	50	10	100%	0%	10	100%	0%
37	Ma Tin Tsuen Access Road	NS	2	50	30	100%	0%	30	100%	0%
38	Ma Tin Tsuen Access Road	NS	2	50	30	100%	0%	30	100%	0%
39	Fung Yu Road	NS	2	50	40	100%	0%	30	100%	0%
40	Fung Yu Road	N	1	50	10	100%	0%	20	100%	0%
41	Fung Yu Road	S	1	50	30	100%	0%	10	100%	0%
42	Fung Yu Road	N	1	50	10	100%	0%	20	100%	0%
43	Fung Yu Road	S	1	50	30	100%	0%	10	100%	0%
44	Access Road	NS	2	50	20	80%	20%	20	80%	20%
45	Access Road	NS	2	50	20	80%	20%	20	80%	20%
46	Access Road	NS	2	50	10	100%	0%	10	100%	0%
47	Access Road	NS	2	50	10	100%	0%	10	100%	0%
48	Lam Hi Road	E	1	50	30	95%	5%	20	95%	5%
49	Lam Hi Road	W	1	50	20	95%	5%	20	95%	5%
50	Lam Yu Road	EW	2	50	50	95%	5%	40	95%	5%
51	Access Road	EW	2	50	10	100%	0%	10	100%	0%
52	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
53	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
54	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
55	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
56	Lam Hi Road	EW	2	50	50	95%	5%	40	95%	5%
57	Kung Um Road	NS	2	50	20	95%	5%	20	90%	10%
58	Kung Um Road	EW	2	50	40	90%	10%	50	90%	10%
59	Kiu Hung Road	E	1	50	30	90%	10%	30	90%	10%
60	Kiu Hung Road	W	1	50	130	90%	10%	160	85%	15%
61	Kung Um Road	N	1	50	30	95%	5%	30	95%	5%
62	Kiu Hung Road	S	1	50	130	80%	20%	180	85%	15%
63	Kung Um Road	N	1	50	30	95%	5%	30	95%	5%
64	Kiu Hung Road	S	1	50	480	80%	20%	560	80%	20%
65	Shap Pat Heung Road	E	1	50	570	85%	15%	460	80%	20%
66	Shap Pat Heung Road	W	1	50	410	95%	5%	480	90%	10%
67	Shap Pat Heung Road	E	1	50	560	85%	15%	450	85%	15%
68	Shap Pat Heung Road	W	1	50	430	80%	20%	480	80%	20%
69	Kung Um Road	N	1	50	480	80%	20%	580	80%	20%
70	Kiu Hung Road	S	1	50	480	80%	20%	560	75%	25%
71	Kung Um Road	W	1	50	50	85%	15%	40	75%	25%
72	Kung Um Road	N	1	50	440	85%	15%	540	75%	25%
73	Kiu Hung Road	S	1	50	440	75%	25%	530	80%	20%
74	Kung Um Road	N	1	50	450	85%	15%	530	75%	25%
75	Kiu Hung Road	S	1	50	440	75%	25%	530	80%	20%
76	Yuen Long Highway	E	1	80	5,850	75%	25%	5,750	80%	20%
77	Yuen Long Highway	W	1	80	5,380	80%	20%	5,320	75%	25%
78	Lam Hi Road	E	1	50	380	75%	25%	210	75%	25%
79	Lam Hi Road	W	1	50	620	75%	25%	630	75%	25%
80	Future Road	E	1	50	340	80%	20%	230	80%	20%
81	Future Road	W	1	50	620	75%	25%	630	75%	25%
82	Future Road	E	1	50	340	80%	20%	230	80%	20%
83	Future Road	W	1	50	530	80%	20%	530	75%	25%
84	Lam Tai West Road	N	1	50	440	75%	25%	470	85%	15%
85	Lam Tai East Road	S	1	50	400	80%	20%	350	75%	25%

** Refer to attached Index Plan*

*** Numbers are rounded to nearest 10.*

 # Numbers are rounded to nearest 5.



LEGEND:

- SITE BOUNDARY
- 300M NOISE STUDY AREA

NOISE SENSITIVE RECEIVERS:

- N01 BUDDHIST CHAN WING KAN MEMORIAL SCHOOL
- N02 457, MA TIN TSUEN
- N03 ATRIUM HOUSE
- N04 TOWER 8, PARK SIGNATURE
- N05 TOWER 10, PARK SIGNATURE
- N06 197A, LUNG TIN TSUEN
- N07 TOWER 5, LA GROVE

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

SNC·LAVALIN

ATKINS
Member of the SNC-Lavalin Group

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

Project Title:
AGREEMENT NO. 46/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRATSTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT (TASK ORDER 4) IN ZONE 1(2021-2024) - FEASIBILITY STUDY (SHAP PAT HEUNG ROAD)

Drawing Title:
REPRESENTATIVE NOISE SENSITIVE RECEIVER

Scale	Designed	Drawn	Checked	Authorised
1 : 3 000	IT	IT	RC	WW
Original Size	Date	Date	Date	Date
A3	NOV 2021	NOV 2021	NOV 2021	NOV 2021

Drawing Number: 5210095-ATK-ENV-3001

Revision: A

0 50 100 m
1 : 3 000 SCALE BAR

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Filename: \\watkins.com\Project\CN\CNHKA\Project\5210095_CE46.20_TO4\20.00 Project Deliverables\20.10 Report\PER\dgn\5210095-ATK-ENV-3001.dgn

Appendix 2-2

Summary of Noise Attenuation Performance for MFD-MiC with Acoustic Window

8. Conclusion

8.1 The noise attenuation of the MFD-MiC with acoustic window for the public housing development, with suitable correction applied are summarized in **Table 8**.

Table 8 – Summary of Noise Attenuation Performance for MFD-MiC with Acoustic Window

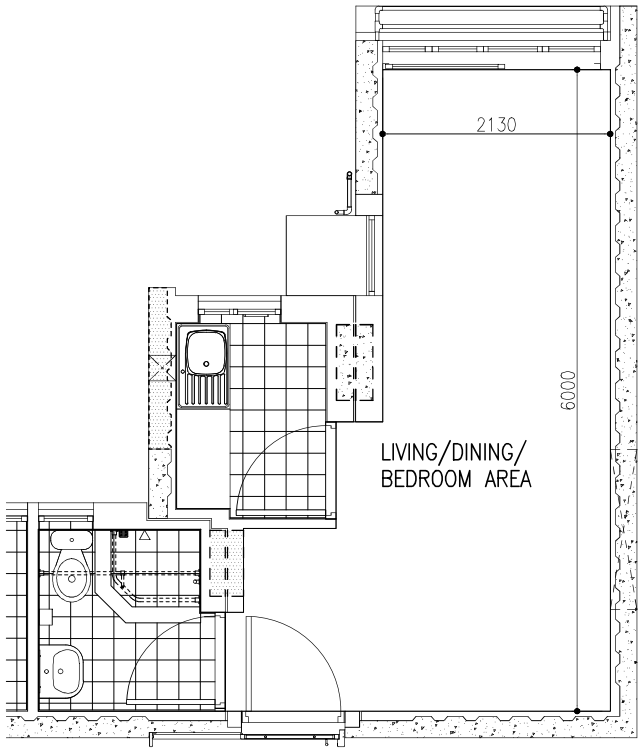
		Acoustic Window Configurations				Noise Attenuation dB(A)	
Flat Type	**Floor Size (m^2)**	**Inner Window Opening**	**Outer Window Opening**	**Window Overlapping Length**	**Gap Width between Window Panel**	**With Sound Absorptive Lining**	**Without Sound Absorptive Lining**
Type A-M2	9.357	1352mm (H) x 820mm (W)	1352mm (H) x 700mm (W)	340mm	175 mm	7.1	5.9
Type B-M2	15.592	1352mm (H) x 895mm (W)	1352mm (H) x 945mm (W)	200mm	175 mm	6.9	5.8
Type C-M2							
Living Room	16.414	1352mm (H) x 915mm (W)	1352mm (H) x 985mm (W)	100mm	175 mm	7.1	5.6
Bedroom 1	6.117	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175 mm		
Type C-M3							
Living Room	16.736	1352mm (H) x 985mm (W)	1352mm (H) x 1125mm (W)	330mm	175 mm	7.1	5.6
Bedroom 1	6.094	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175 mm		
Type D-M2							
Living Room	16.414	1352mm (H) x 915mm (W)	1352mm (H) x 985mm (W)	100mm	175 mm	7.1	5.6
Bedroom 1	6.117	1352mm (H) x 660mm (W)	1352mm (H) x 633mm (W)	607mm	175 mm		
Bedroom 2	4.692	1352mm (H) x 545mm (W)	1352mm (H) x 545mm (W)	680mm	175 mm	4.2	3.0

8.2 The above values are estimated noise attenuation for use. For the acoustic window configuration deviated from those considered in this technical note/ more refined estimation of the noise attenuation value is required, further discussion with EPD is required on project basis.

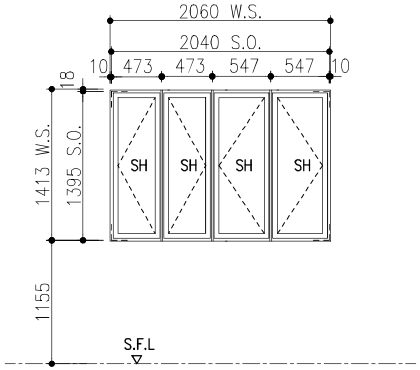
Annex A

MFD-MiC with

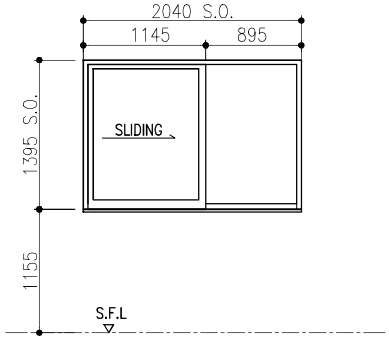
Acoustic Window



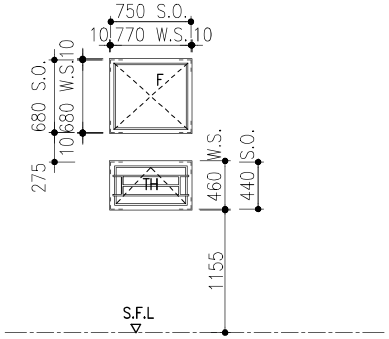
TYPE B – M2 FLAT (WITH ACOUSTIC WINDOW) SCALE 1:50(A3)



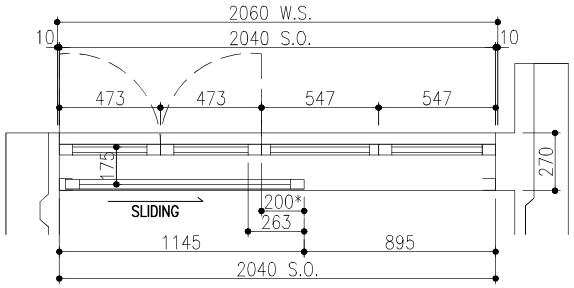
ELEVATION (OUTER LAYER)
SCALE 1:50(A3)



ELEVATION (INNER LAYER)
SCALE 1:50(A3)



SIDE ELEVATION–LIVING ROOM
SCALE 1:50(A3)



PART PLAN OF ACOUSTIC WINDOW
SCALE 1:25(A3)

IFA

LIVING ROOM: 15.592m²

NOTE: ELEVATIONS VIEWED FROM INSIDE

F –FIXED WINDOW

TH –TOP HUNG WINDOW

SH –SIDE HUNG WINDOW

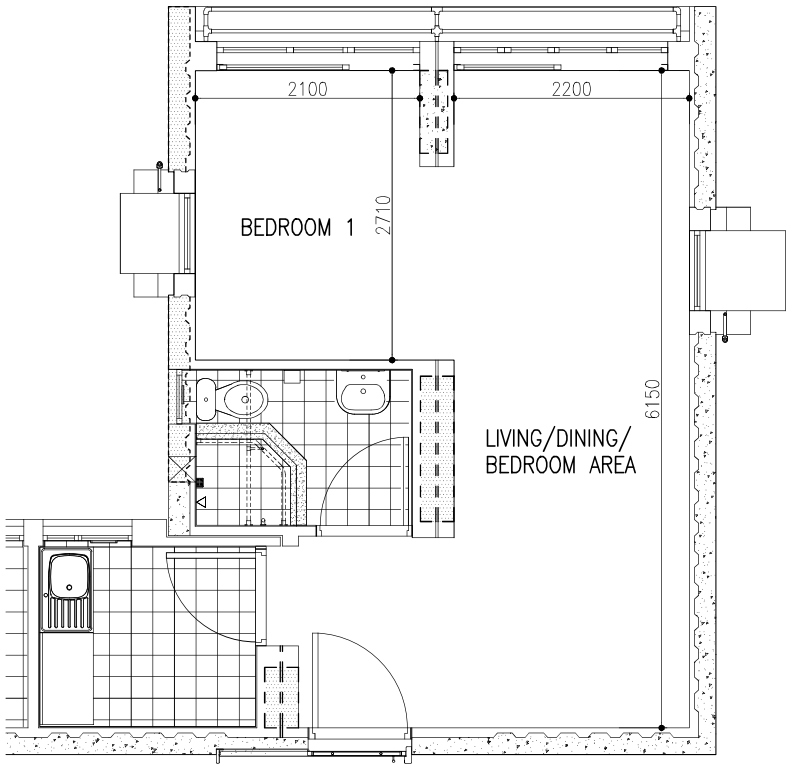
S.O. –STRUCTURAL OPENING

W.S. –WINDOW DIMENSION

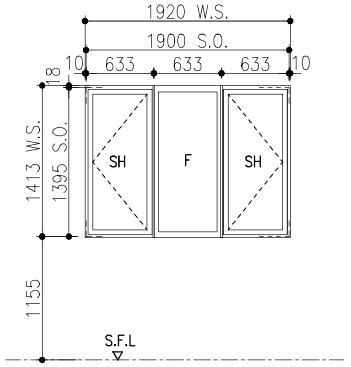
MODULAR FLAT (MIC) WITH ACOUSTIC WINDOW

TYPE B-M2 FLAT

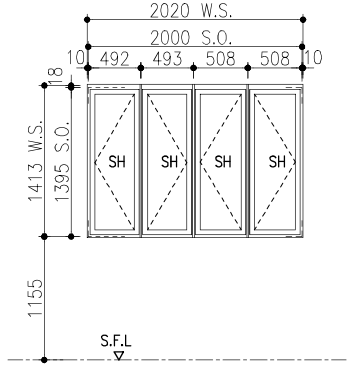
NOVEMBER 2022 (FOR EPD)



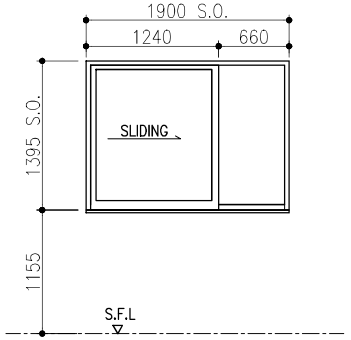
TYPE C – M2 FLAT (WITH ACOUSTIC WINDOW) SCALE 1:50(A3)



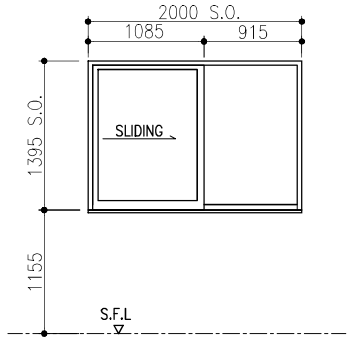
ELEVATION–BEDROOM1
(OUTER LAYER) SCALE 1:50(A3)



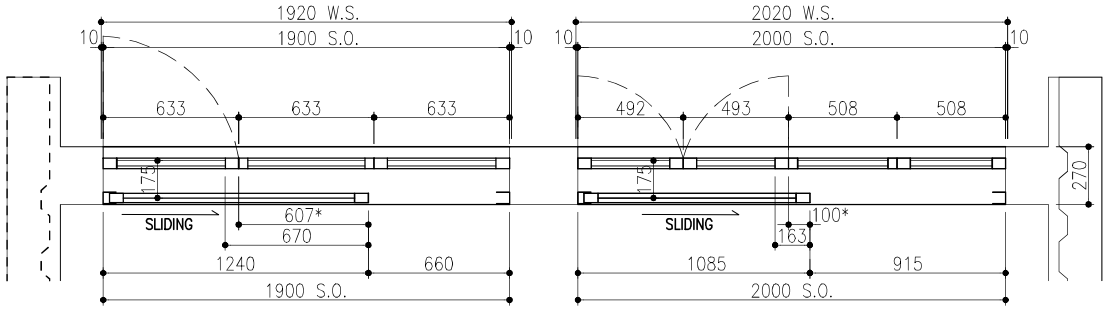
ELEVATION–LIVING ROOM
(OUTER LAYER) SCALE 1:50(A3)



ELEVATION–BEDROOM1
(INNER LAYER) SCALE 1:50(A3)



ELEVATION–LIVING ROOM
(INNER LAYER) SCALE 1:50(A3)



PART PLAN OF ACOUSTIC WINDOW
SCALE 1:25(A3)

IFA

LIVING ROOM: 16.414m²

BR1: 6.117m²

NOTE: ELEVATIONS VIEWED FROM INSIDE

F –FIXED WINDOW

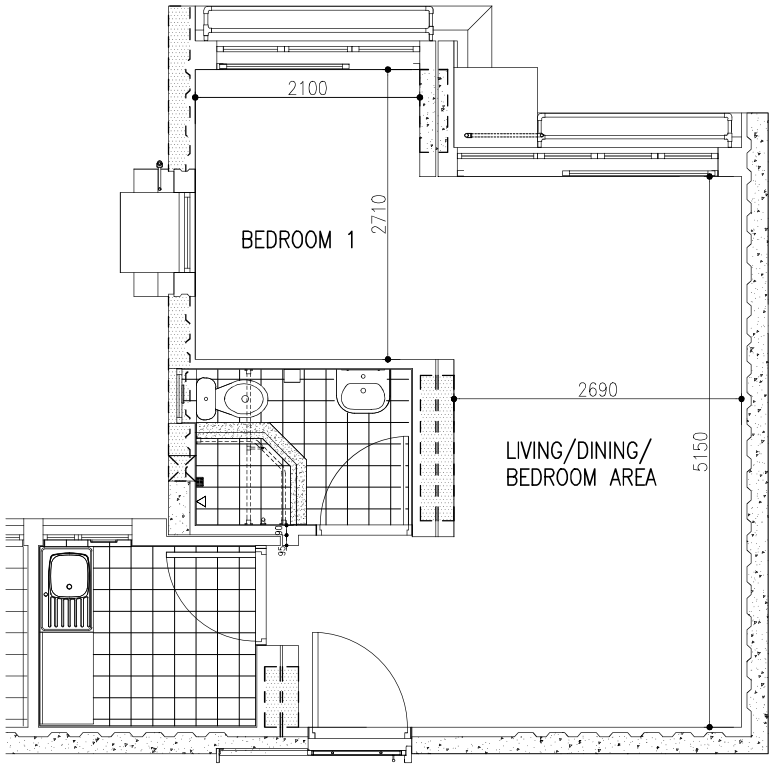
SH –SIDE HUNG WINDOW

S.O. –STRUCTURAL OPENING

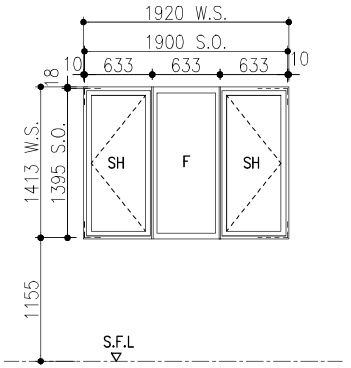
W.S. –WINDOW DIMENSION

MODULAR FLAT (MIC) WITH ACOUSTIC WINDOW TYPE C-M2 FLAT

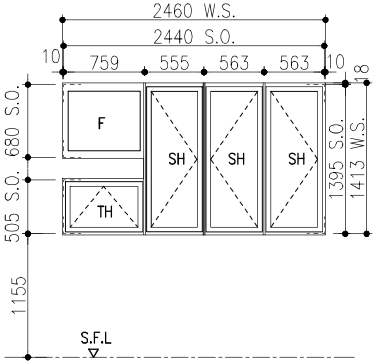
MARCH 2022 (FOR EPD)



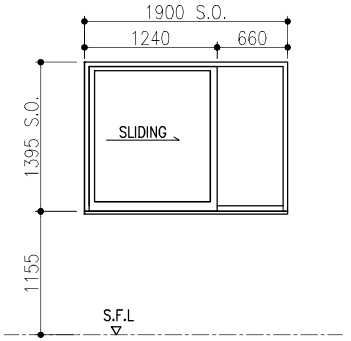
TYPE C – M3 FLAT (WITH ACOUSTIC WINDOW) SCALE 1:50(A3)



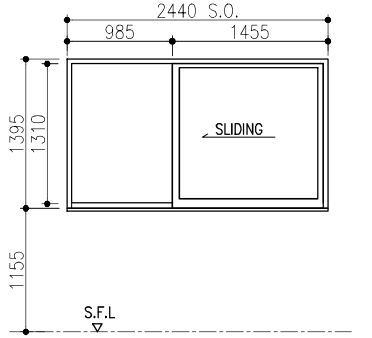
ELEVATION–BEDROOM1
(OUTER LAYER) SCALE 1:50(A3)



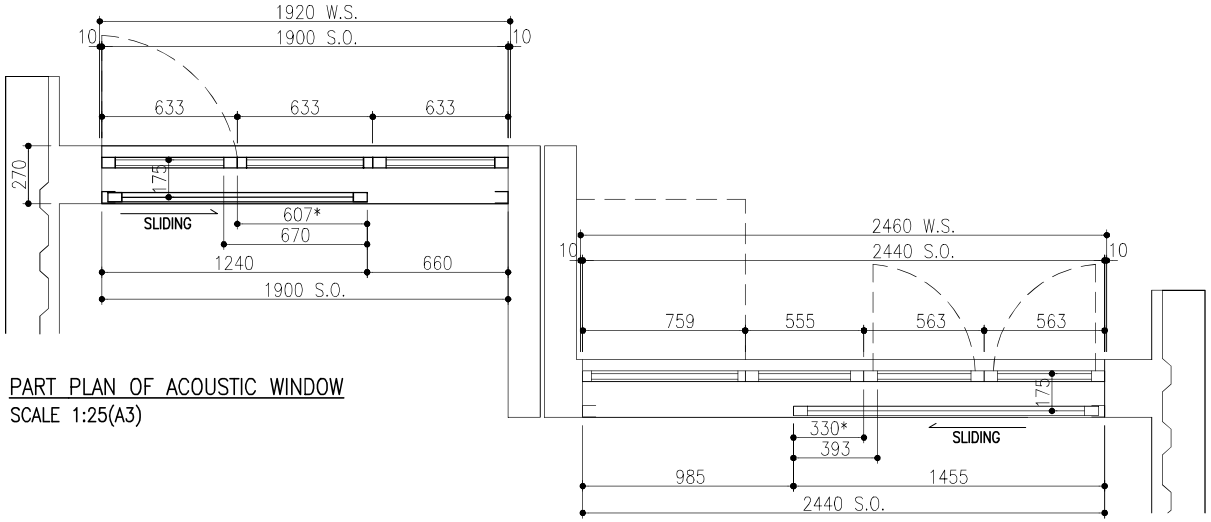
ELEVATION–LIVING ROOM
(OUTER LAYER) SCALE 1:50(A3)



ELEVATION–BEDROOM1
(INNER LAYER) SCALE 1:50(A3)



ELEVATION–LIVING ROOM
(INNER LAYER) SCALE 1:50(A3)



PART PLAN OF ACOUSTIC WINDOW
SCALE 1:25(A3)

IFA

LIVING ROOM: 16.736m²

BR1: 6.094m²

NOTE: ELEVATIONS VIEWED FROM INSIDE

F –FIXED WINDOW

TH –TOP HUNG WINDOW

SH –SIDE HUNG WINDOW

S.O. –STRUCTURAL OPENING

W.S. –WINDOW DIMENSION

MODULAR FLAT (MIC) WITH ACOUSTIC WINDOW TYPE C-M3 FLAT

MARCH 2022 (FOR EPD)

Appendix 2-3

Extracts from Final Report of Acoustic Design and Performance Evaluation of the Acoustic Window (ADPEAW)

Hong Kong Housing Authority
香港房屋委員會

Term Traffic and Environmental Consultancy Services 2010-2012
for Hong Kong Island and Kowloon East Region

Instruction No. M1
Acoustic Design and Performance Evaluation of the Acoustic Window



Final Report

MVA HONG KONG LTD. 弘達 in association with ENVIRON Hong Kong Ltd.

March 2012

28614-1/FR/COV.CDR/LHY/28FEB12

8. IMPLEMENTATION

8.1 Application in San Po Kong Housing Development

8.1.1 As the design of the Acoustic Window was developed and evolved under this study with a view to be applied in SPK housing development, laboratory test and in-situ test of the acoustic window at ex-San Po Kong Flatted Factory (ex-SPKFF) site was carried out in 2009 and 2010. With the sound attenuation of 1B flat measured by in-situ test as a basis, attenuations for other flat types were also evaluated by numerical analysis.

8.1.2 As the in-situ test and numerical analysis already eliminated most uncertainty factors and are regarded as under worst case scenario, the derived sound attenuation performance is considered applicable and appropriate to be adopted in subsequent road traffic noise impact assessment study adopting the same window system in ex-SPKFF site.

8.1.3 The summary of sound attenuation performance to be applied in the subsequent EAS is shown below:

Type of Acoustic Window System	1/2P	2/3P	1B	2B	
				(LIV+BR1)	(BR2)
Sliding window, without absorption at window	5.9	6.6	6.6	6.6	3.5
Sliding window, with absorption at window	7.1	7.7	8.1	8.1	4.7
Sliding door, without absorption at window	7.2	7.8	7.5	7.5	3.5
Sliding door, with absorption at window	7.7	8.2	7.9	7.9	4.7

8.1.4 For those flat units equipped with acoustic window in the EAS, the equivalent noise level of the corresponding noise sensitive receivers would be the results of deducting the noise level at 1 m away from façade calculated by CRTN method by the sound attenuation of the acoustic window assessed in this report. For example, the noise level at 1 m away from façade of a 2/3P flat at 10/F of the building block at San Po Kong development assessed by CRTN is 77.6 dBA. If acoustic window with sound absorption material (sound attenuation = 7.7 dBA) is installed for the flat, the equivalent noise level for the flat would be 77.6 dBA - 7.7 dBA = 69.9 dBA. As such, the flat mitigated by installation of acoustic window with sound absorption material becomes complying with HKPSG requirement.

8.2 Application in Other Housing Development

8.2.1 The sound attenuation performance assessed in this study, although targeted to be applied in SPK housing development as a pilot project, can be considered as reference for generic application of the window system in housing development of other sites.

8.2.2 In general, the sound attenuation of non-typical noise mitigation measures may need to be justified on case by case basis to demonstrate that the proposed sound attenuation is applicable to the specific site. EPD's view/agreement should be sought in principle on whether the acoustic window system could be applied to other public housing developments with severe traffic noise impact while other direct mitigation measures are not sufficient to achieve an acceptable noise performance.

8.2.3 The performance of acoustic windows in this report is assessed with a view to be applied for SPK housing development. For other housing development, this report may be considered as reference for generic application of the window system and could be used as the basis of the said case by case justification in the projects of other housing development.

8.3 Application summary

Acoustic Window configuration

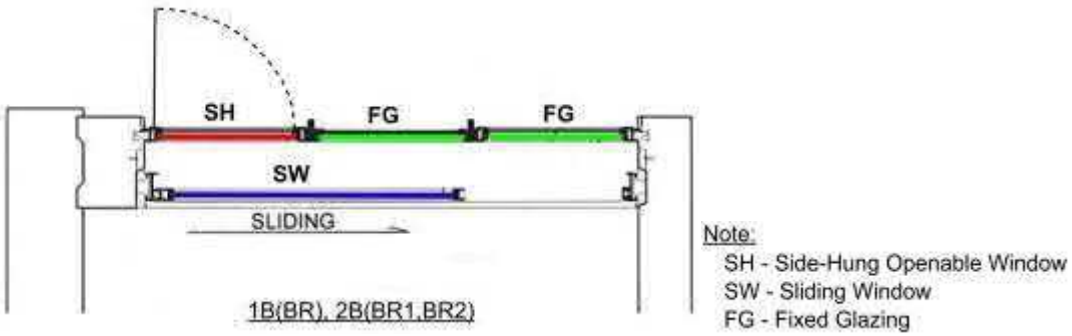
8.3.1 For the acoustic window system, sound attenuation is dependent on the window configuration, namely the inner and outer openings, overlapping length and pane separation. **Appendix H** shows the design of the acoustic window system in different types of flats. The configuration of acoustic window is listed below:

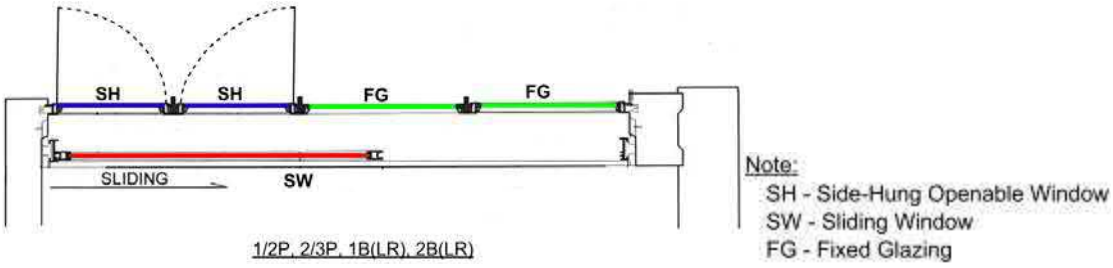
Flat Type	Inner Window Opening	Outer Window Opening	Window Overlapping Length	Window Pane Separation
Flat 1/2P	1352mm (H) x 850mm (W)	1352mm (H) x 870mm (W)	340mm	175mm
Flat 2/3P	1352mm (H) x 980mm (W)	1352mm (H) x 1010mm (W)	340mm	175mm
Flat 1B1, 1B2 & 2B2 – Living Room	1352mm (H) x 1020mm (W)	1352mm (H) x 1050mm (W)	340mm	175mm
Flat 1B1, 1B2 & 2B2 – Bedroom	1352mm (H) x 550mm (W)	1352mm (H) x 560mm (W)	525mm	175mm
Flat 2B2 – Bedroom 2	1352mm (H) x 658mm (W)	1352mm (H) x 668mm (W)	634mm	175mm

8.3.2 Based on the acoustic window system design,

- outer layer of the window system consists of fixed glazing and side-hung openable gasketted window.
- inner layer consists of one sliding window.

8.3.3 The basic configuration of the acoustic window is shown below:





8.3.4 Nevertheless, for operation and maintenance purpose, the fixed glazing specified as FG might be equipped with side-hung openable window. For those "F.G. equipped with side-hung openable window", provision of special window opening device would be considered for incorporation if and when such need is warranted. More information can be referred to **Annex K**. However, the future resident shall be advised of the caution that such window should be closed to achieve the intended sound attenuation and that opening of the windows for purpose of other operation, maintenance or additional ventilation would compromise the indoor noise level in the flat.

8.3.5 For the modified acoustic window system, with a view to reduce the thickness of the wall façade in the living room, acoustic window system will adopt inner sliding door (instead of inner sliding window) in only the living room of 1B flat (or 2B flat), 1/2P and 2/3P flats. The acoustic window system in the bedroom of 1B or 2B flats would still adopt the sliding window versions. **Annex H** shows the design of the modified acoustic window system (with sliding door) in different types of flats. The configuration of the modified acoustic window (with sliding door) is listed below table:

Flat Type	Inner Window Opening	Outer Window Opening	Window Overlapping Length	Window Pane Separation
Flat 1/2P	2492mm (H) x 842mm (W)	1352mm (H) x 870mm (W)	340mm	175mm
Flat 2/3P	2492mm (H) x 972mm (W)	1352mm (H) x 1010mm (W)	340mm	175mm
Flat 1B – Living Room	2492mm (H) x 1012mm (W)	1352mm (H) x 1050mm (W)	340mm	175mm
Flat 2B – Living Room	2492mm (H) x 1012mm (W)	1352mm (H) x 1050mm (W)	340mm	175mm

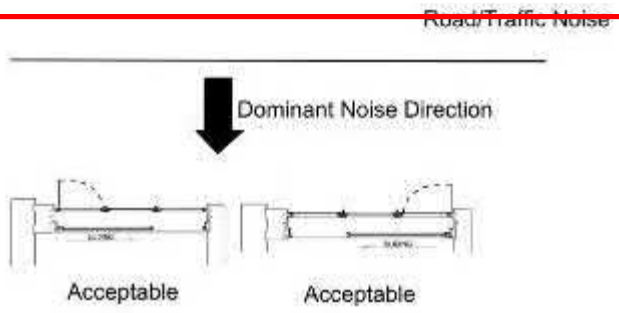
8.3.6 Basically, dimensions and all other parameters of the outer window system of the original acoustic window design would be adopted in the modified acoustic window system. The modified window design will only be adopted in the flat type 1/2P, 2/3P and living room of flat type 1B and 2B.

8.3.7 The purpose of this modification is to provide an option to enhance the accessibility of drying facilities outside window of the living room area.

Acoustic Window Setting and Orientation

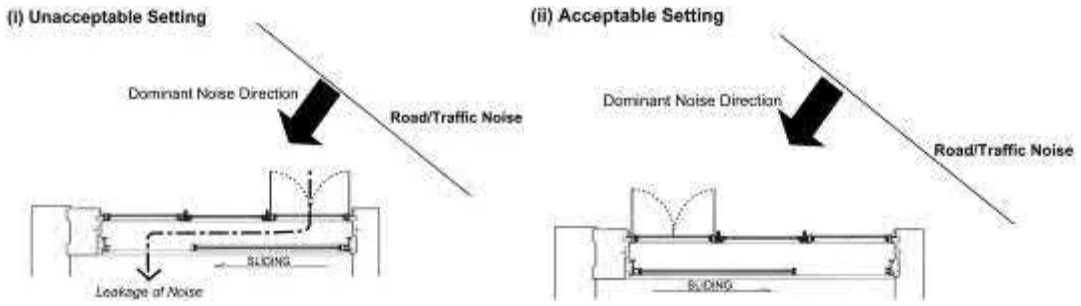
8.3.8 For achieving the sound attenuation assessed in the study, the acoustic window should be set at the intended orientation as described below.

8.3.9 In case a flat is fronting a major noisy road running in parallel with the façade, the left/right settings of the openings of its acoustic window are only mutual images; both of which could achieve the intended sound attenuation in the study.



Window in parallel with traffic noise source

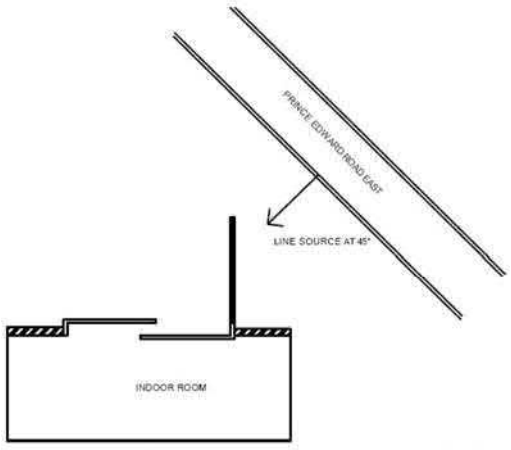
8.3.10 In case the road is located at one side of the flat, the traffic noise would propagate to the façade/flat more from the side of the road rather than right in front of it. The staggered openings of the acoustic window should be set to intercept direct propagation of noise through the openings and the gap between outer and inner panes. In general, the opening of the outer layer of window should be sited further away from the road, as illustrated below. The orientation of acoustic window under test (i.e. parallel to the road) represents the worst scenario based on the openings of the acoustic window not being set as 'unacceptable/unfavourable setting'



Window NOT in parallel with traffic noise source

However, if there exist other features near the acoustic window causing reflection/reverberation of noise (e.g. fins or side walls), separate assessment should be conducted for the setting of the openings to optimize the sound attenuation of the acoustic window.

8.3.11 In San Po Kong project, there are flats of acoustic window with vertical fins or side walls adjacent to the window. An additional study was conducted by using computer simulation for the purpose of determining the most favourable configuration / orientation of openings in terms of sound attenuation after adding building structure like fins. The finding indicated that in such case with fin/wall shielding of effective length of 1.8m long (1.5m long architectural fin in San Po King Project in additional to the standard 0.3m architectural feature) and the noise source at 45 deg., the favourable configuration will have the outer opening set next to the fin/wall and the inner opening away from it as illustrated below. The detail results and discussion of the computer simulation study were included in **Annex L**.



Favourable Setting for window with adjacent Fin/Wall and Noise Source at 45 deg

Materials Requirement

8.3.12 For the acoustic window (sliding window) system, the following materials requirement should be specified for construction:

- Window pane: 6 mm thick
- Sound Absorption Material (where applicable):
  - Thickness: 30 mm
  - NRC: minimum 0.7
  - Location: two sides and top
  - Lining Panel: 2 mm aluminium (or less) with perforation
  - Perforation: 40 % opening
  - Weather-proof Protection – SAM to be wrapped/sealed by protective sheet of biaxially oriented polyester film

8.3.13 Additional requirement for modified acoustic window system (sliding door), the following materials requirement should be specified for lower portion of one side of the sliding door facing to outer window:

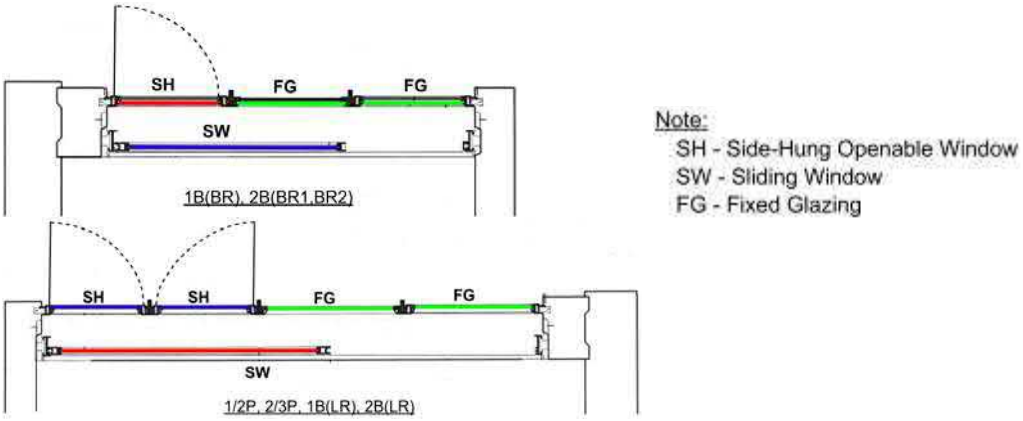
- Sound Absorption Material:
  - Thickness: 30 mm
  - Location: backing side of the lower part of sliding door (refers to plans at **Annex H**)
  - NRC: minimum 0.7
  - Lining Panel: 2 mm aluminium (or less) with perforation
  - Perforation: 40 % opening
  - Weather-proof Protection – SAM to be wrapped/sealed by protective sheet of biaxially oriented polyester film

8.3.14 To facilitate future maintenance for modular acoustic window system and modified acoustic window system, the detailing of the window should be designed to allow the SAM core to be replaceable.

Advice to Future Residents about Acoustic Window

8.3.15 The sound attenuation achieved by the acoustic window refers to the designated setting of windows. Hence the future residents in the flats equipped with acoustic windows should be advised of such settings for achieving the intended attenuation. The following may be considered as reference:

- This special window design is for mitigating traffic noise impact. To achieve the intended sound attenuation, the windows should be set as following:



- Deviation from the above setting by opening other windows might affect the noise level in the flat.

Monitoring and Audit after Completion

8.3.16 In order to obtain more data of sound attenuation performance of the acoustic window and for comparison with the assessment findings of this study, further on-site acoustic testing at constructed flats in San Po Kong housing development after completion is recommended. Similar on-site testing in Sai Chuen Road project for acoustic balcony could be used as reference.

8.3.17 The arrangement, details and programme on the further on-site testing would be further liaised and submitted to EPD for comment.

Appendix 3-1

Site Visit Record of Potential Fixed Plant Noise Sources

Site Photos



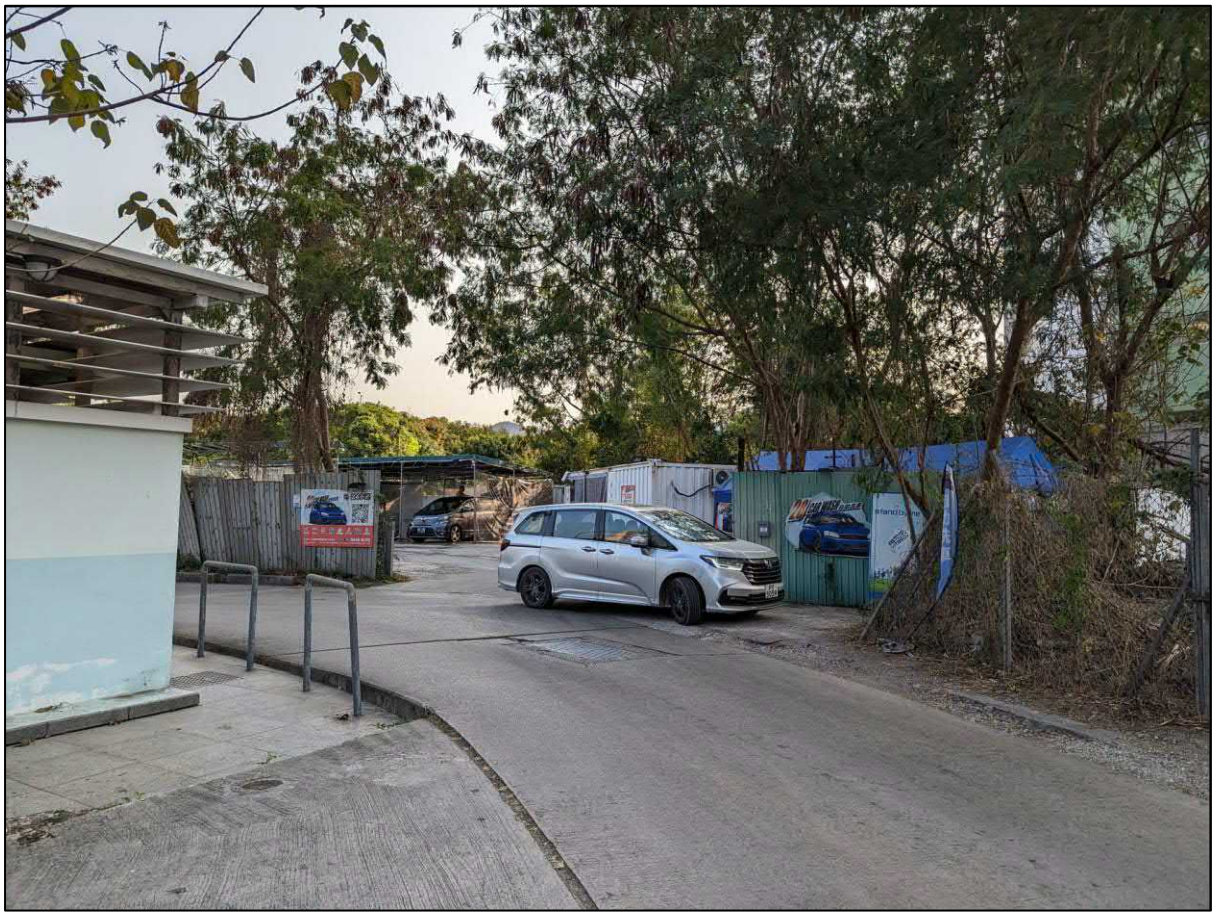
NS 01: Ma Tin Sewage Pumping Station	Date: 7 March 2023



NS 02: United Car Trading Platform NS 03: Entrance of Fu Shing Motor Service Limited	Date: 7 March 2023



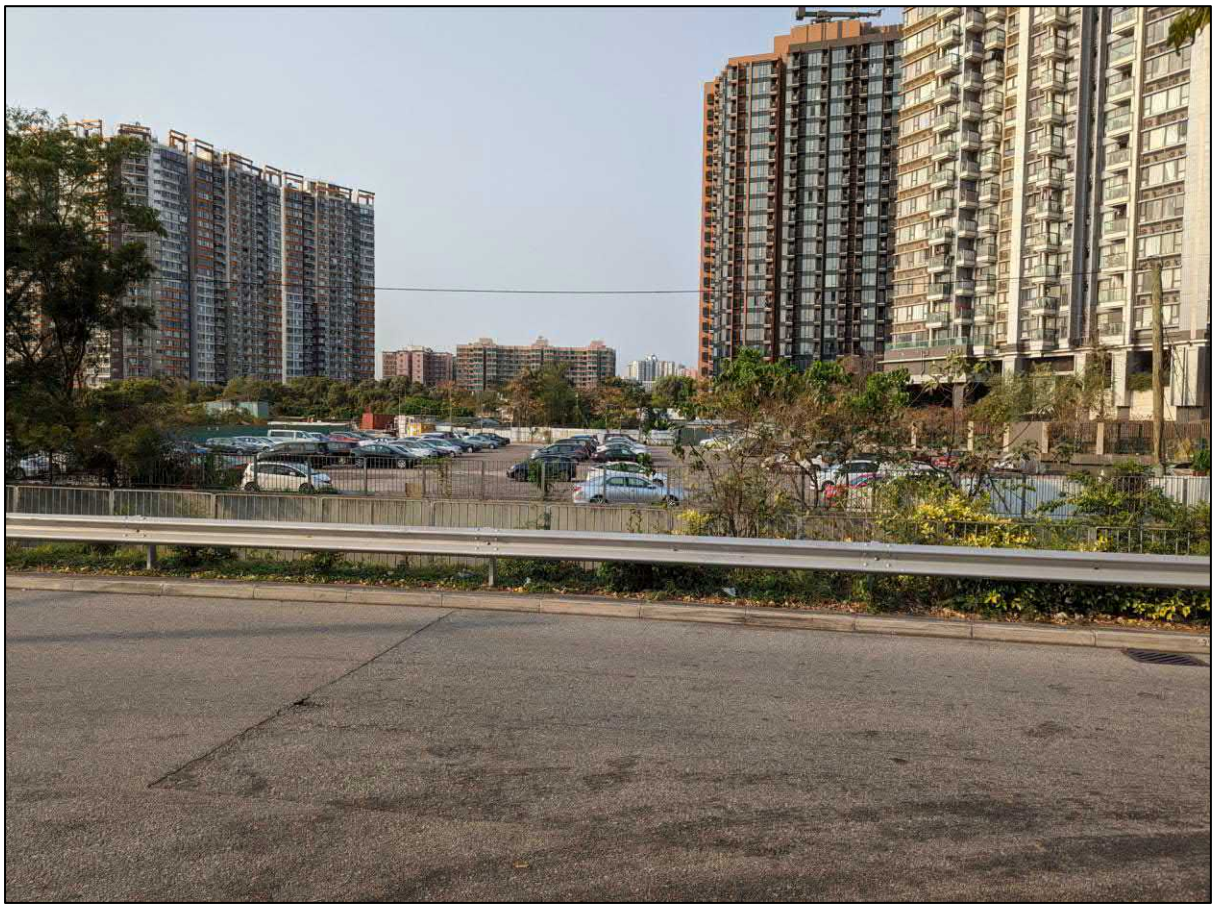
NS 04: Win Fat Warehouse – Storage of Construction Material (i.e. Sand)	Date: 7 March 2023



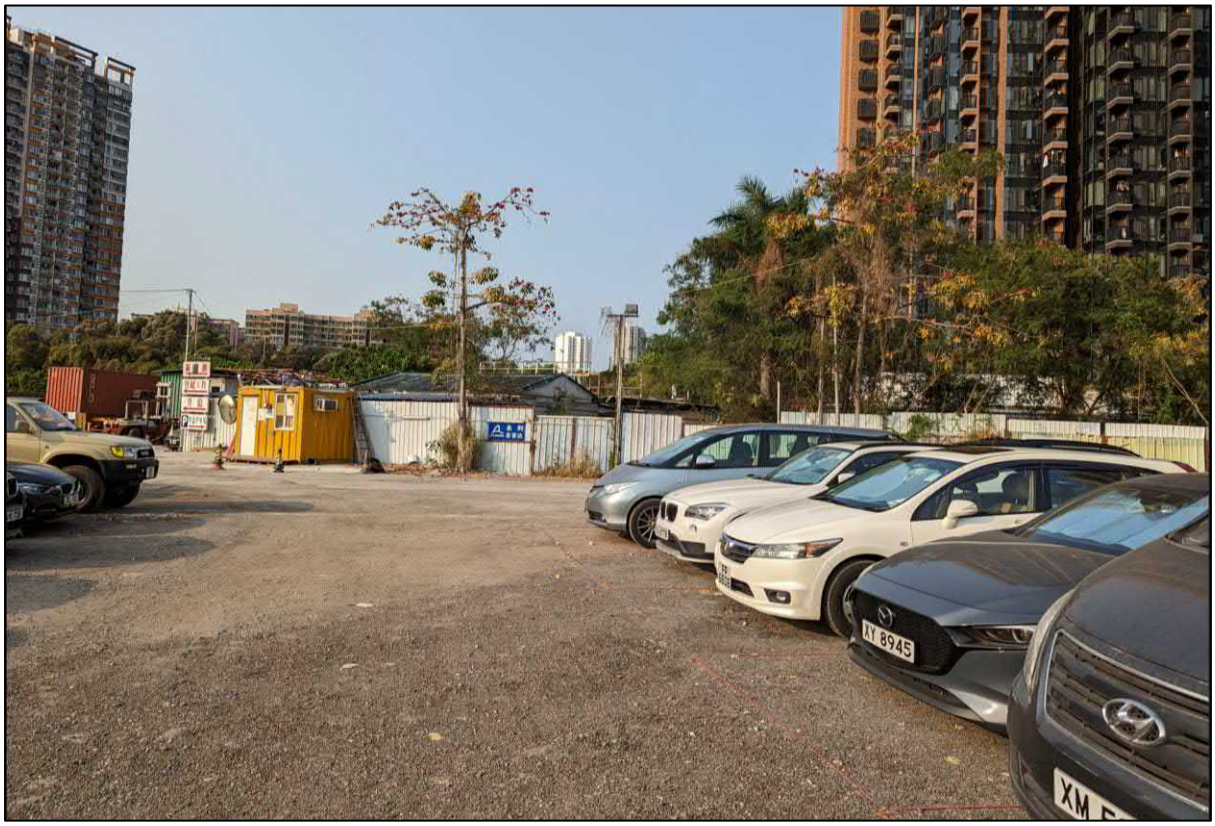
NS 05: Entrance of 28 Car Wash House	Date: 19 May 2022



NS 06a: Open Space at the Southwest of the Site – Storage of Construction Material	Date: 7 March 2023



NS 06b Open Parking at the Southwest of the Site (From Lam Hi Road)	Date: 7 March 2023



NS 06b Open Parking at the Southwest of the Site	Date: 7 March 2023



NS 06b Open Parking at the Southwest of the Site	Date: 7 March 2023



NS 06b Open Parking at the Southwest of the Site	Date: 7 March 2023



NS 07: Vehicle Workshops along Kiu Hing Road	Date: 7 March 2023



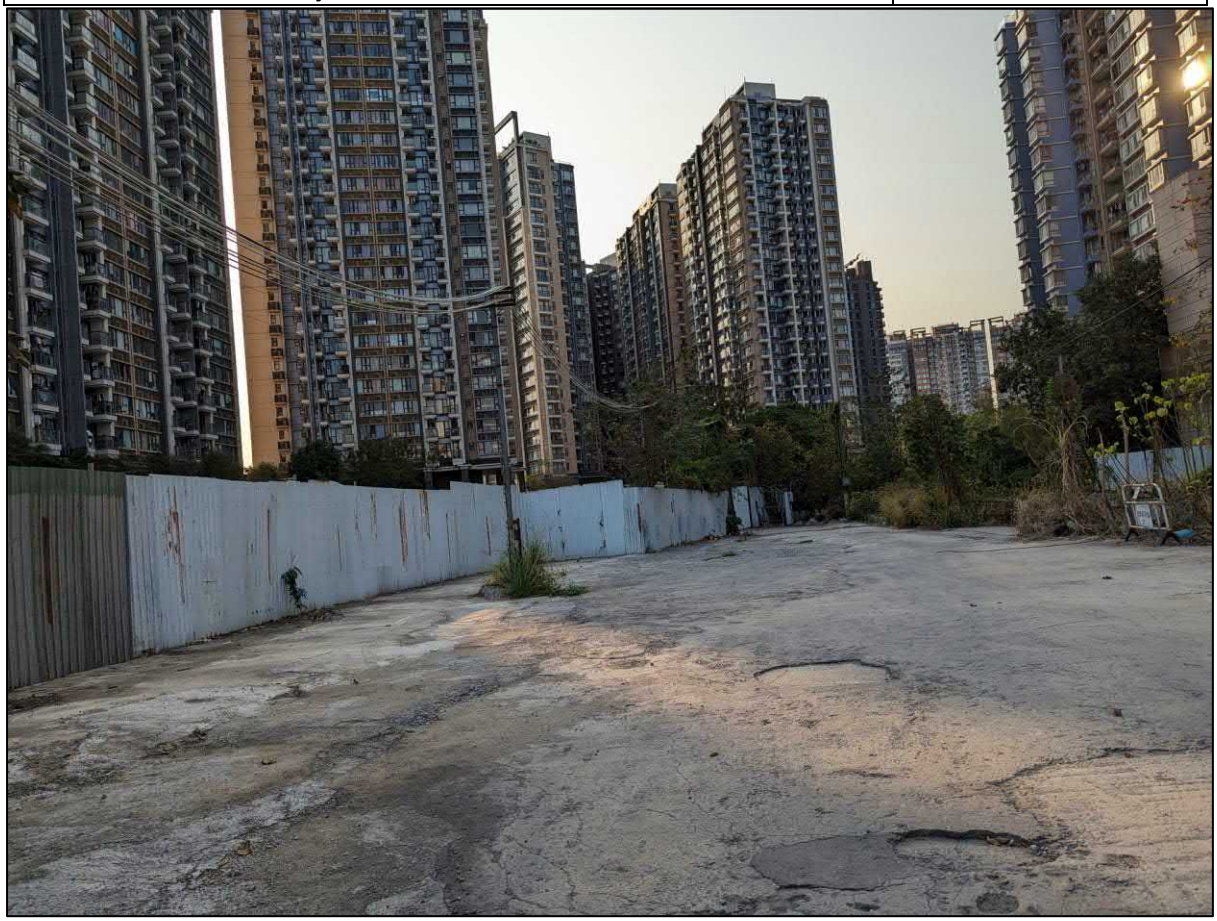
NS 08: Entrance of the storage area along Lam Hi Road	Date: 19 May 2022



NS 08: Storage area along Lam Hi Roads	Date: 19 May 2022



Current status of the Subject Site	Date: 7 March 2023



Previous Open Storage Space between La Grove and Park Signature – Storage of Construction Material (i.e. metal)	Date: 7 March 2023

Appendix 4-1

Road Type Confirmation from TD on Shap Pat Heung Road

[redacted]

From: [redacted]
Sent: 08 March 2022 14:50
To: [redacted]
Subject: FW: Re: Site Formation and Infrastructure Works for Proposed Public Housing Development at Shap Pat Heung Road near Lung Tin Tsuen, Yuen Long – Feasibility Study

---

From: [redacted]@cedd.gov.hk <[redacted]@cedd.gov.hk>
Sent: Tuesday, March 8, 2022 2:50 PM
To: [redacted] <[redacted]@atkinsglobal.com>
Cc: [redacted]@cedd.gov.hk
Subject: 轉寄: Re: Site Formation and Infrastructure Works for Proposed Public Housing Development at Shap Pat Heung Road near Lung Tin Tsuen, Yuen Long – Feasibility Study

Dear [redacted]

fyi, please. Thanks!

Best Regards,
[redacted]
SE6/HP3, CEO, CEDD
Tel.: 3468 8735

----- Forwarded by CHEUNG TONG/CEDD/HKSARG on 08/03/2022 14:47 -----

From: [redacted] TD/HKSARG@TD
To: [redacted] CEDD/HKSARG@CEDD
Cc: [redacted] TD/HKSARG@TD
Date: 13/12/2021 12:06
Subject: Re: Site Formation and Infrastructure Works for Proposed Public Housing Development at Shap Pat Heung Road near Lung Tin Tsuen, Yuen Long – Feasibility Study

---

Regards,
[redacted]
E/YLS,TD

From: [redacted] TD/HKSARG
To: [redacted] TD/HKSARG@TD
Cc: [redacted] TD/HKSARG@TD
Date: 13/12/2021 12:05 PM
Subject: Site Formation and Infrastructure Works for Proposed Public Housing Development at Shap Pat Heung Road near Lung Tin Tsuen, Yuen Long – Feasibility Study
TENTW/EYLS

Dear [redacted]

The road type of the road section of Shap Pat Heung Road adjacent to the subject development is local distributor.

Regards,

[redacted]
E/YLS,TD

At Atkins - member of the SNC-Lavalin Group, we work flexible hours around the world. Although I have sent this email at a time convenient for me, I don't expect you to respond until it works for you.

Appendix 4-2

Correspondence with EPD and DSD

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Mark Subject Restricted and Encrypt ☐ Expand groups

From: [redacted]EPD/HKSARG@EPD - 20/10/2023 03:21 下午
To: [redacted]HD/HKSARG@HD
Cc: [redacted]
Subject: Re: Enquiries on Ma Tin Sewage Pumping Station

History: This message has been replied to.

Dear [redacted]

I refer to your email dated 19 Oct 2023.

This office has no record of air/ odour-related complaint in relation to Ma Tin Sewage Pumping Station in the past five years. Nonetheless, you may also need to check with other relevant parties / departments for such information as appropriate.

Please contact our Mr. Fung at 2158 5847 or the undersigned at 2158 5823 should you have any further enquires. Thank you.

Best Regards,
[redacted]
EPD
20.10.2023

----- Forwarded by [redacted]/HKSARG on 20/10/2023 15:13 -----

From: [redacted]/EPD/HKSARG
To: [redacted]/HD/HKSARG@HD
Cc: [redacted]
Date: 19/10/2023 22:30
Subject: Re: Enquiries on Ma Tin Sewage Pumping Station

Dear [redacted]

Thanks for your email. Our colleague will come back to you soon.

Best regards,
[redacted]
19.10.2023

[redacted] 19/10/2023 17:08:04

From: [redacted]HD/HKSARG@HD
To: [redacted]@epd.gov.hk
Cc: [redacted]
Date: 19/10/2023 17:08
Subject: Enquiries on Ma Tin Sewage Pumping Station

Dear [redacted]

I am the Project Civil Engineer for the Public Housing Development at Shap Pat Heung Road, Yuen Long.

We have recently submitted an environmental study for EPD vetting. During the review process, EPD has raised some queries regarding the Ma Tin Sewage Pumping Station (SPS) and has requested us to consult ECD of EPD for checking whether there is any air/odour nuisance arising from Ma Tin SPS.

In light of this, we kindly request your assistance to advise **if there any records of air/odour nuisance arising from Ma Tin SPS** in the past few years please.

We would greatly appreciate it if you could provide the above information by 24 October 2023. Thank you very much.

Regards,

[redacted]
CE/TE2
Housing Department
3549 6120

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Mark Subject Restricted and Encrypt ☐ Expand groups

From: [redacted]DSD/HKSARG@DSD - 24/10/2023 09:05 上午
To: [redacted]HD/HKSARG@HD
Cc: [redacted]
Subject: Fw: Enquiries on Ma Tin Sewerage Pumping ----- Housing Department

Dear [redacted]

Please find attached requested informtion in blue.

1. Sewage capacity of Ma Tin SPS.
Design Capacity : 7,344m/3/d

2. Odour removal efficiency of Ma Tin SPS.
Typical H2S removal efficiency of activated carbon DOU is over 99.5%.

3. Any odour nuisance complaints arising from Ma Tin SPS in the past few years.
No related complaints received in the past 5 years.

Please provide project brief and SIA/DIA for LDD, MND, BCM & ST1 comment.

Regards,

[redacted]
Ag. SE/ST1/3
DSD

From: [redacted]HD/HKSARG@HD
To: [redacted]@dsd.gov.hk
Cc: [redacted]
Date: 19/10/2023 15:08
Subject: Enquiries on Ma Tin Sewerage Pumping
Serial No.:

Dear [redacted]

I am the Project Civil Engineer for the Public Housing Development at Shap Pat Heung Road, Yuen Long.

We have recently submitted an environmental study for EPD vetting. During the review process, EPD has raised some queries regarding the Ma Tin Sewage Pumping Station (SPS), which falls within the study area of our site.

In light of this, we kindly request your assistance in providing the following information for us to address EPD's queries:

1. Sewage capacity of Ma Tin SPS.
2. Odour removal efficiency of Ma Tin SPS.
3. Any odour nuisance complaints arising from Ma Tin SPS in the past few years.

Your prompt response will greatly assist us in addressing EPD's queries. We would greatly appreciate it if you could provide the above information by 24 October 2023. Thank you very much.

Regards,

[redacted]
CE/TE2
Housing Department
3549 6120

香港房屋委員會
Hong Kong Housing Authority

By Email

Our Ref. : HD(P) 8/3/YL32 Your Ref. : TPB/A/YL/316

Tel. No. : [redacted]

Fax. No. : [redacted]

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

30 April 2024

Dear Sir/Madam,

Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development at Shap Pat Heung Road, Yuen Long
(Application No. A/YL/316)

Reference is made to departmental comments received from the Planning Department on 25.4.2024, we submit herewith a table of the responses to comments as well as the replacement page to substantiate the application.

Should you have any queries or need further information, please contact me at [redacted]. Thank you for your attention.

Yours faithfully,

(Winnie CHAN)
for Director of Housing

Encl.

S.16 Application No. A/YL/316

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development
at Shap Pat Heung Road, Yuen Long

Response to Comment

	Comments	Responses
	Environmental Protection Department (EPD) **(Contact Person: Mr. Chris Wong)**	
1.	Having reviewed the information submitted, no insurmountable environmental problem arising from the proposed development will be anticipated. Given that the Housing Department will review the Environmental Assessment Study (EAS) for the final scheme to confirm the mitigation measures and obtain the agreement from the Environmental Protection Department at the later design stage, as mentioned in S.4.12 of the planning statement and S.5.3 of the extracted EAS, we have no objection to the application.	Noted with thanks.
2.	Nevertheless, the applicant is advised to address the following textual comment from air quality perspective. Textual comments: 1. Section 4.3.6 – Please add "in open space" after "recreational uses" in line 4; and 2. Sections 4.4.1 and 5.2.2 – It is mentioned in Section 4.4.1 that 2 additional site surveys were conducted to identify any odour impact from the Ma Tin SPS on the surrounding area but only 1 site survey was mentioned in Section 5.2.2. Please rectify the discrepancy.	Section 4.3.6 and Section 4.4.1 have been revised **(Attachment 1)**.
3.	The applicant is reminded to provide finalized extracted EAS and Sewerage Impact Assessment for our record whenever there are any updates of	Noted.

	Comments	Responses
	the documents.	
	Mainland North Division, Drainage Services Department **(Contac Person: Mr. Jeff TSE)**	
4.	(a) I have no further comment on the Sewerage Impact Assessment from public drainage point of view. (b) The applicant is reminded that the newly promulgated Stormwater Drainage Manual Corrigendum No. 1/2024 and 2/2024 should be considered upon the detailed design stage.	Noted with thanks. Noted.
	Urban Design and Landscape Section, Planning Department **(Contact Person: Mr. Brian LAM)**	
5.	(a) Regarding the Further Information (4) with Responses-to-Comments, revised Section, Open Space Diagram and Green Coverage Diagram, I have no comment on the application from landscape planning perspective.	Noted with thanks.
6.	Advisory Remarks to the Applicant (b) Please be reminded that the adequate soil depth for sustainable growth of the proposed compensatory trees and new trees are provided; (c) Please be reminded that optimization of native species should be considered to include a planting species proposal for the proposed development; (d) The applicant should note that approval of the s.16 application by the Town Planning Board does not imply approval of the tree works such as pruning, transplanting and/or felling under lease. Applicant is reminded to approach relevant authority/government department(s) direct to obtain the necessary approval on tree works; and (e) Please be reminded that the approval of the s.16 application by the Town Planning Board does	 Noted. Noted. Noted. Noted. The site coverage of greening calculation will be submitted to the Independent

	Comments	Responses
	not imply approval of site coverage of greenery requirements under APP PNAP-152 and/or under the lease. The site coverage of greening calculation should be submitted separately to BD for approval.	Checking Unit (under the Office of the Permanent Secretary for Housing) for further review and approval.

Attachment 1

4.3.5. There will be carparks in the Site and the proposed carparks should be designed in accordance with the ProPECC PN2/96 Control of Air Pollution in Car Parks in order to ensure the exhaust air discharged to the atmosphere from the carparks would not cause adverse air quality impact to neighbouring air sensitive uses. The exhaust outlets (if any) of the carparks should be located away from any nearby ASRs. Therefore, no adverse air quality impact arising from the proposed carpark on the nearby ASRs is anticipated during the operational phase of the Development.

4.3.6. The setback distance of the nearest air sensitive uses at the proposed development from the kerb of the nearby roads are summarised in **Table 4-2** below. No planned Air Sensitive Uses with openable windows and fresh air intake as well as active and passive recreational uses in open space would be located within the recommended buffer zone. Adverse emissions impacts are not expected.

Table 4-2 Separation Distances between Nearest Roads and Nearest Air Sensitive Uses of the Public Housing Blocks

Road	Road Type	Recommended Buffer Distance for Active and Passive Recreation Uses	Comply (Y/N)
Shap Pat Heung Road	Local Distributor (LD)	>5m	Y

4.3.7. Therefore, adverse vehicular emission due to open roads in close vicinity is not envisaged.

4.4. Odour Impact Assessment

4.4.1. One potential odour source within 200m of the site boundary is the existing Ma Tin Sewage Pumping Station (SPS), which is located around 100 meters away. With reference to the Final Preliminary Environmental Review Report (approved PER report) conducted by CEDD under Agreement No. CE46/2020 (CE), this study has conducted a further site survey in October 2023 to identify any odour impact from the Ma Tin SPS on the surrounding area. No odour was perceived and no odour generating activity was observed during the odour patrol around the boundary of Ma Tin SPS. The sewage pumping station is fully enclosed during operation, whilst it is also equipped with adequate deodorisation facilities. As advised by DSD, the design sewerage capacity of this SPS is 7,344m^3/d and typical H_2S removal efficiency of activated carbon DOU is over 99.5%. DSD and EPD also advised that no previous odour complaints were received against the Ma Tin SPS during the past five years (2019 to 2023). The correspondence with DSD and EPD can be found in **Appendix 4-2**. Therefore adverse odour nuisance arisen from the sewage pumping stations would not be anticipated.

Recommended Advisory Clauses

(a) to note the comments of the District Lands Officer/Yuen Long, Lands Department (LandsD) that:

in the event that the application for the proposed is approved by the Board, and depending on the type of public housing development to be provided, the applicant might be required to submit application to the LandsD to implement the proposal. Appropriate lease conditions will be considered at a later stage after the land application is submitted by the Hong Kong Housing Authority (HKHA). If the application for land grant (if appropriate) is approved by LandsD acting in the capacity as the landlord at its absolute discretion, it will be subject to such terms and conditions as may be imposed by LandsD at its sole discretion;

(b) to note the comments of the Commissioner for Transport that:

(i) there is another housing project at Shap Pat Heung Road near Fung Yu Road, with its traffic impact assessment (TIA) being reviewed. The need for road improvement works at Shap Pat Heung Road shall be duly assessed under the TIA of that housing project.

(ii) regarding the parking provisions, it is observed that one space per 110 flats was adopted for motorcycle parking. In view of the increasing parking demand for motorcycle, the applicant shall further review whether one space per 89 flats could be adopted as far as possible for motorcycle in detailed design stage; and

(iii) regarding the parking provisions, it is noted that the proposed development will only provide one light goods vehicle parking space and one loading/unloading bay for the social welfare facilities (SWFs). If necessary, the applicant shall coordinate with the Social Welfare Department to provide additional nominal parking spaces for the proposed SWFs;

(c) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (HyD) that:

(i) the proposed vehicular access arrangement should be commented by the Transport Department (TD);

(ii) if it is approved by TD, the applicant should ensure a run-in/out is constructed in accordance with the latest version of HyD's Standard Drawings No. H1113 and H1114, or H5133, H5134 and H5135, whichever set is appropriate to match with the existing adjacent pavement; and

(iii) 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 Environmental Protection that:

the applicant should continue to carry out the Environmental Assessment Study under the existing mechanism between HKHA and the Environmental Protection Department (EPD) in the detailed design stage to address the potential environmental impacts with suitable mitigation measures proposed for EPD's agreement;

(e) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department that:

the newly promulgated Stormwater Drainage Manual Corrigendum No. 1/2024 and 2/2024 should be considered in the detailed design stage;

(f) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that:

(i) the adequate soil depth for sustainable growth of the proposed compensatory trees and new trees are provided;

(ii) optimisation of native species should be considered to include a planting species proposal for the proposed development;

(iii) 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. The applicant is reminded to approach relevant authority/Government department(s) direct to obtain the necessary approval on tree works; and

(iv) approval of the application by the Board does not imply approval of site coverage of greenery requirements under Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) No. APP-152 and/or the lease. The site coverage of greening calculation should be approved by the Independent Checking Unit of HKHA;

(g) to note the comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department that:

(i) an existing man-made slope (Feature No.: 6NW-B/FR225) is located within the boundary of the Site;

(ii) relevant slope/retaining wall assessment, slope/retaining wall stabilisation measures reports or proposed slope/retaining wall works should be submitted according to the Project Administration Handbook for Engineering Works (PAH) and circular ETWB TC(W) No. 29/2002 regarding Geotechnical Control for Slopes and Retaining Walls at the later stage of the project, as appropriate; and

(iii) the applicant is reminded that the Site is located within Scheduled Area No. 2 and may be underlain by cavernous marble. Depending on the nature of foundation, if necessary, of the proposed development at the Site, extensive geotechnical investigation may be required. Such investigation may require high level involvement of an experienced geotechnical engineer in both the design and supervision of the geotechnical works required at the Site; and

(h) 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 will be affected. If any FEHD's facility is affected by the development, FEHD's prior consent must be obtained. Reprovisioning of the affected facilities by the project proponent up to the satisfaction of FEHD may be required. Besides, the project proponent may be required to provide sufficient amount of additional recurrent cost for management and maintenance of the reprovisioned facilities to FEHD;

(ii) if FEHD is requested to take up management responsibility of new facilities, FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to FEHD;

(iii) if provision of cleansing service for new roads, streets, cycle tracks, footpaths, paved areas etc, is required, FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to FEHD;

(iv) no environmental nuisance should be generated to the surroundings. Also, for any waste generated from the operations and works, the project proponent should arrange its disposal properly at their own expenses;

(v) if domestic waste collection service of FEHD is required in future, prior comments from FEHD on the waste collection plan, including the accessibility and maneuverability of refuse collection vehicles to refuse collection point (RCP), should be sought. The refuses collection points of domestic waste and the commercial waste should be clearly separated. The share use of RCP for both domestic and commercial waste is not recommended;

(vi) proper licence/permit issued by this Department is required if there is any food business/catering service/activities regulated by DFEH under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. 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 (e.g. a restaurant, a fresh provision shop, etc). The application for licence, if acceptable by FEHD, will be referred to relevant government departments such as the Buildings Department, Fire Services Department and Planning Department for comment. If there is no objection from the departments concerned, a letter of requirements will be issued to the applicant for compliance and the licence will be issued upon compliance of all the requirements; and

(vii) proper licence issued by FEHD is required if related place of entertainment is involved. Any person who desires to keep or use any place of public entertainment for example a theatre and cinema or a place, building, erection or structure, whether temporary or permanent, on one occasion or more, capable of accommodating the public presenting or carrying on public entertainment within Places of Public Entertainment (PPE) Ordinance (Cap. 172) and its subsidiary legislation, such as a concert, opera, ballet, stage performance or other musical, dramatic or theatrical entertainment, cinematograph or laser projection display or an amusement ride and mechanical device which is designed for amusement, a PPE Licence (or Temporary PPE Licence) should be obtained from FEHD whatever the general public is admitted with or without payment.

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

23/02/2024 10:05 AM

From: La Grove Management Services Office <[redacted]>
To: "doyl@had.gov.hk" <doyl@had.gov.hk>
History: This message has been forwarded.

1 attachment

SKM_C250i24022219470.pdf

致元朗民政署及民政專員:
原築服務處現代表原築業主立案法團為題述事宜向民政署表達反對房屋署將十八鄉路原築旁邊公營房屋地盤由現時獲批26層樓高加至40層。本處亦收到多個業戶反對房屋署有關申請的意見，現法團希望邀請 閣下會面商議有關事宜。本苑法團的反對信現附上供 閣下參閱。

如有任何查詢，請在辦工時間內致電[redacted]與本人聯絡。謹此致謝！

原築服務處
屋苑經理
[redacted] 謹啟
電話：[redacted]傳真：[redacted]

KAI SHING MANAGEMENT SERVICES LIMITED
PMC Licence Number: [redacted]

原築業主立案法團
The Incorporated Owners of La Grove

檔案編號：LG/IO/L/24/001 (P.1)

香港北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會

致城市規劃委員會:

有關：新界元朗十八鄉路路旁的政府土地(申請編號:A/YL/316)

申請放寬地積比率及建築物高度限制諮詢事宜

我們是原築業主立案法團代表，代表原築 542 戶及 120 個車位業主就有關上述資助房屋申請放寬地積比率及建築物高度限制表示強烈不滿。

原築在 2009 年入伙，現時有約 1,200 位業戶，是附近屋苑中最早落成，而地盤正在本苑旁邊。貴會進行諮詢時並無邀請原築業主立案法團，只邀請同區其他屋苑團及客務處，為何沒有邀請本法團諮詢意見?本苑在有關地盤工程動工後同樣受到地盤影響，加建地積比率令同區居住人數大增、施工期加長令本苑深受影響。

自該地盤在 2023 年 5 月進行地基工程開始，原築服務處陸續接獲最接近地盤的第五座多個業戶反映有老鼠由地盤走到屋苑範圍，亦有業戶反映在溱柏超市附近空地目睹老鼠出沒，這情況是地盤動工前未有發生。原築服務處曾就此事向食環署反映，同時加強清理屋苑範圍，在第一、二、三及五座多條外牆喉管安排擋鼠裝置，鼠患問題在同年 7 月出現改善。然而在 2024 年 1 月開始，第五座多個高層單位業戶爬入單位內，亦有業戶目睹有老鼠由地盤走到十八鄉路再進入屋苑。同樣地在 2023 年雨季，本處收到第五座業戶求助指蚊患問題比往年嚴重，因應鄰近地盤發展，已向增加滅蟲服務的支出，引入新技術如「蚊子陷阱」來改善蚊患。房屋署放寬地積比較意味施工時間加長，本苑業戶更長時間承受蚊患及鼠患的威脅有關管理成本增加是否由房屋署支付予本苑?

原築、溱柏及璟頤分別在 2009 年、2013 年及 2020 年入伙，屋苑附近一帶交通擠塞情況非常嚴重，尤其是體育路、公庵路、橋興路及十八鄉路的交通擠塞情況極為嚴重；於繁忙時間長期成為擠塞黑點。本地傳媒在 2019 年已經報導十八鄉路近僑興路及公庵路經常出現交通擠塞的情況。現時十八鄉路來回只得一條行車線，亦未有擴闊或其他改善道路設計的計劃。如城規會批准是次放寬地積比，當 2028 年公屋落成後加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。

(下頁續)

原築業主立案法團
The Incorporated Owners of La Grove

檔案編號：LG/IO/L/24/001 (P.2)

房屋署是次申請放寬地積比其中一個理由是增設體弱長者家居照顧隊，體弱長者家居照顧隊會有車隊接載使用者及送飯隊，車隊每日行經十八鄉路大大增加十八鄉路的車流。同時公屋停車場預計有210個車位(包括133個私家車車位、9個電單車車位、63個單車位)，可想而知公屋日後落成後交通擠塞情況只會令本苑所有業戶、訪客及工作人員無了期地承受塞車、居民巴士、巴士脫班的痛苦。

元朗南發展計劃中覆蓋公庵路及僑興路覆蓋明渠以增加行車線工程自2023年8月隨元朗南發展工程動工後，每日早上及傍晚十八鄉路近公庵路段都出現擠塞，影響原築居民巴士服務及業戶出入，即使工程完成增加至三條行車線，都未必承受到政府所計劃元朗南發展提供2.85萬個單位後數以萬計增加人口的交通需求，受苦的只是本苑及鄰近屋苑的業戶。

現時十八鄉路只有兩條巴士線(68E及68F)行經十八鄉路，服務時間內每班為30分鐘，再另加一條小巴路線。原築服務處不時接業戶反映致電約的士時，司機反映十八鄉路出現塞車浪費他們的油錢及時間而不願意到十八鄉路一帶的屋苑。如再增加興建公營房屋單位數目，交通擠塞情況永無改善，又未有提供更多交通選擇予業戶，對本苑業戶十分不公平。

本苑車場出入口位於公庵路，有關覆蓋明渠及道路擴闊工程在2023年8月展開，預計在2025年完成，本區居民現已飽受工程期間公庵路僑興路塞車之苦。公庵路道路工程是元朗南發展計劃的一部份，此計劃在元朗南提供2.85萬個單位，預計會5.1萬居民搬到元朗南發展區居住，而公庵路僑興路就是連接元朗南到元朗市中心的重要路段，倘若房署獲批增加公屋單位數量，延長興建房屋工期，可以預計到兩個計劃完成後連接築的十八鄉路、公庵路及僑興路塞車是沒有解決的一日。

現特此強烈反對上述地段增加放寬地積比增加申請，並敦促 貴會聽隨民意，發展建屋改路計劃時先考慮到原區住戶的影響及該區交通路段的承受能力。謝謝。如 貴會對上述事宜有任何疑問，歡迎致電[redacted]與原築服務處職員[redacted]聯絡。

此致

城市規劃委員會

原築業主立案法團

第三屆管理委員會

The Incorporated Owners of La Grove 原築業主立案法團

主席 鄭旻盛

二零二四年二月　日

原築業主立案法團
The Incorporated Owners of La Grove

信件副本:

元朗區民政事務專員胡天祐先生	新界元朗青山公路(元朗段)269 號元朗民政事務處大廈
元朗區民政事務處	新界元朗青山公路(元朗段)269 號元朗民政事務處大廈
元朗區區議員李啟立先生	新界元朗安寧路 51-53 號吉祥樓 2 樓 B2 室

原築業主立案法團
The Incorporated Owners of La Grove

相片一:原築位置圖





原築業主立案法團
The Incorporated Owners of La Grove

相片二: 傳媒有關原築附近十八鄉路交通擠塞的報導

2019 年 7 月 19 日香港商報「元朗南發展計劃即將上馬 區議會強烈要求先改善交通」

新聞連結: https://www.hkcd.com/content/2019-07/29/content_1149676.html



梁福元（右）指出當年原築規劃由該屋苑一條車輛出入口直通十八鄉路，因地下有管線，3年來各部門協調不了而遲遲未有開動。

原築業主立案法團
The Incorporated Owners of La Grove

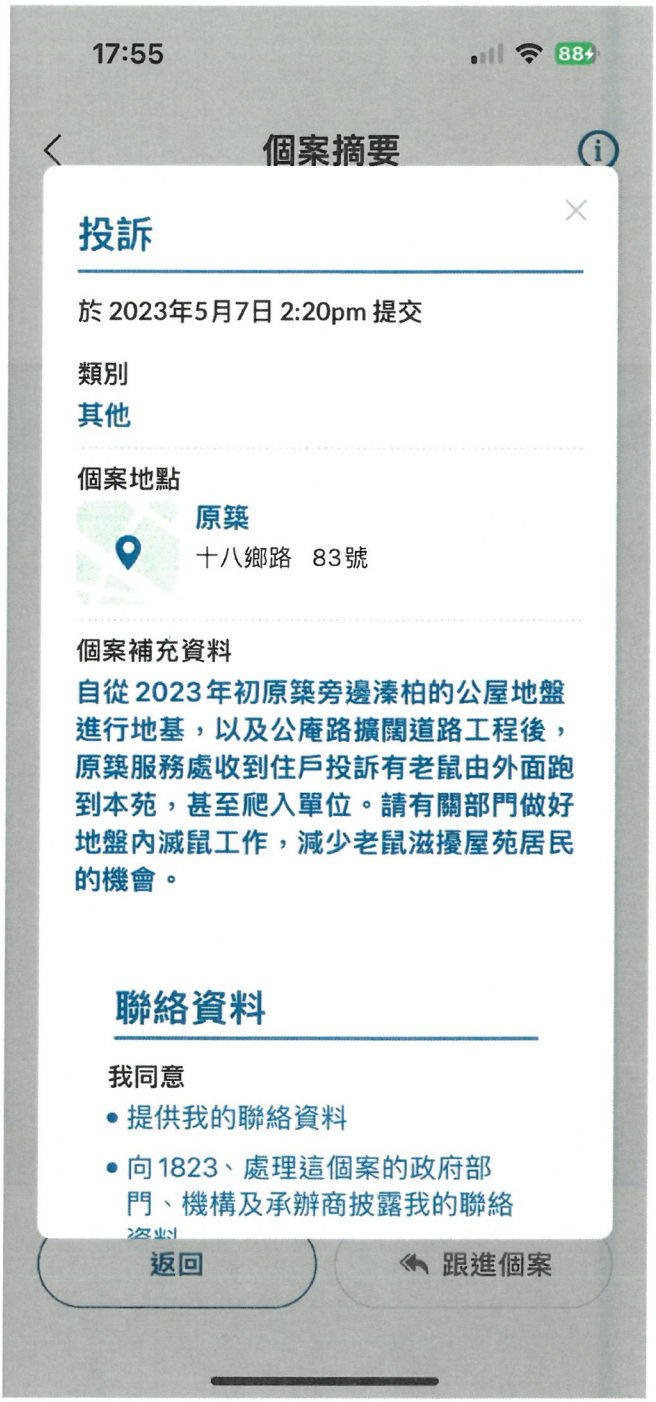
相片三: 2023 年 9 月雨天後十八鄉路公營房屋地盤多處積水產生蚊患



原築業主立案法團
The Incorporated Owners of La Grove

相片四: 2023 年 5 月 7 日原築服務處透過 1823 反映公營房屋地盤動工後產生蚊患及鼠患的投訴





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有關:新界元朗十八鄉路路旁的政府土地(申請編號:A/YL/316)申請放寬地積比率及建築物高度限制再作諮詢

23/02/2024 12:51 PM

From: <[redacted]>
To: <tpbpd@pland.gov.hk>
Cc: <[redacted]>, <[redacted]>, <[redacted]>, <[redacted]>
History: This message has been forwarded.

1 attachment

有關新界元朗十八鄉路路旁的政府土地(申請編號AYL316)申請放寬地積比率及建築物高度限制再作諮詢.pdf

致：城市規劃委員會秘書

我們現謹代表新界元朗溱柏、臻頤、及原築居民，對題述資助房屋申請放寬地積比率及建築物高度限制，向 貴會表達強烈反對。

現就上述三個住宅物業居民的反對聲音，向 貴會提交聯署信，詳情請參閱附件。

希望 貴會能盡快回覆及跟進本區居民的訴求。

溱柏客務處 謹啟
新世界物業管理有限公司
新界元朗公庵路68號
物業管理公司牌照號碼[redacted]
電話 : [redacted]
傳真 : [redacted]

檔案編號: PSG/02/2024/0001

城市規劃委員會秘書處

香港北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會

執事先生/女士：

有關：新界元朗十八鄉路路旁的政府土地(申請編號:A/YL/316)

申請放寬地積比率及建築物高度限制再作諮詢

我們分別是溱柏業主委員會（代表溱柏 1620 戶，400 餘個車位業主及多間商舖）、臻頤業主委員會（代表臻頤 313 戶及 20 餘個車位）及原築業主立案法團（代表原築 542 戶及 120 個車位）就有關上述資助房屋申請放寬地積比率及建築物高度限制表示強烈不滿。

溱柏、臻頤及原築入伙多年至今本區交通條件配套尚未完善，尤其是體育路、公庵路、橋興路及十八鄉路一帶之交通擠塞情況極為嚴重；於繁忙時間長期成為擠塞黑點。雖然溱柏通往十八鄉路的人車通道啟用後，給本區居民帶來便捷，惟早前落成的青年旅舍已令本區交通不勝負荷；如再增加興建公營房屋單位及車位數目，交通擠塞情況日趨嚴重，情況不堪設想。

據 貴會發佈的諮詢文件，我們得悉公營房屋內未有任何民生設施服務；本區居住人口多達數萬人，每日需要花時前往元朗市處理日常民生所需；在沒有任何民生基建發展基礎下，不應增加本區房屋供應數目。

加上，元朗南發展工程已展開，本區居民已飽受工程噪音及環境污染等滋擾，將來更要面對封路及改道等影響。倘若增加建築密度，將延長建築期，屆時工程帶來的滋擾問題將持續加劇影響本區居民日常生活。

就十八鄉路興建公營房屋，已影響本區景觀，構成屏風效應。如再興建更多的單位及車位，阻擋光線及風速減慢，甚至造成熱島效應，破壞四週居住環境。

現特此強烈反對上述地段增加放寬地積比增加申請，並敦促 貴會聽取民意，加快本地區之交通基建設施發展，急市民所急，應居民所需，並積極徹實推行各項長中短期惠澤居民的舒緩措施。

我們期望各有關部門盡快回應以上訴求及付諸行動，謝謝。如　貴會對上述事宜有任何疑問，歡迎致電我們的物業服務辦事處人員聯絡。

	辦事處電話號碼	物業服務辦事處聯絡人
溱柏	[redacted]	[redacted]
臻頤	[redacted]	[redacted]
原築	[redacted]	[redacted]

此致

城市規劃委員會

溱柏業主委員會	臻頤業主委員會	原築業主立案法團 第三屆管理委員會
主席 李宗霈先生	主席 楊嘉樂先生	主席 鄭旻盛先生

2024 年 2 月 22 日

副本致：元朗民政事務處

元朗區議員李啟立先生

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-112052-96723
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:20:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Sam

意見詳情
Details of the Comment :

認同放寬地積比率釋放土地，令更多人可以有住所。
亦相信現行規劃不會對空氣流通或陽光造成任何遮擋
支持現行方案，相信可以惠及大眾並符合公眾利益

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

反對A/YL/316 之申請
03/02/2024 12:01

From:
To: tpbpd@pland.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

致規劃處人員：

本人反對檔案A/YL/316的面積加大之申請。
此地方周邊之樓宇，例如溱柏、溱頤及原築都是2多層高。此檔案之申請至公營房屋為40層高，完全是稱之為屏風樓 。
而且此地區的交通擠塞一直是未解決的問題，請問是否有需要起到那麼高？
請貴處再三思量是否要起到40層高 。
請書面回覆 。謝謝

黃小姐
電話：

2

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240203-165500-11343
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	03/02/2024 16:55:00
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Fan Siu Hong

意見詳情
Details of the Comment :

Subject: Concerns regarding the Proposed Public Housing Project in Shap Pat Heung Road

Dear Sir/Madam,

I am writing to express my concerns regarding the development plan for the public housing project in Shap Pat Heung Road. As the owner of a property in Atrium House, which is in close proximity to the proposed site, I have recently had the opportunity to review the building drawings and I must emphasize that the height of the planned building is considerably higher than our current building and others in the vicinity.

I understand the need for the expansion of public housing, but such a drastic increase in height would have adverse effects on the surrounding environment. It is imperative to consider the impact on the overall aesthetic appeal and livability of the area. Moreover, I bring to your attention that the private housing market has been experiencing a significant downturn in recent times. The buyers in this area primarily consist of young individuals who are already facing challenges in this market. By proceeding with this building plan, it may further exacerbate the difficulties faced by these potential buyers and severely hinder their ability to secure housing.

Considering these factors, I kindly urge you to reconsider the proposed height of the building and explore alternative options that are more in line with the existing architectural landscape and the needs of the community. By doing so, you will ensure that the development project strikes a balance between the pressing need for public housing and the preservation of the local environment, as well as safeguard the interests of the prospective buyers.

Thank you for your attention to this matter. I would greatly appreciate an opportunity to further discuss these concerns and offer any assistance that may contribute to finding a mutually beneficial resolution.

Yours sincerely,
Alex Fan
HKID：

* （Young HK resident）The challenges and obstacles feel overwhelming at times, and it's difficult to stay motivated.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240205-170037-94631
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	05/02/2024 17:00:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss KWOK CHIU TUNG

意見詳情
Details of the Comment :

Objection to the application building higher than 25 floors, the space is already narrow, and clos e to other surrounding buildings, building higher than 25 floors totally and completely blocked t he surrounding buildings, while all of the surrounding buildings are not even built at similar hei ght.

Further, building higher means there are a lot more residents moving into this small, squash area , and narrow space, whether the traffic can cope with this situation is still an unknown, since the traffic is already very jammed and stuck at shap pat heung road and Kung Um Road.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240205-194325-65620
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	05/02/2024 19:43:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Cheung

意見詳情
Details of the Comment :

極度反對放寬地積比及樓宇高度。原因：
1. 早上繁忙時間只有4條巴士路線，現在載客量已接近飽和，如果再放寬地積比及樓宇高度，即會有更多居民入住，現在的巴士班次根本不能承受。政府是要市民由朗屏站立超過一小時到觀塘上班嗎？
2. 此地段面積很小，跟現有的屋苑非常接近，如果放寬高度限制，將會阻擋景觀及空氣流動，形成屏風效應，使空氣質素變差。
3. 本人明白有很多有需要人士，但也請政府想想窮一生以為買了夢想家的業主們，辛苦賺來的錢買了單位，想享受開揚景觀，卻被公屋遮擋；想換樓，樓價又下跌，若果景觀被遮擋，試問又有誰會願意買呢？業主的壓力誰人來幫忙承擔？請將心比心，可否從小業主的角度著想？
4. 多人居住，我會擔心治安變差，政府會如何確保治安？
本人只想在寧靜安全、交通配套足夠和景緻怡人的社區居住而已，所以請不要放寬地積比和樓宇高度。謝謝。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240206-085612-93821
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 08:56:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lam Ka Ho

意見詳情
Details of the Comment :

反對增建至40層，做法會影響附近現有居民私隱

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-101731-17679
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 10:17:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Debbie Wong

意見詳情
Details of the Comment :

本人極度反對" 元朗十八鄉路路旁的政府土地，略為放寬地積比率及建築物高度限制，至最高總地積比率7.2倍，及最高建築物高度限制至40層"。

首先由原來高度限制至25層增加至40層，增幅多達60%，單位數目亦由700個增至944個，達35%之多，完全並非略為放寬。如此大之增幅對原本居住於附近的市民之影響亦大大提升。

直至現時有關土地已開始動工，但一直未見政府為周遭居民釋除疑慮，究竟新起樓宇如何不影響現有居住環境的採光及通風等重要居住質素問題。政府現時不至漠視現有居民生活質素，更開始蠶食及剝削。

再者，該區區議員已多次向政府反映有關地段一帶的交通問題，現時已愈見嚴重。直至現在已知於該區將會興建的新住宅大廈已為數不少，但政府卻一陣未提及任何處理方法。如果再大幅增加兩幢住宅大廈的單位數目，只會為該區帶來更嚴重的交通問題。

本人理解政府希望增加住屋單位之用意，但眾所周知，元朗南一區已劃好作發展住宅區域。政府如急於增加住宅單位，何不好好規劃，早日動工，而不為244個單位影響周遭眾多市民的生活質素。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240206-102000-76828
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 10:20:00
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Charling Chan

意見詳情
Details of the Comment :

公營房屋的高度過高, 完全阻擋溱柏景觀及採光, 完全有違反原本屋苑低密度住宅的原意

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-102104-71941
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 10:21:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lam Ning Yu

意見詳情
Details of the Comment :

本人極度反對" 元朗十八鄉路路旁的政府土地，略為放寬地積比率及建築物高度限制，至最高總地積比率7.2倍，及最高建築物高度限制至40層"。

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直至現時有關土地已開始動工，但一直未見政府為周遭居民釋除疑慮，究竟新起樓宇如何不影響現有居住環境的採光及通風等重要居住質素問題。政府現時不至漠視現有居民生活質素，更開始蠶食及剝削。

再者，該區區議員已多次向政府反映有關地段一帶的交通問題，現時已愈見嚴重。直至現在已知於該區將會興建的新住宅大廈已為數不少，但政府卻一陣未提及任何處理方法。如果再大幅增加兩幢住宅大廈的單位數目，只會為該區有來更嚴重的交通問題。

本人理解政府希望增加住屋單位之用意，但眾所周知，元朗南一區已劃好作發展住宅區域。政府如急於增加住宅單位，何不好好規劃，早日動工，而不為244個單位影響周遭眾多市民的生活質素。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-103829-18124
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 10:38:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Cheng

意見詳情
Details of the Comment :

本人強烈反對地段改為住宅用地！

首先，交通配套問題。地段交通配套不足以應付現有居民，特別上下班時段交通十分濟塞！若再興建房屋，就算有交通配套的改善，都難以應付龐大的人口急增！只會使道路交通情況，變得更嚴重！

第二，影響私樓景觀及樓價！本人住在溱柏　　，受建屋影響最大！溱柏第九和十座的建築多以開放式單位為主。多個單位的開放式單位的唯一景觀是面向元朗市中心。若興建房屋，唯一景觀亦會被受景響，引致樓價大跌！

第三，插針式興建房屋！這地段面積本來就不大，最多只能興建2棟房屋，經濟成效不大！插針式興建房屋，與鄰近住宅十分接近，空間感不足！本港擁有大量空置土地、大面積地方未曾開發、正在動工的公營房屋，為何會選擇這小地段作插針式興建房屋呢？效果成疑！

第四，興建房屋時產生的嘈音和空氣污染。正如第二點提到，深受最大影響的溱柏第九和十座，多數以開放式單位為主，若興建插針式房屋，受影響的溱柏住戶只能每天關掉唯一的門窗，防止嘈音和空氣污染，影響身心精神健康！

第五，與鄰近私樓格格不入！十八鄉路延伸地段皆作為私樓用途，沒有公營房屋！私樓樓宇有尚悅、蝶翠峰、溱柏、原築、璟頤和翹翠峰，並沒有興建公營房屋！當初，十八鄉路選擇興建私人樓宇與市中心有一段距離，讓私樓居民能享受寧靜。若興建公營房屋，實在格格不入和背道而馳！

反對此用地作為住宅用途的聲音不斷，請慎重考慮，將此地改變為住宅用途，是否可行和合適？是否能達到經濟效能？請使用其他地段代替！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240206-104542-09591
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 10:45:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr WONG

意見詳情
Details of the Comment :

本人反對放寬地積比，因會形成屏風效應，同時影響景觀。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-105942-56185
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 10:59:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Law Wai Shing

意見詳情
Details of the Comment :

強烈抗議放寬高度限制至40層

- 周遭樓宇之高度限制為25層，不應超過此高度限制，影響整體樓宇群嘅外觀和視野。
- 十八鄉路交通配套嚴重不足，不應加大住宅數目，增資道路運輸壓力。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240206-110057-77634
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:00:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mak

意見詳情
Details of the Comment :

建築物太高令屋苑陽光不足 而且亦會阻礙景觀

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-110121-48400
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:01:21
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss KWOK PO MAN

意見詳情
Details of the Comment :

本人反對放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途，此舉百害而無一利。
首先，本來在十八鄉路上的配套已經嚴重不足（餐廳、超市、商場、交通、公共設施等，十八鄉居民需要前往市中心及大馬路等作日常生活使用），不足以供給更多人口，公營房屋發展及放寬地積比率只會帶來更嚴重的配套問題及交通路面擠塞。
另外，以往對私人屋苑的建築物高度都有所限制，若放寬建築物高度此舉非常不公平，亦會嚴重影響溱柏住客觀景，對溱柏都會引起嚴重的屏風效應。
建議該址重點發展社會福利設施用途，例如公園、超市、小商場、醫療診所、教育設施等配套予改區人口，以抒緩該區壓力及提供生活便利。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-110613-69370
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:06:13
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tommy Chan

意見詳情
Details of the Comment :

將來會起的建築物高度嚴重影響原居Park Signature 居民生活，包括樓層太高，阻擋應有的自然陽光，阻風, 阻礙買樓時應得的正常景觀, 重點是起樓沒問題，大家都要住，但接受不到PS 27層的高度要受到40層（已包括基座）完全影響景觀，只求平頭發展 大家樓層相約，現在是一個double，有違當初發展商與香港人住宅發展的原意。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-111131-04774
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:11:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lorenzo Chang

意見詳情
Details of the Comment :

Dear Sir/Madam,
I am writing to express my stron objection to the building height and raise from 25 storeys to 39 storeys for the permitted public housing development at Shap Pat Heung Road, Yuen Long.

The increase of building height restriction would mean to increase the density and intensity of th e development and result an overcrowding and overloading to existing traffic and infrastructure.

The 40 storeys also have a significant impact on the visual landscape and air ventilation, which c urrent existing premises like La Grove, Atrium House & Park Signature are less than 30 storeys in height, these two proposed public housing development now disrupt the skyline and overshad ow the surrounding areas, detracting from the overall aesthetics and natural beauty of the neighb orhood.

I trust that your board will take my objection into account and to maintain the current scheme

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-111916-17901
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:19:16
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss CHAN LAI WA MOLLY

意見詳情
Details of the Comment :

本人為溱柏[redacted]戶

本人於較早前就溱柏對出擬建公營房屋申請一事已表達了強烈反對,原因有違當初住宅發展的原意, 唯最後政府引用《收回土地條例》收回該土地, 政府對附近居民的漠視, 作為附近居民只能啞巴吃黃蓮。現城規會申請放寬地積比率及建築物高度限制，本人對此表示極度不滿及極力反對。

放寬地積比率和建築物高度限制可能對當地社區和居民產生重大影響。而這樣的變更可能導致違反原始規劃意圖、擴大建築規模或對周邊環境帶來不利影響等問題。作為當地居民，我深切關注我們社區的發展和環境保護。我們所居住的地方是我們的家園，我們希望能夠保持原有的住宅發展意圖和周邊環境的和諧。

放寬地積比率和建築物高度限制可能導致以下問題：

違反原始規劃意圖：這樣的變更可能與當初住宅發展的原意背道而馳，對社區的整體規劃和居住品質產生負面影響。

建築規模擴大：放寬限制可能導致建築物規模的擴大，這可能對附近居民的視野、陽光照射和私隱造成不利影響。

環境影響：放寬限制可能對周邊環境造成負面影響，包括交通擁堵、綠化空間減少和生態環境破壞等。

我強烈呼籲城市規劃委員會成員們仔細考慮這項申請的影響，並保護我們社區的整體利益和居住品質。我們希望城市規劃能夠維護原有的規劃意圖，確保建築發展與社區環境的和諧共存。

我誠摯邀請城市規劃委員會成員們與當地居民進行更多對話和討論，以聆聽我們的聲音和關切。我們希望能夠共同合作，找到更好的解決方案，以確保我們的社區能夠持續繁榮和發展。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-112522-99502
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:25:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong Sze Ka

意見詳情
Details of the Comment :

I am writing to express my strong objection to the proposed minor relaxation of the plot ratio and building height restriction for the permitted public housing development at Shap Pat Heung Road, Yuen Long, as outlined in the Planning Statement submitted by the Hong Kong Housing Authority (HKHA) under Section 16 of the Town Planning Ordinance.

I believe that the proposed relaxation of the plot ratio and building height restriction is not in the best interest of the community and the surrounding environment.

Firstly, increasing the maximum domestic plot ratio from 5.0 to 6.5 (+30%) and the maximum non-domestic plot ratio to 0.7 would result in a significant increase in the density and intensity of the development. This could lead to overcrowding, strain on existing infrastructure, and a negative impact on the quality of life for residents in the area.

Secondly, raising the building height from 25 storeys to 40 storeys (excluding basement(s)) would have adverse effects on the visual landscape and air ventilation in the vicinity. The proposed taller buildings would disrupt the skyline and overshadow the surrounding areas, detracting from the overall aesthetics and natural beauty of the neighborhood.

Moreover, the Planning Statement claims that the proposed development will not generate any significant impacts in terms of traffic, drainage, water supply, sewerage, and environmental aspects. However, I am concerned about the potential strain on the already congested road network and the adequacy of the existing infrastructure to support such a high-density development. The statement does not provide sufficient evidence or reassurance that these issues have been adequately addressed.

In light of these concerns, I urge the Board to carefully reconsider the proposed minor relaxation of the plot ratio and building height restriction for the public housing development at Shap Pat Heung Road, Yuen Long. It is essential to prioritize the long-term well-being of the community and ensure that any development is in line with the principles of sustainable urban planning.

Thank you for considering my objection.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-112728-25688
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:27:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WU

意見詳情
Details of the Comment :

The extended development area allows the increment in building height from 25-storey to 39-storey, this proposal has a huge negative impact on the consistency compared to the surrounding infrastructure. The stand-alone high-rise building highly affects the harmonic of the community.
The public transportation support is still far from satisfying that not able to cope with the additional load.
It is not a wise decision to approve the extended development area. Please consider sticking to the original building height.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-112849-48926
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:28:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong Ming Fung

意見詳情
Details of the Comment :

We live in a semi-rural setting and there is no urgency to relax the plot ratio for two residential b uildings at all and disturb the original planning merit of zone and city planning.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-112940-28329
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:29:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 趙先生

意見詳情
Details of the Comment :

本人十分反對以上申請。
有關申請會影響現時溱柏8-10座的通風及採光效益。會影響現有住戶的健康及增加電費開支。申請人需要詳細解釋增加地積比不會對現有住戶帶來影響。
此外，此申請會使整個區域的樓宇高度不一，影響環境可觀性。
此申請亦未提供有甚麼新的設計元素配合增加的住戶及為周邊帶來的影響。
申請只是加人口居住密度，但對該社區沒有任何補償或額外增加的配合元素，只會對該區居民造成影響及阻礙。要求更多環境研究及社區改善方案來再探討此申請是否可行。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-113016-28250
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:30:16
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Pan

意見詳情
Details of the Comment :

反對建40層

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-113359-67796
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:33:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Edwin Mak

意見詳情
Details of the Comment :

尊敬的政府代表，

我以當地居民的身份，對於社區規劃咨詢提出以下質詢和條件反對，除非解決以下問題：

1）交通負荷超負荷：我們社區的十八鄉路住戶眾多，已經達到了交通負荷的極限，尤其在上下班時間，路面擁塞嚴重。請問政府是否有計劃解決這個問題？我們需要更好的道路設施或交通管理措施，以改善交通流動性並減輕居民的交通壓力。

2）公共交通不足：目前每半小時僅有兩班巴士，這無法滿足我們社區居民的需求。是否有計劃增加公共交通服務，包括增加巴士班次或者引入其他公共交通方式？提供更多的公共交通選擇將有助於減少私人汽車使用，改善交通擁堵問題，並提高居民的出行便利性。

3）缺乏社區設施和商戶：我們的十八鄉路缺乏必要的社區設施和商戶，這對居民的生活造成了不便。我們需要更多的商業場所、教育機構、醫療設施等社區設施，以提供居民所需的基本服務。政府是否有計劃在社區規劃中考慮這些需求，並提供相應的解決方案？

希望政府能夠重視這些問題，並充分考慮居民的需求和利益，以確保社區的發展和居民的生活質量。

謝謝。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-114517-49552
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:45:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Tiffany Hwang

意見詳情
Details of the Comment :

反對改變地積比及放寬建築高度限制提案。 建築物太高即係屏風樓，好多年前已經知道屏風樓的壞處，點解要時代倒退起返屏風樓？ 擋哂所有風和陽光。 另外本身個位都係交通黑點，又塞車，又多人亂過馬路，根本所有交通配套都不足。而行人亂過馬路嘅問題又未解決到，再多人搬來住，只會令交通更混亂，更多行人亂過馬路，做成更多單交通意外。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-114630-70624
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:46:30
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Cheng Lai Wa

意見詳情
Details of the Comment :

建築物太高，會阻擋陽光及風, 阻礙景觀, 有違當初住宅發展的原意

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-115442-16380
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:54:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Avery Cheng

意見詳情
Details of the Comment :

我在此表達強烈反對放寬元朗十六村道公共房屋發展的地積比和建築高度限制的提案，該提案詳細說明了香港房屋委員會（HKHA）根據《城市規劃條例》第16條提交的規劃說明書中的內容。

我認為放寬地積比和建築高度的提案對社區和環境會產生負面影響。增加地積比和建築高度將導致人口過度密集、對基礎設施的壓力增加，對居民的生活質量產生負面影響。此外，提議的建築高度將破壞周邊的視覺景觀和自然通風。

此外，規劃說明書聲稱該發展對交通、排水系統、供水、污水處理和環境等方面不會產生重大影響，但缺乏充分的證據和保證。在推進提案的發展之前，這些問題需要得到充分的解決和減緩。

基於這些關切，我敦促城市規劃委員會擱置放寬元朗十六村道公共房屋發展的地積比和建築高度限制的提案。重要的是要優先考慮社區的福祉，並確保任何發展都與可持續和和諧的城市規劃原則相一致。

感謝您考慮我的反對意見。我希望城市規劃委員會將認真評估市民提出的反對意見，並做出符合社區長遠利益的決策。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-115455-51503
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:54:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Annie Soo

意見詳情
Details of the Comment :

本人強烈反對放寬元朗十八鄉路路旁的政府土地 - 公共房屋發展的地積比和建築高度限制的提案，該提案詳細說明了香港房屋委員會根據《城市規劃條例》第16條提交的規劃說明書中的內容。

首先放寬地積比和建築高度的提案對本身社區和環境會產生一定程度的負面影響。增加地積比和建築高度將導致人口過度密集、對硫有基礎設施的壓力增加，對附近居民的生活質量產生負面影響。此外，提議的建築高度將破壞周邊的視覺景觀，太陽光和自然通風。有違當初住宅發展的原意。

此外，規劃說明書聲稱該發展對交通、排水系統、供水、污水處理和環境等方面不會產生重大影響，但缺乏充分的證據和保證。在推進提案的發展之前，這些問題需要得到充分的解決和減緩。

基於這些關切，本人希望城市規劃委員會擱置放寬十八鄉路路旁的政府土地 - 公共房屋發展的地積比和建築高度限制的提案。優先考慮原布社區的福祉，並確保任何發展都與可持續和和諧的城市規劃原則相一致。

感謝您考慮我的反對意見。我希望城市規劃委員會將認真評估市民提出的反對意見，並做出符合社區長遠利益的決策。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-120245-54676
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 12:02:45
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong so li

意見詳情
Details of the Comment :

反對，交通阻塞問題嚴重

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-120549-99089
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 12:05:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. V Yip

意見詳情
Details of the Comment :

本人強烈反對城規會改建此地用途，興建40層高公屋住戶，此區交通已嚴重擠塞，增加人口只會令到元朗區交通更加擠塞，增加人口出入困難。此區沒有緊張狀況、需要增加地積比建更高樓層。沒有即時需要！此區以往地積比，以往歷史所有住宅戶的地積比都不會超過25層高。

建此屏風樓，也會影響環境市容規劃，城規會不能漠視一眾現有住此區居民的環境問題，而祇是單方面計劃興建多層多戶公居，而漠視其他，如交通擠塞問題，環境景觀，休閑用地的事宜。
敬請城規會慎重此增建40層公屋的事宜是否適合。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-123141-13925
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 12:31:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Cheung Pui Yi

意見詳情
Details of the Comment :

興建至40層高, 屆時絕對嚴重影響溱柏外觀及樓價
另增加交通運輸壓力，公庵路嚴重擠塞。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-123349-65014
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 12:33:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan

意見詳情
Details of the Comment :

我們生活在半鄉村環境中，根本不急於放鬆兩棟住宅的容積率，擾亂區域和城市規劃的原始規劃優點。無故放鬆並打擾周圍敏感接收者（包括1620 Park Sigature Flat居民）是違反規劃部門的政策的！

此外，元朗南這邊已經有不少私人屋苑，但是十八鄉路及公庵路非常擠塞，強烈要求政府批地擴闊18鄉路，改善公庵路塞車。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-123928-17406
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 12:39:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lai Wing Yee

意見詳情
Details of the Comment :

如果這個資助房屋起得太高，怕會有屏風樓效應。會阻了陽光&風。
另外，如果基座有民生店舖較好。本身這個位置已少店舖，多了咁多伙住戶戶，大大加大了民生店舖需求。惟一超市會不堪負荷。不太贊同建社福設施，會嚴重影響附近屋苑居民生活

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-124115-98211
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 12:41:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lo Wing Cheung

意見詳情
Details of the Comment :

We live in a semi-rural setting and there is no urgency to relax the plot ratio for two residential b uildings at all and disturb the original planning merit of zone and city planning. It is against the Planning Department's Policy to relax for no strong/valid reason and disturb the sensitive receiv er around including 1620 Park Sigature Flat residents !

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-133454-44006
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 13:34:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Wong Daisy

意見詳情
Details of the Comment :

由於新擬興建公營房屋的土地與相鄰的私人屋苑溱柏距離極近，若進一步提升地積比，所建樓層之高會令陽光被遮擋、不通風、產生屏風效應，令溱柏（尤其8-10座）的居民造成不可挽救的影響。這絕對有違最初建屋原意。

另外，十八鄉路只有兩條行車線供往返元朗公園及尚悅方向。即使現時公共交通配套不多，該路段仍不時有擠塞情況。若提升地積比，入住該區域的居民人數會大幅上升。交通規劃必然會配合區域人口上升，但屆時的路面情況將會是更嚴峻。由於道路不可加闊，基於來回兩條行車線不變，道路使用者大幅上升，交通擠塞情況定必每日上演。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-110232-09583
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:02:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 王先生

意見詳情
Details of the Comment :

Objection to the Proposed Minor Relaxation of Plot Ratio and Building Height Restriction for Permitted Public Housing Development at Shap Pat Heung Road, Yuen Long

Dear Sir/Madam,

I am writing to express my strong objection to the proposed minor relaxation of the plot ratio and building height restriction for the permitted public housing development at Shap Pat Heung Road, Yuen Long, as outlined in the Planning Statement submitted by the Hong Kong Housing Authority (HKHA) under Section 16 of the Town Planning Ordinance.

I believe that the proposed relaxation of the plot ratio and building height restriction is not in the best interest of the community and the surrounding environment.

Firstly, increasing the maximum domestic plot ratio from 5.0 to 6.5 (+30%) and the maximum non-domestic plot ratio to 0.7 would result in a significant increase in the density and intensity of the development. This could lead to overcrowding, strain on existing infrastructure, and a negative impact on the quality of life for residents in the area. The proposed development should be in harmony with the existing character and scale of the neighborhood, and such a substantial increase in plot ratio goes against this principle.

Secondly, raising the building height from 25 storeys to 40 storeys (excluding basement(s)) would have adverse effects on the visual landscape and air ventilation in the vicinity. The proposed taller buildings would disrupt the skyline and overshadow the surrounding areas, detracting from the overall aesthetics and natural beauty of the neighborhood.

Moreover, the Planning Statement claims that the proposed development will not generate any significant impacts in terms of traffic, drainage, water supply, sewerage, and environmental aspects. However, I am concerned about the potential strain on the already congested road network and the adequacy of the existing infrastructure to support such a high-density development. The statement does not provide sufficient evidence or reassurance that these issues have been adequately addressed.

Furthermore, the proposed minor relaxation undermines the principles of sustainable development and efficient land use. Rather than focusing on intensifying development on limited land, it would be more prudent to explore alternative strategies such as revitalizing existing urban areas or

identifying underutilized land for public housing development.

In light of these concerns, I urge the Town Planning Board to withdraw the proposed minor rela xation of the plot ratio and building height restriction for the public housing development at Sha p Pat Heung Road, Yuen Long. It is essential to prioritize the long-term well-being of the comm unity and ensure that any development is in line with the principles of sustainable urban plannin g.

Thank you for considering my objection. I trust that the Town Planning Board will take into acc ount the views of concerned citizens like myself in making a decision that will have a lasting im pact on the community.

Yours faithfully,

WONG

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-105806-35618
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 10:58:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan Chi Ning

意見詳情
Details of the Comment :

Town Planning Board
Hong Kong

Subject: Objection to the Proposed Minor Relaxation of Plot Ratio and Building Height Restriction for Permitted Public Housing Development at Shap Pat Heung Road, Yuen Long

Dear Sir/Madam,

I am writing to express my strong objection to the proposed minor relaxation of the plot ratio and building height restriction for the permitted public housing development at Shap Pat Heung Road, Yuen Long, as outlined in the Planning Statement submitted by the Hong Kong Housing Authority (HKHA) under Section 16 of the Town Planning Ordinance.

While I understand the need for increased public housing supply and the challenges associated with land scarcity, I believe that the proposed relaxation of the plot ratio and building height restriction is not in the best interest of the community and the surrounding environment.

Firstly, increasing the maximum domestic plot ratio from 5.0 to 6.5 (+30%) and the maximum non-domestic plot ratio to 0.7 would result in a significant increase in the density and intensity of the development. This could lead to overcrowding, strain on existing infrastructure, and a negative impact on the quality of life for residents in the area. The proposed development should be in harmony with the existing character and scale of the neighborhood, and such a substantial increase in plot ratio goes against this principle.

Secondly, raising the building height from 25 storeys to 40 storeys (excluding basement(s)) would have adverse effects on the visual landscape and air ventilation in the vicinity. The proposed taller buildings would disrupt the skyline and overshadow the surrounding areas, detracting from the overall aesthetics and natural beauty of the neighborhood.

Moreover, the Planning Statement claims that the proposed development will not generate any significant impacts in terms of traffic, drainage, water supply, sewerage, and environmental aspects. However, I am concerned about the potential strain on the already congested road network and the adequacy of the existing infrastructure to support such a high-density development. The statement does not provide sufficient evidence or reassurance that these issues have been adequately addressed.

Furthermore, the proposed minor relaxation undermines the principles of sustainable developme nt and efficient land use. Rather than focusing on intensifying development on limited land, it w ould be more prudent to explore alternative strategies such as revitalizing existing urban areas or identifying underutilized land for public housing development.

In light of these concerns, I urge the Town Planning Board to carefully reconsider the proposed minor relaxation of the plot ratio and building height restriction for the public housing developm ent at Shap Pat Heung Road, Yuen Long. It is essential to prioritize the long-term well-being of t he community and ensure that any development is in line with the principles of sustainable urba n planning.

Thank you for considering my objection. I trust that the Town Planning Board will take into acc ount the views of concerned citizens like myself in making a decision that will have a lasting im pact on the community.

Yours sincerely,

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240205-221422-79093
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	05/02/2024 22:14:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Jessie Chim

意見詳情
Details of the Comment :

Dear Town Planning Board,

I hope these comments find you well. I am writing to express my objection to the application titled "Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development and Social Welfare Facility Uses." As a nearby property owner, I have concerns regarding the mentioned application and would like to bring them to your attention.

Firstly, based on the RNTPC Paper No.3/11, the approved Yuen Long Outline Zoning Plan No. S/YL/18, and other relevant documents such as the APPROVED YUEN LONG OUTLINE ZONING PLAN NO. S/YL/27, it is explicitly stated that Residential Group A, B, or E developments in Yuen Long New Town are subject to a maximum building height of 25 storeys (excluding basement). Over the past 20 years, property developers have adhered to this zoning plan, even though they could have potentially earned greater profits by obtaining waivers for this restriction from the Town Planning Board. Consequently, all developments along Shap Pat Heung Road have adhered to the 25-storey limit.

Secondly, I have reservations regarding the research conducted by the applicant in relation to the current issues of the Application Site. The Application Form A/YL/316, under the section "Would the development proposal cause any adverse impacts?," raises questions about the thoroughness and currency of the applicant's report. It is essential that the report accurately reflects the present situation and can be applied to recent conditions.

Additionally, I would like to draw your attention to the traffic impact associated with the proposed development. The report provided by the Civil Engineering and Development Department includes a supporting document on traffic impact. However, the reporting period from 2021 to 2024 indicates that the survey data quoted is from 2021, with a significant three-year gap. Furthermore, the traffic impact assessment does not consider the effects of the "Po Leung Kuk Lee Shau Kee Youth Oasis" project, which was completed in 2023.

Considering the aforementioned concerns, I kindly request that the Town Planning Board thoroughly evaluate the application and take into account the impact it may have on the surrounding area, including traffic congestion and compliance with existing zoning plans. It is crucial to ensure that any proposed developments align with the established guidelines and regulations to maintain the integrity and harmony of the neighborhood.

Thank you for your attention to this matter. I trust that the Town Planning Board will consider th
e objections raised and make an informed decision that benefits the community as a whole.

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240204-143922-54111
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	04/02/2024 14:39:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Polo Leung

意見詳情
Details of the Comment :

Dear Town Planning Board,

I hope this email finds you well. I am writing to express my objection to the application titled "P roposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public H ousing Development and Social Welfare Facility Uses." As a nearby property owner, I have con cerns regarding the mentioned application and would like to bring them to your attention.

Firstly, based on the RNTPC Paper No.3/11, the approved Yuen Long Outline Zoning Plan No. S/YL/18, and other relevant documents such as the APPROVED YUEN LONG OUTLINE ZO NING PLAN NO. S/YL/27, it is explicitly stated that Residential Group A, B, or E development s in Yuen Long New Town are subject to a maximum building height of 25 storeys (excluding b asement). Over the past 20 years, property developers have adhered to this zoning plan, even tho ugh they could have potentially earned greater profits by obtaining waivers for this restriction fr om the Town Planning Board. Consequently, all developments along Shap Pat Heung Road hav e adhered to the 25-storey limit.

Secondly, I have reservations regarding the research conducted by the applicant in relation to the current issues of the Application Site. The Application Form A/YL/316, under the section "Wou ld the development proposal cause any adverse impacts?," raises questions about the thoroughne ss and currency of the applicant's report. It is essential that the report accurately reflects the pres ent situation and can be applied to recent conditions.

Additionally, I would like to draw your attention to the traffic impact associated with the propos ed development. The report provided by the Civil Engineering and Development Department inc ludes a supporting document on traffic impact. However, the reporting period from 2021 to 202 4 indicates that the survey data quoted is from 2021, with a significant three-year gap. Furtherm ore, the traffic impact assessment does not consider the effects of the "Po Leung Kuk Lee Shau Kee Youth Oasis" project, which was completed in 2023.

Considering the aforementioned concerns, I kindly request that the Town Planning Board thorou ghly evaluate the application and take into account the impact it may have on the surrounding ar ea, including traffic congestion and compliance with existing zoning plans. It is crucial to ensure

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that any proposed developments align with the established guidelines and regulations to maintai n the integrity and harmony of the neighborhood.

Thank you for your attention to this matter. I trust that the Town Planning Board will consider th e objections raised and make an informed decision that benefits the community as a whole.

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240204-111229-90440
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	04/02/2024 11:12:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Kam

意見詳情
Details of the Comment :

To: HK Town Planning Board

Subject: Concerns Regarding the Proposed Public Housing Project on Shap Pat Heung Road

Dear Sir/Madam,

I am writing to express my deep concern regarding the proposed development of a public housing project on Shap Pat Heung Road. As an owner residing in Atrium House, which is in close proximity to your development site, I recently had the opportunity to review the house drawing plan provided by your esteemed board. However, I must admit that I am troubled by the excessive height of the proposed building.

From what I observed, the height of the new building is approximately twice as much as our current building and other structures in the surrounding area. This seems to be an outrageous discrepancy and has the potential to severely impact the environment of all the neighboring buildings.

Such an unprecedented increase in height could lead to significant adverse effects on the overall ambiance and quality of life in the vicinity. I am particularly concerned about the potential deprivation of natural light, increased overshadowing, and compromised privacy for residents in the neighboring buildings. Additionally, the proposed height elevation may negatively impact the ventilation and airflow dynamics, leading to potential issues and discomfort for all residents in the area.

I implore the Town Planning Board to carefully reconsider the proposed height of the building and take into account the detrimental consequences it may have on the local environment and community. It is essential to strike a balance between the need for additional housing and preserving the existing harmonious residential environment.

I kindly request that the board conducts a comprehensive review, considering the concerns raised by the affected residents. It is crucial that the voices of those directly impacted by this development project are heard and taken into consideration during the decision-making process.

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Thank you for your attention to this matter. I trust that the Town Planning Board will make a wi se and fair decision, upholding the best interests of all residents in the area.

Yours faithfully,
Ms kam

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-152238-68466
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 15:22:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Rita Fong

意見詳情
Details of the Comment :

反對信
興建40層

本人強烈反對城規會改建此地用途，興建40層高公屋住戶，此區交通已嚴重擠塞，增加人口只會令到元朗區交通更加擠塞，增加人口出入困難。此區沒有緊張狀況、需要增加地積比建更高樓層。沒有即時需要！此區以往地積比，以往歷史所有住宅戶的地積比都不會超過25層高。

建此屏風樓，也會影響環境市容規劃，城規會不能漠視一眾現有住此區居民的環境問題，而祇是單方面計劃興建多層多戶公居，而漠視其他，如交通擠塞問題，環境景觀，休閑用地的事宜。
敬請城規會慎重此增建40層公屋的事宜是否適合。

政府唔應該帶頭建設屏風樓，增加密度。影響原居民嘅生活環境質素、交通等！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-160512-12957
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 16:05:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Kam Choi ha

意見詳情
Details of the Comment :

本人極度反對公庵路對出公屋加高層數係因為屏風樓會阻礙空氣流通導致身體不適！我長遠有礙身體健康

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-161629-74169
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 16:16:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lo Wing Cheung

意見詳情
Details of the Comment :

反對信
興建40層

本人強烈反對城規會改建此地用途，興建40層高公屋住戶，此區交通已嚴重擠塞，增加人口只會令到元朗區交通更加擠塞，增加人口出入困難。此區沒有緊張狀況、需要增加地積比建更高樓層。沒有即時需要！此區以往地積比，以往歷史所有住宅戶的地積比都不會超過25層高。

建此屏風樓，也會影響環境市容規劃，城規會不能漠視一眾現有住此區居民的環境問題，而祇是單方面計劃興建多層多戶公居，而漠視其他，如交通擠塞問題，環境景觀，休閑用地的事宜。
敬請城規會慎重此增建40層公屋的事宜是否適合。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-161808-69903
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 16:18:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 李穎珊

意見詳情
Details of the Comment :

我在此表達強烈反對放寬元朗十六村道公共房屋發展的地積比和建築高度限制的提案，該提案詳細說明了香港房屋委員會（HKHA）根據《城市規劃條例》第16條提交的規劃說明書中的內容。

我認為放寬地積比和建築高度的提案對社區和環境會產生負面影響。增加地積比和建築高度將導致人口過度密集、對基礎設施的壓力增加，對居民的生活質量產生負面影響。此外，提議的建築高度將破壞周邊的視覺景觀和自然通風。

此外，規劃說明書聲稱該發展對交通、排水系統、供水、污水處理和環境等方面不會產生重大影響，但缺乏充分的證據和保證。在推進提案的發展之前，這些問題需要得到充分的解決和減緩。

基於這些關切，我敦促城市規劃委員會擱置放寬元朗十六村道公共房屋發展的地積比和建築高度限制的提案。重要的是要優先考慮社區的福祉，並確保任何發展都與可持續和和諧的城市規劃原則相一致。

感謝您考慮我的反對意見。我希望城市規劃委員會將認真評估市民提出的反對意見，並做出符合社區長遠利益的決策。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-162451-63992
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 16:24:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. WU YUEWEN

意見詳情
Details of the Comment :

尊敬的先生或女士：

本人在此反對十八鄉旁政府土地A/YL/316放寬地積比的申請。

兩幢公營房屋離旁邊屋苑，溱柏、溱頤、原築非常近，而旁邊的屋苑全部都是未申請前的地積比，也是符合整個區域的建設規劃的整體性，現增加地積比對整個區域造成非常大的影響。

1.環境影響：增加地積比會導致十八鄉路更加擁擠。目前十八鄉路已經塞車非常嚴重，即時覆蓋明渠，18鄉自身的條件不足，是無法應付陸續增加的住宅，還要在原有基礎上再增加密度，更是雪上加霜。
增加了建築物的高度和密度，這可能對周圍小區造成負面影響。例如，高樓大廈會阻擋陽光和風的通風，影響空氣質量和自然環境。

2.社會影響：增加地積比導致社區資源不足，例如交通擁堵、停車位不足、公共空間減少等。這對居民的生活品質和社會互動產生負面影響。例如，目前十八鄉南幼稚園數量已是不足夠，此外，巴士數量和班次非常稀疏，熱門路線只有早上的繁忙幾個班次，增加的人口根本是不顧當區居民和新增人口的基本交通需求。

希望貴部門接受我的反對，認真考慮，並拒絕地積比增加的申請。

謝謝！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-171852-24590
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 17:18:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Kwok Chiu Tung

意見詳情
Details of the Comment :

本身起公屋位置已令附近居民造成影響，位置空間十分窄，本身已經交通阻塞，附近亦不近醫院，起公屋到40層完全樓貼樓，仲點樣起咩中途宿舍？ 比精精神患者到居民環境，有事都不近醫院，有事是否政府負責？附近都無任何適合的設施給中途宿舍人用，附近都只是普通居民，政府是否要考慮清楚？為何要在這麼多居民住的中間，又沒有其他設備的情況下讓患者住入？完全不能理解，亦清楚反對此計畫。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-213452-90460
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 21:34:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Christine Ng

意見詳情
Details of the Comment :

反對興建以及興建高樓層，阻擋原有居民景觀及空氣流通，引起一連串公共民生問題，以及激起社會對政府管治反感。
原地盤地方不足以興建大型房屋，而且太近民居，破壞社區和諧，根本不適合發展。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-222130-72281
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 22:21:30
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. zhong

意見詳情
Details of the Comment :

本人強烈反對城規會改建此地用途，興建40層高公屋住戶！！建此屏風樓，不僅影響環境景觀，也破壞了此區中低密度規劃。城規會不能漠視一眾現有住此區居民的環境問題，而祇是單方面計劃興建多層多戶公居，而漠視此處交通擠塞問題，環境景觀，休閑用地的事宜。
敬請城規會慎重此增建40層公屋的事宜是否適合。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-013946-00186
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 01:39:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alex Wong

意見詳情
Details of the Comment :

對放寬元朗十八鄉路公共房屋發展的地積比和建築高度限制提案提出反對意見。

公共房屋發展的地積比和建築高度限制確實可能會對當地居民的生活品質產生影響

1. 空間和隱私：放寬地積比和建築高度限制可能導致公共房屋開發過於密集，使得居民之間的居住空間變得狹小。這可能導致居民之間的隱私受到侵犯，並可能產生居住壓力和不舒適感。

2. 社區設施：公共房屋發展的增加可能超出當地現有的社區設施的負荷能力，例如學校、醫院、商店等。這可能導致設施供應不足，居民需要更長的時間和距離來獲取基本服務，影響他們的生活便利性。

3. 噪音和空氣污染：高密度的公共房屋開發可能導致噪音和空氣污染的增加。大量居民聚集在一個區域，交通和人群活動可能產生噪音，而車輛排放和建築施工可能導致空氣品質下降。

4. 社區凝聚力：過度密集的公共房屋開發可能對社區凝聚力產生負面影響。居民之間的互動和社區參與可能受到限制，因為居住環境過於擁擠，人們難以建立親密的社區關係。

5. 生活品質均衡：放寬地積比和建築高度限制可能導致社區的社會經濟結構失衡。如果公共房屋發展集中在特定地區，可能會產生社會問題，例如貧困集中、犯罪率上升等，進而影響居民的生活品質。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-080853-89088
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 08:08:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Li King Wan

意見詳情
Details of the Comment :

作為居於此區的居民，深感此區無論是交通配套、民生設備以及公共設施都極度匱乏，如果再增加人口，將會雪上加霜，是故強烈反對增加樓層，務請謹慎審核。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-084023-85235
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 08:40:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. HUANG Xiaojin

意見詳情
Details of the Comment :

反對增加溱柏對出公屋用地地積比率，現時人口已構成嚴重交通負荷，無論西鐵綫或巴士已經飽和，民生措施欠缺。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-101105-08122
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 10:11:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ho

意見詳情
Details of the Comment :

反對，過多戶數導致交通負荷過重，另外有礙景觀

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-105311-43165
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 10:53:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Law Yan Shun

意見詳情
Details of the Comment :

放寬地積比率及建築物高度限制超過60%，這絕對不是"略為放寬"，而是大幅增加，房屋署嚴重誤導公眾，請立即更正!!!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-142144-33437
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 14:21:44
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. ERIC HO

意見詳情
Details of the Comment :

反對增加地面面積，交通不能負荷。影響景觀。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-145804-43995
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 14:58:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. sin

意見詳情
Details of the Comment :

本人強烈反對城規會改建此地用途，興建40層高公屋住戶，市區欠缺公共交通配套，溙柏居民有大量人倚靠村巴到地鐵站，繁忙時間十八鄉路非常擠塞。新建房委會房屋沒有邨巴服務，對公共交通需求大增，及對道路壓力增大。此區公共交通配套根本嚴重不足，並不能滿足大量居民湧入。在基礎設施未能發展完美的前提下，強烈反對放寬地積比再更加似佢交通壓力

此區以往地積比，以往歷史所有住宅戶的地積比都不會超過25層高。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-154615-36412
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 15:46:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Leung Ngo Fai

意見詳情
Details of the Comment :

我反對增加現時位於溱柏旁之資助房屋之地積比, 日後大樓會有40層高, 比旁邊現時住宅大皴高至少三份之一, 其大廈之高會影響原有居住環境之採光同通風, 大大影響居民健康; 而增加了的人口會加重周邊交通之負荷

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-154722-43495
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 15:47:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan

意見詳情
Details of the Comment :

強烈反對, 申請地點已劃作「住宅(甲類)1」, 不應該因為起公營房屋就再申請放寬。更何況由25層加至40層根本就不是略為放寬高度, 與附近現有住宅一點都不相容;
再者, 附近的街市等民生設施欠奉, 為何除社福設施外不層加一兩間商鋪呢;
十八鄉路一帶近年有不少新項目, 但交通完全無改善過, 應先處理好交通基建再考慮起公屋, 否則入伙後大家難受!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-191944-25858
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 19:19:44
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WONG Ming Fung

意見詳情
Details of the Comment :

本人为溱柏業主，意见如下:
1. 強烈反對此規劃申請;
2. 此地為政府未經咨詢附近居民強拍得來。此事當時已經引起溱柏人憤怒！溱柏居民強烈不滿政府將私人住宅用地強行變成政府用地，嚴重影響原本此區規劃生態，人口架構。現在房委竟然要求放寬地積比及高度限制，超越溱柏居民底線。新建房將嚴重阻礙居民景觀，空氣，心理健康！設計並不是止於紙上談兵，應該顧及旁邊使用者的身心感受。新大樓的樓角直插溱柏，壓迫居民，破壞此區只有25層樓高的和諧設計。元朗南將大舉規劃新的城市，將會有大量高密度政府房屋，現在實在沒有必要及任何迫切性在此區擾亂生態，令民不聊生。
3. 房委會此設計比私人發展商更加冇理冇思考。私人發展商尚需考慮房屋設計是否合理，有否配套。房委會完全不用考慮需求的法則。工作草率不能接受。房委會需要與其他政府部門合作研究此區需求，才能將設計與人民要求融合。強烈要求先進行大型資訊及收集意見。
4. 雖然政府有政策提高公營房屋用地的發展密度，但房委會並不能剝削此區居民原意住在一個中低密度的小社區。如果我們想住在高密度環境，大可選擇元朗市區或其他區，不用住在此偏遠位置。工作繁忙搵食艱難，你們把我們唯一回家休息空間也要破壞，房委會的工作如何與我們市民交代？強烈要求各部門包括何永賢司長，再向附近居民及持份者提供足夠咨詢，改善設計，反對魯莽放寬規劃規則！
5. 2020年後民不聊生，眾多業主已成為負資產，大批市民已經移民及將會移民，人口不斷下降，人口增長並不似預期，資助房屋需求大幅減少，詳細應參考過去兩年售賣情況。浪費政府資源，擾亂此區民生，百害而無一利。
6. 此用地與溱柏及元築直接毗鄰，數千單位戶及上萬人口意見並不可以忽視！應進行大規模資詢活動，收集意見，改善設計！
7. 市區欠缺公共交通配套，溱柏居民有大量人倚靠村巴到地鐵站，繁忙時間十八鄉路非常擠塞。新建房委會房屋沒有邨巴服務，對公共交通需求大增，及對道路壓力增大。此區公共交通配套根本嚴重不足，並不能滿足大量居民湧入。在基礎設施未能發展完美的前提下，強烈反對放寬地積比再更加似佢交通壓力，增加我們上班時間的壓力。
8. 本區商店、食肆嚴重不足，只有溱柏樓下的一個小超市，完全不能支撐新建房屋的人口，莫說在增加多數十層樓的居民！根本胡亂增加居民，但沒有考慮配套。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-200235-82726
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 20:02:35
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Yuk Kei YIP

意見詳情
Details of the Comment :

本人是溱柏業主，強烈強烈反對此地皮興建加至40層高計劃申請！
1.市區欠缺公共交通配套，溱柏居民有大量人倚靠村巴到地鐵站，繁忙時間十八鄉路非常擠塞。新建房委會房屋沒有邨巴服務，對公共交通需求大增，及對道路壓力增大。此區公共交通配套根本嚴重不足，並不能滿足大量居民湧入。在基礎設施未能發展完美的前提下，強烈反對放寬地積比再更加似佢交通壓力，增加我們上班、下班時間的壓力。
2.本區商店、食肆嚴重不足，只有溱柏樓下的一個小超市，完全不能支撐新建房屋的人口，莫說在增加多數十層樓的居民！根本胡亂增加居民，但沒有考慮配套。在一次欠缺規劃頭腦。只政府用地必須增加商業元素，否則形同一對垃圾，食之無味，棄之可惜。政府公帑錯配，房委會規劃是工作草率，應當根據行政長官大方向，徹查處罰。
3. 溱柏居民強烈不滿政府將私人住宅用地強行變成政府用地，並興建政府房屋，嚴重影響原本此區規劃生態，人口架構。我們肉隨砧板上，現在房委會更加利害，要求放寬地積比及高度限制、新建房將樓高40層，嚴重阻礙居民景觀，空氣，心理健康！設計並不是止於紙上談兵，應該顧及旁邊樓宇整體landscape. 新大樓的樓角直插溱柏，壓迫居民，破壞此區只有25層樓高的和諧設計。規劃是大方向，政策是與時並進，但長遠規劃及地區高度不能亂，不能草率更改。插針式建屋已經不是理想，東補西補房屋政策缺漏不應該由以真金白銀購買住宅嘅市民埋單。元朗南將大舉規劃新的城市，將會有大量高密度政府房屋，現在實在沒有必要及任何迫切性在此區擾亂生態，令民不聊生。
4. 房委會政府人員並不是請來炒樓滋擾市民仔工具。此設計比私人發展商更加冇理，更加冇良心，更加冇思考。私人發展商尚需考慮房屋設計是否合理，有否配套。但房委會完全不用考慮需求的法則。工作草率不能接受。房委會需要與其他政府部門合作研究此區需求，才能將設計與人民要求融合。強烈要求先進行大型資訊及收集意見。
5.雖然政府有政策提高公營房屋用地的發展密度，但房委會並不能只用小學生程度思維，老師容許放寬最多三成地積比就只懂交功課劃一提高此地地積比3成，完全冇考慮就變居民。政府政策建議可增加三成地積比，不代表所有地方劃一需要提高。此地提高三成地積比嘅結果為提高六成高度限制。本人強烈不同意此伸請為略為放寬。如果高度限制能夠預支魯莽隨意提高，那規劃署的工作何在？元朗分區大綱圖的意義何在？此申請跟本擾亂本社區原規劃中低密度住宅的意義，令民不聊生，剝削此區居民原意住在一個中低密度的小社區。此次申請設計只流於數字，沒有內涵，沒有人民考慮，何謂建築，房委會的工作如何與我們市民交代？強烈要求各部門包括何永賢司長，再向附近居民及持份者提供足夠咨詢，改善設計，反對魯莽放寬規劃規則！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-205712-23967
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 20:57:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chen Ping Ting

意見詳情
Details of the Comment :

反對建高於起屏風樓. 大大影響本屋苑居住環境. 帶來交通阻塞.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-221702-90242
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 22:17:02
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Siu Ka fai

意見詳情
Details of the Comment :

Disagree if the height is higher than nearby property

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-230907-72247
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 23:09:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 吳清芳

意見詳情
Details of the Comment :

本人是溱柏業主持份者, 本人意見如下：
1. 強烈反對此規劃申請;
2. 此地為政府未經咨詢附近居民強拍得來。此事當時已經引起溱柏，原築，臻頤居民憤怒！溱柏居民強烈不滿政府將私人住宅用地強行變成政府用地，並興建政府房屋，嚴重影響原本此區規劃生態，人口架構。我們肉隨砧板上，現在房委會越踩越埋，要求放寬地積比及高度限制，超越溱柏居民底線。新建房將嚴重阻礙居民景觀，空氣，心理健康！設計並不是止於紙上談兵，應該顧及旁邊使用者的身心感受。新大樓的樓角直插溱柏，壓迫居民，破壞此區只有25層樓高的和諧設計。規劃是大方向，政策是與時並進，但長遠規劃及地區高度不能亂，不能草率更改。插針式建屋已經不是理想，東補西補房屋政策缺漏不應該由以真金白銀購買住宅嘅市民埋單。元朗南將大舉規劃新的城市，將會有大量高密度政府房屋，現在實在沒有必要及任何迫切性在此區擾亂生態，令民不聊生。
3. 房委會政府人員並不是請來炒樓滋擾市民仔工具。此設計比私人發展商更加冇理，更加冇良心，更加冇思考。私人發展商尚需考慮房屋設計是否合理，有否配套，能否售出，房委會完全不用考慮需求的法則。工作草率不能接受。房委會需要與其他政府部門合作研究此區需求，才能將設計與人民要求融合。強烈要求先進行大型資訊及收集意見。
3. 雖然政府有政策提高公營房屋用地的發展密度，但房委會並不能只用小學生程度思維，老師容許放寬最多三成地積比就只懂交功課劃一提高此地地積比3成，完全冇考慮就變居民。政府政策建議可增加三成地積比，不代表所有地方劃一需要提高。此地提高三成地積比嘅結果為提高六成高度限制。本人強烈不同意此伸請為略為放寬。如果高度限制能夠預支魯莽隨意提高，那規劃署的工作何在？元朗分區大綱圖的意義何在？此申請跟本擾亂本社區原規劃中低密度住宅的意義，令民不聊生，剝削此區居民原意住在一個中低密度的小社區。如果我們想住在高密度環境，大可選擇元朗市區或其他區，不用住在此偏遠位置。工作繁忙搵食艱難，你們把我們唯一回家休息空間也要破壞，實在於理不合！設計只流於數字，沒有內涵，沒有人民考慮，何謂建築，房委會的工作如何與我們市民交代？強烈要求各部門包括何永賢司長，再向附近居民及持份者提供足夠咨詢，改善設計，反對魯莽放寬規劃規則！
4. 2020年後民不聊生，眾多業主已成為負資產，大批市民已經移民及將會移民，人口不斷下降，人口增長並不似預期，資助房屋需求大幅減少，詳細應參考過去兩年售賣情況。在此偏遠地區增加單位根本沒有需要沒有需求。起咗都冇人買，浪費政府資源，擾亂此區民生，百害而無一利。
5. 此用地與溱柏臻頤及原築直接毗鄰，數千單位戶及上萬人口意見並不可以忽視！應進行大規模資詢活動，收集意見，改善設計！
6. 市區欠缺公共交通配套，溱柏居民有大量人倚靠村巴到地鐵站，繁忙時間十八鄉路非常擠塞。新建房委會房屋沒有邨巴服務，對公共交通需求大增，及對道路壓力增大。此

區公共交通配套根本嚴重不足，並不能滿足大量居民湧入。在基礎設施未能發展完美的前提下，強烈反對放寬地積比再更加似佢交通壓力，增加我們上班時間的壓力。

7. 本區商店、食肆嚴重不足，只有溱柏樓下的一個小超市，完全不能支撐新建房屋的人口，莫說在增加多數十層樓的居民！根本胡亂增加居民，但沒有考慮配套。在一次欠缺規劃頭腦。只政府用地必須增加商業元素，否則形同一對垃圾，食之無味，棄之可惜。政府公帑錯配，房委會規劃是工作草率，應當根據行政長官大方向，徹查處罰。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-210256-04672
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 21:02:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong Yung Chun

意見詳情
Details of the Comment :

本人意見及論點作個業主參考：
1. 強烈反對此規劃申請;
2. 此地為政府未經咨詢負近居民強拍得來。此事當時已經引起溱柏人民憤怒！溱柏居民強烈不滿政府將私人住宅用地強行變成政府用地，並興建政府房屋，嚴重影響原本此區規劃生態，人口架構。我們肉隨砧板上，現在房委會越踩越埋，要求放寬地積比及高度限制，超越溱柏居民底線。新建房將嚴重阻礙居民景觀，空氣，心理健康！設計並不是止於紙上談兵，應該顧及旁邊使用者的身心感受。新大樓的樓角直插溱柏，壓迫居民，破壞此區只有25層樓高的和諧設計。規劃是大方向，政策是與時並進，但長遠規劃及地區高度不能亂，不能草率更改。插針式建屋已經不是理想，東補西補房屋政策缺漏不應該由以真金白銀購買住宅嘅市民埋單。元朗南將大舉規劃新的城市，將會有大量高密度政府房屋，現在實在沒有必要及任何迫切性在此區擾亂生態，令民不聊生。
3. 房委會政府人員並不是請來炒樓滋擾市民仔工具。此設計比私人發展商更加冇理，更加冇良心，更加冇思考。私人發展商尚需考慮房屋設計是否合理，有否配套，能否售出，房委會完全不用考慮需求的法則。工作草率不能接受。房委會需要與其他政府部門合作研究此區需求，才能將設計與人民要求融合。強烈要求先進行大型資訊及收集意見。
3. 雖然政府有政策提高公營房屋用地的發展密度，但房委會並不能只用小學生程度思維，老師容許放寬最多三成地積比就只懂交功課劃一提高此地地積比3成，完全冇考慮就變居民。政府政策建議可增加三成地積比，不代表所有地方劃一需要提高。此地提高三成地積比嘅結果為提高六成高度限制。本人強烈不同意此伸請為略為放寬。如果高度限制能夠預支魯莽隨意提高，那規劃署的工作何在？元朗分區大綱圖的意義何在？此申請跟本擾亂本社區原規劃中低密度住宅的意義，令民不聊生，剝削此區居民原意住在一個中低密度的小社區。如果我們想住在高密度環境，大可選擇元朗市區或其他區，不用住在此偏遠位置。工作繁忙搵食艱難，你們把我們唯一回家休息空間也要破壞，實在於理不合！設計只流於數字，沒有內涵，沒有人民考慮，何謂建築，房委會的工作如何與我們市民交代？強烈要求各部門包括何永賢司長，再向附近居民及持份者提供足夠咨詢，改善設計，反對魯莽放寬規劃規則！
4. 2020年後民不聊生，眾多業主已成為負資產，大批市民已經移民及將會移民，人口不斷下降，人口增長並不似預期，資助房屋需求大幅減少，詳細應參考過去兩年售賣情況。在此偏遠地區增加單位根本沒有需要沒有需求。起咗都冇人買，浪費政府資源，擾亂此區民生，百害而無一利。
5. 此用地與溱柏及元築直接毗鄰，數千單位戶及上萬人口意見並不可以忽視！應進行大規模資詢活動，收集意見，改善設計！
6. 市區欠缺公共交通配套，溱柏居民有大量人倚靠村巴到地鐵站，繁忙時間十八鄉路非常擠塞。新建房委會房屋沒有邨巴服務，對公共交通需求大增，及對道路壓力增大。此區公共交通配套根本嚴重不足，並不能滿足大量居民湧入。在基礎設施未能發展完美的

前提下，強烈反對放寬地積比再更加似佢交通壓力，增加我們上班時間的壓力。
7. 本區商店、食肆嚴重不足，只有溱柏樓下的一個小超市，完全不能支撐新建房屋的人口，莫說在增加多數十層樓的居民！根本胡亂增加居民，但沒有考慮配套。在一次欠缺規劃頭腦。只政府用地必須增加商業元素，否則形同一對垃圾，食之無味，棄之可惜。政府公帑錯配，房委會規劃是工作草率，應當根據行政長官大方向，徹查處罰。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-183752-52846
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 18:37:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. LAU CHUNG SZE

意見詳情
Details of the Comment :

本人是溱柏業主, 本人意見如下：
1. 強烈反對此規劃申請;
2. 此地為政府未經咨詢負近居民強拍得來。此事當時已經引起溱柏人民憤怒！溱柏居民強烈不滿政府將私人住宅用地強行變成政府用地，並興建政府房屋，嚴重影響原本此區規劃生態，人口架構。我們肉隨砧板上，現在房委會越踩越埋，要求放寬地積比及高度限制，超越溱柏居民底線。新建房將嚴重阻礙居民景觀，空氣，心理健康！設計並不是止於紙上談兵，應該顧及旁邊使用者的身心感受。新大樓的樓角直插溱柏，壓迫居民，破壞此區只有25層樓高的和諧設計。規劃是大方向，政策是與時並進，但長遠規劃及地區高度不能亂，不能草率更改。插針式建屋已經不是理想，東補西補房屋政策缺漏不應該由以真金白銀購買住宅嘅市民埋單。元朗南將大舉規劃新的城市，將會有大量高密度政府房屋，現在實在沒有必要及任何迫切性在此區擾亂生態，令民不聊生。
3. 房委會政府人員並不是請來炒樓滋擾市民仔工具。此設計比私人發展商更加冇理，更加冇良心，更加冇思考。私人發展商尚需考慮房屋設計是否合理，有否配套，能否售出，房委會完全不用考慮需求的法則。工作草率不能接受。房委會需要與其他政府部門合作研究此區需求，才能將設計與人民要求融合。強烈要求先進行大型資訊及收集意見。
4. 雖然政府有政策提高公營房屋用地的發展密度，但房委會並不能只用小學生程度思維，老師容許放寬最多三成地積比就只懂交功課劃一提高此地地積比3成，完全冇考慮就變居民。政府政策建議可增加三成地積比，不代表所有地方劃一需要提高。此地提高三成地積比嘅結果為提高六成高度限制。本人強烈不同意此伸請為略為放寬。如果高度限制能夠預支魯莽隨意提高，那規劃署的工作何在？元朗分區大綱圖的意義何在？此申請跟本擾亂本社區原規劃中低密度住宅的意義，令民不聊生，剝削此區居民原意住在一個中低密度的小社區。如果我們想住在高密度環境，大可選擇元朗市區或其他區，不用住在此偏遠位置。工作繁忙搵食艱難，你們把我們唯一回家休息空間也要破壞，實在於理不合！設計只流於數字，沒有內涵，沒有人民考慮，何謂建築，房委會的工作如何與我們市民交代？強烈要求各部門包括何永賢司長，再向附近居民及持份者提供足夠咨詢，改善設計，反對魯莽放寬規劃規則！
4. 2020年後民不聊生，眾多業主已成為負資產，大批市民已經移民及將會移民，人口不斷下降，人口增長並不似預期，資助房屋需求大幅減少，詳細應參考過去兩年售賣情況。在此偏遠地區增加單位根本沒有需要沒有需求。起咗都冇人買，浪費政府資源，擾亂此區民生，百害而無一利。
5. 此用地與溱柏及元築直接毗鄰，數千單位戶及上萬人口意見並不可以忽視！應進行大規模資詢活動，收集意見，改善設計！
6. 市區欠缺公共交通配套，溱柏居民有大量人倚靠村巴到地鐵站，繁忙時間十八鄉路非常擠塞。新建房委會房屋沒有邨巴服務，對公共交通需求大增，及對道路壓力增大。此區公共交通配套根本嚴重不足，並不能滿足大量居民湧入。在基礎設施未能發展完美的

前提下，強烈反對放寬地積比再更加似佢交通壓力，增加我們上班和下班時間的壓力。
7. 本區商店、食肆嚴重不足，只有溱柏樓下的一個小超市，完全不能支撐新建房屋的人口，莫說在增加多數十層樓的居民！根本胡亂增加居民，但沒有考慮配套。再一次欠缺規劃頭腦。此政府用地必須增加商業元素，否則形同一堆垃圾，食之無味，棄之可惜。政府公帑錯配，房委會規劃工作草率，應當根據行政長官大方向，徹查處罰。

如果我的意見和反對沒有得到妥善處理，申請仍獲批准，我們100多名業主將共同向傳媒披露政府部門的無能。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-145520-54060
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 14:55:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ng Ching Fong

意見詳情
Details of the Comment :

本人意見及論點作個業主參考：
1. 強烈反對此規劃申請;
2. 此地為政府未經咨詢負近居民強拍得來。此事當時已經引起溱柏人民憤怒！溱柏居民強烈不滿政府將私人住宅用地強行變成政府用地，並興建政府房屋，嚴重影響原本此區規劃生態，人口架構。我們肉隨砧板上，現在房委會越踩越埋，要求放寬地積比及高度限制，超越溱柏居民底線。新建房將嚴重阻礙居民景觀，空氣，心理健康！設計並不是止於紙上談兵，應該顧及旁邊使用者的身心感受。新大樓的樓角直插溱柏，壓迫居民，破壞此區只有25層樓高的和諧設計。規劃是大方向，政策是與時並進，但長遠規劃及地區高度不能亂，不能草率更改。插針式建屋已經不是理想，東補西補房屋政策缺漏不應該由以真金白銀購買住宅嘅市民埋單。元朗南將大舉規劃新的城市，將會有大量高密度政府房屋，現在實在沒有必要及任何迫切性在此區擾亂生態，令民不聊生。
3. 房委會政府人員並不是請來炒樓滋擾市民仔工具。此設計比私人發展商更加冇理，更加冇良心，更加冇思考。私人發展商尚需考慮房屋設計是否合理，有否配套，能否售出，房委會完全不用考慮需求的法則。工作草率不能接受。房委會需要與其他政府部門合作研究此區需求，才能將設計與人民要求融合。強烈要求先進行大型資訊及收集意見。
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4. 2020年後民不聊生，眾多業主已成為負資產，大批市民已經移民及將會移民，人口不斷下降，人口增長並不似預期，資助房屋需求大幅減少，詳細應參考過去兩年售賣情況。在此偏遠地區增加單位根本沒有需要沒有需求。起咗都冇人買，浪費政府資源，擾亂此區民生，百害而無一利。
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前提下，強烈反對放寬地積比再更加似佢交通壓力，增加我們上班時間的壓力。
7. 本區商店、食肆嚴重不足，只有湊柏樓下的一個小超市，完全不能支撐新建房屋的人口，莫說在增加多數十層樓的居民！根本胡亂增加居民，但沒有考慮配套。在一次欠缺規劃頭腦。只政府用地必須增加商業元素，否則形同一對垃圾，食之無味，棄之可惜。政府公帑錯配，房委會規劃是工作草率，應當根據行政長官大方向，徹查處罰。
8.到時更多公屋戶走入黎超市買野令屋苑更加複雜加上管理處理
9.如果成功規劃加到40層, 周圍仲有好多地等待規劃批準，屆時湊柏就會被好多40層樓高嘅樓圍城

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-161754-02176
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 16:17:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ng Wai Kwan

意見詳情
Details of the Comment :

2/6/2024

Town Planning Board
Hong Kong

Objection to the Proposed Minor Relaxation of Plot Ratio and Building Height Restriction for P ermitted Public Housing Development at Shap Pat Heung Road, Yuen Long

Dear Sir/Madam,

I am writing to express my strong objection to the proposed minor relaxation of the plot ratio an d building height restriction for the permitted public housing development at Shap Pat Heung R oad, Yuen Long, as outlined in the Planning Statement submitted by the Hong Kong Housing A uthority (HKHA) under Section 16 of the Town Planning Ordinance.

While I understand the need for increased public housing supply and the challenges associated with land scarcity, I believe that the proposed relaxation of the plot ratio and building height rest riction is not in the best interest of the community and the surrounding environment.

Firstly, increasing the maximum domestic plot ratio from 5.0 to 6.5 (+30%) and the maximum n on-domestic plot ratio to 0.7 would result in a significant increase in the density and intensity of the development. This could lead to overcrowding, strain on existing infrastructure, and a negati ve impact on the quality of life for residents in the area. The proposed development should be in harmony with the existing character and scale of the neighborhood, and such a substantial increa se in plot ratio goes against this principle.

Secondly, raising the building height from 25 storeys to 40 storeys (excluding basement(s)) wou ld have adverse effects on the visual landscape and air ventilation in the vicinity. The proposed t aller buildings would disrupt the skyline and overshadow the surrounding areas, detracting from the overall aesthetics and natural beauty of the neighborhood.

Moreover, the Planning Statement claims that the proposed development will not generate any si gnificant impacts in terms of traffic, drainage, water supply, sewerage, and environmental aspect s. However, I am concerned about the potential strain on the already congested road network an d the adequacy of the existing infrastructure to support such a high-density development. The sta

tement does not provide sufficient evidence or reassurance that these issues have been adequatel y addressed.

Furthermore, the proposed minor relaxation undermines the principles of sustainable developme nt and efficient land use. Rather than focusing on intensifying development on limited land, it w ould be more prudent to explore alternative strategies such as revitalizing existing urban areas or identifying underutilized land for public housing development.

In light of these concerns, I urge the Town Planning Board to carefully reconsider the proposed minor relaxation of the plot ratio and building height restriction for the public housing developm ent at Shap Pat Heung Road, Yuen Long. It is essential to prioritize the long-term well-being of t he community and ensure that any development is in line with the principles of sustainable urba n planning.

Thank you for considering my objection. I trust that the Town Planning Board will take into acc ount the views of concerned citizens like myself in making a decision that will have a lasting im pact on the community.

Yours sincerely,

Mr Ng

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240214-153900-09688
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	14/02/2024 15:39:00
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 梁薇璧

意見詳情
Details of the Comment :

項目樓宇過高，造成屏風效應
起精神病院宿舍，影響區內治安

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240214-185212-73869
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	14/02/2024 18:52:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 余敏詩

意見詳情
Details of the Comment :

強烈反對放寬地積比例。
強烈反對收地興建資助房屋。
附近的公共設施和交通網絡根本不能配合人口增長。
此房屋根本並非元朗南規劃內的，強烈要求有關部門按照元朗南規劃大綱去發展此地皮，而非為配合短期目標而胡亂興建房屋，破壞原有規劃。
另外，此建築物會帶來屏風效應，影響元朗南未來規劃的所有建築物的空氣質素。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240215-114553-26742
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	15/02/2024 11:45:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lau PW

意見詳情
Details of the Comment :

精神病患者過渡期宿舍, 我真係要反對, 我地買私樓的時候, 就係喜歡呢度環境, 你搞長者, 居屋無問題, 有無諗過買私樓的人的感受。由大馬路一路回去溱柏, 經常要行路, 人有少, 有咩事點算?

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240215-124808-56931
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	15/02/2024 12:48:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr Ng

意見詳情
Details of the Comment :

反對擴健加高！周邊環境交通承收唔到咁多人。仲起咁高對附近業主樓價大大影響！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240209-151929-73474
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 15:19:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Doris Ho

意見詳情
Details of the Comment :

反對，在沒有完善交通配套及社區設施規劃下,反對！！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240209-155422-07085
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 15:54:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ho

意見詳情
Details of the Comment :

就十八鄉路溱柏前空地的兩幢公型房屋增加地積比率及社區設施，本人住鄰近屋苑，意見如下：

1. 附近交通配套嚴重不足，如果再增加樓層即入住人數更多，完全會超出交通負荷，現在附近已經慣常塞車，政府會唔會封咗明渠，擴濶十八鄉路、公掩路一帶路面以增加各樣交通工具途經該區
2. 樓層由25層增加到30層以上，嚴重影響溱柏及溱頤住戶的視野，明白社會要增加公型房屋的訴求，但可唔可以都顧及現有該區住戶的感受，盡量減低對將來入住公營房屋人仕的反感，從而達到鄰里和睦。
3. 該區有嚴重鴿患及鼠患，絕對不適宜興建社區建設體弱長者家居照顧服務；另外該區亦不時會有燒炮仗聲及放煙花聲，會嚴重影響長者休息或驚嚇，興建精神病患者過渡期宿舍亦不適宜，嘈吵的炮仗聲及放煙花聲會嚴重刺激精神病患者的精神健康，他們應該在平靜的環境生活。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240209-164959-18455
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 16:49:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong

意見詳情
Details of the Comment :

不太適合精神病宿舍，周邊學校林立，路上學生又多，如發生意外將不敢想像
樓宇高度請維持25層，不要高過，影響觀感，附近交通負荷嚴重堵塞

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240209-173959-89799
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 17:39:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan

意見詳情
Details of the Comment :

反對原築側建築高層公屋，嚴重影響原築居民生活環境。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240209-174529-87146
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 17:45:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Liu

意見詳情
Details of the Comment :

本身交通配套已嚴重不足
公庵路和十八鄉路已經常塞車
而所建大樓將高過附近所有樓宇
影響環境 密度過高
居民社會商業基本設施都未齊
連一個自給自足的小社會也未形成
但反而就打算建院舍 完全是欠缺規劃
莫視附近所有居民的需要

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240209-182559-82172
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 18:25:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Kwok Hazel

意見詳情
Details of the Comment :

反對興建公營房屋和社會福利設施
影響溱柏居民日常生活 景觀 生活質素 人流太多交通擠塞
嚴重影響溱柏居民安全

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240209-191837-62593
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 19:18:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Jess Yu

意見詳情
Details of the Comment :

密集人口，欠缺交通，康樂等配套。現還要增加高度，屏封樓，莫視附近居民健康需要。民生康体設施欠缺，反而將用地配置2個社會福利設施，包括體弱長者家居照顧服務隊處所和精神病患者過渡期宿舍。
堅持反對。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240209-192136-48673
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 19:21:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alex Fan

意見詳情
Details of the Comment :

密集人口，欠缺交通，康樂等配套。現還要增加高度，屏封樓，莫視附近居民健康需要。民生康体設施欠缺，反而將用地配置2個社會福利設施，包括體弱長者家居照顧服務隊處所和精神病患者過渡期宿舍。
堅持反對。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240209-192234-84831
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 19:22:34
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Peter Cheuk

意見詳情
Details of the Comment :

太高，影響環境，人流及交通不便，影響區域質素及污染

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240209-213705-32258
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 21:37:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ng Tik Lun

意見詳情
Details of the Comment :

反對加建36層至39層。
交通不勝負荷，配套不足。擾民

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240209-222236-03274
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	09/02/2024 22:22:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong Hong

意見詳情
Details of the Comment :

有關元朗十八鄉路旁的政府土地放寬地積比率及建築物高度限制，本人首先明確表示反對，原因如下:

1. 十八鄉路嚴重負荷，只要住在元朗南的居民都知道該路根本長期擠塞，即使未有新建房屋亦見情況嚴峻，若然還要增加伙數只會讓眾人受苦

2. 交通配套未完善，原有的巴士路線僅能提供有限度服務，早上湊柏對外的巴士站長長的人龍都能反映交通配套原本已不足。若只加班次的話亦會重回上述的第一點。

3. 樓宇高度未考慮到附近屋苑的居民，尤其馬田村將會首當其衝。一路之隔有着兩橦近四十層的屏風摩天大樓，單單想到空氣流通的問題已令人窒息，其壓迫感也是不容忽視的。

4. 精神病患者過渡期宿舍選址令人擔憂，由於附近有眾多學校及青年綠洲，無論是家長還是居民都必定十分擔心有安全的隱憂，畢竟用刀斬人事件屢屢發生，試問大家怎能放心回家，甚或讓子女在附近嬉戲玩耍。

城市發展無可厚非，本人亦無反對興建房屋的意願，唯望有關部門能考慮以上幾點，好讓小市民們能安心又暢通地回家，孩子也能無憂無慮地有個快樂的童年。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240210-005355-55571
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	10/02/2024 00:53:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Hwang helen

意見詳情
Details of the Comment :

反對加高建築物，影響附近居民生活。 造成交通更加擁擠。有違當初發展元朗南的原意。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240210-033542-87248
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	10/02/2024 03:35:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong Tsz Hang

意見詳情
Details of the Comment :

本人強烈反對放寬建築物高度限制，元朗十八鄉路現時交通已十分擠迫，配套根本滿足不到日後人流，雖然溱柏內園屬於公家地，日後
公營房屋住戶不但可自由進出溱柏內園，影響溱泊內治安的問題，
而且增加溱泊屋苑內的設施的損耗，維修費開支將會由溱柏管理費負責，這樣對所有溱柏住戶極之不公平。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240210-110743-19759
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	10/02/2024 11:07:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Lee wing yan

意見詳情
Details of the Comment :

極度反對興建精神病過渡宿舍，附近全是私人屋苑，嚴重影響生活，精神病患者若然發出聲量引致附近居民不得安寧怎樣上班？怎樣工作？怎樣交稅？另外之前只是起兩幢25層。
現在好像屏風一樣，圍着溱柏通風嚴重出現問題！臨時改成這樣有沒有考慮過真金白銀買樓的人感受？是否想逼死所有業主？請你們要先考慮，本身在供樓的人也是每天上班為的就是安居樂業，現在這樣打破別人的安居樂業！！！請收回這些安排！！另外因溱柏是有開放超級市場，若然單位起那麼多大量陌生人進出別人屋苑，屋苑的管理費也是由我們承擔，唯恐天下不亂的設計及想法，請你們部門好好三思，也要有些同理心，若然這些設計是放在你們屋苑旁邊會怎樣？

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240210-112642-74305
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	10/02/2024 11:26:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss CHAN SUET KWAN

意見詳情
Details of the Comment :

反對新增至39樓，人口密度太高，人多車多路窄，影響生活。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240210-131112-11650
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	10/02/2024 13:11:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. NG KA WING

意見詳情
Details of the Comment :

反對18鄉政府房屋加建！附近設備，配套嚴重不足，仲嚴重影響樓價。除非政府可以補貼樓價損失，否則強烈反對，不排除發起集體訴訟。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240210-175534-99660
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	10/02/2024 17:55:34
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Glori Lam

意見詳情
Details of the Comment :

極力反對興建精神病人過到宿舍! 溱柏已經有好多陌生人出入超市,7–11買東西，這樣周遭屋苑、住戶會影響安全。 而且原先報導興建公屋起25層，現在變為36層和39層實在過高 ！請聆聽市民意見。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240210-180846-71414
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	10/02/2024 18:08:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. AU

意見詳情
Details of the Comment :

目前附近交通在繁忙時間已經超出負荷，增加樓層數目變相增加住戶數目，那請問交通規劃方面有沒有考慮到目前的情況？

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240210-205945-10247
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	10/02/2024 20:59:45
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Andrew Wong

意見詳情
Details of the Comment :

本人居於元朗溱柏，即是次諮詢所涉及地點旁邊的私人屋苑，而溱柏屋苑範圍一直需按當年政府換地條款開放予公眾出入。

對於諮詢文件內之地段擬設立精神病患者過渡宿舍，本人表達強烈反對，由於溱柏屋苑為對外開放，任何非溱柏住戶都可以進入溱柏屋苑範圍。在周邊設立精神病患者過渡宿舍，將對溱柏居民構成嚴重安全風險。

另一方面，諮詢文件建議放寬公營房屋發展的高度限制，較現時旁邊的溱柏及原築等屋苑高出十多層，造成嚴重屏風效應，嚴重影響現有居民的居住環境。

因此，本人懇請政府部門體恤溱柏及鄰近屋苑居民的憂慮，取消在有關發展規劃內設立精神病患者過渡宿舍的計劃，以消除附近居民的安全顧慮。同時，應維持原有發展的高度限制，以減低對鄰近居民居住環境的影響。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240211-090930-37246
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	11/02/2024 09:09:30
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Joyce

意見詳情
Details of the Comment :

反對擴大地積比，高過25層有違成個地區觀感上的和諧，平台起到4樓以上亦大減溱柏平台私隱，另外整個交通配套設計容不下多2千幾人！！仲要做埋精神病患過度宿舍，對2者都無好處，有違整個社區和諧及需要，長者幼兒社區服務係e 區都好有需要，排都未排到精神病患啦！你咁起，成區無事都變精神病患！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240211-105126-90578
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	11/02/2024 10:51:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lau Sau kin

意見詳情
Details of the Comment :

興建39層過高，附近交通配套完全跟上

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240211-112210-93387
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	11/02/2024 11:22:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Choi Man

意見詳情
Details of the Comment :

反對興建25層以上 交通已非常擠塞 根本容納不到這麼多戶

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240211-193812-20026
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	11/02/2024 19:38:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 鄭識健

意見詳情
Details of the Comment :

1. 強烈反對此申請。
2. 此地原為私人住宅用地，之後被政府強拍強行變為政府土地去起公共房屋，已是不合理，影響本區規劃，影響私人樓宇的社區。
3. 此申請要求放寬地積比三成令樓宇高度限制由二十五層升高至四十層絕對不是略為放寬。對附近樓宇包括溱柏的住戶引起極大影響。幾層基座的設計完全不合情理把溱柏低層的住戶視線直接遮擋，高層視線亦極度阻擋，屏風效應極大。設計完全沒有顧及附近居民生活感受，應以譴責房署設計失誤！強烈反對增加地積比！插針嘅政府房屋完全破壞此區環境，與這區的規劃完全不匹配。
4. 附近社區商店，食店，嚴重不足。無論私樓或政府樓的居民將苦不堪言。增加數千戶居民，完全把這區寧靜嘅氣氛破壞。
5. 當初本區私樓市民買這一區這麼偏遠，就是喜歡這邊的寧靜。可惜政府要破壞我們放工喘氣嘅唯一家庭生活。情況實在堪輿。房委會設計欠缺諮詢，亦不理會附近鄰居，實在問題非常之大。政府不能隨便改變元朗這個小社區的設計規劃大綱圖。我在此嚴正反對隨便改變此區規劃。
6. 市區公共交通嚴重不足，設計不良。附近幾個私人屋苑有自己的邨巴，尚算解決繁忙時間上班的需求，可以到達地鐵站。但早上交通非常繁忙，往往村巴也需要1小時才可以到達地鐵站。如在此建立公共房屋，公共交通並未能配合此幾千戶公屋居民，交通網絡將會更加擠塞，在公共交通未能完善底下，強烈反對興建公屋！反對增加地積比！
7. 房委會及規劃必須進行足夠諮詢，先諮詢好附近居民需求，設計交通如何改善，餐廳食肆商店如何增加，改善政府房屋設計，不至影響附近區，再進行下一步。土地勘察探討工作亦須停止，直至設計方案能通過居民的同意，再進行下一步。本人反對急推設計及急推工程，浪費公帑。
8. 要求政府先交代諮詢工作如何安排！停止在浪費公帑去繼續進行行這些垃圾設計。
9. 放寬三成地積比完全不能接受！放寬1 %也不能接受。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240211-225353-50325
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	11/02/2024 22:53:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ho

意見詳情
Details of the Comment :

1. 強烈反對此申請。
2. 此地原為私人住宅用地，之後被政府強拍強行變為政府土地去起公共房屋，已是不合此區規劃原意。
3. 此申請要求放寬地積比三成令樓宇高度限制由二十五層升高至四十層絕對不是略為放寬。對附近樓宇包括溱柏的住戶引起極大影響。幾層高基座的設計完全不合情理把溱柏低層的住戶視線直接遮擋，高層視線亦極度阻擋，屏風效應極大。設計完全沒有顧及附近居民生活感受。
4. 附近社區商店，食店，嚴重不足。無論私樓或政府樓的居民將苦不堪言。增加數千戶居民，完全把這區寧靜嘅氣氛破壞。
5. 當初本區私樓市民買這一區這麼偏遠，就是喜歡這邊的寧靜。可惜政府要破壞我們放工喘氣嘅唯一家庭生活。情況實在堪輿。房委會設計欠缺諮詢，亦不理會附近鄰居，實在問題非常之大。政府不能隨便改變元朗這個小社區的設計規劃大綱圖。我在此嚴正反對隨便改變此區規劃。
6. 市區公共交通嚴重不足，設計不良。附近幾個私人屋苑有自己的邨巴，尚算解決繁忙時間上班的需求，可以到達地鐵站。但早上交通非常繁忙。實在不能再加更多居民。要求先改善公共交通配套。
7. 房委會及規劃必須進行足夠諮詢，先諮詢好附近居民需求。 要求政府先交代諮詢工作如何安排！停止在浪費公帑去繼續進行行這些垃圾設計。
8. 放寬三成地積比完全不能接受！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240212-072727-86480
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	12/02/2024 07:27:27
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	Mr Chan

意見詳情
Details of the Comment :

本人就政府十八鄉路公營房屋的規劃申請提出以下意見：
1）Block B的位置太過接近湊柏第10座，兩者相距只不足20米，設計過程上完全無考慮對當區居民的所帶來的影響。難道在政府眼中，其他居民的生活比不上公屋居民的生活那麼重要？
2）整個建築群非常之貼近湊柏，本人強烈質疑湊柏一帶日後空氣流動及空氣質素很大機會變差，反映設計整個設計過程上完全無考慮對當區居民的影響。難道在政府眼中，附近一帶的居民的身體健康比不上公屋居民的入住那麼重要？

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240212-112559-40159
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	12/02/2024 11:25:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kwok

意見詳情
Details of the Comment :

反對房委會申元朗十八鄉路土地放寬地積比 料建944伙公營房屋
將原先25層，變成兩幢樓高36層和39層住宅大樓。
大廈基座樓高4層，並設有2個社會福利設施，包括體弱長者家居照顧服務隊處所和精神病患者過渡期宿舍。

十八鄉路至元朗公園一帶一直以來都是興建中低密度私人屋苑！政府已經不理規劃不斷亂改土地用途插針起公屋！基座4 層是否高過溱柏現有住戶的家？
而且交通一直沒有改變及改善！缺乏出九龍方向的直接車及出元朗市中心的交通！早年興建的青年旅社入伙後放上下班時間的68E/F 供不應求
轉車已經浪費時間 轉車等候車的時候 每次起碼15 分鐘
上不到車仲要浪費時間繼續等候
是否住大西北偏遠地區的居民都不會被正視及尊重！

而家仲要起39 層公屋並設精神病患者過渡期宿舍！增加那麼多人 ，而且非常接近溱柏及溱頤這2 個私人屋苑！
溱柏是開放式屋苑設計，起公屋以及精神病患者過渡期宿舍真的不合適！
此安排真的真接影響溱柏所有屋民安全以及環境問題！

懇請你們能夠正視問題以及接受我們的反映及意見
謝謝

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240212-112839-02954
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	12/02/2024 11:28:39
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ma

意見詳情
Details of the Comment :

反對房委會申元朗十八鄉路土地放寬地積比 料建944伙公營房屋
將原先25層，變成兩幢樓高36層和39層住宅大樓。
大廈基座樓高4層，並設有2個社會福利設施，包括體弱長者家居照顧服務隊處所和精神病患者過渡期宿舍。

十八鄉路至元朗公園一帶一直以來都是興建中低密度私人屋苑！政府已經不理規劃不斷亂改土地用途插針起公屋！基座4 層是否高過溱柏現有住戶的家？
而且交通一直沒有改變及改善！缺乏出九龍方向的直接車及出元朗市中心的交通！早年興建的青年旅社入伙後放上下班時間的68E/F 供不應求
轉車已經浪費時間 轉車等候車的時候 每次起碼15 分鐘
上不到車仲要浪費時間繼續等候
是否住大西北偏遠地區的居民都不會被正視及尊重！

而家仲要起39 層公屋並設精神病患者過渡期宿舍！增加那麼多人 ，而且非常接近溱柏及溱頤這2 個私人屋苑！
溱柏是開放式屋苑設計，起公屋以及精神病患者過渡期宿舍真的不合適！
此安排真的真接影響溱柏所有屋民安全以及環境問題！

懇請你們能夠正視問題以及接受我們的反映及意見
謝謝

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240212-173029-84917
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	12/02/2024 17:30:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yip

意見詳情
Details of the Comment :

強烈反對政府放寬十八鄉路路旁地積比率及建築物高度限制。此舉嚴重損害現有業主利益及生活交通，希望能撤回建議

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240213-143407-72109
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	13/02/2024 14:34:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kwok man sun

意見詳情
Details of the Comment :

本人反對地積比率蓋建築物高度，用作發展公營房屋。
因本區"18鄉路上"配套及各方面設施嚴重不足，另外，私人屋苑人因有高度限制，對此嚴重不公平。
對附近屋苑例如：溱柏、元築 等亦造成嚴重的屏風效應，因此本人堅決反對有關項目，請重新資詢。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240214-084901-32860
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	14/02/2024 08:49:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ms NG

意見詳情
Details of the Comment :

Block B與溱柏10座的距離實際上只有一條單線行車路的距離，並非政府設計圖上所見的距離！
可預見興建後將會嚴重阻礙附近一帶的空氣流通，完全莫視溱柏8座、9座及10座居民的健康！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240214-105607-59705
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	14/02/2024 10:56:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ms li

意見詳情
Details of the Comment :

非常不同意興建過渡性精神中心宿舍等設施
嚴重影響原人居民居住環境及安全
如有需要請再尋其他遠離眾多人士居住的地方
再者 周邊都是私人屋苑地帶 不希望弄壞了屋苑任何事物及安全情況會因此大大減低
現在申請加高建築樓層雖是不想 但都明白要顧及市民的生活需要
但懇請不要興建精神病過渡性宿舍！
希望能夠顧及眾多屋苑的人著想及安全問題為首要因素

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240214-145918-77463
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	14/02/2024 14:59:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. CC Wong

意見詳情
Details of the Comment :

尊敬的有關人士，

我寫信是對溱柏附近的計劃提出嚴正的關注，特別是涉及建立39層高的建築物以及缺乏適當的交通配套的問題。我想強調，這項計劃的執行與當地的規劃原則和中密度的居住環境相違背。

我們注意到，原先的計劃是建造一座25層的住宅大樓，但現在的計劃卻增加到36層和39層的高度，這超出了周邊建築物的高度範圍。這樣的高密度開發將對交通和生活設施造成嚴重不足。

此外，我們也關注到，管理費已經增加以支持公共設施的建設，例如修建橋樑和道路。然而，這些公共設施的使用將帶來更多外來人口進入市場，進一步加劇了公共設施的磨損問題。這樣的負擔最終將由溱柏住戶承擔。

我們希望政府能夠考慮我們的關切並提供相應的補貼或支援措施，以減輕溱柏住戶的負擔。我們建議政府與有關當局進行進一步的討論，以確保對這一問題進行全面的評估和解決方案的制定。

我們強烈呼籲政府和相關部門重新評估這項計劃，尋找更合適的解決方案，以確保居民和社區的權益得到保護。我們建議進行更廣泛的公眾諮詢，聆聽居民和利益相關方的意見，以形成有助於共識的方案。

謹此表達我們對這個問題的關切，並期待政府能夠重視我們的聲音，采取適當的行動。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240214-150537-25075
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	14/02/2024 15:05:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr So

意見詳情
Details of the Comment :

至政府官員，

我們嚴正地向您表達我們對溱柏附近計劃的嚴重關切。我們對於該計劃中39層高建築物的興建以及缺乏適當交通配套的決定感到極度擔憂。我們相信，這些舉措嚴重違反了該地區原有的規劃原則和中密度居住環境。

我們注意到，在原定計劃中，只預計建造一座25層高的住宅大樓，然而，如今卻將大樓高度提升至36層和39層，這超出了周邊建築物的高度範圍。這樣的高密度開發將對交通和生活設施造成巨大的不足。

此外，我們也對管理費的增加表示關注。這些費用被用於公共設施的建設，例如橋樑和道路的修建。然而，這些公共設施的使用將吸引更多外來人口進入市場，進一步加劇了公共設施的磨損問題。這樣的負擔最終將由溱柏住戶承擔。

鑑於上述問題，我們誠摯呼籲政府重新評估這項計劃，並採取適當的措施以保護居民和社區的權益。我們要求政府與相關當局進行深入討論，以確保對這一問題進行全面評估並制定解決方案。

我們強烈建議政府進行更廣泛的公眾諮詢，聆聽居民和利益相關方的意見，以形成有助於共識的方案。在這個過程中，我們鼓勵政府提供詳細的信息和數據，以便居民能夠全面了解計劃的影響和後果。

最後，我們希望政府能夠嚴肅對待我們的關切，並採取適當的行動。我們期待與政府代表進一步對話，以找到共同的解決方案，確保社區的可持續發展和居民的福祉。

溱柏業主

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240214-143209-51557
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	14/02/2024 14:32:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lee Ka Hang

意見詳情
Details of the Comment :

I hope this letter finds you well. I am writing to express my strong opposition to the proposed co nstruction of a 39-story extension to the existing building located. As a concerned member of th e community, I believe that such a development would have significant negative consequences a nd should not be approved.

First and foremost, the proposed height of the extension would drastically alter the character and aesthetic appeal of the surrounding area. The existing building and its surroundings are currently in harmony with the local architectural style and scale. Adding an additional 39 stories would cr eate an eyesore that disrupts the visual harmony and diminishes the overall appeal of the neighb orhood.

Furthermore, the increased height would inevitably result in overshadowing and reduced sunligh t for neighboring buildings and public spaces. Natural light and sunshine are essential to the well -being of residents and visitors alike. The construction of such a towering structure would cast l ong shadows, depriving surrounding areas of much-needed natural light and potentially impactin g the quality of life for those living and working nearby.

Moreover, the proposed development would likely lead to increased traffic congestion and strain on local infrastructure. The current transportation network and amenities may not be adequately equipped to accommodate the influx of residents, employees, and visitors that such a significant expansion would attract. This could exacerbate existing traffic issues, create parking shortages, a nd put additional burden on public facilities such as schools, hospitals, and recreational areas.

Furthermore, the environmental impact of constructing a 39-story extension cannot be overlooke d. The increased energy consumption, construction waste, and carbon emissions associated with such a massive project would be detrimental to our already fragile ecosystem. In an era where su stainability and environmental consciousness are paramount, it is crucial to consider the long-ter m consequences before approving any development that contributes to further environmental de gradation.

In light of these concerns, I urge you to carefully reconsider the proposal for the construction of a 39-story extension to the existing building. I implore you to prioritize the preservation of our c ommunity's character, the well-being of its residents, and the sustainable development of our cit y. Instead, I encourage exploring alternative options that are more in line with the existing urban fabric and address the needs and aspirations of the community without compromising the integri

ty of our neighborhood.

Thank you for taking the time to consider my perspective. I kindly request that you keep me informed of any updates or decisions regarding this matter. I trust that you will make the right choice for the betterment of our community.

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	240215-170405-50569
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	15/02/2024 17:04:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 曾國輝

意見詳情
Details of the Comment :

此位置人口密度過過 高，交通配套又不足，要求起咁高又影响光线及通風

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240216-085309-23153
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	16/02/2024 08:53:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Natalie Luk

意見詳情
Details of the Comment :

本人是長期病患者，每天都需要洗腎，有時區搬入元朗，主要原因是因為空氣比較清新環境比較開陽，如果在此地建設40層高嘅大廈，會影響空氣流通，在沒有諮詢完所有單位之前建議先做空氣流通環境評估報告

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240216-091058-40168
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	16/02/2024 09:10:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Maggie Lau

意見詳情
Details of the Comment :

非常反對在我們屋苑門前蓋建三十多層樓的公共房屋，這樣十分影響這一帶的景觀與及樓宇的價值，另外要興建精神病患者的過度宿舍也是十分不合理，與我們實在太接近了，與一般市民這樣零距離接觸真的沒問題嗎？況且我們屋苑是開放式的，任何人都可以隨便進進出出，這樣會令我們覺得十分沒有安全感。其實元朗周邊還有很多地方在大片的土地上發展公共房屋，為什麼不在那些地方興建？偏要在私人屋苑一帶裏面這麼小的一個地去興建這些設施呢？到底規劃是怎麼做的？

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240216-101305-78246
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	16/02/2024 10:13:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 朱博敏

意見詳情
Details of the Comment :

本人表示強烈反對有關用地申請放寬地積比率及建築物高度限制。

1. 環境密度
十八鄉路屬於低密度的住宅環境，建築高層數的房屋單位會影響本區的環境密度，對本區的環境及景觀都造成嚴重的破壞。

2. 窒礙通風
高層數的建築房屋會造成屏風效應，不利通風，影響空氣流通。本區附近亦都有很多大型的養殖場所，例如養豬場，有很多時候沒有豬糞臭味，如果本區在建築高層數的房屋，將會大大加劇有關的臭味，空空氣更加難以流通。

交通流量
十八鄉路的交通道路擠塞，門區居民只能靠一條有限的車路出入，公共交通工具的配套亦都不足。如果加建高層數的房屋，將會繼續嚴重影響交通，令本區交通更為擠塞。

民生配套
本區的民生設施不足，例如零售超市，綠化環境設施，兒童康樂設施等等都嚴重不足。放寬地積比率及建築物高度限制將會大大影響本區的民生設施。

反建議
本人建議該建築地盤應該加多綠化設施，減少住宅高度。當局的決定應該以本區居民的民生為重。希望本人的意見能夠得到當局的接納。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240216-105559-81036
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	16/02/2024 10:55:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong Chi Wah

意見詳情
Details of the Comment :

我反對以上地段，興建精神治療社區設施。因為以上地段與鄰近民居聚集點太近，如屋苑溱柏、璟頤、馬田村、原築等等。始終精神康復治療，我認為需要一個比較獨立和清靜的地方，二來有關的精神治療患者出入時，太接近附近民居，與附近居民產生誤會或發生摩擦的機會也會增加。所以，我反對以上地段興建精神治療設施。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240216-111120-28218
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	16/02/2024 11:11:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Tsang kit ying

意見詳情
Details of the Comment :

此地段完全不適合興建過高樓層，會嚴重影響溱柏景觀，由原本規定的25層再起超過40層完全不合理，過於高密度樓宇完全影響原本的通風和景觀，而且交通方面不能緩解，現在該地段交通方面已經10分擠塞，對溱柏住戶有嚴重影響，不停興建更高容納更多人住，完全沒有理會原本的城市規劃，因此反對申請興建過多樓層。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240216-111959-77065
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	16/02/2024 11:19:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lamkah0

意見詳情
Details of the Comment :

本人極度反對" 元朗十八鄉路路旁的政府土地，略為放寬地積比率及建築物高度限制，至最高總地積比率7.2倍，及最高建築物高度限制至40層"。

首先由原來高度限制至25層增加至40層，增幅多達60%，單位數目亦由700個增至944個，達35%之多，完全並非略為放寬。如此大之增幅對原本居住於附近的市民之影響亦大大提升。

直至現時有關土地已開始動工，但一直未見政府為周遭居民釋除疑慮，究竟新起樓宇如何不影響現有居住環境的採光及通風等重要居住質素問題。政府現時不至漠視現有居民生活質素，更開始蠶食及剝削。

再者，該區區議員已多次向政府反映有關地段一帶的交通問題，現時已愈見嚴重。直至現在已知於該區將會興建的新住宅大廈已為數不少，但政府卻一陣未提及任何處理方法。如果再大幅增加兩幢住宅大廈的單位數目，只會為該區有來更嚴重的交通問題。

本人理解政府希望增加住屋單位之用意，但眾所周知，元朗南一區已劃好作發展住宅區域。政府如急於增加住宅單位，何不好好規劃，早日動工，而不為244個單位影響周遭眾多市民的生活質素。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240216-113603-94249
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	16/02/2024 11:36:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Danny Law

意見詳情
Details of the Comment :

本人強烈反對此規劃申請，理由如下：
1. 未向受此申請影響的居民諮詢 - 此申請將嚴重影響週邊廣大地區居民的生活，但政府事前卻沒有諮詢我們這批居民的意見，完全忽視我們的感受，令我們十分憤怒！
2. 使區內交通擠塞情況惡化 - 公庵路和僑興路在上下班繁忙時間已經嚴重擠塞，居民叫苦連天，現在政府在沒有增加行車路面和改善交通管制措施的情況下大幅增加區內居民的數量，肯定會使本來已經極端嚴重的擠塞情況更加惡化，對居民來說是雪上加霜。
3. 嚴重影響週邊地區的居住生態 - 本區原本的規劃是中低密度住宅區，居民也是基於這樣的規劃才選擇入住此相對偏遠的地區，現在政府卻要更改規劃，申請大幅度放寬地積比率及高度限制，在完全沒有增加配套設施的情況下突然增加區內居住人口，勢必令這本來舒適的小社區環境變得十分擠逼、空氣質量下降、居民身心都將受到嚴重影響。

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240220-105324-75659
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	20/02/2024 10:53:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Law Lai Yin

意見詳情
Details of the Comment :

強烈反對
太高阻礙景觀，住咁多人又沒有配套設施
反對興建精神病患過度宿舍

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240220-101059-61563
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	20/02/2024 10:10:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WONG

意見詳情
Details of the Comment :

1.不應由政府帶頭在市郊作摩天大廈式發展,本身此地段與市區地段不同,發展地盤位置亦有限,應只作限高及中底密度發展(例如附近朗善村),如再放寬高求發展將會與附近已發展地方格格不入及嚴重影響城市景觀.
2.由於此地方已和隔離屋苑/村屋十分相近,此發展亦會影響周邊空氣流通,必須審慎而行.
3.周邊交通已十分飽和,再提高住戶人數會令附近更加守寸步難行.
4.附近康體醫療設施已不足,更不應作高密度發展.
希望政府發展同時亦要考慮附近已居住人仕感受,不要麻木只為提高建屋量已影響周邊居民,共建和諧社區.

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關於: 處理中的規劃申請 (A/YL/316)
18/02/2024 23:47

From:
To: tpbpd@pland.gov.hk,
Cc:
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

240218_Comments to plot ratio_Final 2.pdf

致：城市規劃委員會秘書（香港北角渣華道333號北角政府合署15樓）tpbpd@pland.gov.hk
致：香港房屋委員會（九龍九龍城區何文田佛光街）
抄送：元朗區議員李啟立議員
由：元朗溱柏屋苑管理關注組
日期：2024 年2 月18 日（星期日）

關於：處理中的規劃申請（A/YL/316)

房委會在元朗十八鄉路位於溱柏、元築、及溱頤間土地上建公營房屋的項目中，申請放寬地積比及高度限制（A/YL/316），**我們對此強烈反對。**
我們並對房委會未經廣泛咨詢本區居民，未考慮地區承受力，不顧居民感受，由原為大眾謀福利而設立的機構，變為只會拼業績的衙門，深感失望！本關注組強烈反對此規劃放寬申請，理由如下：

1. **改變社區規劃欠缺咨詢：**
此公營房屋用地為政府未咨詢附近居民而強拍得來的，此事當時引已起附近居民憤怒及不滿！試想將私人用地強行變為政府用地，並興建政府房屋，這當然會影響社區生態及人口架構嚴重偏離原本的規劃，使附近居民肉隨砧板上，對前景頓失預算。規劃是社會整體結構的重要藍圖，我們強烈反對隨風擺柳任意改變放寬地積比及插針高樓！

現在房委會改變社區規劃，得寸進尺，要求放寬地積比及高度限制，這已超越附近居民的底線。新建公營房屋放寬後的高度，將影響更大範圍的大廈，平台高度更比現溱柏住宅低層高度為高，即部份居民露台要面壁。嚴重阻礙更多居民的景觀，空氣，及健康！須知設計並不應只看紙上數據，也該顧及周邊居民的健康及感受。

2. **本區欠缺公共交通配套及食肆商店：**
附近居民多依靠屋村巴士連接地鐵站，繁忙時間十八鄉路會非常擠塞，時有交通意外，例如近期(2024年1月16日) 一宗死亡交通意外就發生在將要新建公屋的土地旁。繁忙時間連的士也不想進入十八鄉路。放寬地積比及高度限制後的新建公屋極度增大對公共交通及對道路的壓力。本區公共交通配套本就嚴重不足，周邊沒有街市購物，居民都必須要出道市中心先能解決起居飲食，也更不可能滿足大量居民湧入，在基礎設施未能發展完善的前提下，盲目放寬地積比及高度限制，就是為居民製造更多出行不便，或甚至是更多的交通意外，房委會不用對此負責嗎？

3. **偏離原有元朗社區規劃：**
本區居民購買住宅的時候，周邊也是私人住宅土地。插針式建公屋絕對是不能接受！東補

西補房屋政策缺漏也不應該由以真金白銀購買私人住宅的市民埋單。規劃是應有大方向，政策應是與時並進，長遠規劃及地區樓宇高度也不能草率更改。雖然政府有政策提高公營房屋用地的發展密度，但也不能只用類似小學生程度思維，去用盡政府政策容許可增加的三成地積比。此申請未能平衡各方利益及風險，這也會令人質疑政府政策的不嚴緊。如果高度限制能夠魯莽隨意提高，那規劃署的工作意義何在？元朗分區大綱圖的意義何在？**此申請要求放寬三成地積比，由25層增加至40層，由增加700個單位增加至944個單位。完全不是略為放寬，而是嚴重放肆、放棄規劃！**

4. **擾亂了本社區規劃：**

由於此公營房屋建築用地附近的原規劃為中低密度私人住宅區，此次要求放寬地積比及高度限制申請，很大程度上是擾亂了本社區的原設計。試想居民原來是住在一個中低密度的小社區，也已為此付出了私人住宅樓價，較多的交通時間，及較貴的交通費用，只求在繁忙工作後，回家有一休息空間而已的希望也受破壞！若設計只流於數字，沒有為人考慮，房委會應如何向市民交代？究竟何謂建築？你們是建築痛苦於我們身上嗎？很多居民強烈要求各部門包括何永賢司長，再次向附近居民及持份者提供足夠咨詢，改善設計，反對魯莽放寬規劃規則！

5. **元朗南已有大型及完善的規劃，沒有急切需要改動此區規劃藍圖：**

2020年後經濟下行，很多樓宇已成為業主的負資產，大批市民已經移民及將會移民，人口將不斷下降。人口增長將不似預期，資助房屋需求也會大幅減少。再參考過去兩年售樓情況，在此元朗這非市區地方增加公營房屋供應，簡直是浪費政府資源，也擾亂了此區民生，房委會應認真的考慮一下。再加上元朗南已有大型及完善的規劃及公共房屋供應，所以實在沒有必要此時擾亂此區亂插屏風樓及影響民生，增加交通壓力令民不聊生。後果將不堪設想。房委會及規劃署並不應被請來作炒樓滋擾市民用的。有人認為房委會今次的申請比私人發展商更加無理，更加無良，也可能更加冇腦！因受市場，法例，元朗分區大綱規範，私人發展商尚須考慮房屋設計是否合理，有否配套，能否售出。房委會則完全不用考慮需求的法則，魯莽插針高樓，工作草率只求交功課，實在不能接受！

最後，此公營房屋用地與溱柏、原築、及溱頤直接毗鄰，數千住戶單位及上萬人口，其意見並不應被忽視！請認真的進行大規模資詢活動，收集意見，改善建築設計，增加商店配套，改善整體公共交通！我們並不接受現在的設計，更加不接受提高地積比！請各部門立即與我們關注組及所有附近居民聯絡咨詢，提供改善方案！

溱柏物業管理關注組聯絡人李耀雄先生
聯絡電話：

致：城市規劃委員會秘書（香港北角渣華道 333 號北角政府合署 15 樓）tpbpd@pland.gov.hk

致：香港房屋委員會（九龍九龍城區何文田佛光街）

抄送：元朗區議員李啟立議員

由：元朗溱柏屋苑管理關注組

日期：2024 年2 月18 日（星期日）

關於：處理中的規劃申請（A/YL/316）

房委會在元朗十八鄉路位於溱柏、元築、及溱頤間土地上建公營房屋的項目中，申請放寬地積比及高度限制（A/YL/316），**我們對此強烈反對。**

我們並對房委會未經廣泛咨詢本區居民，未考慮地區承受力，不顧居民感受，由原為大眾謀福利而設立的機構，變為只會拼業績的衙門，深感失望！本關注組強烈反對此規劃放寬申請，理由如下：

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附近居民多依靠屋村巴士連接地鐵站，繁忙時間十八鄉路會非常擠塞，時有交通意外，例如近期（2024 年 1 月 16 日）一宗死亡交通意外就發生在將要新建公屋的土地旁。繁忙時間連的士也不想進入十八鄉路。放寬地積比及高度限制後的新建公屋極度增大對公共交通及對道路的壓力。本區公共交通配套本就嚴重不足，周邊沒有街市購物，居民都必須要出道市中心先能解決起居飲食，也更不可能滿足大量居民湧入，在基礎設施未能發展完善的前提下，盲目放寬地積比及高度限制，就是為居民製造更多出行不便，或甚至是更多的交通意外，房委會不用對此負責嗎？

3. **偏離原有元朗社區規劃：**

本區居民購買住宅的時候，周邊也是私人住宅土地。插針式建公屋絕對是不能接受！東補西補房屋政策缺漏也不應該由以真金白銀購買私人住宅的市民埋單。規劃是應有大方向，政策應是與時並進，長遠規劃及地區樓宇高度也不能草率更改。雖然政府有政策提高公營房屋用地的發展密度，但也不能只用類似小學生程度思維，去用盡政府政策容許可增加的三成地積比。此申請未能平衡各方利益及風險，這也會令人質疑政府政策的不嚴緊。如果高度限制能夠魯莽隨意提高，那規劃署的工

作意義何在？元朗分區大綱圖的意義何在？**此申請要求放寬三成地積比，由 25 層增加至 40 層，由增加 700 個單位增加至 944 個單位。完全不是略為放寬，而是嚴重放肆、放棄規劃！**

Table 1 Comparison between the OZP-compliant Scheme and the Proposed Scheme

Development Parameters	OZP-compliant Scheme^ [A]	Proposed Scheme# [B]	Difference [A] –[B]
Maximum Total PR	Domestic/Non-domestic: 5.0/ 9.5 (under Composite Formula)	Domestic: 6.5 Non-domestic: 0.7	Domestic: +1.5 (+30%) Non-domestic: +0.7 (N/A)
Maximum Building Height (main roof level)	Not exceeding 25 storeys (excluding basement(s))	Not exceeding 40 storeys (excluding basement(s))	+15 storeys (+60%)
Flat Production (units)	About 700	About 944	About +244 (About +35%)

^ The maximum PR and the maximum BHR followed those under the R(A)1 zoning in the approved Yuen Long OZP No. S/YL/27 and the flat number stated under the Development Bureau's website.
# The scheme for illustration purpose and subject to detailed design.

4. **<u>擾亂了本社區規劃：</u>**

由於此公營房屋建築用地附近的原規劃為中低密度私人住宅區，此次要求放寬地積比及高度限制申請，很大程度上是擾亂了本社區的原設計。試想居民原來是住在一個中低密度的小社區，也已為此付出了私人住宅樓價，較多的交通時間，及較貴的交通費用，只求在繁忙工作後，回家有一休息空間而已的希望也受破壞！若設計只流於數字，沒有為人考慮，房委會應如何向市民交代？究竟何謂建築？你們是建築痛苦於我們身上嗎？很多居民強烈要求各部門包括何永賢司長，再次向附近居民及持份者提供足夠咨詢，改善設計，反對魯莽放寬規劃規則！

5. **<u>元朗南已有大型及完善的規劃，沒有急切需要改動此區規劃藍圖：</u>**

2020 年後經濟下行，很多樓宇已成為業主的負資產，大批市民已經移民及將會移民，人口將不斷下降。人口增長將不似預期，資助房屋需求也會大幅減少。再參考過去兩年售樓情況，在此元朗這非市區地方增加公營房屋供應，簡直是浪費政府資源，也擾亂了此區民生，房委會應認真的考慮一下。再加上元朗南已有大型及完善的規劃及公共房屋供應，所以實在沒有必要此時擾亂此區亂插屏風樓及影響民生，增加交通壓力令民不聊生。後果將不堪設想。房委會及規劃署並不應被請來作炒樓滋擾市民用的。有人認為房委會今次的申請比私人發展商更加無理，更加無良，也可能更加冇腦！因受市場，法例，元朗分區大綱規範，私人發展商尚須考慮房屋設計是否合理，有否配套，能否售出。房委會則完全不用考慮需求的法則，魯莽插針高樓，工作草率只求交功課，實在不能接受！

最後，此公營房屋用地與溱柏、原築、及溱頤直接毗鄰，數千住戶單位及上萬人口，其意見並不應被忽視！請認真的進行大規模資詢活動，收集意見，改善建築設計，增加商店配套，改善整體公共交通！我們並不接受現在的設計，更加不接受提高地積比！請各部門立即與我們關注組及所有附近居民聯絡咨詢，提供改善方案！

溱柏物業管理關注組聯絡人李耀雄先生

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240219-100017-64104
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	19/02/2024 10:00:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Olive Law

意見詳情
Details of the Comment :

本人強烈反對此規劃申請，理由如下：
1. 未向受此申請影響的居民諮詢 - 此申請將嚴重影響週邊廣大地區居民的生活，但政府事前卻沒有諮詢我們這批居民的意見，完全忽視我們的感受，令我們十分憤怒！
2. 使區內交通擠塞情況惡化 - 公庵路和僑興路在上下班繁忙時間已經嚴重擠塞，居民叫苦連天，現在政府在沒有增加行車路面和改善交通管制措施的情況下大幅增加區內居民的數量，肯定會使本來已經極端嚴重的擠塞情況更加惡化，對居民來說是雪上加霜。
3. 嚴重影響週邊地區的居住生態 - 本區原本的規劃是中低密度住宅區，居民也是基於這樣的規劃才選擇入住此相對偏遠的地區，現在政府卻要更改規劃，申請大幅度放寬地積比率及高度限制，在完全沒有增加配套設施的情況下突然增加區內居住人口，勢必令這本來舒適的小社區環境變得十分擠逼、空氣質量下降、居民身心都將受到嚴重影響。
4. 高度非常影響溱柏的原本環境，非常憤怒的房屋計劃。

125 附加

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240219-124424-87431
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	19/02/2024 12:44:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Olive Law

意見詳情
Details of the Comment :

本人強烈反對此規劃申請，理由如下：
1. 未向受此申請影響的居民諮詢 - 此申請將嚴重影響週邊廣大地區居民的生活，但政府事前卻沒有諮詢我們這批居民的意見，完全忽視我們的感受，令我們十分憤怒！
2. 使區內交通擠塞情況惡化 - 公庵路和僑興路在上下班繁忙時間已經嚴重擠塞，居民叫苦連天，現在政府在沒有增加行車路面和改善交通管制措施的情況下大幅增加區內居民的數量，肯定會使本來已經極端嚴重的擠塞情況更加惡化，對居民來說是雪上加霜。
3. 嚴重影響週邊地區的居住生態 - 本區原本的規劃是中低密度住宅區，居民也是基於這樣的規劃才選擇入住此相對偏遠的地區，現在政府卻要更改規劃，申請大幅度放寬地積比率及高度限制，在完全沒有增加配套設施的情況下突然增加區內居住人口，勢必令這本來舒適的小社區環境變得十分擠逼、空氣質量下降、居民身心都將受到嚴重影響。
4. 非常憤怒因為嚴重影響中低密度的溱柏景觀和增加交通及環境的改變，垃圾池也非常接近溱柏8座的衛生方向。對規劃處的計劃非常失望，要強烈反對，反反對，不可以接受地積比的更改，沒有咨詢過溱柏及鄰居的持份者，不尊重我們一班小業主。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240217-154456-87505
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	17/02/2024 15:44:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan Fook Leung

意見詳情
Details of the Comment :

反對十八鄉路更改城市規劃，起公屋樓層由原先25樓層更改為40層，大大影響了周邊的環境，交通問題，敬請諮詢後在作詳細規劃。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240218-072048-68758
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	18/02/2024 07:20:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Dan Wong

意見詳情
Details of the Comment :

I have grave concerns regarding the proposed relaxation of land/area ratio of subsidized housing in the Yuen Long Shap Pat Heung Road area. The potential consequences of this plan warrant serious consideration, and I would like to highlight the following points:

1. Road Traffic Congestion:
- The existing road infrastructure in the area is already strained, particularly during morning peak hours.
- Saap Pat Heung Road and Yuen Long Tai Yuk Road experience severe traffic congestion, causing inconvenience and delays for residents in the morning of every week day.
- Introducing additional high-rise buildings through this development will undoubtedly exacerbate the existing traffic problems, leading to further gridlock and increased commuting time, affecting the community and also emergency service.

2. Deviation from nearby development intensity:
- The proposed relaxation of the land/area ratio goes against the established development intensity in the area.
- Surrounding buildings and developments are characterized by medium-density structures, with buildings typically standing at less than 30 stories high.
- Allowing significantly taller buildings in this context will disrupt the visual landscape and alter the unique character of the neighborhood.

3. Strain on Existing Facilities and Services:
- The increased population resulting from the construction of subsidized housing will place additional strain on the limited facilities and services in the area.
- Essential amenities such as healthcare centers, schools, and recreational facilities may struggle to meet the sudden surge in demand, leading to decreased accessibility and compromised quality of services for residents.

In light of these concerns, I reject the proposal.It is essential to ensure that the development aligns with the best interests of the community and addresses the potential challenges associated with road traffic congestion, adherence to existing development, and the strain on existing facilities and services.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240218-130039-61785
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	18/02/2024 13:00:39
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ho Chung yi

意見詳情
Details of the Comment :

反對，唔應該特然起高左，精神病患者唔應該咁接近民居

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240218-131256-14049
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	18/02/2024 13:12:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CY Lau

意見詳情
Details of the Comment :

1. 強烈反對此申請。
2. 此地原為私人住宅用地，之後被政府強拍強行變為政府土地去起公共房屋，已是不合此區規劃原意。
3. 此申請要求放寬地積比三成令樓宇高度限制由二十五層升高至四十層絕對不是略為放寬。對附近樓宇包括溱柏的住戶引起極大影響。幾層高基座的設計完全不合情理把溱柏低層的住戶視線直接遮擋，高層視線亦極度阻擋，屏風效應極大。設計完全沒有顧及附近居民生活感受。
4. 附近社區商店，食店，嚴重不足。無論私樓或政府樓的居民將苦不堪言。增加數千戶居民，完全把這區寧靜嘅氣氛破壞。
5. 當初本區私樓市民買這一區這麼偏遠，就是喜歡這邊的寧靜。可惜政府要破壞我們放工喘氣嘅唯一家庭生活。情況實在堪輿。房委會設計欠缺諮詢，亦不理會附近鄰居，實在問題非常之大。政府不能隨便改變元朗這個小社區的設計規劃大綱圖。我在此嚴正反對隨便改變此區規劃。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240218-132612-62860
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	18/02/2024 13:26:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. DY Hui

意見詳情
Details of the Comment :

1. 強烈反對此申請。
2. 此地原為私人住宅用地，之後被政府強拍強行變為政府土地去起公共房屋，已是不合此區規劃原意。
3. 此後更放寬三成地積比，完全不能接受！湊柏高層住戶視線極度阻擋，屏風效應極大。設計完全沒有顧及附近居民生活感受。
4. 市區公共交通嚴重不足，設計不良。附近幾個私人屋苑有自己的邨巴，尚算解決繁忙時間上班的需求，可以到達地鐵站。但早上交通非常繁忙。實在不能再加更多居民。要求先改善公共交通配套。
5. 房委會及規劃必須進行足夠諮詢，先諮詢好附近居民需求。 要求政府先交代諮詢工作如何安排！停止在浪費公帑去繼續進行這些垃圾設計。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240219-003306-54861
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	19/02/2024 00:33:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Yung

意見詳情
Details of the Comment :

反對於十八鄉路土地放寬地積比
本人為附近屋苑湊柏居民，自保良局李兆基青年綠州宿舍入伙後，交通壓力大增，繁忙時間巴士爆滿，十八鄉路塞車問題嚴重。交通配套不足情況下，加建至40層公屋，住戶增加會導致交通問題惡化。
第二，附近屋苑均在25層以下，放寬地積比，對附近屋苑居民不公，視野阻擋，樓價更會因而受影響。
第三，放寬地積比後加設精神病人過渡宿舍，鄰近地區環境幽靜、晚上人煙稀少，加上警員巡邏頻率比市中心低，加設過渡宿舍會令附近地區治安會受影響。
本人明白加建公營房屋對市民有不可或缺的逼切性，懇請城規會就上述申建放寬地積比的申請可以參考鄰近居民、持分者的意見，保障附近居民利益，謝謝。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240219-073047-05205
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	19/02/2024 07:30:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Lee Wai Ming

意見詳情
Details of the Comment :

本人強烈反對城規會改建此地用途，興建40層高房屋！僑興路交通本已嚴重擠塞，增加九百幾户人口只會令到這區交通更加擠塞，效果難以想像！
本區以往歷史地積比，所有住宅戶都不會超過25層高，現在突然決定增加地積比興建更高樓層，只會做成屏風樓效應，阻擋陽光, 風, 阻礙景觀, 有違當初住宅發展的原意，嚴重影響居民身體健康！城規會絕不能漠視一眾現有居民的環境、交通等問題，而祇是單方面計劃興建多層多戶而漠視引起其他如交通擠塞、環境景觀，休閑用地的事宜。
現懇請城規會慎重考慮增加地積比到40層樓的事宜是否適合。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240219-113201-23678
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	19/02/2024 11:32:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. FAN OI LING

意見詳情
Details of the Comment :

現在冇分時段不停塞車、再起咁高樓宇，大大增加人口超出負荷，並且增加噪音及環境污染。在這附近樓宇全部都係二十幾層，怎麼可能起咁高影響景觀、阻擋隔離住戶光線、景觀及通風效果。反對

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240219-122658-59513
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	19/02/2024 12:26:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 鐘吉慶

意見詳情
Details of the Comment :

本人強烈反對此規劃申請，理由如下：
1. 未向受此申請影響的居民諮詢 - 此申請將嚴重影響週邊廣大地區居民的生活，但政府事前卻沒有諮詢我們這批居民的意見，完全忽視我們的感受，令我們十分憤怒！
2. 使區內交通擠塞情況惡化 - 公庵路和僑興路在上下班繁忙時間已經嚴重擠塞，居民叫苦連天，現在政府在沒有增加行車路面和改善交通管制措施的情況下大幅增加區內居民的數量，肯定會使本來已經極端嚴重的擠塞情況更加惡化，對居民來說是雪上加霜。
3. 嚴重影響週邊地區的居住生態 - 本區原本的規劃是中低密度住宅區，居民也是基於這樣的規劃才選擇入住此相對偏遠的地區，現在政府卻要更改規劃，申請大幅度放寬地積比率及高度限制，在完全沒有增加配套設施的情況下突然增加區內居住人口，勢必令這本來舒適的小社區環境變得十分擠逼、空氣質量下降、居民身心都將受到嚴重影響。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240219-123057-40903
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	19/02/2024 12:30:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 林少文

意見詳情
Details of the Comment :

本人強烈反對此規劃申請，理由如下：
1. 未向受此申請影響的居民諮詢 - 此申請將嚴重影響週邊廣大地區居民的生活，但政府事前卻沒有諮詢我們這批居民的意見，完全忽視我們的感受，令我們十分憤怒！
2. 使區內交通擠塞情況惡化 - 公庵路和僑興路在上下班繁忙時間已經嚴重擠塞，居民叫苦連天，現在政府在沒有增加行車路面和改善交通管制措施的情況下大幅增加區內居民的數量，肯定會使本來已經極端嚴重的擠塞情況更加惡化，對居民來說是雪上加霜。
3. 嚴重影響週邊地區的居住生態 - 本區原本的規劃是中低密度住宅區，居民也是基於這樣的規劃才選擇入住此相對偏遠的地區，現在政府卻要更改規劃，申請大幅度放寬地積比率及高度限制，在完全沒有增加配套設施的情況下突然增加區內居住人口，勢必令這本來舒適的小社區環境變得十分擠逼、空氣質量下降、居民身心都將受到嚴重影響。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240219-140353-19420
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	19/02/2024 14:03:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Grace Ma

意見詳情
Details of the Comment :

反對規劃跟原來規劃不一樣，對溱柏業主極度不公平，而且嚴重影響民生，影響附近所有私人屋苑價值

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240215-215815-93176
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	15/02/2024 21:58:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Teresa Cheung

意見詳情
Details of the Comment :

本人強烈反對此規劃申請，反對理由如下：

1. 溱柏居民強烈不滿政府將私人住宅用地強行變成政府用地，並藉此興建政府房屋，嚴重影響原本此地帶的規劃生態及社區和諧。我們香港市民肉隨砧板上，房委會只顧自己交功課以保飯碗，要求放寬地積比及高度限制，這遠遠超越溱柏及原築一帶的建築限制，完全漠視此地帶居民十多年來的環境生態。新建房將嚴重在超近距離阻礙溱柏居民景觀，空氣質素及心理健康！
房屋設計並不是政府部門為求自保飯碗的工具，該是以民為本，顧及有關土地旁邊使用者身心的感受而不是強奪此處居民僅餘擁有的生活環境。預計新建房屋將與溱柏非常接近，嚴重壓迫兩方居民，破壞此地帶原定下的25層樓高的規定及和諧社區生態，亦將會擾亂此地帶的社會秩序及安寧。
規劃乃是大方向，政府政策更應與時並進，長遠規劃及地區樓層高度不能擾亂，更不應在毫無必要嘅情況下及區域內胡亂以插針式的方法起樓，草率更改原有生態規劃。插針式起樓久已一早被公認不是理想規劃，除了嚴重影響市民身心健康，更是影響香港身為一個文明國際都會嘅聲譽。今時今日已經有好多其他國家在恥笑香港人生活環境不比畜生的好，香港政府部門究竟何時才會醒覺醒悟？何時才會不再自私地為了交功課保飯碗而傷害香港市民？
因應中央政策，元朗南一帶將會被大舉規劃入北部都會區，屆時將會有大量高密度政府房屋，所以現在是完全沒有必要及任何迫切在此地帶擾亂生態，破壞社區安以致民不聊生。

2. 房委會政府人員並不是請來滋擾市民的，此建築設計比私人發展商更加自私冇理，更加冇良心，更加冇思考。私人發展商尚需考慮房屋設計是否合理，有否配套，能否售出，房委會完全不加思索，為求自保工作草率，完全浪費了香港納稅人嘅金錢以及政府資源。房委會應要與其他政府部門如運輸署合作嚴肅討論市民需求及研究各區改善生活環境的方案，才能將房屋設計規劃與居民需求融合。私人發展商如新鴻基及新世界在此處的計劃申請從來不能超過原有的樓宇高度規定，為何政府部門就可以建設高過於原有規定嘅房屋？這樣是否名副其實的「只許州官放火，不許百姓點燈」？ 就此，本人強烈反對無理據的無必要的插針式起樓，以免進一步影響此處居民生活環境及健康。

3. 明白政府有政策提高公營房屋用地的發展密度，但房委會並不能像小學生只管交功課而擾亂社區秩序，傷害市民每一天的生活質素。本人強烈不認為此申請只是略為放寬，如果高度限制能夠隨意放寬及提高，那規劃署之前的工作有什麼存在價值？元朗分區大綱圖的意義又何在？此申請完全擾亂了溱柏、臻頤及原築一帶原定規劃的中低密度住宅，強奪及剝削此處居民原意住在一個偏遠但至少是中低密度的小社區。溱柏、臻頤及原

築一帶居民寧願犧牲作息時間千里迢迢舟車勞頓地上班下班，也選擇了住在此偏遠位置，目的就只為了呼吸一啖新鮮空氣，減低工作壓力而引致的疾病如焦慮症、抑鬱及情緒失控問題等！

香港每年為情緒抑鬱或精神病而自殺輕身的個案數字有增無減，新一代年青人嘅思維及情緒更是受到社會嘅關注。政府強迫香港人在高密度插針式起樓的環境下生活成長，嚴重影響居民心理質素及精神健康，不幸的市民更是走上絕路。若政府堅持這些自私自利不顧後果的做法，就是永遠得不到民心，人才精英亦只會帶着他們的下一代離開香港遷往一個較宜居的城市。本人相信中央絕對不會希望因香港政府部門的無良房屋政策及設計令香港地位進一步走下坡直至在國際市場上完全失去競爭力。

為何政府要把我們市民唯一回家休息的空間都變成不必要的屏風樓，這個實在於理不合！政府部門樓宇設計只流於數字，完全沒有內涵，更沒有為原有居民作出任何考慮，房委會如此草率如何向市民交代？ 在此，強烈要求政府各部門包括何永賢局長，再向附近居民及持份者提供足夠咨詢，改善在溱柏附近一帶的公營房屋樓宇設計、交通配套以及商圈規劃，本人反對魯莽及無理放寬原本規劃的規定。

2020年後經濟處於低位，不少業主已是負資產，大批市民已經移民或將會移民別的國家，人口增長並不似預期，偏遠位置的公營房屋需求更是不大，詳細應參考過去兩年售賣情況。在此偏遠位置增加資助房屋單位根本沒有迫切的需求，房屋建成後明顯沒太多人願意搬進來，如此一來浪費政府資源，浪費市民公帑，更擾亂此區和諧規劃，完全是百害而無一利。

4. 此區一帶由八年前開始已經嚴重欠缺公共交通配套，可是政府各部門高高在上視而不見，直至中央希望建立一個北部都會區，公庵路上的明渠工程才開始動工以為日後交通流量作準備。 現時大量溱柏居民倚靠屋苑邨巴往來地鐵站，如果政府部門稍為關心市民，稍為有查看資料，定必知道繁忙時間十八鄉路與公庵路一帶的交通是非常非常擠塞。八年來政府部門已經從來沒有為此作出任何改善，現在房委會為求方便自己找到符合條件的地皮以作交功課之用，隨意草率申請建設不符合原有規劃的房屋，實在令人髮指。新建房委會房屋沒有邨巴服務，對公共交通需求定必大增，亦定必對此一帶道路壓力倍增。此區公共交通配套原本已是嚴重不足，更不能滿足大量居民湧入。在基礎設施未能完善發展的大前提下，本人強烈反對放寬任何地積比以致增加此地區的交通壓力，同時增加此處居民上班時間的壓力。

5. 本區商店、食肆嚴重不足，只有溱柏內一間小超市，稍為有少少思考嘅政府部門都必定會明白這間小超市是完全不能支撐新建房屋的人口。莫說增加多數十層樓的居民，胡亂增加居民並沒有考慮增加任何配套方案就是再一次證明香港政府部門是不負責任及不加思索，只求在數字上交功課草草了事。

縱然社會上有不少聲音說香港政府部門欠缺規劃頭腦，但本人認為此言差矣。反之，本人覺得高高在上的政府部門除咗懂得怎樣徵收市民稅項卻不會理會民生，只求自保飯碗，傷害不同階層的居民，浪費公帑，損毀香港形象及聲譽。這些自私行為比起欠缺規劃頭腦更加令人痛心，更令人覺得可恥。

政府在現今社會用地必須大大增加商業元素，在偏遠地區應先行做好交通配套，考慮附近已存在的環境規劃，方能令各區市民心服贊同。年代不同，市民的贊同或反對聲音都會是很明顯的，兩種聲音都需要被重視。若政府仍然自我堅持漠視市民聲音，最後只會換來前幾年香港社會曾出現過的恐怖情況，而這些情景相信沒有任何一個愛香港的人希望再見到。沒有用心無私的城市規劃，香港面貌形同一堆垃圾，規劃混亂，整個城市毫無美感，毫無內涵。若城市規劃繼續混亂，外地遊客亦不願意到訪，本地人才流失，導致香港經濟如坐箭般下滑。那些政府部門如規劃署、房屋署及運輸署實在是責無旁貸。當社會上某些市民用不良行為及態度表達意見導致破壞公物及傷害他人，本人完全贊同他們應為自己自私自我的行為負上法律責任，接受審判及懲罰。倘若政府部門公帑錯配，房委會工作欠佳，運輸署懶理地區交通擠塞，規劃署仍然容許申請計劃草率通過，本人強烈認為應當根據行政長官大方向成立專責小組嚴肅徹查政府各部門人員有否失職與及進行適當處罰。

在計劃申請內的用地與溱柏、璟頤及原築三個屋苑直接毗鄰，數千單位戶及上萬人口的意見絕對不可以忽視，應進行大規模資詢活動，收集居民意見並改善原身計劃的設計！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240215-225036-58859
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	15/02/2024 22:50:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lau Yee Wan

意見詳情
Details of the Comment :

十八鄉

有關放寬地積比率，建築高度限制來作公營房屋發展及社會福利用途，本人有以下意見：

1）城市規劃及設計帶來負面影響：政府應考慮元朗十八鄉路一帶附近全部都是約27層建築群，如果建築高度放寬至36-39層，整個城市局佈和規範變得異常，甚至對周遭環境，生態和鄰近居民帶來壞影響

2)社會配套不足：元朗南和十八鄉路地段一直缺乏民生設施，根本不足以應負突然龐大上升的人口，另外再加入社會福利用途(照顧老弱殘人士的服務，根本就百上加斤)

3)交通配套不足：面對人口的急速增長，單單擴闊另一邊的明渠是不足夠。這個地段的屋苑，和新草擬的公營房屋項目，全部出口都是經十八鄉路(而非明渠一帶)，十八鄉路只是一條單程路，只要其中一處有事故封閉，整條單向的道路就已經行不通，無意外都經常塞車; 今年2024年1月，已經在該公營房屋地盤對出的十八鄉路發生2次 車撞人的交通意外，可想言之，該地段現時已經車多人多，但政府仍罔顧市民安全，在沒有改善任何配套下，仍大力發展公營房屋

4)罔顧病患者安全：部份改作社會福利用途，作為照顧老弱殘人士是不明智的做法。前提提及到交通和民生配套不足，萬一院舍病友有任何突發情況，救護車都未必可以順利進行救援工作及即時送去最近的醫院治理

5）鄰近私人屋苑溱柏一直有一部分道路是開放給公眾人士使用，但維修費一直由溱柏居民和私人發展商承擔。若旁邊政府大力發展公營房屋，增加人口，非溱柏居民可以肆無忌憚進出私人屋苑，不但影響私人屋苑的保安，嘈音和環境衛生問題，同時溱柏屋苑居民和私人發展商要承擔日後的維修費，實在是非常不合理的做法！應重新修改溱柏屋苑範圍不再設有公眾範圍 ，只供屋苑住戶進出

建議：
1） 公營房屋應與附近建築物的高度相若，減輕屏風樓對附近建築群和附近環境生態的負面影響

2）民生配套不足，便應該向民生配套發展，而非向社會福利方向發展(院舍應設於醫院附近，而非在一個單程路兼經常塞車的地段）

3）人口密度大幅增加，在基層樓層應加設民生配套，而非作社會福利用途

4)元朗南的交通發展不足，人口稠密急升，單單靠擴闊明渠根本不足以應付。應考慮是不是要加設元朗南的西鐵延線，才可以容納龐大的人口增長；配合元朗南發展而增設公路前往大欖隧道

政府由收這幅十八鄉土地以來，一直都有市民反映反對意見，提及大量民生配套，交通，環境等壞影響，直到施工期間意外頻生，反對聲音甚多。但政府仍然一意孤行地落實收地起樓，甚至更改建築高度限制和用途，市民實在希望政府能重新檢視及考慮市民的建議，希望把負面影響減至最低

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240218-190311-76976
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	18/02/2024 19:03:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. CHOW

意見詳情
Details of the Comment :

就把樓層起至超出原規劃25層樓高住宅， 而且會更改土地用途至社會服務， 本人是住在元朗超過20年的居民，約9年前搬到附近居住，現提出強列反對。

根據原發展規劃， 該土地原劃為甲類房屋土地，不高於25層私人住宅。根據起初設計(最少我搬入附近住宅時，最多只會起不高於25層私人住宅，跟鄰近「溱柏」、「原築」及「溱頤」相同高度)。 附近環境配套本為中低密度發展，元朗公園一帶更只有12層高，全屬私人低密度住宅，政府一聲要強制收回土地，把該土地收為起公共房屋，我們雖然不願意，但該土地原規劃為甲類私人樓宇。不接受也反對不了。

看見房委會申請文件中，要求改為40層高住宅， 更加入精神病等社會服務，聲稱發展計劃對附近環境配套交通「不會」構為影響，實在忍受不了。

環境：原為中低密度住宅，說實在，現在人流車流都已太多，附近本來的樹木都被剷掉，將會更換來兩座39及36層高屏風公用房屋，對空氣流通、景觀、環境怎會沒有影響? 每天居民活在屏障中，情緒更低落。

交通：交通更是致命傷，現在十八鄉路一帶居民，只靠一條十八鄉路，每天早上指定繁忙時間有968， 269C， 班次疏落的68E和68F， 以及有長期繁忙時間爆滿的34號小巴。每天早上，本人都會乘搭968出港島上班，儘管接近5分鐘就有一班968巴士，馬田村站總算有位坐，但到了蝶翠峰站，基本上每天亦有十數二十人需要企出港島，日後多了944戶人家， 多了2550人需要交通配套，請問房委會還敢說多了2550人對交通沒有影響嗎? 那2550人不用離開住所，不用上班上學的嗎? 以現在人流，我每天搭車由十八鄉路出迴旋處，車流已太多， 每天都要塞約10-15分鐘才能離開十八鄉路，日後多了2550人， 情況更甚恐怖，公庵路更長期塞車，即使原規劃25層高樓宇， 已對交通構成嚴重影響，在未起道路， 未疏道人流的情況下起樓， 完全無配套可言， 實在妄顧現有居民需要。

景觀，視覺：高過附近樓宇一半高度，成為元朗南最屏風最高的遮檔物，根本就影響嚴重!

砍伐樹木：樹木已被砍伐， 當然房委覺得無影響了! 因為本來美好的環境已被破壞

其他影響：溱柏本身為開放式屋苑，裡面有商戶超市及食店， 朝早0700-2300開放其他非溱柏居民使用，可是業主們本身已每月承担著80多萬公用地方開支， 修補公用地方，日後人流增多，損耗必定更大， 溱柏居民要承担更大的管理費開支來補貼附近非住戶， 對溱柏居民實在太不公平! 如有其他非居民使用溱柏商戶及道路， 政府會否補貼溱柏管理

費呢? 而且人流多了定必影響治安， 到時保安費用亦會增加， 管理費也會增加， 對溱柏居民構成嚴重影響。

興建25層高樓宇已是不可承受的痛， 現在更說要40層樓高， 讓更多人使用屋苑道路， 增加損耗和管理費開支， 對我們實在構成嚴重傷害! 政府負責人員不是住在附近， 當然不覺得， 亦不知道有嚴重影響， 但我們每天也要生活， 日後環境交通配套， 設施均對現有居民構成重要傷害! 故本人強烈反對更改原規劃由25層起至40層高，希望城規會重視我們的訴求，反對更改高度限制!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240218-185755-61395
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	18/02/2024 18:57:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Cheung tun lung

意見詳情
Details of the Comment :

我謹此提出反對“放寬地積比率及建築物高度限制”（A/YL/316) 的強烈立場。首先，我認為該位置的規劃應以整個元朗南的規劃作為考慮。
A/YL316 及 Y/YL/20 的接近同時發展，以及整個元朗南發展十八鄉路一帶三個項目全數改劃後，將導致整個元朗南的交通壓力劇增，特別是在十八鄉路段的休憩設施比例及民生設施的不足。這種情況將對我們的生活品質產生嚴重影響。
關於交通問題，我們區內的公共交通設施現已不足以應對 溱柏，溱頤，原築，蝶翠峰，尚悅 ，青年綠洲 ，翹翠峰 及銀田花園 ，以及附近的馬田村及穩興路後的住客的需求。即使道路工程完成，也無法解決現有的使用量問題，特別是在上下班高峰期，整個元朗的交通將會陷入擁堵。這不僅會使出入元朗的時間大大加長，而且會使十八鄉路及公庵路的交通負荷變得更加沉重。
巴士不足，道路狹窄，車輛過多，這些都會引致更多不必要的交通意外。即使新增巴士密度及巴士路線，但在每邊單線行車的十八鄉路上，這是不適合的。因為當有多於一架巴士停泊時，第二架巴士開車便要佔用馬路位置停頓，這將會引致交通更加擁塞。此外，十八鄉同時是貨倉集中地，會有大量大型貨車出入，加上附近是多駕駛人士，這將會增加交通意外的風險。
民生設施，如購物，街市，餐廳等本來已經嚴重不足以應付區內需求，而新加的 A/YL316 及 Y/YL/20 並未提供任何或只有極小量的民生設施，這完全是規劃錯誤。這樣的規劃只會使區內的壓力更重，本來的交通不便，還要應付民生設施更加不足的問題。
社會福利設施的規劃應注重及配合本區的年青發展。十八鄉路是年青發展區，青年綠洲便是最大的支持。加上溱柏，溱頤及尚悅都是有名的上車盤，有大量的年青力量及新婚夫婦居住於此。新婚夫婦亦是政府近年大推生育的目標群體。如果在這裡，我們可以讓大家有安居樂業之感，而不是需要擔心其他社福問題，或者因為這些問題而需要搬區，這將會使生育意向大大降低。
公共空間的不足，以及A/YL316 及 Y/YL/20 的發展都不是以提供民生設施，休憩設施予以附近居民為主。這種不顧民生及交通的規劃，不僅解決不了居住問題，反而會產生多種社會問題。其他地方的規劃有大量的休憩空間，民生設施的商店的數量是以整個區域作參考，加上有規劃車道及車位，而不是像這樣，胡亂加上居住比例，完全沒有參考交通及設施便申請放寬地積比率及建築物高度限制。啟德，將軍澳 及 天水圍等地段發展的規劃相比起這次元朗的規劃完善得多 ，這次元朗的規劃完全是不顧 民生 及 交通 的規劃，不單止解決不了居住問題，反而產生多種社會問題。

建筑高度的問題也是我們關注的重點。一直以來，元朗南都有建筑物高度限制，這是為了保護城市景觀、避免阻擋陽光及避免屏風效應。如果高度限制被放寬，建筑物可能會超出原有限制，這將會導致景觀受到破壞，城市格局失去平衡，整個屏風效應便會出現。由溱頤 到 A/YL316 以及 原築，這將會形成一個超大的屏風。

其中一個高度限制的原因，是為季候鳥預留飛行通道。我們要求您確保不會影響到季候鳥的飛行通道，以保持保育的效果。另外，我們也要求您確保南元朗的地質是否真的適合建起超出原有限制的高度的建筑物。

社區反對和不滿：本地居民對土地放棄地積比率和建筑物高度限制的調整表示強烈的不滿。我們擔心城市環境的惡化、噪音增加、隱私減少以及社區特色的喪失等問題，這可能會引發社區的抗議和反對。

基礎設施的壓力：建筑物密度和高度的增加可能對城市的基礎設施和公共服務造成巨大的壓力。在建築期間，由於多個政府項目（包括A/YL316 ，Y/YL/20 及公庵路改道）在溱柏，溱頤，原築外圍同時進行，這將會使環境惡化、噪音增加，完全不顧及居民的健康，包括空氣，粉塵塵埃問題。這將會使公眾醫療負荷上升，並可能使生育意向流失。於建築時，若果出現令本屋苑的建筑物的房屋有破裂及問題，屋苑居民會提出追討索償。我們會要求進行 pre condition survey，以作保留之後參考之用。

交通更長時間，令上流力量流失，交通意外機會提高。民生設施不足，令生活更加不便，生活困難。年青支援不足，生育意向大大降低或推遲，整個規劃為支失敗。没有以整區作為規劃，本來的目標達不到，還令社區增加淚氣和帶來更多社會問題。更進一步會有追討索償及環保保育問題預以發生。

我們強烈要求政府部門重新考慮這個規劃，並尊重我們社區的聲音。我們期待您的回覆，並希望能夠看到一個更加合理和人性化的規劃。

謝謝。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240220-151528-18646
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	20/02/2024 15:15:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. TL Chiang

意見詳情
Details of the Comment :

對於房委會的此項申請，本人十分反對，亦得知附近屋苑居民，例如原築、溱栢及璟頤亦非常反對。反對原因如下：
1. 現時十八鄉路及附近一帶的路面在公共交通不足的情況下已極度擠塞，而房委會的申請落實的話，入伙之後元朗南這一區的居民及車量就會急增，屆時十八鄉路及附近一帶的路面實難以負荷，出行都不方便，何來優質居住環境？其實，房委會提供的報告並不足以反影實際情況。

2. 元朗南這一區的住宅全都是低密度設計，大多都是25層高的樓宇，此設計令這一區環境開揚，有特色而成為優質的居住環境，但如果將新建的2幢公屋增加到40層，那就與這區的設計格格不入，而且亦影響到附近屋苑的採光，令到原先居住的居民住屋質素大幅降低。亦影樓價，要知道，樓宇是很多香港人一生的投資。

懇請尊貴的城規會委員否決房委會的申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240220-203023-41443
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	20/02/2024 20:30:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tung Wai Hong

意見詳情
Details of the Comment :

本人及家人們一直包受元朗18鄉路及公庵路每日交通阻塞問題，現每天都不同時間都會有阻塞情況，道路亦沒有曠大嘅空間，18鄉路現在已有多個不同大少的新及舊屋苑，人口暴升，交通，民生措施都非常缺乏，現還要再加高起樓，必定出現很多民生問題，完全沒有考慮到原居民現時的苦況，更在雪上加霜，必定加劇民怨。現在政府先行申請加大建築比例，加高樓層，如一旦批准，以後所有私人發展商必定跟隨，請問屆時你們沒有任何理句可反對其申請嗎！？後果不堪設想。
因此本人及家人們都極反對有關申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240221-082518-88972
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 08:25:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Sun Ling Fung

意見詳情
Details of the Comment :

樓宇太高,影響附近屋苑私隱
太多人,交通及公共設施沒有配套
反对放寬地積比率

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240221-084322-29442
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 08:43:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. BUT TSZ WAI

意見詳情
Details of the Comment :

我在此表達強烈反對放寬元朗十六村道公共房屋發展的地積比和建築高度限制的提案，該提案詳細說明了香港房屋委員會（HKHA）根據《城市規劃條例》第16條提交的規劃說明書中的內容。

我認為放寬地積比和建築高度的提案對社區和環境會產生負面影響。增加地積比和建築高度將導致人口過度密集、對基礎設施的壓力增加，對居民的生活質量產生負面影響。此外，提議的建築高度將破壞周邊的視覺景觀和自然通風。

而且40層摩天大廈比周邊所有建築物都要高最少三分之一，除了影響景觀，亦會造成屏風效應，嚴重影響通風，減少陽光，使周邊屋苑病毒傳播機會大大增加。

此外，規劃說明書聲稱該發展對交通、排水系統、供水、污水處理和環境等方面不會產生重大影響，但缺乏充分的證據和保證。在推進提案的發展之前，這些問題需要得到充分的解決和減緩。

基於這些關切，我敦促城市規劃委員會擱置放寬元朗十六村道公共房屋發展的地積比和建築高度限制的提案。重要的是要優先考慮社區的福祉，並確保任何發展都與可持續和和諧的城市規劃原則相一致。

感謝您考慮我的反對意見。我希望城市規劃委員會將認真評估市民提出的反對意見，並做出符合社區長遠利益的決策。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240221-100514-27526
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 10:05:14
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Wong Yee Ki

意見詳情
Details of the Comment :

反對加高至40層！
1. 周圍所有樓宇最高是二十多層高 。40層根本是屏風樓 。嚴重影響空氣流通。
2. 交通問題點樣唔影響？ 請問貴 處人員有沒有到現場視察環境？
3. 元朗南一帶已經會不停地起公共房屋，根本無需要在這細的地方在起至40層高 。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240221-125734-40350
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 12:57:34
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kwok

意見詳情
Details of the Comment :

反對加建停車位 1）附近十八鄉路公庵路交通嚴重擠塞 加多停車位引入咁多車流 嚴重加劇阻塞情況 2）附近已經有足夠停車場 功能性重疊

應考慮上關位置改建一啲食肆/醫療保健設施/公共交通工具站

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A/YL/316 Shap Pat Heung Road PH Major Amendments
22/02/2024 02:15

From:
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent by: tpbpd@pland.gov.hk
File Ref:

A/YL/316

Government Land along Shap Pat Heung Road, Yuen Long

Site area: About 7,100sq.m

Zoning: "Res (Group A) 1"

Applied development: 2 Towers – 944 Units / PR 7.2 (5) 130mPD (+60%) / OS 2,550sq.m / 144 Vehicle Parking / Social Welfare Facility Uses

Dear TPB Members,

Strong Objections. More pack 'em in under the ludicrous 'MINOR RELAXATION' mantra. The maths do not add up.

PR was 5 and now 7.2 that is almost 50% increase not 30%. Together with the +60% in height indicates that the HK government has no longer any regard for propriety or operating within its own stated guidelines and parameters.

All this to provide and additional 244 units. The proposed additions in PR and height do not translate into a commensurate increase in the number of units. That the negative visual impact will be significant, particularly as these will be utilitarian PH towers, is very evident.

At this point we might as well ditch the entire OZP process as it is quite clear that it no longer has any legitimacy.

When the OZP is trotted out it is accompanied by hundreds of pages of assessments that state that with mitigating measures the PR and BH can be accommodated. Then a few months down the line and without any changes to supporting infrastructure, significant increases can be accommodated.

That the process is now nothing more than box ticking is very clear. One takes part in the charade only to have it on record that the community is not fooled.

Mary Mulvihill

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240221-212513-59850
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 21:25:13
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Hilary Hon

意見詳情
Details of the Comment :

馬田村附近交通一直存在問題。而在保良局李兆基青年綠洲宿舍落成後，增加1680住戶，加劇交通負荷，現交通嚴重超標。令元朗公園一帶交通癱瘓。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240221-215220-13316
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 21:52:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Louise

意見詳情
Details of the Comment :

反對興建高於25層的樓宇，影響樓價並加劇交通塞車情況
反對興建精神病人過渡宿舍，影響社區和諧並提高罪案率

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-090149-43241
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 09:01:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Karie Law

意見詳情
Details of the Comment :

1. 反對加建樓層，應減低屏風樓設計從而減少影響附近溱柏居民，包括通風、觀景等。如不，溱柏市值定當首當其衝受影響
2. 避免對望樓，畢竟溱柏與新發展項目只有一街之隔，嚴重影響私隱度
3. 增設零售/餐飲/診所商鋪，畢竟輪近相關配套嚴重不足，只靠溱柏內的超級市場、便利店及餐廳去應付，增設了商鋪不但能便利新發展項目居民及溱柏市民，亦能減低溱柏市民對多外來客的顧慮
4. 增設交通配套，包括新增巴士站及加密班次，現時於十八鄉路只有數個巴士站及小巴站，日後新項目駿工後，交通配套定當不足
5. 增設24小時入車及行人通道於十八鄉路，以減低溱柏用戶使用公庵路，從而舒緩區內公庵路之交通

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-125022-60581
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 12:50:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Lungyuling

意見詳情
Details of the Comment :

反對興建基座起到四層，即係d 宿舍就係我地平台，2,3樓個d 位，慘不忍睹

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-125308-13757
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 12:53:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ng Ka Ho

意見詳情
Details of the Comment :

I am writing to express my opposition to the proposed change. I have reviewed the available inf ormation, and I am concerned that there is no mention of a comparison between the old and new designs in terms of increased space and its potential impact on residential capacity. I believe this oversight could have an adverse effect on the number of residents and, in turn, the transportation infrastructure in the area.
It is crucial to evaluate how the proposed changes will affect the living conditions of the resident s. Without addressing this aspect, there is a risk of overcrowding or a lack of necessary amenitie s. Additionally, the increased residential capacity resulting from the changes may strain the exist ing transportation systems. It is vital to assess the potential implications on traffic flow, parking availability, and public transportation services to ensure that the necessary measures are in place to accommodate the increased demand.

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-125631-79741
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 12:56:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Pooh chan

意見詳情
Details of the Comment :

反對
本人強烈反對放寬地積比率，
增加人口密度
周邊環境多年來沒有改善
包括交通擠塞，日常購物，休閒設施（公園）

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240222-130658-86259
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 13:06:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Gordon Wong

意見詳情
Details of the Comment :

考慮到民生及經濟發展，元朗不適合興建任何精神病院宿舍，興建會嚴重影響未來北上發展方向及元朗區民生情況，以至整個經濟環境。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-130820-28210
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 13:08:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. WONG LEE

意見詳情
Details of the Comment :

這個地方已經不少房屋 (只數近在咫尺的已有馬田村、龍田村、溱柏、原築等)，交通已經不方便，你還要起這麼多層，交通會崩潰的。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-130907-44244
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 13:09:07
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 鄧健朗

意見詳情
Details of the Comment :

反對起精神病人臨時宿舍，原因有二：
1. 住附近屋苑大多數都是有小朋友的家庭，起精神病人臨時宿舍會影響該區治安。
2. 地方太小和不清靜，不適宜起精神病人臨時宿舍，不但影響精神病人康復進度，還有機會加重病情。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-131354-92619
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 13:13:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. MAK SZE FUNG

意見詳情
Details of the Comment :

附近又多人住，交通又唔方便，仲有公奄路成日大塞車，你起成40層樓，交通點應付呀? 你叫附近嘅現有住客點做好? 九巴68E 次次都要25-30 MINS 一班車 & 68F 又係，仲要單層巴，番工 & 收工時間FULL晒，上唔到車!!!!!!!!!!

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-135013-38391
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 13:50:13
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ko Chun

意見詳情
Details of the Comment :

反對略為放寬地積比率及建築物高度限制。此放寬會影響到近屋苑的質素，包括交通，民生，社區氣氛。建議當局將相關社區設施興建於其他將會發展的公共屋村上

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-135425-79859
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 13:54:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ko

意見詳情
Details of the Comment :

1. 高度比附近樓宇高 影響通風
2. 人口密度高 影響交通 現有交通配套未能應付現有需求

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240222-135611-10549
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 13:56:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss YU

意見詳情
Details of the Comment :

反對興建精神病人臨時宿舍

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-141154-80037
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 14:11:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Cheung Sui han

意見詳情
Details of the Comment :

反對屏風樓！仲要起甘高！呢邊應該起低密度！同埋無啦啦起公營房屋係呢度做乜！呢一帶甘大好揀唔揀呢度起有無搞錯！極力反對啊！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-141638-48381
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 14:16:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan wai kam

意見詳情
Details of the Comment :

樓宇太高，有屏風影響

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-142701-59810
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 14:27:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Hung tin yau

意見詳情
Details of the Comment :

就十八鄉路興建公營房屋之問題！

1.) 本身本區交通配套已經不完美！

2.) 道路設施也未規劃好！

3.) 本身溱柏屋苑十八鄉路之出口是政府道路，還在到路口隔離興建公營房屋及其院舍，將來將會有大量外人可能會跟隨本屋苑的住客進出本屋苑範圍！（希望明白本屋苑乃屬私人地方）

4.) 希望明白元朗區已經人口膨脹，但道路及交通配套還未完善，現在政府還積極發展元朗區一帶，所以本人希望貴處認真去理解本屋苑周邊的問題及元朗區的發展！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240222-143613-45365
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 14:36:13
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wong

意見詳情
Details of the Comment :

有違原有城市規劃計劃, 對現有居民做成影響

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-144022-08288
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 14:40:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chow Mo yin

意見詳情
Details of the Comment :

本人就此規劃申請提出盤對，規劃不止影響溱柏及溱頤居民之主要出入口路途，人口稠密，交通規則未完善下已經經常塞車，現在加密住宅單位，人口相應增加 ，交通將不勝負荷！
十八鄉及公庵路路段平日交通已經非常阻塞，本人嚴重反對此規劃申請！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-145834-35991
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 14:58:34
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss JOSEPHINE WU

意見詳情
Details of the Comment :

城規會提交放寬地積比率及建築物高度限制的申請，由5.0倍增加至6.5倍，並將原先25層，變成兩幢樓高36層和39層住宅大樓，提供約944個單位，估計容納約2,550人，預計最快可於2028/29年度落成。大廈基座樓高4層，並設有2個社會福利設施，包括體弱長者家居照顧服務隊處所和精神病患者過渡期宿舍。 點解可以咁無規劃， 完全無視居民感受， 交通， 配套！

有無好好咨詢？ 精神病患者過渡期宿舍怎樣管理？ 如果佢地突然病發點算? 完全唔理居民安全！本身可以規劃到咁高?？請真的好好咨詢！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-125824-31154
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 12:58:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Pang Suk Pui

意見詳情
Details of the Comment :

Dear Sir/Madam,

I am writing to express my strong objection to the proposed minor relaxation of the plot ratio and building height restriction for the permitted public housing development at Shap Pat Heung Road, Yuen Long, as outlined in the Planning Statement submitted by the Hong Kong Housing Authority (HKHA) under Section 16 of the Town Planning Ordinance.

While I understand the need for increased public housing supply and the challenges associated with land scarcity, I believe that the proposed relaxation of the plot ratio and building height restriction is not in the best interest of the community and the surrounding environment.

Firstly, increasing the maximum domestic plot ratio from 5.0 to 6.5 (+30%) and the maximum non-domestic plot ratio to 0.7 would result in a significant increase in the density and intensity of the development. This could lead to overcrowding, strain on existing infrastructure, and a negative impact on the quality of life for residents in the area. The proposed development should be in harmony with the existing character and scale of the neighborhood, and such a substantial increase in plot ratio goes against this principle.

Secondly, raising the building height from 25 storeys to 40 storeys (excluding basement(s)) would have adverse effects on the visual landscape and air ventilation in the vicinity. The proposed taller buildings would disrupt the skyline and overshadow the surrounding areas, detracting from the overall aesthetics and natural beauty of the neighborhood.

Moreover, the Planning Statement claims that the proposed development will not generate any significant impacts in terms of traffic, drainage, water supply, sewerage, and environmental aspects. However, I am concerned about the potential strain on the already congested road network and the adequacy of the existing infrastructure to support such a high-density development. The statement does not provide sufficient evidence or reassurance that these issues have been adequately addressed.

Furthermore, the proposed minor relaxation undermines the principles of sustainable development and efficient land use. Rather than focusing on intensifying development on limited land, it would be more prudent to explore alternative strategies such as revitalizing existing urban areas or identifying underutilized land for public housing development.

In light of these concerns, I urge the Town Planning Board to carefully reconsider the proposed minor relaxation of the plot ratio and building height restriction for the public housing development at Shap Pat Heung Road, Yuen Long. It is essential to prioritize the long-term well-being of the community and ensure that any development is in line with the principles of sustainable urban planning.

Thank you for considering my objection. I trust that the Town Planning Board will take into account the views of concerned citizens like myself in making a decision that will have a lasting impact on the community.

Yours sincerely,

Pang Suk Pui

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有關：元朗十八鄉路路旁的政府土地
擬議略為放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途(申請編號:A/YL316)意見表

姓名：丘偉康 單位：

電話：

詳列意見：

做为漳指业主严重反对放宽规划，此次公屋本是政府未经
资询本区居民也未考虑本区的承受力不顾居民的感受强行
拍来的、严重影响社区生态人口偏离了原来的规划。
房屋会擅自改变社区规则影响到了居民的底线。
我得居民是购买的私人住宅周边全年私人土地住宅
见缝插针建公屋仲高过私人屋苑我得强烈反对！

業主/住戶簽署：

歡迎各住戶踴躍提出意見，敬請於 2024 年 2 月 22 日或之前將填妥的意見表交回客務處或大堂禮賓部。

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有關：元朗十八鄉路路旁的政府土地
擬議略為放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途(申請編號:A/YL316)意見表

姓名：HUI WAI KI 單位：

電話：

詳列意見：強烈反對!! 嚴重影響通風採光，配套不足，公共交通班次疏落完全不能再增添額外人口，完全違反周边中低密度的發展規劃原意！

業主/住戶簽署：

歡迎各住戶踴躍提出意見，敬請於 **2024 年 2 月 22 日或之前**將填妥的意見表交回客務處或大堂禮賓部。

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有關：元朗十八鄉路路旁的政府土地
擬議略為放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途(申請編號:A/YL316)意見表

姓名：WING HIN KWAN 單位：

電話：

詳列意見：強烈極度反對再放寬地積比率，此地發展已極之貼近濠柏，對屋苑將則是9.10座居民構成直接嚴重影响，根本沒有需要而且沒有足夠配套/設施，对環境/舒適度/密度的規劃已嚴重背道而馳！

業主/住戶簽署：

歡迎各住戶踴躍提出意見，敬請於 **2024 年 2 月 22 日或之前**將填妥的意見表交回客務處或大堂禮賓部。

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有關：元朗十八鄉路路旁的政府土地
擬議略為放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途(申請編號:A/YL316)意見表

姓名：陳宗仁

詳列意見：強烈反对房委会在元朗十八乡路溱柏屋苑前面加建四十层高的房屋，严重影响此區房屋的景观和环境交通，希政府规划局严谨考虑审批。

業主/住戶簽署：陳宗仁 21-02-2024

歡迎各住戶踴躍提出意見，敬請於 **2024 年 2 月 22 日或之前**將填妥的意見表交回客務處或大堂禮賓部。

175

有關：元朗十八鄉路路旁的政府土地
擬議略為放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途(申請編號:A/YL316)意見表

姓名：李勁安 單位：

電話：

詳列意見：本人強烈反對房委會在元朗十八鄉路溝柏前面加建四十层高的房屋樓平重影响此區中低密度的房屋規划，十八鄉路本交通擁塞平重，如在此再加建高密度的房屋，更加令此區居民交通

業主/住戶簽署：

歡迎各住戶踴躍提出意見，敬請於 **2024 年 2 月 22 日或之前**將填妥的意見表交回客務處或大堂禮賓部。

更加擁塞，希政府規划局严谨审批为要。

业主：李勁安

21-02-2024

176

有關：元朗十八鄉路路旁的政府土地
擬議略為放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途(申請編號:A/YL316)意見表

姓名：劉仲詩 單位：

電話：

詳列意見：

① 強烈反對此有稱「略為」放寬地積比及高度限制伸請高度由27層增至40層怎樣是略為，對本區整體規劃影響重大，令環境影響超級負面

② 這個十八鄉路及負近道路及公交跟本不足夠，經常塞車，大量居民湧進不合理增加

業主/住戶簽署：劉仲詩

歡迎各住戶踴躍提出意見，敬請於 **2024 年 2 月 22 日或之前**將填妥的意見表交回客務處或大堂禮賓部。

177

有關：元朗十八鄉路路旁的政府土地
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姓名：李芊澄 單位：

詳列意見：反對政府~~建~~建高樓遮住和樓，影響和~~家~~生活和健康，希望政府考慮放弃建高樓，聽取我們反應意見。

業主/~~住戶~~簽署：李澄

歡迎各住戶踴躍提出意見，敬請於 2024 年 2 月 22 日或之前將填妥的意見表交回客務處或大堂禮賓部。

178

有關：元朗十八鄉路路旁的政府土地
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姓名：吳寶兒 單位：

電話：

詳列意見：

強烈反对放寬地積比及高度限制！
位置規劃並沒有以整个元朗南的規劃為考慮，
連同其他項目，導致交通壓力劇增，休憩設
施及民生設施不足，影響生活品質。另外
社會福利設施應以配合本区年青發展，嚴重
影響新婚夫婦降低生育意向。最后建築高度是最完全
重點，本來元朗南建
築物有高度限制，為
保護城
市環境景觀、避免遮擋陽
光及風效應。這將導致
景觀受到破壞，形成超大屋
成，另外也十分質疑地質
是否可建起出原有限制高度
的建築物。

業主/住戶簽署：

歡迎各住戶踴躍提出意見，敬請於 **2024 年 2 月 22 日或之前**將填妥的意見表交回客務處或大堂禮賓部。

179

有關：元朗十八鄉路路旁的政府土地
擬議略為放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途(申請編號:A/YL316)意見表

姓名：Fainy Chang 單位：

電話：

詳列意見：

反对擬議!!、湊拍本身只有2層如果增加地積比率及建築物高度限制，一、湊拍变成屏風樓，新建築物原完碳阻礙湊拍的視野，另外二、如果係咁近私人住宅地方興建公營房屋，其实点解香港市民要用咁多錢買私樓？

業主/住戶簽署：

歡迎各住戶踴躍提出意見，敬請於 **2024 年 2 月 22 日或之前**將填妥的意見表交回客務處或大堂禮賓部。

三、公庵路、十八鄉路多年的交通設施及配套都未見改善，長此下去只会增加公、私營樓住客的矛盾。

180

有關：元朗十八鄉路路旁的政府土地
擬議略為放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途(申請編號:A/YL316)意見表

姓名：陳麗萍 單位

電話：

詳列意見：不同意。高度。

業主/住戶簽署：陳麗萍

歡迎各住戶踴躍提出意見，敬請於 **2024 年 2 月 22 日或之前**將填妥的意見表交回客務處或大堂禮賓部。

致：城市規劃委員會

181

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一・現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拆闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

二・原築位於公屋地盤旁邊，地盤發展前在屋苑未見到有老鼠，自從 2023 年 5 月開始，鄰居不時見到有老鼠由十八鄉路走到平台車場，會所等。地盤興建時，原居住在地底的老鼠因受工程器具震動而周到其他地方築巢，同樣地，地盤在雨天後出現積水，引起蚊患。原築首當其衝。加建單位令建築時間加長，亦會令到屋苑受工程的環境滋擾的時間亦加長。

三・原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見
:_____

_____

_____

原築業戶姓名: NG SIU LEUNG 單位

日期: 22-FEB-2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

182

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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三・原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見: 反對

原築業戶姓名: 鄭禹芳

日期: 23/2/2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

183

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：堅決反對加建．

原築業戶姓名: LEE MAN 單位

日期: 20. 2. 2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

184

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見: 樓層太高，影響環境

原築業戶姓名: 陳鳳娟 單位:

日期: 23/2/2024



致：城市規劃委員會

185

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:附近公共交通並不足以支持額外增加人口，另外欠缺商店，令居民經常要乘車/駕車來往其他區內地點購物，亦增加交通流量。

原築業戶姓名: Kenny 單位:

日期: 23/2/2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

186

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一．現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拓闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

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其他意見
:_____

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原築業戶姓名: LO MAN WAI 單位

日期: 21ST FEBRUARY 2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

187

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：行人路更加不暢通 因人流車流等路！

原築業戶姓名: LEE MAN SANG 單位:

日期: 23-2-2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

188

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：_____

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_____

原築業戶姓名: 江永流 單位:

日期: 22 FEB 2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

189

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____

原築業戶姓名: 蔡映琼　　單位:

日期: 22-02-2024

RECEIVED
23 FEB 2024
Town Planning Board



致：城市規劃委員會

190

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：請先改善交通系統。

原築業戶姓名: CHAN WAI YI 單位

日期: 22/2/24

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

191

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:

原築業戶姓名: 單位

日期:

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

192

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見

長者及精神康復中途宿舍位於極不適合的地点，鄰近十八鄉路多間村及學校多康復中心位於此段的必經心臟地帶，小朋友返學放學都有極大的安全隱憂問題務希城規會能愼重考慮，顧及現時居民的擔憂，請撤銷以上的計劃(功德無量)

原築業戶姓名: Sin Kam Lin 單位

日期: 21, 2, 2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

193

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:人流複雜、環境衛生變差、交通阻塞不便、堅決反對興建公屋。

原築業戶姓名:余XX 單位:

日期:22-2-2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

194

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:_____

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_____

原築業戶姓名: Tse Dan 單

日期: 23-2-2024

RECEIVED
2 3 FEB 2024
Town Planning Board

致：城市規劃委員會

195

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:_____

_____

_____

原築業戶姓名:_____ 單位

日期:21-2-2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

196

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:十八鄉路上住宅多為有小孩的家庭，現行人路已經很窄，如居民人數急升更影響道路安全，增加行人風險。

原築業戶姓名: 戴偉祥 單位:

日期: 2024-02-22

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

197

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:人口急升，但沒有足夠配套令現有居民出入及上班更加不方便，需要更長時間等候車輛。影響空氣及生活質素。

原築業戶姓名: 陳美娜 單位

日期: 2024-2-27



致：城市規劃委員會

198

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:現/今我們大廈的業主巴士經常都因為十八鄉路的塞車狀況而需要時常更改班次，塞車時間又難預計，情況愈來愈差，簡直令人難以容忍。好幾次300至3000十人在馬路上走入，想像交通情況實在難以想像，居民出入都會非常危險請作即重新考慮!!

原築業戶姓名: 黃燕琴 單位:

日期: 22/2/2024



致：城市規劃委員會

199

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一・ 現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拓闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

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原築業戶姓名: 羅英紹 單位

日期: 22/02/2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

200

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:把公屋建在多個私人屋苑中間，享有同樣環境地段，入住者何來流動性?? 住戶哪來向上進步、搬出公屋的動力? 是在懲罰努力買樓的人，而把原有的社段鼓勵人以平價入住. 這樣不但令住戶無法因搬出，甚至長住公屋，政府建多少都沒用.

原築業戶姓名: CHLOE 單位

日期: 22.2.2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

201

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：公屋加建影響空氣對流形成屏風效應。放寬地積比違反該地段應有的低密度發展規則加建加高樓層影響龍田馬田村一帶視線及陽光照射影響生物生長。

原築業戶姓名: Chan Hoktan 單位:

日期: 2024-02-22

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

202

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：僑興路、公庵路，十八鄉路擴闊工程只能在早季進行，已一再延期。現有交通嚴重擠塞問題都未能解決，發展大型房屋工程只會令附近居民因塞車問題更苦不堪言。十八鄉路，十八鄉路交匯處完全不能負荷此公屋發展帶來的交通流量。

原築業戶姓名: Tse Ka Chun　　單位:

日期: 21-2-2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

203

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____

原築業戶姓名: 蔡百豪 單位: 第

日期: 21 Feb 2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

204

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:本人及家人搬入原築原想有較清靜及空氣清新的退休環境，房屋署要在附近興建公屋已感無可奈何，現還想增加樓層及中途宿舍，本人及家人極力反對。請貴會在地區規劃時亦要慎重考慮原已居住附近(低密度)之住戶感受，並請貴會撤銷房屋署的申請，感謝！

原築業戶姓名: 黃佩娟 單位:

日期: 22-2-2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

205

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一．現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拓闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

二．原築位於公屋地盤旁邊，地盤發展前在屋苑未見到有老鼠，自從 2023 年 5 月開始，鄰居不時見到有老鼠由十八鄉路走到平台車場，會所等。地盤興建時，原居住在地底的老鼠因受工程器具震動而周到其他地方築巢，同樣地，地盤在雨天後出現積水，引起蚊患。原築首當其衝。加建單位令建築時間加長，亦會令到屋苑受工程的環境滋擾的時間亦加長。

三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見
:在生活機能匱乏的前題下，看不到有空間提昇建屋高度.

原築業戶姓名: Wong Mei Leong 單位:

日期: 23/2/2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

206

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: WONG OI TING 單位:

日期: 23/2/2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

207

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:_____

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原築業戶姓名: 楊雪芳 單位:

日期: 23/2

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

208

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:本屋苑交通情況一向未能改善生活質素變得十分唔理想，不可能增加負荷。

原築業戶姓名: Wu Chun Ping 單位

日期: 21/2/2024

RECEIVED
23 FEB 2024
Town Planning Board

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見

:① 十八鄉路一直鴿患嚴重,政府仍未處理好,再加上建築地盤引起鼠患和蚊患,令問題雪上加霜,根本唔適合再增加居住人口.

② 十八鄉路有頻繁的改裝汽車奔馳聲響及節日期間有人非法放炮仗煙花,這些都嚴重影響精神病患者的精神健康,所以並不適宜興建中途宿舍

原築業戶姓名: Ho Pui Yan Iris 單位

日期: 22 Feb 2024

RECEIVED
23 FEB 2024
Town Planning Board

210

原築業主立案法團
The Incorporated Owners of La Grove

檔案編號：LG/IO/L/24/001 (P.1)

香港北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會



致城市規劃委員會:

有關：新界元朗十八鄉路路旁的政府土地(申請編號:A/YL/316)

申請放寬地積比率及建築物高度限制諮詢事宜

我們是原築業主立案法團代表，代表原築 542 戶及 120 個車位業主就有關上述資助房屋申請放寬地積比率及建築物高度限制表示強烈不滿。

原築在 2009 年入伙，現時有約 1,200 位業戶，是附近屋苑中最早落成，而地盤正在本苑旁邊。貴會進行諮詢時並無邀請原築業主立案法團，只邀請同區其他屋苑團及客務處，為何沒有邀請本法團諮詢意見?本苑在有關地盤工程動工後同樣受到地盤影響，加建地積比率令同區居住人數大增、施工期加長令本苑深受影響。

自該地盤在 2023 年 5 月進行地基工程開始，原築服務處陸續接獲最接近地盤的第五座多個業戶反映有老鼠由地盤走到屋苑範圍，亦有業戶反映在溱柏超市附近空地目睹老鼠出沒，這情況是地盤動工前未有發生。原築服務處曾就此事向食環署反映，同時加強清理屋苑範圍，在第一、二、三及五座多條外牆喉管安排擋鼠裝置，鼠患問題在同年 7 月出現改善。然而在 2024 年 1 月開始，第五座多個高層單位業戶爬入單位內，亦有業戶目睹有老鼠由地盤走到十八鄉路再進入屋苑。同樣地在 2023 年雨季，本處收到第五座業戶求助指蚊患問題比往年嚴重，因應鄰近地盤發展，已向增加滅蟲服務的支出，引入新技術如「蚊子陷阱」來改善蚊患。房屋署放寬地積比較意味施工時間加長，本苑業戶更長時間承受蚊患及鼠患的威脅有關管理成本增加是否由房屋署支付予本苑?

原築、溱柏及璟頤分別在 2009 年、2013 年及 2020 年入伙，屋苑附近一帶交通擠塞情況非常嚴重，尤其是體育路、公庵路、橋興路及十八鄉路的交通擠塞情況極為嚴重；於繁忙時間長期成為擠塞黑點。本地傳媒在 2019 年已經報導十八鄉路近僑興路及公庵路經常出現交通擠塞的情況。現時十八鄉路來回只得一條行車線，亦未有擴闊或其他改善道路設計的計劃。如城規會批准是次放寬地積比，當 2028 年公屋落成後加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。

(下頁續)

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原築業主立案法團
The Incorporated Owners of La Grove

檔案編號：LG/IO/L/24/001 (P.2)

房屋署是次申請放寬地積比其中一個理由是增設體弱長者家居照顧隊，體弱長者家居照顧隊會有車隊接載使用者及送飯隊，車隊每日行經十八鄉路大大增加十八鄉路的車流。同時公屋停車場預計有210個車位(包括133個私家車車位、9個電單車車位、63個單車位)，可想而知公屋日後落成後交通擠塞情況只會令本苑所有業戶、訪客及工作人員無了期地承受塞車、居民巴士、巴士脫班的痛苦。

元朗南發展計劃中覆蓋公庵路及僑興路覆蓋明渠以增加行車線工程自2023年8月隨元朗南發展工程動工後，每日早上及傍晚十八鄉路近公庵路段都出現擠塞，影響原築居民巴士服務及業戶出入，即使工程完成增加至三條行車線，都未必承受到政府所計劃元朗南發展提供2.85萬個單位後數以萬計增加人口的交通需求，受苦的只是本苑及鄰近屋苑的業戶。

現時十八鄉路只有兩條巴士線(68E及68F)行經十八鄉路，服務時間內每班為30分鐘，再另加一條小巴路線。原築服務處不時接業戶反映致電約的士時，司機反映十八鄉路出現塞車浪費他們的油錢及時間而不願意到十八鄉路一帶的屋苑。如再增加興建公營房屋單位數目，交通擠塞情況永無改善，又未有提供更多交通選擇予業戶，對本苑業戶十分不公平。

本苑車場出入口位於公庵路，有關覆蓋明渠及道路擴闊工程在2023年8月展開，預計在2025年完成，本區居民現已飽受工程期間公庵路僑興路塞車之苦。公庵路道路工程是元朗南發展計劃的一部份，此計劃在元朗南提供2.85萬個單位，預計會5.1萬居民搬到元朗南發展區居住，而公庵路僑興路就是連接元朗南到元朗市中心的重要路段，倘若房署獲批增加公屋單位數量，延長興建房屋工期，可以預計到兩個計劃完成後連接築的十八鄉路、公庵路及僑興路塞車是沒有解決的一日。

現特此強烈反對上述地段增加放寬地積比增加申請，並敦促 貴會聽隨民意，發展建屋改路計劃時先考慮到原區住戶的影響及該區交通路段的承受能力。謝謝。如 貴會對上述事宜有任何疑問，歡迎致電　　與原築服務處職員盧小姐聯絡。

此致

城市規劃委員會

原築業主立案法團

第三屆管理委員會

The Incorporated Owners of La Grove 原築業主立案法團

主席 鄭旻盛

二零二四年二月十七日

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原築業主立案法團

The Incorporated Owners of La Grove

信件副本:

元朗區民政事務專員胡天祐先生

元朗區民政事務處

元朗區區議員李啟立先生

原築業主立案法團
The Incorporated Owners of La Grove

相片一:原築位置圖





原築業主立案法團
The Incorporated Owners of La Grove

相片二: 傳媒有關原築附近十八鄉路交通擠塞的報導

2019 年 7 月 19 日香港商報「元朗南發展計劃即將上馬 區議會強烈要求先改善交通」

新聞連結: https://www.hkcd.com/content/2019-07/29/content_1149676.html



梁福元（右）指出當年原築規劃由該屋苑一條車輛出入口直通十八鄉路，因地下有管線，3年來各部門協調不了而遲遲未有開動。

210

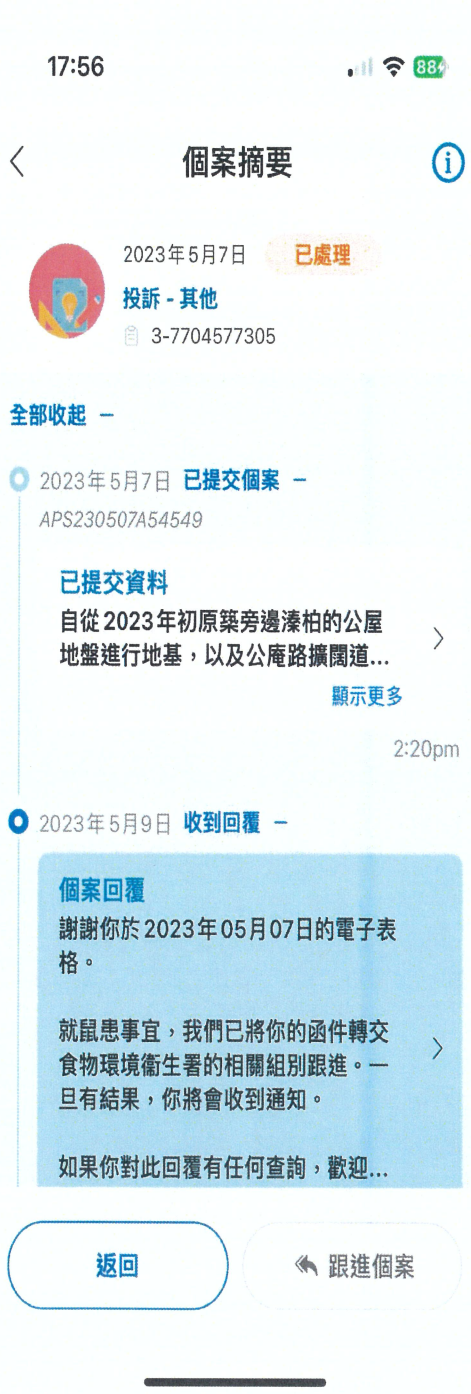
原築業主立案法團
The Incorporated Owners of La Grove

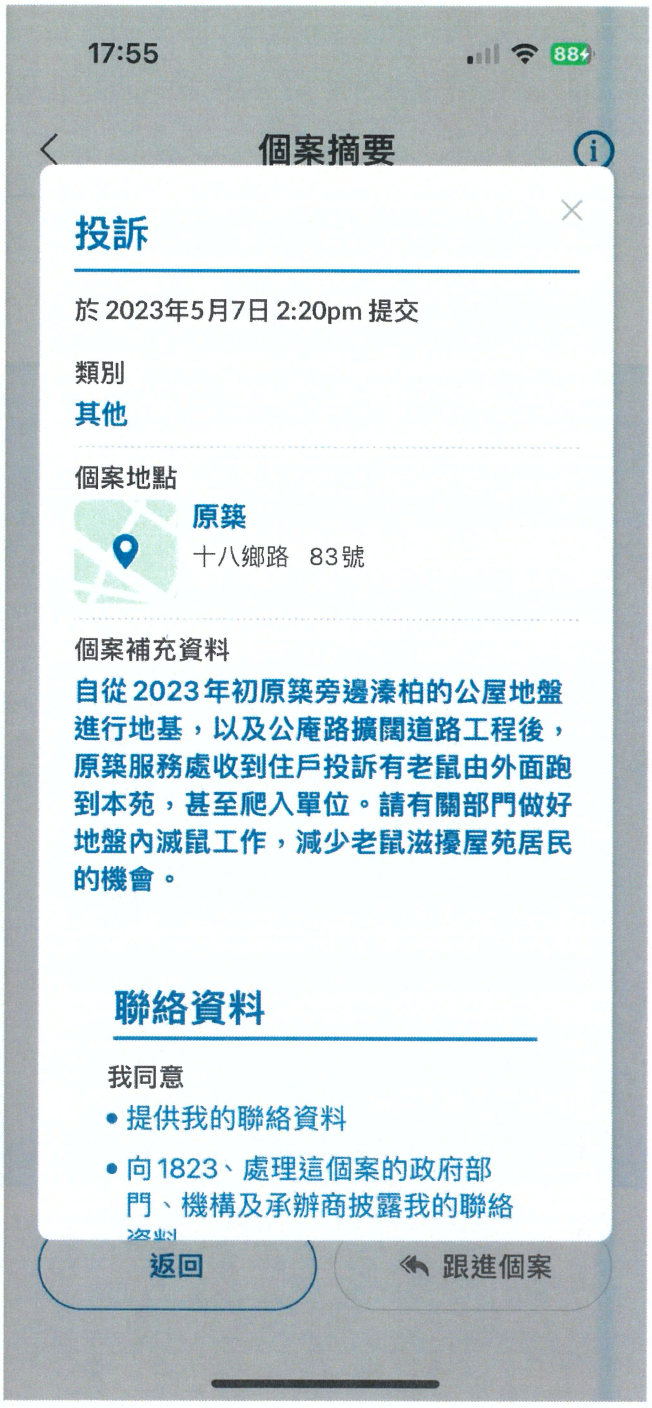
相片三: 2023 年 9 月雨天後十八鄉路公營房屋地盤多處積水產生蚊患



原築業主立案法團
The Incorporated Owners of La Grove

相片四: 2023 年 5 月 7 日原築服務處透過 1823 反映公營房屋地盤動工後產生蚊患及鼠患的投訴





211

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

有關：新界元朗十八鄉路路旁的政府土地(申請編號: A/YL/316)申請放寬地積比率及建築物高度限制再作諮詢
23/02/2024 10:02

From:
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

ATHC420240031 有關：新界元朗十八鄉路路旁的政府土地(申請編號 AYL316)申請放寬地積比率及建築物高度限制再作諮詢.pdf

敬啟者:

現附上有關：新界元朗十八鄉路路旁的政府土地(申請編號: A/YL/316)申請放寬地積比率及建築物高度限制再作諮詢意見。

如有任何查詢，歡迎於辦公時間內致電 與職員-吳小姐 聯絡。

臻頤客務處 謹啟

211

臻頤業主委員會
Atrium House Owners' Committee

檔案編號 ：ATH/C4/2024/0031

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書處

敬啟者:

有關：新界元朗十八鄉路路旁的政府土地(申請編號:A/YL/316)
申請放寬地積比率及建築物高度限制再作諮詢事宜

我們是臻頤業主委員會代表，代表臻頤 313 戶及 21 個車位業主就有關上述資助房屋申請放寬地積比率及建築物高度限制表示強烈不滿。

原築、溱柏及臻頤分別於 2009 年、2013 年及 2020 年入伙，至今本區交通條件配套尚未完善，尤其是體育路、公庵路、橋興路及十八鄉路內之 1,500 平方尺的交通擠塞情況極為嚴重；於繁忙時間長期成為擠塞黑點。每日早上及傍晚，十八鄉路至公庵路路段一帶都出現交通擠塞情況，影響業戶出入，交通已不勝負荷，交通擠塞情況日趨嚴重，情況不堪設想。

此外，現時十八鄉路只有兩條巴士線(服務時間內每班為 30 分鐘)及一條小巴線行徑，巴士班次少，現時已經未能應付人口需要，如再增加興建公營房屋單位數目，又未能提供更多交通工具及配套，只會加劇問題。就有關交通問題，本會亦曾於 2022 年 9 月 20 日及 2022 年 10 月 26 日，分別去信運輸署、九龍巴士(一九三三)有限公司及香港鐵路有限公司，要求增加巴士班次，以舒緩區內交通壓力，均不得要領。現務請　貴署認真考慮交通配套措施事宜。

據 貴會諮詢文件，我們得悉公營房屋內未有任何民生設施服務；本區居住人口多達數千戶，每日需要花時前往元朗市處理日常民生所需；在沒有任何民生基建發展基礎下，不應增加本區房屋供應數目。

元朗南發展工程已展開，本區居民已飽受工程噪音及環境污染等滋擾，將來更要面對封路及改道等影響。倘若增加房屋供應，將延長興建房屋工期，屆時工程帶來的滋擾問題將持續加劇影響本區居民日常生活。

另外，　貴會放寬本區之樓宇高度限制至 39 層，已影響本區景觀，構成屏風效應。如再興建更多的單位，阻檔光線及風速減慢，甚至造成熱島效應，破壞四週居住環境，影響鄰近業主。

我們亦強烈反對增設精神病康復者中途宿舍，基於鄰近民生設施及設備不足之情況下，更枉論照顧康復者之所需，此舉不但令康復者不能融入社區生活，與社會共融，更對鄰近屋苑居民構成一定危險。

臻頤業主委員會
Atrium House Owners' Committee

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現特此強烈反對上述地段增加放寬地積比增加申請，並敦促 貴會聽隨民意，加快本區地區交通基建設施發展，急市民所急，應居民所需，並積極切實推行各項長中短期惠澤居民的舒緩措施。

我們祈望各有關部門儘快回應以上訴求及付諸行動。謝謝。如 貴會對上述事宜有任何疑問，歡迎致電 與臻頤客務處職員聯絡。

臻頤業主委員會主席

楊嘉樂
2024 年 2 月 22 日

副本致： 元朗民政事務處
立法會議員 - 田北辰先生
元朗區議員 – 李啟立先生

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有關:新界元朗十八鄉路路旁的政府土地(申請編號:A/YL/316)申請放寬地積比率及建築物高度限制再作諮詢
23/02/2024 12:51

From:
To: <tpbpd@pland.gov.hk>
Cc:

Sent by:
File Ref:

1 attachment

有關新界元朗十八鄉路路旁的政府土地(申請編號AYL316)申請放寬地積比率及建築物高度限制再作諮詢.pdf

致：城市規劃委員會秘書

我們現謹代表新界元朗溱柏、璟頤、及原築居民，對題述資助房屋申請放寬地積比率及建築物高度限制，向 貴會表達強烈反對。

現就上述三個住宅物業居民的反對聲音，向 貴會提交聯署信，詳情請參閱附件。

希望 貴會能盡快回覆及跟進本區居民的訴求。

溱柏客務處 謹啟
新世界物業管理有限公司

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檔案編號: PSG/02/2024/0001

城市規劃委員會秘書處

香港北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會

執事先生/女士：

有關：新界元朗十八鄉路路旁的政府土地(申請編號:A/YL/316)

申請放寬地積比率及建築物高度限制再作諮詢

我們分別是溱柏業主委員會（代表溱柏 1620 戶，400 餘個車位業主及多間商舖）、臻頤業主委員會（代表臻頤 313 戶及 20 餘個車位）及原築業主立案法團（代表原築 542 戶及 120 個車位）就有關上述資助房屋申請放寬地積比率及建築物高度限制表示強烈不滿。

溱柏、臻頤及原築入伙多年至今本區交通條件配套尚未完善，尤其是體育路、公庵路、橋興路及十八鄉路一帶之交通擠塞情況極為嚴重；於繁忙時間長期成為擠塞黑點。雖然溱柏通往十八鄉路的人車通道啟用後，給本區居民帶來便捷，惟早前落成的青年旅舍已令本區交通不勝負荷；如再增加興建公營房屋單位及車位數目，交通擠塞情況日趨嚴重，情況不堪設想。

據 貴會發佈的諮詢文件，我們得悉公營房屋內未有任何民生設施服務；本區居住人口多達數萬人，每日需要花時前往元朗市處理日常民生所需；在沒有任何民生基建發展基礎下，不應增加本區房屋供應數目。

加上，元朗南發展工程已展開，本區居民已飽受工程噪音及環境污染等滋擾，將來更要面對封路及改道等影響。倘若增加建築密度，將延長建築期，屆時工程帶來的滋擾問題將持續加劇影響本區居民日常生活。

就十八鄉路興建公營房屋，已影響本區景觀，構成屏風效應。如再興建更多的單位及車位，阻擋光線及風速減慢，甚至造成熱島效應，破壞四週居住環境。

現特此強烈反對上述地段增加放寬地積比增加申請，並敦促 貴會聽取民意，加快本地區之交通基建設施發展，急市民所急，應居民所需，並積極徹實推行各項長中短期惠澤居民的舒緩措施。

我們期望各有關部門盡快回應以上訴求及付諸行動，謝謝。如　貴會對上述事宜有任何疑問，歡迎致電我們的物業服務辦事處人員聯絡。

	辦事處電話號碼	物業服務辦事處聯絡人
溱柏		
璟頤		
原築		

此致

城市規劃委員會

溱柏業主委員會	璟頤業主委員會	原築業主立案法團 第三屆管理委員會
主席 李宗霈先生	主席 楊嘉樂先生	主席 鄭旻盛先生

The Incorporated Owners of La Grove 原築業主立案法團

2024 年 2 月 22 日

副本致：元朗民政事務處

元朗區議員李啟立先生

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240222-153142-35480
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 15:31:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chan Wing Yee

意見詳情
Details of the Comment :

極度反對興建精神病，特別情緒病患者宿舍或活動設施

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-162417-72064
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 16:24:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss SIU WING YU

意見詳情
Details of the Comment :

ESG:
Environmental: The project's increased density could exacerbate air and water pollution, contribute to the heat island effect, and put pressure on local biodiversity. The construction process itself might lead to significant environmental degradation, including habitat destruction and increased carbon footprint.

Social: Rapid population increase could strain local community services such as schools, healthcare, and public transport, leading to lower quality of life for existing residents. The project might also affect social cohesion by introducing demographic shifts that could alter the community's cultural and social dynamics. Affordable housing is crucial, but it needs to be integrated in a way that supports social harmony and provides adequate amenities to all residents.

Governance: Concerns may include the transparency of the project's approval process, how well community feedback was solicited and incorporated, and the mechanisms in place for ongoing community engagement and oversight. Effective governance requires ensuring that all stakeholders have a voice in the development process, and that environmental and social impacts are carefully considered and mitigated.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-164829-70015
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 16:48:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Li tin po

意見詳情
Details of the Comment :

I am writing to express my strong objection to the proposed construction of a 40-storey public h ousing building at the site of the former green belt in Yuen Long. I am a resident of the nearby p rivate residential area, and I believe that this project will have serious negative impacts on the en vironment, the property value, and the traffic condition of the area.

First of all, the proposed building will severely affect the landscape and the view of the surround ing residents. The site is surrounded by 25-storey buildings on three sides, and the addition of a 40-storey building will create a wall effect that blocks the natural light and ventilation. Moreove r, there has been no landscape impact assessment conducted for this project, which is unaccepta ble for such a massive development.

Secondly, the proposed building will drastically lower the property value of the nearby private r esidential area. The site was originally planned as a green belt, which was one of the selling poin ts of the private residential area. By changing the land use to public housing, the government is violating the legitimate expectations of the private property owners, who have invested a large a mount of money in their homes.

Thirdly, the proposed building will worsen the traffic congestion in the area, especially during p eak hours. The nearby roads, such as Kung Um Road, Shap Pat Heung Road, and Tai Yip Road, are already very crowded, and it often takes half an hour to drive out of Yuen Long. The propos ed building will add thousands of residents and vehicles to the area, without any traffic impact a ssessment or improvement measures.

In view of the above reasons, I strongly urge the authorities to reconsider this project and to resp ect the rights and interests of the existing residents. I request that the project be cancelled or relo cated to a more suitable site, and that a comprehensive environmental, landscape, and traffic imp act assessment be conducted before any further action is taken.

Thank you for your attention.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-165903-67066
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 16:59:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Liu chi kuen

意見詳情
Details of the Comment :

這地方太少，與其它樓宇太近及太密集,不贊成興建公共房屋，可考慮其他用途，如有休閒設施及體育館，因附近欠缺體育館，請有關部門在考慮其他用途，謝謝

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-172736-13983
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 17:27:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. WONG

意見詳情
Details of the Comment :

Block B的位置與溱柏第十座相距不足20米，只有一小條單線行車線的距離，設計上完全無考慮附近居民的情況。
再者，距離過近亦令附近一帶空氣流通變差，完全莫視附近居民的健康！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-202126-75231
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 20:21:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Tong wai ling

意見詳情
Details of the Comment :

我反對在溱柏10座前起公屋，甚至增加地積比。本身這區設施不足、交通擠塞。我寧可做好交通和民生配套。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240222-203415-02984
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 20:34:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chan

意見詳情
Details of the Comment :

極力反對、配套不足、影響交通、影響市民

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	240222-203754-42136
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 20:37:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss TANG CHOI LAI

意見詳情
Details of the Comment :

反对房署插針式在私樓範圍建公型屋宇，再反对政府批准其放宽地積比例。还有建築超過>30層。

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	240222-203926-60787
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 20:39:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lee

意見詳情
Details of the Comment :

原因：嚴重影響交通堵塞，配套設施不夠完善，不能負荷新建樓宇過量居民

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	240222-204645-53125
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 20:46:45
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. chan Chun fai

意見詳情
Details of the Comment :

極力反對！原因：嚴重影響交通堵塞，配套設施不夠完善，不能負荷新建樓宇過量居民

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-210349-65949
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 21:03:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 叶文婷

意見詳情
Details of the Comment :

我反對於十八鄉路建造公營房屋項目。

十八鄉路幾個屋苑連結朗屏地鐵站，上下班時段交通已經非常擁擠，缺乏配套公共交通設施，造成成片居民出行困難，誰會對此負責？

原本購買的單位所處屋苑遠離鬧市，見縫插針式建造公屋絕不能接受！不應由我們真金白銀購買私屋的居民買單！

我們堅決反對，申請放寬地積比及高度限制。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-212028-50933
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 21:20:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lie Man Ki

意見詳情
Details of the Comment :

對於是次將精神病過渡宿舍選址提出反對。

本人明白政府的所有措施是為了讓市民帶來安穩和方便，但請留意清楚這個目的，試問一個有大量鄰居的區域，旁邊還有學校，過渡宿舍建設附近會為居民和家長都帶來不安。一個家本事安樂窩，如今讓住在附近的居民提心吊膽，何來安樂窩？而且該地帶人口越來越密集。何謂密集？十八鄉路不是一條元朗必經之路，塞車情況卻慘不忍睹，正正就是因為人口越來越多，可以想像這選址影響了多少個居民？

本人絕對沒有任何歧視成份，本人是一個癌症病人，非常明白醫療與設施對一個病人的重要性。所以本人絕對認同政府應該建設與建立更多的措施與設施，這對病人的康復絕對有幫助，亦都社區帶來安穩。假如宿舍是為未康復者建立，這必定讓該區居民帶來無限的不安；假如宿舍是為了讓康復者過度康復者重新融入社會，效果絕對不似預期。一個精神病患者最害怕的是別人不接受的目光，宿舍就算建於市中心地帶，有人的地方就一定有接受的目光。就算宿舍有人員看管，連醫院也有病人逃走，試問我們又怎可能百分百放心？

我相信政府都不希望將我們的進深淵，製造更多的病人。我相信政府都不希望自己的措施會讓市民的生命受到威脅。懇請將是次選址撤回，將宿舍選址於遠郊，讓我們每天辛勞後可以完全放鬆，輕輕鬆鬆的回到我們的安樂窩。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-212238-07372
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 21:22:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Poon Yuk Lun

意見詳情
Details of the Comment :

本人強烈反對城規會改建此地用途，興建40層高公屋住戶，此區交通本已嚴重擠塞，增加人口只會令到元朗區交通更加擠塞。
增加地積比興建更高樓層，只會做成屏風樓，影響居民身體健康！此區以往歷史地積比，所有住宅戶都不會超過25層高。城規會絕不能漠視一眾現有居民的環境問題，而祇是單方面計劃興建多層多戶而漠視其他，如交通擠塞問題，環境景觀，休閑用地的事宜。
敬請城規會慎重考慮此增建40層公屋的事宜是否適合。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-212645-89377
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 21:26:45
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ng Chung Yi

意見詳情
Details of the Comment :

本人強烈反對規劃申請，因附近交通配套不足，而且現在繁忙時段，十八鄉路、公庵路以及元朗體育館一帶已嚴重擠塞，故規劃更改後，定必令該處一帶更加擠塞。而增加高度後，對附近一帶，定必帶來通風影響！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-212752-03849
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 21:27:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 曾生

意見詳情
Details of the Comment :

極度反對起精神病院係民居附近，不如你地試下起係政府總部隔離先啦。起係民居附近咁大風險俾白卡佬劈死，你地有無諗後果？害x死人

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-220712-01193
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 22:07:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. 陳

意見詳情
Details of the Comment :

我是元朗湊柏居民，反對十八鄉路興建原為25層高的樓宇改為兩棵36層和39層的大廈。有礙現時居住景觀和人口密集。
反對兩項福利設施，體弱長者家居照顧服務隊處所和精神病患者過渡期宿舍，本人認為可以選址交通便利之地方。

現在十八鄉路交通已非常擠塞，如加入大量人口但配套沒有改善只會更加擾亂市民生活。請了解市民需要。感謝。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-221526-21271
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 22:15:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Pansy

意見詳情
Details of the Comment :

反對溱柏10座對面起高4 0層樓，影響環境視野

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-221916-86160
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 22:19:16
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Vin Ng

意見詳情
Details of the Comment :

反對即將興建的大棠路公營房屋建築由25層增加至40層，由700個單位增加至944個單位，人口增加幾千人落小小的地方，增加數量可以稱為恐怖，此範圍的人口已很多，交通亦十分擠塞，想像不到當有944個單位誕生，即加插數千人落此地帶時，我們的交通情況會變得有多恐怖（現時繁忙時段的士也不敢進入），周遭會變得有多擠擁，影響有多大，請易地而處去想，這裡已不是交通方便的地方，只是一個小小地段，請放過我們 維持25層的決定

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-222225-45446
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 22:22:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lee Man Key

意見詳情
Details of the Comment :

本人反對房委會申請放寬十八鄉路公營房屋地盆的地積比及高度限制，原因如下：
1。增加地積比及高度限制與附近樓宇的高度不協調，兩幢大廈對溱柏第八至十座造成更嚴重的屏封效應，影響空氣流通，間接影響居民健康。
2。 現時早上十八鄉路早上返工時間已交通擠塞，若再增加人口會令道路承受不了負荷，大大增加原有居民的交通時間。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-224341-89437
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 22:43:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chung Lai Mei

意見詳情
Details of the Comment :

本人強烈反對十八鄉路興建40層樓,影響溱柏住戶環境,空氣質素亦變差,造成屏風樓 路面狹窄又經常塞車,再多944戶,到時真係不堪設想.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-224349-87142
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 22:43:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ball Ng

意見詳情
Details of the Comment :

反對 即將興建的大棠路公營房屋建築由25層增加至40層，由700個單位增加至944個單位，罔顧居民的民生情況，強迫性增加幾千人落此地帶，讓這個本身交通及周邊配套已嚴重不足夠的地方變得更加短缺及擠擁，根本容納不到此數量，請派人來視察才作決定，維持原先25層的決定，不要破壞此小區的原規劃，謝謝！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-225209-38163
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 22:52:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chi

意見詳情
Details of the Comment :

本人反對此地用作興建公屋或精神病院宿舍，附近已不停起樓，嚴重影響附近居住嘅居民，除咗噪音同沙塵，亦剝削居民嘅資源。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-225308-94683
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 22:53:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Poon

意見詳情
Details of the Comment :

反對 即將興建的大棠路公營房屋建築由25層增加至40層，由700個單位增加至944個單位，罔顧居民的民生情況， 強迫性增加幾千人落此地帶，讓這個本身交通及周邊配套已嚴重不足夠的地方變得更加短缺及擠擁，根本容納不到此數量，請派人來視察才作決定，維持原先25層的決定，不要破壞此小區的原規劃,謝謝！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-225349-18022
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 22:53:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. FUNG SHU MAN

意見詳情
Details of the Comment :

元朗公庵路十八鄉路交通嚴重擠塞，每朝湊柏居民或附近居住的居民上學上班都差不多塞車，常常有交通意外，宜家仲建兩層高密度共30多層高既公屋，咁係咪令到尼個區交通淪陷，而且重違反左原先既城市規劃，咁係咪唔尊重或者甚至係欺騙住喺附既居民，或甚至整個元朗既居民？再加上興建中途宿舍，尼度交通已經唔方便，由湊柏去到最近嘅元朗朗屏西鐵站要半個鐘，交通不便對果啲精神病患者或剛出院病情並未完全穩定病患者，更加會造成刺激，甚至引起暴力行為，對附近嘅居民尤其喺老人婦女小童更加造成危險，希望當局能夠體量居民的苦況，唔好增加居民怨奮，希望當局再重新考慮有關決定。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240222-232633-49588
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 23:26:33
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lai Ming Nok

意見詳情
Details of the Comment :

反對建設精神病人臨時宿舍
反對建築39層及36層高樓

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-005938-74304
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 00:59:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Hui

意見詳情
Details of the Comment :

城規
本人是溱柏居民，對房委會於溱柏外興建40層公屋有以下意見：

1） 對附近環境做成嚴重影響，構成嚴重屏風效應。18鄉路一帶原規劃是建中低密度住宅，溱柏、原築、溱頤及公園一帶都是中低密度私人住宅， 最多只有20多層的建築物。房委會取地興建40層公營房屋，有違原規劃，
有違契約精神對溱柏原築臻業主非常不公平。對此本人深感憤怒及不滿。

2）新增公屋居民數量太多，附近十八鄉路公庵路本身已經非常擠擁，恐怕將來會造成交通嚴重擠塞，影響附近居民嘅日常生活出行，造成嚴重交通負荷，希望貴處將此作為考慮減少公住戶人數。

希望城規會重視居民意見，將此計劃作適量修改。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-020508-81648
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 02:05:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lo Ching Man

意見詳情
Details of the Comment :

本人為溱柏自住業主 強烈反對更改地積比和增加公屋樓宇高度
1) 政府缺乏咨詢，強行收地興建公屋，已經嚴重影響溱柏樓宇自身價值。同時，溱柏只是22層高樓宇，「超短距離」溱柏，不單阻礙景觀，增加噪音，更影響空氣流通。興建公屋高度超過溱柏，形成屏風效應，嚴重影響溱柏住戶的身心健康。
2) 此區屋苑如溱柏、溱頤、原築、翹翠峰等都是低密度樓宇，本人購買溱柏亦是因為此區屬於「低密度」原故。如果規劃署無視原先的規劃圖則，隨意更改地積比和隨意增加樓宇高度，香港市民無需要規劃署的存在。
3) 現在2線行車馬路和狹窄的行人道路，根本不能負荷突如其來「超多人口」，只會造成嚴重交通擠塞，人車爭路。
4) 此地方沿路原先種植多棵樹木，因為興建公屋，現在已經被斬除。香港政府提倡綠色城市，如果恣意更改低密度的政策，規劃署現在不單破壞綠化環境，還要製造屏風效應，漠視市民健康。
5) 此區公共交通配套根本跟不上「增加超多人口」
6) 公屋設計沒有配套設施(如商店)，但因為溱柏屋苑有超市和餐廳，公屋住戶只會帶給溱柏住戶無限滋擾。
7) 政府插針式興建公屋，已經令我們小業主怨聲載道，我們辛辛苦苦，真金白銀購買理想居所，只為有個安樂蝸。香港政府不能無視我們私人樓宇業主的權益，恣意更改地積比和增加樓宇高度。如果政府執意更改此區原先「低密度」政策，我們極度憤怒，對現屆政府極度失望，不如取消規劃署這部門，因為完全無規劃可言。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-034337-74914
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 03:43:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ting Ka wing

意見詳情
Details of the Comment :

我在此表達強烈反對放寬元朗十六村道公共房屋發展的地積比和建築高度限制的提案，該提案詳細說明了香港房屋委員會（HKHA）根據《城市規劃條例》第16條提交的規劃說明書中的內容。

我認為放寬地積比和建築高度的提案對社區和環境會產生負面影響。增加地積比和建築高度將導致人口過度密集、對基礎設施的壓力增加，對居民的生活質量產生負面影響。此外，提議的建築高度將破壞周邊的視覺景觀和自然通風。

此外，規劃說明書聲稱該發展對交通、排水系統、供水、污水處理和環境等方面不會產生重大影響，但缺乏充分的證據和保證。在推進提案的發展之前，這些問題需要得到充分的解決和減緩。

基於這些關切，我敦促城市規劃委員會擱置放寬元朗十六村道公共房屋發展的地積比和建築高度限制的提案。重要的是要優先考慮社區的福祉，並確保任何發展都與可持續和和諧的城市規劃原則相一致。

感謝您考慮我的反對意見。我希望城市規劃委員會將認真評估市民提出的反對意見，並做出符合社區長遠利益的決策。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-042158-22678
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 04:21:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ng

意見詳情
Details of the Comment :

反對建公營房屋，理由，高度擋陽光，與旁邊私營房屋過於接近，格格不入，嚴重影響社區質素與寧靜環境，影響樓價，交通配套不足以應付增加人口。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-075046-57692
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 07:50:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. May Wong

意見詳情
Details of the Comment :

致：城規會委員

強烈反對興建公屋樓層至30層以上

本人是臻頤屋苑的業主，據悉政府有意興建公屋樓層至38層，本人強烈反對，理由是：-

1）將興建的公屋是「非常貼近」我們的屋苑(臻頤)，落成後應該會完全遮擋我們B座坐向的單位，使我們B座單位向東邊的露台會被公屋完全遮擋住，令陽光無法照向我們單位的露台，甚至令到採光不足。如果硬要公屋起至三十幾層或以上，相信日後我們應無法從單位再望到廣闊的天空。

2）破壞周圍環境的一致性，因為鄰近地區屋苑，一般屬低密度式私人屋苑，普遍都是興建至廿幾層，若然公屋硬要興建至三十幾層或以上，一定會破壞這區整體環境的一致性。

3）而興建的地段又不算大，為何要興建密密麻麻，樓高三十幾層的公屋呢，最慘還要緊貼鄰近的私人屋苑，使周圍環境好有壓迫感，沒有空間感，為什麼要為難我們這群小業主呢！

4）屏風樓效應，打風落雨可能會有好大影響。

5）交通/生活配套設施問題，樓層起得越高就代表入住人數越多，這區根本就不足夠公營設施配套。

最後，我相信每個人都想有自己的安樂窩，我們私人屋苑的業主，沒有政府資助及撐腰，相信我們都是用真金白銀買個單位想好好享受，所以對居住環境、生活質素都有所要求，懇請你明白。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-110620-45228
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 11:06:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chow

意見詳情
Details of the Comment :

反對放寬地積比率，以致可以興建兩幢近40層的高樓
。交通配套，學校，社區設施，以及民生需要均未能足夠配合如此多人居住。這只會令原本非常擠塞的十八鄉路公庵路更加擠塞通往元朗市區所需時間更長。
未有足夠嘅學校，民生需要配套，居民只會往區外就讀及購物，令交通更加擠塞，這是一個惡性循環。。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240223-150048-02953
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 15:00:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Michelle Yiu

意見詳情
Details of the Comment :

嚴重反對此地設有精神病患者過渡期宿舍,及由25層樓改成更高的住宅。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-161252-49467
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 16:12:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. HUI WAI KI

意見詳情
Details of the Comment :

強烈反對增加放寬地積比率及建築物高度限制!!! 政府已不顧附近持份者的意見強行收回土地興建公屋, 現在還要進一步申請增加放寬地積比率及建築物高度限制, 完全漠視附近居民居住的生活環境質素及幸福感, 有違政府在施政報告中的原意, 要市民感到幸福!
周邊建築物都是按甲類的高度限制而建, 現在此地皮申請放寬與周圍環境格格不入, 而且嚴重影響採光/ 通風, 視野!!!!! 本來溱柏向北位置, 正正是本人單位面向的方位(即面向地皮所在地在夏天時已經沒有風, 只在冬天時稍為有風能吹入屋), 現在還要興建此高樓遮擋通風!!
地皮本身已經不大而且貼近鄰近3個屋苑(臻頤/溱柏/ 原築) 及馬田村村屋, 根本不可能接受比附近建築高十幾二十層的龐然大物豎立其中. 施工期間因距離太近, 已經對周邊居民有來嘈音/ 沙塵等影響已經出現, 雖然這些都是有時限的(待地盤完成), 但建築物的高度及屏障設計帶來長久(公屋一般屋齡超過40年) 甚至永久的影響!!!! 而且地皮附近還在幾個項目(私人發展私樓申請編號#YL/20 – 約1100伙/ 新世界的首個私人資助房屋項目約940伙) 同時申請發展起樓, 已經帶來的屏風效應, 現政府興建房公屋更不應帶頭牽起屏風樓甚至更高的檔風樓, 破壞整個同邊環境帶來中島效應, 為香港在宣傳片 中引以為傲1小時內到達令人心鄭神怡的後花園, 變成九龍/ 港島一樣的密集石屎森林, 亦有違政策大方向及環保原意!! 引用以下從網上下載的文件反映由2006/07 至最近2022 年, 政府一直沒有正視問題, 強烈建議政府不要在新界已發展地區重蹈覆轍, 沒有規劃般自製石屎圍城.
https://www.legco.gov.hk/yr06-07/chinese/panels/plw/papers/plw0227cb1-997-2-c.pdf
https://hk.finance.yahoo.com/news/%E5%B1%8F%E9%A2%A8%E6%A8%93-%E7%86%B1%E5%B3%B6%E6%95%88%E6%87%89-%E7%A9%BA%E6%B0%A3%E6%B1%A1%E6%9F%93-%E5%91%BC%E5%90%B8%E9%81%93%E7%96%BE%E7%97%85-063109525.html

除了採光/ 通風等, 規劃及設計與周邊不配合亦是大大反對的原因!! 周邊及此地是中低密度發展,
附近元朗南新發展區已經有一定密度的發展, 超過一萬一千個公營房屋, 另外鄰近的前朗邊中轉屋地皮亦已經在興建被喻為全港最高的摩天公屋(52層), 實在看不到有必要在此插針地再放寬高度!!!!! 增加二百四十四戶, 就要犧牲附近超過二千戶捱永久屏風樓效應???
請城規會成員認真以同理心去感受附近居民的感受, 是否真的有必要在此再增加高度!!!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-170846-25177
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 17:08:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mi Chan

意見詳情
Details of the Comment :

本人為溱柏居民，對於上述規劃申請，本人提出強烈反對，理由如下：

1. 以上規劃申請鄰近溱柏、璟頤及原築多個私人屋苑，有關規劃申請之發展將較上述私人屋苑高出十多層樓，造成嚴重屏風效應，加上屋苑之間的密度本已很高，嚴重影響上述屋苑居民的居住環境。同時，增加發展樓層更會加劇附近的交通壓力。因此，本人認為應維持原有高度發展限制，不應予以放寬。

2. 對於在基座設置長者照顧服務隊處所的申請，此舉有助為社會上有需要的體弱長者提供適切支援，本人深表支持。而眾所周知，溱柏屋苑基於地契條款規定必須開放予公眾使用，本已很多非居民出入。對於規劃申請建議在基座設置精神病患者過渡宿舍，普遍溱柏居民均深感憂慮，若有精神病患者在宿舍留宿期間發病，會對附近居民構成重大風險。因此，本人認為當局應否決在上述申請中設置精神病患者過渡宿舍的申請，應另覓其他較遠離民居的地點設置相關設施。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-171255-64423
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 17:12:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WONG HIN KWAN

意見詳情
Details of the Comment :

極度反對增加放寬地積比率及建築物高度限制!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
當初不介意做開荒牛都是喜歡寧靜, 想放工/放假時多點空間, 有別於市區的焗促, 即使交通不便都選擇, 現在政府強行收地起屏風樓, 令靠自身努力工作向上流的我極度失望!!!!!
四周都是私樓/村屋, 插針起公營房屋已經令周邊格格不入, 不倫不類! 不單沒有為附新居民帶來其他配套(巴士線/站, 商鋪), 還要安置精神病者宿舍在此密集地方, 居住在此的人都變精神病者了!!!
請城規會成員認真以同理心去感受附近居民的感受, 不要在此再增加高度!!!
請看以下由城規會網頁就規劃申請#A/YL/316 的原始文件4 –環境評估中的最後一頁P.66下方的圖片, 從最左邊起第一棟是溱柏第2座, 第3座,第5座, 第9及10座平排, 最右是原築第3座. 可以看到第5座, 第9及10座相向之間的距離的陰暗, 但實際上此距離比溱柏與房委會的距離遠, 可以想像到將來的光線被遮擋的程度並不是房委會形容的沒有影響!!
https://www.tpb.gov.hk/en/plan_application/A_YL_316/Environmental_Assessment_1.pdf
一個跟你一樣高的人站在你面前, 換了姚明站在你面前, 感覺/效果會一樣? 謝絕屏風樓應由政府以身作則帶頭做, 但現在反行其道強行收地起屏風樓. 要起樓都應該要有規劃, 應該是由溱柏(21層)遙減->15-10層->3層村屋, 配在南/北向的氣流都給這棟擋了, 對整個社區有利嗎?

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-172121-62202
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 17:21:21
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Vickie Hui

意見詳情
Details of the Comment :

反對!!!!!!反對!!!!!反對!!!!!!!!!!!!!!!!!! 已經不理當居民強收地起樓, 還要起相同高度,現在還申請起更高?!完全不能理解/接受/同意!!!!!!!!!!!!
房委會稱不會在視覺和交通等對周邊地區構成無法克服的影響, 根本無合理理據, 由25層增加30%變成40層視覺上會沒有影響? 正如一個5尺高男士跟6尺高在視覺上會沒有分別? 交通更加有問題, 只就現在情況來說, 三個屋苑都靠18鄉及體育路出入, 已經不說落雨天時段, 只說上下班時間, 特別是上班時間, 體育路的十字路口塞到爆, 房委會所謂的交通將會因擴闊明渠而改善, 有無調查問下每日要係18鄉路來來回回楂車的原築, 溱柏村巴司機及 68F/68E的巴士車長, 他們才真真正正切身感受並清楚了解每天要塞幾耐架車先郁到。 除此以外, 每30分鐘一班的68E,68F沒有因溱柏/臻頤超過二千伙而加密過班次, 而班次到達巴士站的時間往往只差5分鐘甚至同步到站, 錯過了班次接下來的20-25分鐘便沒有車了, 故導致不少人衝出馬路追車, 最近已導致兩宗交通意外因追車發生, 其中一宗一人死亡! 臻頤甚至沒有村巴只能靠39號小巴, 巴士及步行20分鐘出入至西鐵站!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-174831-89083
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 17:48:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr Chan

意見詳情
Details of the Comment :

地下G/F的停車場有接近6米高，有需要這麼高？ 一般都係4.5米左右。整個設計會否過高？ 影響附近居民的生活及嚴重阻擋空氣流通！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-175246-59113
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 17:52:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lee

意見詳情
Details of the Comment :

整個設計過份接近溱柏，尤其溱柏第十座，而且設計過高，嚴重影響附近居民的生活，阻礙空氣流通！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-210300-38184
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 21:03:00
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. LI CHUN YIN

意見詳情
Details of the Comment :

1.溱柏、元築、及溱頤間土地上建公屋的項目，現已使三個屋苑之居民在生活上承受重大壓力，若再放寬其建築高度，就更使其社區生活嚴重惡化。
2.放寬建築高度，就是為了多建房屋，但這也要考慮社區的承受能力。現在繁忙時間十八鄉路已非常擠塞，時有交通意外，例如近期(2024年1月16日) 一宗死亡交通意外就發生在將要新建公屋的土地旁。
3.政府建房屋，也要為將來入住的居民多考慮其生活質素的，超過了社區的承受能力，只會為其製造新問題，這對各人都不好的。
希望政府能明白，現在元朗十八鄉路的社區設計，是不適合高密度建築群的，請不要再放寬新建築物的高度了。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-223136-67101
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 22:31:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lo Ching Wah

意見詳情
Details of the Comment :

本人極力反對更改興建公屋的地積比和增加樓宇高度
1) 現在該區域的樓宇全部都是「低密度」，樓高不多於22層，規劃署不能因為興建公屋而破壞「原有低密度發展」的政策，剝削該區的居民(因為低密度而選擇居住在該區) 或置業自住業主的利益。
2) 公屋跟毗鄰的私人屋苑溱柏，臻頤「非常近」，無形製造噪音。如果公屋樓高多過22層，形成「屏風效應」，嚴重影響附近居民的住屋環境，空氣不流通，影響健康。政府已禁止新建樓宇不得高於附近「前後左右」的樓宇，避免造成屏風效應。為何現在要破壞這規限，放寬高度去草管「溱柏住戶」人命。
3) 如果規劃署肆意更改地積比和樓宇高度，隨意放寬放棄原先規劃政策，漠視原區居民的福祉和利益，我們香港市民會極度憤怒，不需要規劃署這個部門，因為有規劃等如無規劃。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-232344-88264
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 23:23:44
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Felix Chiang

意見詳情
Details of the Comment :

致：城規會委員

強烈反對興建公屋樓層至30層以上

本人是臻頤屋苑的住客，據悉政府有意興建公屋樓層至38層，本人強烈反對，理由是：-

1）將興建的公屋是「非常貼近」我們的屋苑(臻頤)，落成後應該會完全遮擋我們B座坐向的單位，使我們B座單位向東邊的露台會被公屋完全遮擋住，令陽光無法照向我們單位的露台，甚至令到採光不足。如果硬要公屋起至三十幾層或以上，相信日後我們應無法從單位再望到廣闊的天空。

2）破壞周圍環境的一致性，因為鄰近地區屋苑，一般屬低密度式私人屋苑，普遍都是興建至廿幾層，若然公屋硬要興建至三十幾層或以上，一定會破壞這區整體環境的一致性。

3）而興建的地段又不算大，為何要興建密密麻麻，樓高三十幾層的公屋呢，最慘還要緊貼鄰近的私人屋苑，使周圍環境好有壓迫感，沒有空間感，為什麼要為難我們這些居民！

4）屏風樓效應，打風落雨可能會有好大影響。

5）交通/生活配套設施問題，樓層起得越高就代表入住人數越多，這區根本就不足夠公營設施配套。

最後，我相信每個人都想有自己的安樂窩，我們私人屋苑的業主，沒有政府資助及撐腰，相信我們都是用真金白銀買個單位想好好享受，所以對居住環境、生活質素都有所要求，懇請你明白。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-140430-85637
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 14:04:30
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yip Wai Ming

意見詳情
Details of the Comment :

附近基建設施, 例如公共交通網絡未完善, 不足以承擔如此大型居住項目. 長遠來說, 只會加重現時十八鄉路/公庵路 路口交通擠塞情況. 而且, 公共交通線路, 或其他大型鐵路未落實, 未能舒緩居民外出需求. 請當局考慮全局發展

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-171928-68769
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 17:19:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Jo Lam

意見詳情
Details of the Comment :

強列反對 -

1. 超出原規劃25層樓高住宅， 還更改土地用途至社會服務

2. 根據原發展規劃， 該土地原劃為甲類房屋土地，不高於25層私人住宅。附近環境配套本為中低密度發展，元朗公園一帶更只有12層高，全屬私人低密度住宅，政府一聲要強制收回土地，把該土地收為起公共房屋，我們雖然不願意，但該土地原規劃為甲類私人樓

3. 房委會申請文件中 - 要求改為40層高住宅， 更加入精神病等社會服務，還聲稱發展計劃對附近環境配套交通「不會」構為影響?理據何在

4. 原為中低密度住宅，說實在，現在人流車流都已太多，附近本來的樹木都被剷掉，將會更換來兩座39及36層高屏風公用房屋，對空氣流通、景觀、環境怎會沒有影響? 每天居民活在屏障中

5. 交通是致命傷，現在十八鄉路一帶居民，只靠一條十八鄉路，每天早上指定繁忙時間有968， 269C， 班次疏落的68E和68F， 以及有長期繁忙時間爆滿的34號小巴。馬田村站日後多了944戶人家， 多了2550人需要交通配套，請問房委會還敢說多了2550人對交通沒有影響嗎? 那2550人不用離開住所，不用上班上學? 以現在人流，車流已太多，日塞夜塞！每天都要塞約10-15分鐘才能離開十八鄉路，日後多了2550人， 情況更甚恐怖，公庵路更長期塞車，即使原規劃25層高樓宇， 已對交通構成嚴重影響，在未起道路， 未疏道人流的情況下起樓， 完全無配套可言， 實在妄顧現有居民需要。

6. 景觀，視覺：高過附近樓宇一半高度，成為元朗南最屏風最高的遮檔物，根本就影響嚴重!

7. 其他影響：溱柏本身為開放式屋苑，裡面有商戶超市及食店， 每朝0700-2300開放其他非溱柏居民使用，可是業主們本身已每月承担著80多萬公用地方開支， 修補公用地方，日後人流增多，損耗必定更大， 溱柏居民要承担更大的管理費開支來補貼附近非住戶，對溱柏居民實在太不公平! 如有其他非居民使用溱柏商戶及道路， 政府會否補貼溱柏管理費呢? 而且人流多了定必影響治安， 到時保安費用亦會增加， 管理費也會增加， 對溱柏居民構成嚴重影響。

政府負責人員不是住在附近當然不覺得， 亦不知道有嚴重影響...日後環境交通配套， 設施均對現有居民構成重要傷害!
故本人強烈反對更改原規劃由25層起至40層高，希望城規會重視我們的訴求，反對更改高度限制!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240223-154833-20287
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 15:48:33
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Sze

意見詳情
Details of the Comment :

The building height will be increased above the 25 storey limit of original residential building planning, and the land purpose will be changed to Social Services. As a resident living nearby I strongly oppose to this decision.

According to the original development plan, the land was originally classified as private residential housing land, no higher than 25-storeys. The existing private residences nearby are also no more than 25 storeys tall, such as 'Park Signature', 'The Grove', and 'Atrium House'. The nearby environmental facilities and infrastructure are intended for medium to low density development. The Yuen Long Park area is only 12 storeys high and is entirely private low density housing. The government has announced that it will forcibly take back the land and turn it into public housing. I strongly oppose and believe that the land should stay as planned for its original purpose.

The Housing Authority's application document requested that the property be converted into a 40 storey residential building, and that social services such as mental illness will be included. It claimed that the development plan would have no impact on the nearby environment and supporting transportation, which is beyond belief.

All the healthy trees along Shap Pat Heung Rd in front of the development land has been cut down, and doing so has already affected the environment greatly. Moreover, 2 towering public housing buildings of 39 and 36 storey high will undoubtedly have a negative impact on the overall air circulation and landscape. This will further affect the nearby resident's quality of life and living conditions.

The current traffic conditions nearby are already extremely unhealthy for a medium to low density development area. Many residents, including my spouse rely on the public bus services along Shap Pat Heung Road to get to and from work. At the moment the bus services of 968, 269C, 68E and 68F are barely enough to support the population nearby especially during peak hours. For myself I take the shuttle bus to nearby MTR station along Tai Yuk Road every morning to work, and it is severly backed up to Shap Pat Heung Rd. This ~1.5km trip can sometimes reach 25 minutes which is unbelievable. The final blow is the tumour at the Kung Um Rd intersection, the severe daily gridlock situation has not been resolved and will only continue to worsen. In the future there will be 944 more homes with approximately 2550 more people, it is a joke to believe that there will be no impact to the environment and supporting transportation as stated in the application document.

The merchants, supermarkets and restaurants inside Park Signature are open to other non-residents every day during business hours. However, the owners themselves must bear more than $800k monthly expenses for common areas and repairs. It is unfair that Park Signature residents will have to bear increased management fees to subsidize nearby non-residents. If other non-residents use Park Signature businesses and roads, will the government subsidize the management fees? Moreover, the increased flow of people will affect public security. Security costs will also increase, and management fees will also increase.

Per my statement above, I strongly oppose to changing the original building plan of 25 storey to 40.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-164722-68820
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 16:47:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Maviz Mui

意見詳情
Details of the Comment :

Dear Town Planning Board,

I hope this email finds you well. I am writing to express my objection to the application titled "Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public Housing Development and Social Welfare Facility Uses." As a nearby property owner, I have concerns regarding the mentioned application and would like to bring them to your attention.

Firstly, based on the RNTPC Paper No.3/11, the approved Yuen Long Outline Zoning Plan No. S/YL/18, and other relevant documents such as the APPROVED YUEN LONG OUTLINE ZONING PLAN NO. S/YL/27, it is explicitly stated that Residential Group A, B, or E developments in Yuen Long New Town are subject to a maximum building height of 25 storeys (excluding basement). Over the past 20 years, property developers have adhered to this zoning plan, even though they could have potentially earned greater profits by obtaining waivers for this restriction from the Town Planning Board. Consequently, all developments along Shap Pat Heung Road have adhered to the 25-storey limit.

Secondly, I have reservations regarding the research conducted by the applicant in relation to the current issues of the Application Site. The Application Form A/YL/316, under the section "Would the development proposal cause any adverse impacts?," raises questions about the thoroughness and currency of the applicant's report. It is essential that the report accurately reflects the present situation and can be applied to recent conditions.

Additionally, I would like to draw your attention to the traffic impact associated with the proposed development. The report provided by the Civil Engineering and Development Department includes a supporting document on traffic impact. However, the reporting period from 2021 to 2024 indicates that the survey data quoted is from 2021, with a significant three-year gap. Furthermore, the traffic impact assessment does not consider the effects of the "Po Leung Kuk Lee Shau Kee Youth Oasis" project, which was completed in 2023.

Considering the aforementioned concerns, I kindly request that the Town Planning Board thoroughly evaluate the application and take into account the impact it may have on the surrounding area, including traffic congestion and compliance with existing zoning plans. It is crucial to ensure

that any proposed developments align with the established guidelines and regulations to maintai n the integrity and harmony of the neighborhood.

Thank you for your attention to this matter. I trust that the Town Planning Board will consider th e objections raised and make an informed decision that benefits the community as a whole.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-162237-05890
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 16:22:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss SIU WING SHAN

意見詳情
Details of the Comment :

The project involves redeveloping a 7,000 square meter site near Yuen Po Street in Yuen Long for subsidized housing. The proposal includes increasing the plot ratio from 5.0 to 6.5 and constructing two high-rise residential buildings with 36 and 39 floors, up from the originally planned 25 floors. This development aims to provide approximately 944 housing units to accommodate around 2,550 people, with completion anticipated by the 2028/29 financial year. The project also includes a 4-story podium with two social welfare facilities, including a care service team for frail elderly and a transitional hostel for mental health patients, as well as enhanced platform designs such as tiered lawns.

1. Traffic Impact: The development's expected population increase significantly exacerbates traffic congestion concerns, particularly during peak hours. The existing road infrastructure, designed for a lower density population, may not accommodate the surge in traffic, leading to longer commute times and potentially hindering emergency services. An increase in population density might exceed the capacity of current public transportation systems, leading to overcrowded buses and trains, especially during peak hours. This could also discourage the use of public transport, increasing reliance on private vehicles and exacerbating traffic congestion. There are also issues of increased traffic noise, air pollution, and safety concerns for pedestrians and cyclists that can lead to reduced quality of life.
2. Sewage and Environmental Impact: The projected increase in sewage output from the new development raises significant environmental concerns, particularly if the current sewage treatment infrastructure is not equipped to handle the additional volume. This could lead to pollution of local water bodies, affecting both the ecosystem and human health.
3. Strain on Local Services: The influx of residents could overwhelm existing community services such as schools, healthcare facilities, and recreational areas. This could lead to longer wait times, reduced availability of services, and potential degradation of service quality for both new and existing residents.
4. Healthcare Facilities: The introduction of approximately 2,550 new residents could significantly increase demand on local healthcare services. Existing clinics and hospitals may face challenges in accommodating this surge, potentially leading to longer wait times for appointments, emergency services, and routine care. This could strain healthcare workers and resources, making it difficult to maintain quality of care.
5. Recreational Facilities: The development's impact on recreational facilities could limit access to parks, sports facilities, and green spaces for leisure activities. With the addition of nearly a thousand housing units, existing recreational areas may become overcrowded, reducing their availability and enjoyment for the community. This could lead to a decrease in physical activity amo

ng residents and a reduction in community well-being, underscoring the need for additional recr eational spaces to match the population increase.

6. Building Heights: Comparing the proposed building heights of 36 and 39 stories to neighborin g structures could significantly increase population and plot density in the area. This change mig ht exceed the current infrastructure's capacity, potentially leading to overcrowded living conditio ns, strained public services, and increased traffic. The towering structures starkly contrast with s urrounding buildings, potentially creating a "wall effect" that hampers natural light and airflow, contributing to the urban heat island phenomenon. The deviation from existing building heights could also impact the area's aesthetic and environmental quality, making the development potent ially disproportionate in terms of urban planning norms.
7. Impact on Community Cohesion: Large-scale housing developments can alter the character of a community, potentially disrupting social cohesion and community identity. This includes chan ges in demographic composition, which could affect community dynamics and the sense of belo nging among existing residents.
8. Environmental and Recreational Space Reduction: The construction of high-density housing may lead to the reduction of green and recreational spaces, impacting the quality of life for resid ents by limiting access to nature and outdoor activities.

Stakeholders：
1. Local Residents: May experience diminished quality of life due to increased noise, traffic, and potential decline in property values. Their daily lives could be disrupted by construction and late r by the denser population.
2. Potential Residents: While they stand to gain from more affordable housing options, concerns about the quality of amenities, potential overcrowding, and access to services could dampen ent husiasm.
3. Local Businesses: The influx of residents could boost local commerce; however, the construct ion phase may disrupt business operations, deter customers, and strain parking resources.
4. Healthcare Providers: The additional population will likely lead to longer wait times, potential ly decreasing the overall quality of healthcare services due to increased patient loads.
5. Local Government: Faces the challenge of balancing development benefits with the costs of u pgrading infrastructure and services, while managing community concerns and ensuring the proj ect's long-term sustainability.
6. Recreational Service Providers: Existing facilities may become insufficient, leading to overcr owding of parks and recreational areas, reducing their enjoyment and accessibility.
7. Green Groups: Increased construction and population density could lead to environmental deg radation, loss of green spaces, and pollution, opposing sustainable development principles.
These impacts underscore the need for a balanced approach that considers the needs and concern s of all stakeholders, suggesting that opposition is rooted in concerns over quality of life, enviro nmental sustainability, and the adequacy of public services.

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 Reference Number:	240408-220907-10060
提交限期 Deadline for submission:	26/04/2024
提交日期及時間 Date and time of submission:	08/04/2024 22:09:07
有關的規劃申請編號 The application no. to which the comment relates:	A/YL/316
「提意見人」姓名/名稱 Name of person making this comment:	女士 Ms. LAU CHUNG SZE

意見詳情 Details of the Comment :

My objection still holds as previously commented. It is not necessary to relax the local height re striction and damage the district environment and affect surrounding residents. The traffic is not sustainable in the area to support the big increase in residents. There are not enough shops and a menities to support the existing and increased resident number.

The height restriction should not be relaxed.

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240409-124301-93744
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	09/04/2024 12:43:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Debbie Wong

意見詳情
Details of the Comment :

本人繼續堅決反對" 元朗十八鄉路路旁的政府土地，略為放寬地積比率及建築物高度限制，至最高總地積比率7.2倍，及最高建築物高度限制至40層" 。

申請人最新所提供的文件依然沒有提及任何解決交通、配套、周遭居民生活環境 (包括但不限於通風、景觀、採光等問題)。新建樓宇內居民的住屋需要及居住環境需要考慮，但原有周遭居民的居住環境相信亦理應有顧及考量之列。

相信以往多年該區一直對所建樓宇有高度限制有城規會的用意及規劃，如今在毫無整體規劃下亂開先例打破一切規則，實非良策，亦容易令大眾市民誤會政府樓宇就可以任意妄為，漠視所有規定。再者，該申請人新提供的文件並沒有回應收到259份意見的任何問題，亦非理想。

本人再次重申首先由原來高度限制至25層增加至40層，增幅多達60%，單位數目亦由700個增至944個，達35%之多，完全並非略為放寬。如此大之增幅對原本居住於附近的市民之影響亦大大提升。

直至現時有關土地已開始動工，但一直未見政府為周遭居民釋除疑慮，究竟新起樓宇如何不影響現有居住環境的採光及通風等重要居住質素問題。政府現時不至漠視現有居民生活質素，更開始蠶食及剝削。

再者，該區區議員已多次向政府反映有關地段一帶的交通問題，現時已愈見嚴重。直至現在已知於該區將會興建的新住宅大廈已為數不少，但政府卻一陣未提及任何處理方法。如果再大幅增加兩幢住宅大廈的單位數目，只會為該區有來更嚴重的交通問題。

本人理解政府希望增加住屋單位之用意，但眾所周知，元朗南一區已劃好作發展住宅區域。政府如急於增加住宅單位，何不好好規劃，早日動工，而不為244個單位影響周遭眾多市民的生活質素。

Seq 1 262

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240410-231926-94142
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	10/04/2024 23:19:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 盧先生

意見詳情
Details of the Comment :

反對增加高度限制，擬新建房屋周邊樓盤全部都低於30層，如新建40層房屋，將影響周邊房屋低層用戶的採光及通風。十八鄉路上落班時間段已經非常擁塞，增加單位數目，必將影響交通出行。

Seq 1 263

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240411-203852-43377
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	11/04/2024 20:38:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. ERIC HO

意見詳情
Details of the Comment :

強烈反對增加地積比率及高度限制。嚴重影響景觀，本來這裏是中低密度，嚴重影響本區環境及人口密度。交通配套亦未完善。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240420-092849-62851
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	20/04/2024 09:28:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Kristy

意見詳情
Details of the Comment :

這塊公營地盤將來對原築的交通和環境會帶來什麼影響？現時附近的康體設施不足，交通配套不方便，巴士站只有一個，不足以應付大量居民需要。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240420-103255-90377
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	20/04/2024 10:32:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Leung Ling Tsz Tiffany

意見詳情
Details of the Comment :

知悉城規会就十八鄉路原築旁公營地盤擬將大厦高度由26層增建高度至40層(A/YL/316)，並有體弱長者家居照顧隊車隊接載使用者及送飯隊並設車場210個車位，居民連使用者可高達3000人，尚未計算其他外來人士。
原築及溱泊乃位處於地盤側，是直接受到影響的屋苑。最嚴重的問題是預視到交通的情況將嚴重惡化。本人留意地在地盤興建前，在十八鄉路及公庵路交界，有好幾天曾有調研人員在路上坐著對行經此路段的車輛作記錄，也留意到政府在公庵路的大水坑旁正進行工程，可能是為著交通擠塞的疏道作準備。但主道路十八鄉路現時來回只有分別一條行車線，由於橋興路和公庵路也有大量的村民及倉庫，有大量貨櫃車，貨車，私家車及小巴出入。另溱頤及翹翠峰的居民，也是十八鄉路的主要使用屋苑，如只進行公庵路大水坑的改動，根本沒有解決十八鄉這條出入分別只有一條行車線的問題，再者聽說日後政府再發展橋興路及公庵路兩旁的地段，若此附近有更多的使用者，交通情況只會日趨惡化，居民將嚴重地受到影響。

本人作為原築居民，現時已深受影響，因居苑附近的公共車輛班次疏落，原築屋苑因戶數不多，資金有限，屋苑的shuttle bus也因營運支出高昂，只能減少班次為屋苑提供必要性服務，呼叫的士，的士也因附近長期塞車不肯到附近幾個屋苑接車，附近居民徒步到輕鐵正常也要20分鐘才可轉乘港鐵，本人因腳患行動不太便，更要更長的時間。我也試過多次從外區乘的士回家，在蝶翠峰一直塞著，從蝶翠峰回到原築要35分鐘，正常車行只需2分鐘，正常人行也只需5~6分鐘。因交通塞車不動，我也曾致電999警方協助疏動，因十八鄉路屋苑對出十字路口是黃格，999應了会派交警，但等到我35分鐘塞回家後也未見有人疏道。

故特此提出反對加建高度，並同時請城規會做好一切必要性的規劃，千萬不要只為達成政府興建公營房屋的目標，罔顧對其他居民造成的影響。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240420-173019-45802
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	20/04/2024 17:30:19
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chung Wai Ying

意見詳情
Details of the Comment :

市政規劃不完善，原築鄰近建設太多大廈、設施給公眾人士，嚴重影響交通運作，交通配套不足影響平常生活，例如：週日早上上班6:50am,的士團隊不接order，每天5:00pm後，亦沒有的士願意接order，鄰近時常塞車亦打亂原築邨巴班次。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240421-183531-82479
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	21/04/2024 18:35:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Paul

意見詳情
Details of the Comment :

本人為原築業主，住宅位置剛好面對溱柏方向，得知政府需要在原築及溱柏之間土地興建公營房屋，其目的本來係為民生居住着想，本是好意。本身該塊土地地積並不充裕，強行改變地積比率興建約40層高樓宇，將非常影響附近各屋苑，首先興建40層樓宇將比附近私人屋苑更加之高，嚴重影響附近所有單位之採光率，導致所有樓層住戶長期不見天日，嚴重影響住附近住戶的日常生活（例如晾衫，自然風景，私隱問題等）。樓宇過於密集，高樓大廈會產生屏風問題，屏風樓像一道高牆，擋住自然風的出入，令區內空氣污染物和塵粒積聚，難以吹開吹散，結果令被屏風樓圍住的地區空氣流動減弱、氣溫升高、空氣污染問題加劇，區內周邊居民患上呼吸道疾病的機會增加。 屏風樓更有機會導致鄰近較矮樓宇接收的電視信號較差。因此我強烈建議不應該興建公營房屋，改建其他民生設施更為合適，例如休閑公園，醫療設施，文娛中心今等，更加適合這塊地方不大的土地用途，所以興建民生設施更符合該區居民的需要。希望有關政府單位慎重考慮，謝謝！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240421-132419-58286
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	21/04/2024 13:24:19
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WONG

意見詳情
Details of the Comment :

To the Town Planning Board,

I am writing to express my strong objections to the proposed amendment that seeks to change th e height restriction to forty floors (A/YL/316) in the narrow gaps of the Shap Pat Heung section for the construction of public housing. I firmly believe that this amendment is not in the best inte rest of the community and raises significant concerns that need to be addressed.

1. Unsustainable Land Utilization: Allowing a forty-floor height restriction in this area would re sult in an inefficient use of our limited land resources. Constructing high-rise public housing on such a small parcel of land may provide short-term solutions for housing needs but fails to consi der the long-term consequences. It disregards the importance of balanced land use planning and the need for sustainable development practices.

2. Disruption of Neighborhood Harmony: Changing the height restriction to such an extent woul d disrupt the existing harmony and coherence of the neighborhood. The proposed amendment do es not align with established standards and guidelines for town planning. It risks creating an inco ngruous and visually jarring skyline that is out of character with the surrounding low-rise buildi ngs. Preserving the aesthetic integrity and architectural coherence of the area should be paramou nt.

3. Strain on Infrastructure and Services: The Shap Pat Heung section, with its narrow road segm ent and low-density buildings, is ill-equipped to handle the demands that come with significantl y increased population density. The proposed high-rise development would exacerbate existing challenges related to transportation, infrastructure, and public services. Insufficient provisions fo r road expansions, public transportation, and essential utilities would lead to congestion, strain o n resources, and a decline in the quality of life for both existing and new residents.

4. Departure from Public Housing Objectives: The concept of public housing estates should prio ritize the well-being and needs of residents. Constructing high-rise housing in small, cramped sp aces without proper consideration for essential amenities, recreational areas, and public services deviates from the fundamental principles of public housing development. It is essential to create sustainable, livable communities that promote a high quality of life for all residents.

In light of these objections, I urge the Town Planning Board to reconsider the proposed amendm ent and explore alternative solutions that address housing needs without compromising the integ

rity of the neighborhood or overburdening existing infrastructure. It is crucial to prioritize comprehensive planning, sustainable development, and the well-being of the community when making decisions of this magnitude.

Thank you for considering my objections. I trust that my concerns will be given the attention they deserve.

Sincerely,

Mr WONG

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240421-115857-10159
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	21/04/2024 11:58:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 姚榮森

意見詳情
Details of the Comment :

致城市規劃委員會，
有關十八鄉路段原築傍樓縫中建立公營房屋一事(A/YL/316)，本人並無任何意見，不竟政府也是想著做好事給一些市民改善居住環境，有關部門處事方式明顯跑偏，像市井一點的說"上得床嚟牽被冚"越做越過分，規劃改完此塊土地的使用途，現在又再提出更改地積比的高度限制改至四十層高。
深知社會資源大家有享用之權，但是當權機構也應該用得其所，一小片中密度規劃的土地建造公營房屋實在難以有效利用土地資源，更難以有效利用政府庫房寶貴的資源，但這也不應隨意改變片區的地積比率及高度限制，片區地積比率設定與基礎建設及配套環環相扣。

本人的及對意見如下:

1. 環境規劃失衡，規劃的定義是什麼？應是歸納科學性、長遠策略、謹慎部署則能稱為之規劃。
地區規劃強行變更原有用途及密度以及硬生生改變高度的上限，會造成地區和諧性及協調性的破壞，這種破壞是大家有生之年不可逆轉的情況，這種朝令夕改的施政方式難免令人生畏，不符合小市民對政府的合理期望，並嚴重影響市民和諧的生活方式。

2. 交通及基礎建設配套失衡，是否可支持或平衡提高該片區地積比后所帶來的后果？
該路段狹窄兩則都是較低密度的樓宇未見有收樓拓建的規劃的擴濶道路或其它大型公共交通設施，包括供電、供水、排污設施的大興土木，及至當大量居民及服務人員進出令該路段更加百上加斤，城規那來的信心提高該地區的居住密度及地積比？該地段根本沒有具備高密度建房之條件。

3. 公屋開發的理念，地盤面積細小，是否符合公共屋邨的哲理？
公共屋邨應是集民生消費、康樂、休戲、公共服務於一體，集中利用庫房的資源有效率地服務民衆，而不是在樓群中隨意找一個空隙建立一棟或兩三棟房屋后，填上人口就作罷。

結語:
一個基於自身生活需求而妥協，甘願搬至較偏僻地區居住的市民，突然如其來的城規環境改變通知，這种無奈被某種力量改變了本人未來的生活模式，有莫明而巨大的遭受干擾及欺壓的環境壓力，深知本人向當局所提出的意見將可能被不屑一顧，也期望政府或當局能垂注或接納本人星星之力的意見。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240421-130306-51548
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	21/04/2024 13:03:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 姚榮森

意見詳情
Details of the Comment :

致城市規劃委員會，

有關十八鄉路段原築傍樓縫中建立公營房屋一事，原先本人並無任何意見，不竟政府也是想著做好事給一些市民改善居住環境，有關部門處事方式明顯跑偏了，像市井一點的說"上得床嚟牽被冚"越做越過份，規劃改完此塊土地的使用之用途，現在又再提出更改地積比的高度限制改至四十層高(A/YL/316)。
深知社會資源大家有享用之權，但是當權機構也應該用得其所，一小片中密度規劃的土地建造公營房屋實在難以有效利用土地資源，更難以有效利用政府庫房寶貴的資源，但這也不應隨意改變片區的地積比率及高度限制，要知片區地積比率設定與基礎建設及配套環環相扣，為何不切切實實地執行一個合乎標準的公共屋邨。

本人的意見如下:
1. 環境規劃失衡，規劃的定義是什麼？
應是歸納科學性、長遠策略、謹慎部署則能稱為之規劃。 地區規劃強行變更原有用途及密度以及硬生生改變高度的上限，會造成地區和諧性及協調性的破壞，這種破壞是大家有生之年不可逆轉的情況，這種朝令夕改的施政方式難免令人生畏，不符合小市民對政府的合理期望，並嚴重影響市民和諧的生活方式。

2. 交通及基礎建設配套失衡，是否可支持或平衡提高該片區地積比后所帶來的后果？
該路段狹窄兩則都是較低密度的樓宇未見有收樓拓建的規劃的擴濶道路或其它大型公共交通設施，包括供電、供水、排污設施的大興土木，及至當大量居民及服務人員進出令該路段更加百上加斤，城規那來的信心提高該地區的居住密度及地積比？該地段根本沒有具備高密度建房之條件。

3. 公屋開發的理念，地盤面積細小，是否符合公共屋邨的哲理？
公共屋邨應是集民生消費、康樂、休戲、公共服務於一體，集中利用庫房的資源有效率地服務民衆，而不是在樓群中隨意找一個空隙建立一棟或兩三棟房屋后，填上人口就作罷。

結語:
一個基於自身生活需求而妥協，甘願搬至較偏僻地區居住的市民，突然如其來的城規環境改變通知，這種無奈像被某種力量改變了本人未來的生活模式，有莫明而巨大的遭受干擾及欺壓的環境壓力。 深知本人向當局所提出的意見將可能被不屑一顧或石沈大海，但也期望政府或當局能夠多聽多接受市民意見，垂注或接納本人星星且棉薄之力的意見

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240422-225032-06102
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	22/04/2024 22:50:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Law Wing Mei

意見詳情
Details of the Comment :

致城規會主席：

我寫信是要表達對於十八鄉原築旁公營地盤放寬地積比率及建築物限制事宜的反對意見。我相信這項提案將對當地社區和環境帶來負面影響，並與城市發展的可持續性原則相悖。

首先，放寬地積比率可能導致過度擁擠的建築物密度，進一步加劇當地交通和基礎設施的壓力。這將對居民的生活品質產生不利影響，並可能導致交通擁堵和公共服務不足的問題。

其次，建築物限制的放寬可能導致過高的建築物，破壞當地的自然景觀和環境特色。這不僅對當地居民造成視覺上的不適，還可能破壞生態平衡和生物多樣性。

此外，這項提案可能對當地的社區氛圍和文化特色產生負面影響。過多的建築物和人口密度可能導致社區凝聚力的減弱，使居民失去原有的生活質感和社區感。

作為城市規劃的利害關係人，我們應該保護和維護城市的可持續發展。我們應該尋求平衡，確保城市發展與居民的需求和環境保護相協調。

因此，我強烈反對十八鄉原築旁公營地盤放寬地積比率及建築物限制的提案。我們應該保持對城市發展的謹慎態度，保護我們的社區和環境，確保可持續和宜居的城市環境。

謝謝您的關注和考慮。

羅小姐

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240422-232858-11691
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	22/04/2024 23:28:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lee Chung Kwong Damien

意見詳情
Details of the Comment :

元朗區的道路設計本來就無預計現時的人口密度。由大棠路，大樹下東路等一帶由大棠，廈村往九龍區，港島區車輛均先出十八鄉路，令交通非常煩忙。現時十八鄉路近恒香一帶，交通燈每次綠燈行車時間只有十秒。每次最多只有七架車輛可通過，若巴士埋站後再開出，最多只有三至四架車輛可通過。若增加公屋單位數量，巴士等車各類車輛再增加，恐不勝負荷。類似交通問題不單只有上述路口，還有馬棠路轉入鳳翔路都是十八鄉路一帶居民往元朗港鐵站的唯一道路，該處燈位與恒香燈位有相同情況。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240423-190552-35755
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	23/04/2024 19:05:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Man Tsz Yan

意見詳情
Details of the Comment :

本人強烈反對原築旁公營地盤放寬地積比.

十八鄉路, 僑興路及公庵路的交通網絡本身已出現嚴重問題, 原築居民已多年飽受交通擠塞之苦. 公庵路同僑興路的道路擴闊工程一再滯後, 該段道路水泄不通. 十八鄉路至十八鄉交匯處交通容量不勝負荷, 每日都交通擠塞. 這些困擾居民多年的交通擠塞情況已顯示過往批核交通影響評估報告有不足, 甚至使用錯誤數據, 並不能確實反映現時或今後情況. 現隨意放寬原築旁公營地盤放寬地積比, 附近的交通配套設施完全不能支援隨之提升的人口密度. 本人懇請規劃署或相關政府部門重新審視顧問公司所提交的交通影響評估報告, 不要隨隨便便就放寬地積比打破原有的規劃.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240423-191718-76160
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	23/04/2024 19:17:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Jason Yip

意見詳情
Details of the Comment :

致城市規劃委員會，

有關十八鄉路段原築傍樓縫中建立公營房屋一事，原先本人並無任何意見，不竟政府也是想著做好事給一些市民改善居住環境，有關部門處事方式明顯跑偏了，像市井一點的說"上得床嚟牽被冚"越做越過份，規劃改完此塊土地的使用之用途，現在又再提出更改地積比的高度限制改至四十層高(A/YL/316)。
深知社會資源大家有享用之權，但是當權機構也應該用得其所，一小片中密度規劃的土地建造公營房屋實在難以有效利用土地資源，更難以有效利用政府庫房寶貴的資源，但這也不應隨意改變片區的地積比率及高度限制，要知片區地積比率設定與基礎建設及配套環環相扣，為何不切切實實地執行一個合乎標準的公共屋邨。

本人的意見如下:

1. 環境規劃失衡，規劃的定義是什麼？應是歸納科學性、長遠策略、謹慎部署則能稱為之規劃。
地區規劃強行變更原有用途及密度以及硬生生改變高度的上限，會造成地區和諧性及協調性的破壞，這種破壞是大家有生之年不可逆轉的情況，這種朝令夕改的施政方式難免令人生畏，不符合小市民對政府的合理期望，並嚴重影響市民和諧的生活方式。

2. 交通及基礎建設配套失衡，是否可支持或平衡提高該片區地積比后所帶來的后果？
該路段狹窄兩則都是較低密度的樓宇未見有收樓拓建的規劃的擴濶道路或其它大型公共交通設施，包括供電、供水、排污設施的大興土木，及至當大量居民及服務人員進出令該路段更加百上加斤，城規那來的信心提高該地區的居住密度及地積比？該地段根本沒有具備高密度建房之條件。

3. 公屋開發的理念，地盤面積細小，是否符合公共屋邨的哲理？
公共屋邨應是集民生消費、康樂、休戲、公共服務於一體，集中利用庫房的資源有效率地服務民衆，而不是在樓群中隨意找一個空隙建立一棟或兩三棟房屋后，填上人口就作罷。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240423-203432-19622
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	23/04/2024 20:34:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Yu SM

意見詳情
Details of the Comment :

本人強烈反對，原因如下:-

(1) 十八鄉路, 僑興路及公庵路的交通網絡本身已出現嚴重擠塞問題
(2) 現隨意放寬原築旁公營地盤放寬地積比, 附近的交通配套設施完全不能支援隨之提升的人口密度.

相關政府部門應重新審視顧問公司所提交的交通影響評估報告, 不要隨便放寬地積比打破原有的規劃. 同時，應就此跟附近受影響的市民展開公開咨詢會。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240423-204059-43999
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	23/04/2024 20:40:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chan

意見詳情
Details of the Comment :

反對放寬原築側公屋地皮面積。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240423-204608-89607
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	23/04/2024 20:46:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. FAN KAI TSUN

意見詳情
Details of the Comment :

本人強烈反對，原因如下:-

(1) 十八鄉路, 僑興路及公庵路的交通網絡本身已出現嚴重擠塞問題
(2) 現隨意放寬原築旁公營地盤放寬地積比, 附近的交通配套設施完全不能支援隨之提升的人口密度.

相關政府部門應重新審視顧問公司所提交的交通影響評估報告, 不要隨便放寬地積比打破原有的規劃. 同時，應就此跟附近受影響的市民展開公開咨詢會。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240423-211210-31587
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	23/04/2024 21:12:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Leung Tsz ching

意見詳情
Details of the Comment :

十八鄉路, 僑興路及公庵路的交通網絡本身已出現嚴重擠塞問題
現隨意放寬原築旁公營地盤放寬地積比, 附近的交通配套設施完全不能支援隨之提升的人口密度.
相關政府部門應重新審視顧問公司所提交的交通影響評估報告, 不要隨便放寬地積比打破原有的規劃.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240424-134859-05780
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	24/04/2024 13:48:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 楊

意見詳情
Details of the Comment :

十八鄉路附近的交通已經嚴重擠塞，表示附近道路已超出負荷，而又難以解決，再放寬地積比根本不是現實可行的方向，只會制造更大問題，請停止這項建議

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240424-135210-66547
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	24/04/2024 13:52:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chui Yiu Ting

意見詳情
Details of the Comment :

我們是原築的居民，謹此表達我們對於位於我們屋苑附近的地盤申請放寬地積比的堅決反對。我們的擔憂主要集中在以下幾個方面：

1. 交通壓力
現時，十八鄉路的交通狀況已經極為緊張，尤其是在公庵路及僑興路交界的地方，經常發生嚴重的交通擁堵。在尖峰時段，居民出行困難，並且常常因交通意外而導致更加嚴重的塞車情況。增加地積比將引入更多的住戶和車輛，這無疑會對現有的交通系統造成過大的壓力，進一步惡化交通狀況。

2. 公共交通服務不足
目前，本區域並無鐵路服務覆蓋，居民主要依賴村巴和公共巴士出行。然而，所有屋苑居民只能共用一個巴士中途站，這在現階段已顯不足以應對居民的需求。增加更多住戶將使得現有的公共交通資源更加緊張，對居民的日常通勤造成嚴重影響。而即使考慮增設巴士站，該路段已因交通擠塞而未能承擔更多巴士流量，因此增設巴士站亦並非可行的解決方案。

3. 社區資源分配
增加地積比意味著人口密度的提升，這將對本已負荷過重的社區設施和服務帶來更大的壓力。學校、醫療設施、公園等公共設施的使用壓力將隨之增大，影響居民的生活質量。

結論
基於上述理由，我們強烈反對對位於十八鄉路的地盤進行地積比放寬的申請。我們擔心這一變更將對居民的生活質量造成無法挽回的負面影響。我們敦促貴委員會/部門考慮本區居民的日常生活和安全，拒絕此申請，以維護社區的整體利益和可持續發展。

我們期待貴委員會/部門對此事給予充分的關注和考慮，並做出符合公眾利益的決

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240424-135715-95054
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	24/04/2024 13:57:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 楊

意見詳情
Details of the Comment :

作為附近居民，出入依賴村巴進出，經常在十八鄉路附近一帶塞車，令原先為10分鐘的車程延誤約十分鐘，這證明交通網絡未能配套好附近的民居，而放寬地積比只係會雪上加霜，令本身嚴重的問題更甚。令居住環境既質素下降，反而更加影響居民，所以不應實行，希望採納以上意見。

原築業主立案法團
The Incorporated Owners of La Grove

檔案編號：LG/IO/L/24/004 (P.1)

香港北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會

RECEIVED
25 APR 2024
Town Planning Board

致城市規劃委員會:

有關：新界元朗十八鄉路路旁的政府土地(申請編號:A/YL/316)

申請放寬地積比率及建築物高度限制諮詢事宜

多謝 貴會收到原築業主立案法團在 2024 年 2 月的來信後，就題述事宜於 4 月初通知本處房屋署提交文件， 貴會正進行諮詢。原築服務處審閱房屋署補充文件時，發現所謂文件是「換湯不換藥」有關發展規模完全無變，即是沒有聆聽理解原築法團，原築業戶及鄰近屋苑業戶的意見。本法團現發此函繼續強烈反對房屋署就十八鄉路公營房屋地盤放寬地積比以及加設社區服務機構。

正如 2024 年 2 月本法團信件(LG/IO/L/24/001)提及自該地盤在 2023 年 5 月進行地基工程開始，原築服務處陸續接獲最接近地盤的第五座多個業戶反映有老鼠由地盤走到屋苑範圍，亦有業戶反映在溱柏超市附近空地目睹老鼠出沒，這情況是地盤動工前未有發生。原築服務處曾就此事向食環署反映，同時加強清理屋苑範圍，在第一、二、三及五座多條外牆喉管安排擋鼠裝置，鼠患問題在同年 7 月出現改善。然而在 2024 年 1 月開始，第五座多個高層單位業戶爬入單位內，亦有業戶目睹有老鼠由地盤走到十八鄉路再進入屋苑。同樣地在 2023 年雨季，本處收到第五座業戶求助指蚊患問題比往年嚴重，因應鄰近地盤發展，已向增加滅蟲服務的支出，引入新技術如「蚊子陷阱」來改善蚊患。房屋署放寬地積比較意味施工時間加長，本苑業戶更長時間承受蚊患及鼠患的威脅有關管理成本增加是否由房屋署支付予本苑?

2 月份信件已提及屋苑附近一帶交通擠塞情況非常嚴重，尤其是體育路、公庵路、橋興路及十八鄉路的交通擠塞情況極為嚴重。原築服務處在 4 月份收到元朗南發展工程承辦商通知，在 5 月份開始將公庵路僑興路為單程南行(往元朗南方向)，轉為單程北行(往市中心方向)，然而本苑所有車輛都需要在僑興路繼續向北行至近元朗公路後方再轉左手邊行再返回僑興路的臨時行車橋至公庵路再兜路至龍田污水泵房，才轉入公庵路北行線至原築，剝奪原築業戶道路使用權。

現時十八鄉路來回只得一條行車線，亦未有擴闊或其他改善道路設計的計劃。如城規會批准是次放寬地積比，當 2028 年公屋落成後加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。

(下頁續)

原築業主立案法團
The Incorporated Owners of La Grove

檔案編號：LG/IO/L/24/004 (P.2)

房屋署是次申請放寬地積比其中一個理由是增設體弱長者家居照顧隊，體弱長者家居照顧隊會有車隊接載使用者及送飯隊，車隊每日行經十八鄉路大大增加十八鄉路的車流。同時公屋停車場預計有 210 個車位(包括 133 個私家車車位、9 個電單車車位、63 個單車位)，可想而知公屋日後落成後交通擠塞情況只會令本苑所有業戶、訪客及工作人員無了期地承受塞車、居民巴士、巴士脫班的痛苦。

元朗南發展計劃中覆蓋公庵路及僑興路覆蓋明渠以增加行車線工程自 2023 年 8 月隨元朗南發展工程動工後，每日早上及傍晚十八鄉路近公庵路段都出現擠塞，影響原築居民巴士服務及業戶出入，即使工程完成增加至三條行車線，都未必承受到政府所計劃元朗南發展提供 2.85 萬個單位後數以萬計增加人口的交通需求，受苦的只是本苑及鄰近屋苑的業戶。

現時十八鄉路只有兩條巴士線(68E 及 68F)行經十八鄉路，服務時間內每班為 30 分鐘，再另加一條小巴路線。原築服務處不時接業戶反映致電約的士時，司機反映十八鄉路出現塞車浪費他們的油錢及時間而不願意到十八鄉路一帶的屋苑。如再增加興建公營房屋單位數目，交通擠塞情況永無改善，又未有提供更多交通選擇予業戶，對本苑業戶十分不公平。

本苑車場出入口位於公庵路，有關覆蓋明渠及道路擴闊工程在 2023 年 8 月展開，預計在 2025 年完成，本區居民現已飽受工程期間公庵路僑興路塞車之苦。公庵路道路工程是元朗南發展計劃的一部份，此計劃在元朗南提供 2.85 萬個單位，預計會 5.1 萬居民搬到元朗南發展區居住，而公庵路僑興路就是連接元朗南到元朗市中心的重要路段，倘若房署獲批增加公屋單位數量，延長興建房屋工期，可以預計到兩個計劃完成後連接築的十八鄉路、公庵路及僑興路塞車是沒有解決的一日。原築服務處在 4 月 18 日收到元朗南發展工程承辦商通知 (參見相片六)，將於 2024 年 5 月 3 日實施臨時改道，要求原築所有車輛行駛比現時行駛多 5 倍的路程才返回原築，兩個工程雙重夾擊原築，對居民生活大受影響。此改道工程為期兩年，房署地盤工程有大車在早上傍晚由十八鄉路進入屋苑，下月開始又有改道工程，原築居民不單受塞車困擾，更要面對車程時間無理地被加長的困擾，真受到兩個工程兩面夾擊，苦不堪言。放寬地積比即代表起樓時間更長，十八鄉路擠塞連帶僑興路及公庵路塞車，屋苑居民每日上下班上下課時間在交通工具望自己家門而不可入，塞車都是由房署地盤工程及元朗南工程導致，原本是可以避免的，所以本苑法團不會同意房屋署申請放寬公營房屋地盤地積比來增加原築業戶的痛苦。

現向 貴會再次發信強烈反對上述地段增加放寬地積比增加申請，並敦促 貴會聽隨民意，發展建屋改路計劃時先考慮到原區住戶的影響及該區交通路段的承受能力。謝謝。如 貴會對上述事宜有任何疑問，歡迎致電　　與原築服務處職員虞小姐聯絡。

(下頁續)

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原築業主立案法團
The Incorporated Owners of La Grove

檔案編號：LG/IO/L/24/004 (P.3)

此致

城市規劃委員會

The Incorporated Owners of La Grove 原築業主立案法團

原築業主立案法團

第三屆管理委員會

主席 鄭旻盛

二零二四年四月二十四日

信件副本:

元朗區民政事務專員胡天祐先生

元朗區民政事務處

元朗區區議員李啟立先生

原築業主立案法團
The Incorporated Owners of La Grove

相片一:原築位置圖





原築業主立案法團
The Incorporated Owners of La Grove

相片二: 傳媒有關原築附近十八鄉路交通擠塞的報導

2019 年 7 月 19 日香港商報「元朗南發展計劃即將上馬 區議會強烈要求先改善交通」

新聞連結: https://www.hkcd.com/content/2019-07/29/content_1149676.html



梁福元（右）指出當年原築規劃由該屋苑一條車輛出入口直通十八鄉路，因地下有管線，3年來各部門協調不了而遲遲未有開動。

原築業主立案法團
The Incorporated Owners of La Grove

相片三: 2023 年 9 月雨天後十八鄉路公營房屋地盤多處積水產生蚊患



相片四: 2024 年 4 月 22 日下午 3 時 10 分雨天後十八鄉路公營房屋地盤多處積水產生蚊患



原築業主立案法團
The Incorporated Owners of La Grove

相片五: 2023 年 5 月 7 日原築服務處透過 1823 反映公營房屋地盤動工後產生蚊患及鼠患的投訴



原築業主立案法團
The Incorporated Owners of La Grove

相片六: 元朗南發展工程改路措施加長屋苑車輛行駛路程及時間 (紅線及藍線)

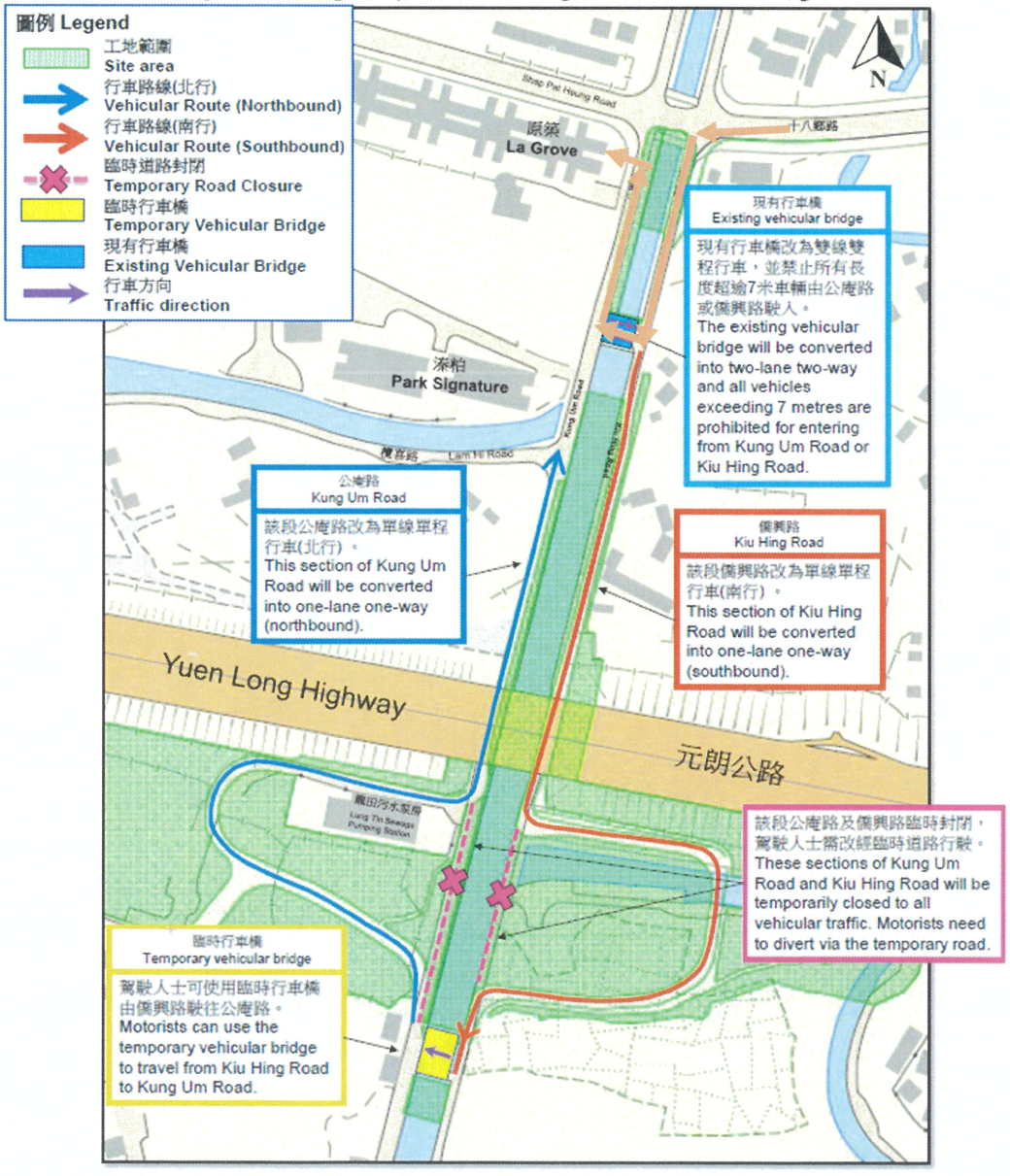
現時由十八鄉路入僑興路，再由連接橋到公庵路，再到原築(橙線)

合約編號：YL/2021/04 元朗南第一期發展工地平整及基礎設施工程 - 合約二

Contract No.: YL/2021/04 Site Formation and Infrastructure Works for Yuen Long South First Phase Development – Contract 2

附圖一 ： 臨時交通措施示意圖

Figure 1 : Temporary Traffic Arrangement Schematic Diagram



AECOM

CEDD 土木工程拓展署 Civil Engineering and Development Department

中國中鐵聯營 CREC JOINT VENTURE

283



致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一・現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拓闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

二・原築位於公屋地盤旁邊，地盤發展前在屋苑未見到有老鼠，自從 2023 年 5 月開始，鄰居不時見到有老鼠由十八鄉路走到平台車場，會所等。地盤興建時，原居住在地底的老鼠因受工程器具震動而到其他地方築巢，同樣地，地盤在雨天後出現積水，引起蚊患。原築首當其衝。加建單位令建築時間加長，亦會令到屋苑受工程的環境滋擾的時間亦加長。

三・原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見
:_____
_____
_____

原築業戶姓名: 周雅詩 單位:

日期: 17-4-2024

RECEIVED
25 APR 2024
Town Planning Board

284

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：新建的多建築物應與現有的建築物高度協調或一致。

原築業戶姓名: 伍俊喬

日期: 21-4-2024

285

RECEIVED
25 APR 2024
Town Planning Board

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:
反對放寬大廈高度
反對加設精神病康復者中途宿舍
反對增加交通不方便，
人口增加附近未有社區配套，交通亦因而惡化。

原築業戶姓名: 鍾務明
黃慧芳

日期: 22-4-2024

286



致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____

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_____

原築業戶姓名:_____

日期: 20-4-2024

RECEIVED
25 APR 2024
Town Planning Board

287

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____
_____
_____

原築業戶姓名:LEE MAN

日期:23. 4. 2024

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RECEIVED
25 APR 2024
Town Planning Board



致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：建築物限制的放寬，可能導致過高的建築物，破壞當地的自然景觀和環境特色。這不僅对當地居民造成視覺上的不適，还可能破壞生態平衡和生物多样性。

原築業戶姓名: 羅詠薇

日期: 22/April/2024

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RECEIVED
25 APR 2024
Town Planning Board

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：自從多了很多地盤土地，馬路沒有改善，除了引至交通擠塞，還發生多宗交通意外，如將來的公營房屋為了給部份體弱長者使用，相信要更多空間，交通需要更便利，不是把他們塞在一個擠迫的地方。

投其比左間屋當做左對

原築業戶姓名: LEE SZE SZE

日期: 20-4-2024

RECEIVED
25 APR 2024
Town Planning Board

290

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:40層樓的高度比現時十八鄉路路旁的樓宇高度超出很多，造成屏封效應，阻擋空氣流通令溫度升高，產生溫室效應，破壞環境，影響居民健康。

原築業戶姓名: 曾麗琴

日期: 20-04-2024

RECEIVED
25 APR 2024
Town Planning Board

291

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:強烈反對加建項目

原築業戶姓名: 鍾偉志 簽署

日期: 2024年4月22日

RECEIVED
25 APR 2024
Town Planning Board

292

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:在這十年間 原築附近已起了很多建築物，但交通設施完全沒有改善，交通配套亦沒有任何改良，如巴士68E仍然是半小時一班，政府增加設施時一定要作全盤計劃，不能盲目，完全不顧及居民問題，增加了問題之後就至之不理！

原築業戶姓名: 梁偉林

日期: 24/4/2024

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RECEIVED
25 APR 2024
Town Planning Board

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：新公營房屋已加重道路的負荷，再加設体弱者及精神病康復中度者宿舍會影響十八鄉路的交通，鄰近是小學及中學，大大影响学童的出入安全，請請署慎重地安排。

原築業戶姓名: MAK SIU KAN

日期: 22/4/2024

294

RECEIVED
25 APR 2024
Town Planning Board

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：漠視民意，朝令夕改，只顧弱勢
不顧中產感受

原築業戶姓名: Chan Pan

日期: 20240425

RECEIVED
2 5 APR 2024
Town Planning Board

295

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：交通配套嚴重影響生活，例：早上返工 6:50 am，的士不接 order；午時 5:00pm，的士亦不接 order，時常塞車亦打亂原築部巴班次。

原築業戶姓名: 鍾惠嫻

日期: 20 APR 2024

RECEIVED
2 5 APR 2024
Town Planning Board

296

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:反對加建

原築業戶姓名: LI TAT MING

日期: 2024-4-22

RECEIVED
2 5 APR 2024
Town Planning Board

297

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：強烈反对，建筑安屋，交通安全，都存在很大的问题。

原築業戶姓名: 羅曼君

日期: 19-4-2024

RECEIVED
25 APR 2024
Town Planning Board

298

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____
_____
_____

原築業戶姓名: KI YIU KWONG

日期: 9-4-2024

RECEIVED
2 5 APR 2024
Town Planning Board

299

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：希望政府重視民意，方得民心
十八鄉路塞車嚴重，未有改善路面規劃，請不要再增加負擔，增加我們塞車之苦！

原築業戶姓名: LO MEE LIN

日期: 20-4-2024.

300

RECEIVED
2 5 APR 2024
Town Planning Board

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一．現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拂闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見:十八鄉路的交通嚴重阻塞未解前，而貴處未有考慮附近居民的苦況，隨意增加增數及人口，城市完全沒有規劃下亂咁施工，完全違返城市規劃這個實際作用

原築業戶姓名: Sin Kan Lin

日期: 21. 4. 2024

RECEIVED
25 APR 2024
Town Planning Board

301

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見 不同意
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原築業戶姓名: 謝瓊華

日期: 2024年4月24日

RECEIVED
25 APR 2024
Town Planning Board

302

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: 黃法章

日期: 20-Apr-2024

RECEIVED
2 5 APR 2024
Town Planning Board

303

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: Fung Wai Ho

日期: 21/4/2024

RECEIVED
2 5 APR 2024
Town Planning Board

304

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見:

原築業戶姓名: 賴冠彤

日期: 2014/2024

RECEIVED
25 APR 2024
Town Planning Board

305

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: 謝丹

日期: 20-4-2024

RECEIVED
2 5 APR 2024
Town Planning Board

306

致：城市規劃委員會

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

四．其他意見：救護及支援方面，十八鄉路系是警方和消防及救護其中一條主要幹道，現時的交通情況已常有救護車、警車受阻，若增建若干數目而不解決道路問題，則如有緊急事故，令使警車及消防與救急工作進一步受影响，人命損失難以估計。

原築業戶姓名: WONG LAI SHAN

日期: 19/4/2024.

RECEIVED
2 5 APR 2024
Town Planning Board

307

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一．現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拓闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

二．原築位於公屋地盤旁邊，地盤發展前在屋苑未見到有老鼠，自從 2023 年 5 月開始，鄰居不時見到有老鼠由十八鄉路走到平台車場，會所等。地盤興建時，原居住在地底的老鼠因受工程器具震動而到其他地方築巢，同樣地，地盤在雨天後出現積水，引起蚊患。原築首當其衝。加建單位令建築時間加長，亦會令到屋苑受工程的環境滋擾的時間亦加長。

三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見:興建公屋需要同時考慮設施配套，民生設施，交通配套。單單增加單位，又不增加其他設施，結果只會衍生其他問題。

原築業戶姓名: 馮婉雯

日期: 18-4-2024

RECEIVED
25 APR 2024
Town Planning Board

308

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見:在沒有完善的軟硬件交通配套下，人口急劇上升，將帶來路面壓力增加交通負外，吸空氣污染，令居民生活質素下降。

原築業戶姓名: 戴倫祥

日期: 24/04/2024

RECEIVED
25 APR 2024
Town Planning Board

309

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見
:_____

原築業戶姓名: 陳繼鵬

日期: 23-4-2024

RECEIVED
25 APR 2024
Town Planning Board

310

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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一．現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拆闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見
:十八鄉路, 僑興路及公庵路的交通網絡本身已出現嚴重擠塞問題
現隨意放寬原築旁公營地盤放寬地積比, 附近的交通配套設施完全不能支援隨之提升的人口密度.
相關政府部門應重新審視顧問公司所提交的交通影響評估報告, 不要隨便放寬地積比打破原有的規劃

原築業戶姓名: Law Ying Chiu

日期: April 24, 2024

RECEIVED
25 APR 2024
Town Planning Board

311

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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一・現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拓闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

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其他意見
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原築業戶姓名: 黃炳明

日期: 23.04.2024

RECEIVED
25 APR 2024
Town Planning Board

312

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: TSE KA CHUN

日期: 24-4-2024

RECEIVED
25 APR 2024
Town Planning Board

313

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____

原築業戶姓名: 申淺風

日期: 19/4/2024

RECEIVED
25 APR 2024
Town Planning Board

314

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
：除了以上屋苑管理公司發現的問題外，政府在建這麼大型屋村前是否應先改善附近交通及公共設施？這條路根本不能住那麼多人。這只會為政府增加更多衛生和民生問題，也令整條十八鄉路的私人屋苑和舊田村屋民對政府產生不滿。請限制這新公共房屋樓層在最高 26 層，不然請不要建！

原築業戶姓名: WONG TSZ CHING

日期: 19/4/2024

315

RECEIVED
25 APR 2024
Town Planning Board

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：本人及家人居住原築祇要求有清靜及空氣清新的居住環境，房屋署要求增高樓層及加設中途宿舍正正破壞此要求。本人堅決反對，請貴委員會撤銷房屋署的申請，感謝！

原築業戶姓名: 黃佩娟

日期: 23-4-2024

316

RECEIVED
2 5 APR 2024
Town Planning Board

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____

原築業戶姓名: Li Suet Fong

日期: 19-4-2024

RECEIVED
25 APR 2024
Town Planning Board

317

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: Tam Hoca & Lee Sau Ling

日期: 21.4.2024

RECEIVED
25 APR 2024
Town Planning Board

318

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: CHAN YUEN TAI

日期: 22-4-2024

RECEIVED
2 5 APR 2024
Town Planning Board

319

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：此舉嚴重影響附近交通及居民出入，現提出反對意見

原築業戶姓名: 梁浚芷，黃均杰，黃樂心

日期:

RECEIVED
25 APR 2024
Town Planning Board

320

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一．現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拓闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：完全同意以上三點。強烈反对房署的加建申請，不但惡化周邊現時交通擠塞，还会影响环境外观，更会形成屏风楼影响空气流通。

原築業戶姓名: 楊世倫

日期: 24/4/2024

RECEIVED
25 APR 2024
Town Planning Board

321

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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三・原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見
:居住人數增加，周圍配套未能改善，小巴士線不足，巴士班次減少，路面行車線不足，令我們造成很大困擾。

原築業戶姓名: 何志堅

日期: 19-4-2024

RECEIVED
25 APR 2024
Town Planning Board

322

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: 陳子豪

日期: 23-4-2024

RECEIVED
25 APR 2024
Town Planning Board

323

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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一・現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拓闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

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其他意見：強烈反對加建到四十層高，更反對精神病康服者中途宿舍。工程要關窗，困影響原築居民。

原築業戶姓名: LI WOON CUEN

日期: 22/4/2024

RECEIVED
2 5 APR 2024
Town Planning Board

324

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見

①十八鄉路一直鼠患嚴重，政府仍未處理好，再加上建築地盤引起鼠患和蚊患，令問題雪上加霜，根本唔適合再增加居住人口。②十八鄉路有頻密的改裝汽車車馳聲響及節日期間有人非法放炮仗煙花，這些都嚴重影響精神病患者的精神健康，故不適宜興建中途宿舍。

③如要增加居住人口和交通運輸使用量，強烈要求先封咗公廁路條大明渠，以擴闊路面，改善現行交通擠塞情況。

原築業戶姓名: Ho Pui Yan Iris

日期: 19 April 2024

RECEIVED
25 APR 2024
Town Planning Board

325

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: Lai Lai Yan

日期: 20-4-24

RECEIVED
25 APR 2024
Town Planning Board

326

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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一．現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拓闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

二．原築位於公屋地盤旁邊，地盤發展前在屋苑未見到有老鼠，自從 2023 年 5 月開始，鄰居不時見到有老鼠由十八鄉路走到平台車場，會所等。地盤興建時，原居住在地底的老鼠因受工程器具震動而到其他地方築巢，同樣地，地盤在雨天後出現積水，引起蚊患。原築首當其衝。加建單位令建築時間加長，亦會令到屋苑受工程的環境滋擾的時間亦加長。

三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

本苑一帶屬中低密度住宅區政府不應推翻原有設計配合現址環境。

其他意見：

道路 ✓

公共交通及設備已超出負荷，長期大型貨車使用做成擁塞，完全有交通人口過於密集，缺乏規劃，基礎設施，公共空間強烈反對沒有規劃及資源下增加精神病康復者中途宿舍，對長者及病人不便，更難康復，應考慮其他大型公屋。

原築業戶姓名: [redacted] KONG MAN CHUE

日期: 19-4-2024

RECEIVED
25 APR 2024
Town Planning Board

327

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____
_____
_____

原築業戶姓名: 李偉光, 許慧貞

日期: 19-4-2024

RECEIVED
2 5 APR 2024
Town Planning Board

328

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:十八鄉路本就已十分繁忙擠塞(尤其是早上時段)，若新屋苑建起，並增到4
層，將會帶來更多交通問題，貨車的聲音會更響亮，希望政府考慮一
下附近現有居民的居住問題。貨車[redacted]因擠塞時發出的噪音
實在十分滋擾了。

原築業戶姓名: Tang Yee Kei Sandy

日期: 19-4-2024

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RECEIVED
25 APR 2024
Town Planning Board

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：**請看附頁**

原築業戶姓名: Annie Yip

日期: 20/4/2024

附頁

RECEIVED
25 APR 2024
Town Planning
Board

今天政府施政，非常令人失望。總是頭痛醫頭痛，脚痛醫脚痛，看不到有全面深遠思維。現就十八鄉路原築旁公營房屋計劃發表意見。

這地盤原計劃建設資助房屋，現不單改建公營房屋，還要加建樓層及加入社福機構。政府和做城市規劃的，請重視這計劃的基本問題及隱患。

交通道路高度不足已不須多講。有了解過的都知道交通經常嚴重擁堵。公庵路/十八鄉路及周遭交滙處使用量大大超出飽和。大欖隧道因收費太高完全無助減少屯門公路的車流。青山公路亦不見有大幫助。請聽一下每天的交通報告吧。可知每天人們出入新界的沮喪心情？政府經常建議大家多用交通工具，十八鄉路遠離地鐵，（步行遠，沿途無上蓋遮掩），可選擇的巴士或小巴路綫廖廖可數，班次亦疏落。即使有交通工具也無用，因爲根本沒有足夠的道路去配合。

說什麽發展新界北，打做北都會，希望吸納多專業人仕入駐，又話希望提供中產人仕多一個選擇，不一定要到香港島或其他現有的商業聚集區工作和居住。但已有很多說希望可搬離十八鄉路範圍，因為這一帶及周圍只有建樓工程，應有的早期配套就看不到曙光。加入精神病康復者中途宿舍更令附近居民有不安情緒。不是對這類人有歧視，只是相信把這類人集中在居民少的地方照顧比較適合，會減少不必要的誤會和衝突。

相信有很多現有公屋被淪為貨倉，或無人居住，又或原住客已變得富有不合資格入住公屋，就是沒有嚴格覆核資格，浪費資源，就把問題一拖再拖，最終還把問題和困擾放到不該受困擾的人身上。

希望做城市規劃的不要只為交數而漠視居民困擾，把一個看似成功解決居住問題卻其實是建設在一些非常不安而被你們漠視的現有居民身上。政府不是經常說政策要顧及社會和諧嗎？

若有一位能細讀以上感受並幫助改善計劃，在這真心的多謝你!

原築業戶姓名：Annie Yip

日期：20/4/2024

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240423-213149-01050
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	23/04/2024 21:31:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Tiffanie Lam

意見詳情
Details of the Comment :

致城市規劃委員會，

有關十八鄉路段原築傍樓縫中建立公營房屋一事，原先本人並無任何意見，不竟政府也是想著做好事給一些市民改善居住環境，有關部門處事方式明顯跑偏了，像市井一點的說"上得床嚟牽被冚"越做越過份，規劃改完此塊土地的使用之用途，現在又再提出更改地積比的高度限制改至四十層高(A/YL/316)。
深知社會資源大家有享用之權，但是當權機構也應該用得其所，一小片中密度規劃的土地建造公營房屋實在難以有效利用土地資源，更難以有效利用政府庫房寶貴的資源，但這也不應隨意改變片區的地積比率及高度限制，要知片區地積比率設定與基礎建設及配套環環相扣，為何不切切實實地執行一個合乎標準的公共屋邨。

本人的意見如下:

1. 環境規劃失衡，規劃的定義是什麼？應是歸納科學性、長遠策略、謹慎部署則能稱為之規劃。
地區規劃強行變更原有用途及密度以及硬生生改變高度的上限，會造成地區和諧性及協調性的破壞，這種破壞是大家有生之年不可逆轉的情況，這種朝令夕改的施政方式難免令人生畏，不符合小市民對政府的合理期望，並嚴重影響市民和諧的生活方式。

2. 交通及基礎建設配套失衡，是否可支持或平衡提高該片區地積比后所帶來的后果？
該路段狹窄兩則都是較低密度的樓宇未見有收樓拓建的規劃的擴濶道路或其它大型公共交通設施，包括供電、供水、排污設施的大興土木，及至當大量居民及服務人員進出令該路段更加百上加斤，城規那來的信心提高該地區的居住密度及地積比？該地段根本沒有具備高密度建房之條件。

3. 公屋開發的理念，地盤面積細小，是否符合公共屋邨的哲理？
公共屋邨應是集民生消費、康樂、休戲、公共服務於一體，集中利用庫房的資源有效率地服務民衆，而不是在樓群中隨意找一個空隙建立一棟或兩三棟房屋后，填上人口就作罷。

結語:
一個基於自身生活需求而妥協，甘願搬至較偏僻地區居住的市民，突然如其來的城規環境改變通知，這種無奈像被某種力量改變了本人未來的生活模式，有莫明而巨大的遭受干擾及欺壓的環境壓力。
深知本人向當局所提出的意見將可能被不屑一顧或石沉大海，但也期望政府或當局能夠

多聽多接受市民意見，垂注或接納本人像星火且棉薄之力的意見。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240424-150405-44967
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	24/04/2024 15:04:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Chung Tze Chun Anita

意見詳情
Details of the Comment :

作為一位居住於原築的業主，我希望通過這封信來表達我對於提議放寬十八鄉路附近地盤地積比的深切擔憂。下面我將列舉幾個關鍵點，以期您們能全面了解我們的擔憂並作出明智的決策。

1. 交通擠塞的擔憂
放寬地積比將導致人口和車輛急劇增加，進一步加劇十八鄉路及其周邊道路的交通擠塞。這不僅會增加出行時間，還可能在緊急情況下阻礙救援行動，對居民安全造成威脅。

2. 公共交通負擔過重
目前區域內的公共交通設施已經難以應對現有的居民需求。增加的居民數將使得公共交通系統更加負荷過重，進而影響居民的出行效率和舒適度。

3. 社區資源的極限壓力
提升地積比將直接導致人口密度增加，使得學校、醫療設施和公共空間等基礎設施的壓力倍增。這不僅會降低居民的生活質量，也可能引發各種社會問題。

4. 工地動工引起的鼠患問題
地盤的開挖和建設活動將攪動鼠群的棲息地，引發鼠患問題。這不僅對居民的日常生活造成嚴重干擾，還可能帶來健康風險，增加公共衛生的負擔。

結論
基於上述理由，我強烈反對放寬位於十八鄉路地盤的地積比。此舉將對我們的居住環境造成不可逆的負面影響。我們懇請各位委員和官員深思熟慮，考量到這些變更對社區可持續發展的長遠影響，並做出符合居民最佳利益的決定。

謝謝您的關注和考慮。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240424-151042-93155
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	24/04/2024 15:10:42
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Chui Nok Hei

意見詳情
Details of the Comment :

十八鄉路，尤其是公庵路及僑興路交界，現時交通已十分擁堵，經常出現車龍。增加地積比將引致更多居民遷入，進一步加劇道路負荷，令交通情況雪上加霜。即使增加巴士站也無法解決問題，反而可能令道路更擠塞。

本區居民主要依靠巴士及村巴出行。現有公共交通設施已不勝負荷，難以應付新增人口的需求。社區的學校、醫療設施、公園等公共資源亦將面臨更大壓力，影響居民生活質量。

人口密集將導致垃圾及污水量增加，超出社區的處理能力，衍生衛生問題。此外，地盤動工亦可能引發鼠患，威脅居民健康。

基於以上種種憂慮，我堅決反對放寬十八鄉路地盤的地積比。我懇請相關部門以居民福祉為依歸，拒絕此項申請，維護社區的可持續發展。

謝謝!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240424-163858-85374
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	24/04/2024 16:38:58
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	Wong Hoi Leong

意見詳情
Details of the Comment :

十八鄉路, 僑興路及公庵路的交通網絡本身已出現嚴重擠塞問題
現隨意放寬原築旁公營地盤放寬地積比, 附近的交通配套設施完全不能支援隨之提升的人口密度.
相關政府部門應重新審視顧問公司所提交的交通影響評估報告, 不要隨便放寬地積比打破原有的規劃.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240424-204245-34305
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	24/04/2024 20:42:45
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Claudio Roberto Fernandes Lopes

意見詳情
Details of the Comment :

I strongly oppose the proposal relaxation of plot ratio and building height restrictions for public housing development site on Shap Pat Heung Road near La Grove, as the proposal is highly affecting the interest of La Grove resident as follows.

The traffic in the vicinity of La Grove was already congested for a very long time. The capacity of the related traffic network such as Shap Pat Heung Road, Shap Pat Heung interchange, Kiu Hing Road and Kung Um Road was completely unable to support the existing traffic condition. The congested traffic condition is adversely affecting our daily life, and even getting worse and worse. It is all agreed that relaxation of plot ratio without considering the traffic necessity of nearby resident is a worse urban planning.

With a quick review on the Traffic Impact Assessment, it is completely not a comprehensive impact assessment report. First, in sections 3.3 and 3,4, the period for data collected for traffic count survey period is 2 Dec 2021 to 7 Dec 2021, which is under the spread of COVID-19. People and Students were worked from home. Thus, the data collecting timing and period are not accurate and short. The traffic data cannot reflect the future realistic traffic condition. Thus, traffic count survey and queue length survey estimation was highly inaccurate and derived from the realistic condition. It is obviously a mistake for conducting an impact assessment report without considering the abovementioned. The further assessment based on the wrong data was useless. It is quite nonsense for the conclusion "the proposed development is considered acceptable from traffic and transport of view". It is recommended that the consulting company and CEDD to collect valuable data by today to re-conduct the traffic impact assessment.

Besides, Park signature and La grove are around 20-storey buildings and the proposed public housing development is 40-storey buildings. From the visual point of view, the inconsistence of building height make a poor visualization, the proposed development cause an adversely impact to the surrounding.

To conclude, I strong oppose the prposal of relaxation of plot ratio for the said developement due to the unsolved traffic congestion and adverse visualization. The traffic impact assessment report was not comprehensive and it is no doubt that the nearby transportation facilities are unable to support the increased population density with the relaxation of plot ratio. I kindly request the Planning Department or relevant government departments to re-examine the traffic impact assessment report submitted by the consultant and re-conduct the TIA.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240425-074851-16457
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	25/04/2024 07:48:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Jessica Leung

意見詳情
Details of the Comment :

本人强烈反對就於原築旁邊之土地放寬地積比率，此舉會嚴重影響交通擠塞，因為現時之擠塞問題仍未能解決，再者， 本人之單位是面向此地盤，如加建的話，興建時間加長會嚴重影響本人及家人之生活及健康，也會影響本人單位的樓價

溱柏業主委員會
Park Signature Owners Committee

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檔案編號: PSG/02/2024/0012

A/YL/316

城市規劃委員會秘書處
香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會

執事先生/女士：

有關：反對位於元朗十八鄉路路旁的政府土地擬議略為放寬地積比率及建築物高度限制，以作准許的公營房屋發展及社會福利設施用途

我們是溱柏業主委員會，代表溱柏 1620 戶，400 餘個車位業主及多間商舖，就有關上述資助房屋申請放寬地積比率及建築物高度限制表示強烈不滿。

我們早前已分別就以上事項聯絡鄰近屋苑“溱頤”及“原築”業主委員會，並於本年 2 月 22 日聯署致函 貴會以表達大家對有關修訂的憂慮，主要包括倘再增加建築密度及單位，將為本區帶來民生及交通嚴重的負荷，而放寬高度限制亦會對本區景觀造成影響。

我們進行了收集居民簽名以反映意見予 貴會。如 貴會對上述事宜有任何查詢，歡迎向各座委員會代表或致電 與溱柏客務處聯絡。

溱柏業主委員會
主席

李宗霈
2024 年 4 月 26 日

被告人鄭鉛鈴

在於同年十月

以不詳之

方式

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反對位於元朗十八鄉路路旁公營房屋 336

擬議略為放寬地積比率及建築物高度限制

簽名行動

	日期	簽名		日期	簽名
1	12/4/24		15	14/4	
2	11/4/24		16	14/4	
3	11/4/24		17	15/4	
4	11/04/24		18	17/4	
5	13/4 24		19	17/4	
6	13/4/24		20	17/4	
7	13/4/24		21	19/4	
8	13/4/2024		22	20/4	
9	14/4/2024		23	21/4	
10	14/4/2024		24	22/4	
11	14/4/204		25	23/4	
12	14/4		26	23/4	
13	14/4		27		
14	14/4		28		

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

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	日期	簽名		日期	簽名
1	12/4		15	15/4	
2	12/4		16	16/4	
3	13/4		17	16/4	
4	13/4		18	16/4	
5	13/4	楊偉發	19	16/4	
6	13/4		20	17/4	Jennifer
7	13/4		21	17/4	
8	13/4		22	18/4	謝孝安
9	14/4		23	19/4	
10	14/4	張	24	23/4	
11	14/4		25	23/4	李啟鈞
12	14/4	14/4/2024	26	15/4	
13	15/4		27		
14	15/4		28		

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反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制 336

簽名行動

	日期	簽名		日期	簽名
1	10-4	呂文靖	15	13/4	
2	10/4		16	13/4	
3	11/4		17	13/4	
4	11/4		18	13/4	
5	11/4		19	15/4	
6	11/4		20	17/4	
7	12/4		21		
8	12/4		22		
9	12/4		23		
10	12/4		24		
11	12/4		25		
12	12/4		26		
13	12/4		27		
14	13/4		28		

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反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

	日期	簽名		日期	簽名
1	24/4		15		
2	24/4		16		
3	24/4		17		
4	24/4		18		
5	24/4		19		
6	24/4		20		
7	24/4		21		
8	24/4		22		
9	24/4		23		
10	24/4		24		
11	25/4		25		
12	25/4		26		
13	25/4		27		
14	25/4		28		

反對位於元朗十八鄉路路旁公營房屋 17 336

擬議略為放寬地積比率及建築物高度限制

簽名行動

	日期	簽名		日期	簽名
1	16/4	Bernard	15		
2	17/4		16		
3	17/4		17		
4	18/4		18		
5	20/4		19		
6	21/4		20		
7	21/4		21		
8	22/4		22		
9	22/4		23		
10			24		
11			25		
12			26		
13			27		
14			28		

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反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

	日期	簽名		日期	簽名
1	13/4/2024		15		
2	13/4/2024		16		
3	24/4/24		17		
4	24/4/24		18		
5	24/4/24		19		
6	24/4/24		20		
7			21		
8			22		
9			23		
10			24		
11			25		
12			26		
13			27		
14			28		

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

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	日期	簽名		日期	簽名
1	10/4		15	20/4	
2	10/4	Leung Ngo Fan	16	21/4	
3	10/4		17	21/4	
4	11/4		18	21/4	
5	11/4		19	22/4	
6	11/4		20	22/4	
7	11/4		21	22/6	
8	11/4		22	23/4	
9	12/4		23	23/4	
10	12/4		24	23/4	
11	14/4		25	23/4	
12	15/4		26	23/4	
13	15/4		27	24/4	
14	20/4		28	25/4	

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反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

	日期	簽名		日期	簽名
1	13/4/24		15	20/4/24	
2	13/4/24		16	20/4	
3	14/4/24		17	21/4	
4	14/4/24		18	22/4	
5	14/4 24		19	22/4	
6	14/4-24		20	23/4	
7	14/4/24		21	23/4	
8	15/4/24		22	24/4	
9	16/4/24		23	24/4	
10	17/4/24		24	24/4	
11	20/4/24		25	24/4	
12	20/4/24		26	24/4	
13	20/4/24		27	24/4	
14	20/4/24		28	24/4	

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反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制

T9. P.5

簽名行動

	日期	簽名		日期	簽名
1	4/16		15	4/19	
2	4/16		16	4/19	
3	4/19		17	4/19	
4	17/4/2024		18	4/19	
5	17/4/24		19	4/19	
6	17.4.2024		20	4/19	
7	17/4/2024		21	19/4	
8	17/4/2024		22	19/4	
9	17/4/2024		23	19/4	
10	17/4/24		24	19/4	
11	18/4/24		25	19/4	
12	18/4/24		26	19/4	
13	18/4/24		27	19/4	
14	19/4/24		28	19/4	

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

T6

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	日期	簽名		日期	簽名
1	2024-4-10		15	10.4.24	
2	2024-4-10		16	11-4-24	
3	2024-4-10		17	11-4-24	
4	10-4-24		18	11-4-24	
5	10-4-24		19	11-4-24	
6	10.4.2024		20	11-4-24	
7	10.4.2024		21	11/4/24	
8	10.4.2024		22	11/4/24	
9	10.4.2024		23	12/4/24	
10	10.4.2024		24	12/4/24	
11	10.4.2024	羅捍銳	25	14/4/24	
12	10.4.2024		26	14/4/24	周衛津
13	10.4.24	李宇霖	27	14/4/24	Martin
14	10.4.24		28	14/4/24	

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反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

	日期	簽名		日期	簽名
1	10/4		15	11/4	
2	10/4		16	12/4	
3	10/4		17	12/4	
4	10/4		18	11/4	
5	10/4		19	11/4	
6	10/4		20	11/4	
7	10/4		21	11/4	
8	10/4		22	11/4	
9	10/4		23	11/4	
10	10/4		24	12/4	
11	10/4		25	12/4	
12	10/4		26	12/4	
13	11/4		27	12/4	
14	10/4		28	13/4	

T9
P.1
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反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制

簽名行動

	日期	簽名		日期	簽名
1	4/10		15	11/4/2024	
2	10/4		16	11/4/2024	
3	10/4		17	11/4/2024	
4	10/4		18	11/4/2024	
5	10/4		19	11/4/2024	
6	10/4		20	11/4/2024	
7	10/4		21	11/4/2024	
8	10/4		22	11/4/2024	
9	10/4		23	11/4/2024	
10	10/4		24	12/4/24	
11	11/4/24		25	12/4/24	
12	11/4/24		26	12/4/24	
13	11/4/2024		27	12/4/24	
14	11/4/2024		28	12/4/24	

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79.
P.2

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制

簽名行動

	日期	簽名		日期	簽名
1	13/4		15	13/4	
2	13/4		16	13/4	
3	13/4	李惠英	17	13/4	
4	13/4		18	13/4	
5	13/4		19	13/4	
6	13/4		20	13/4	
7	13/4		21	13/4	
8	13/4		22	13/4	
9	13/4		23	13/4	
10	13/4		24	13/4	
11	13/4		25	13/4	
12	13/4	Hei	26	13/4	
13	13/4	Jerson	27	13/4	
14	13/4		28	13/4	

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反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

T9. P.3

	日期	簽名		日期	簽名
1	4.13		15	14/4	
2	4.13		16	14/4	
3	4-13		17	14.4.2024	
4	14/4/24		18	14.4.2024	
5	14/4/24		19	14.4.2024	
6	14/4/24		20	14.4.2024	
7	14/4/24		21	14.4.2024	
8	14/4/24		22	14.4.2024	
9	14/4/24		23	14.4.2024	
10	14-4-24		24	14.4.2024	
11	14-4-24		25	15-04-24	
12	14/4.		26	15-04-24	
13	14/4		27	15-04-24	
14	14/4		28	15/4/24	

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反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制

T9. 8 P.4

簽名行動

	日期	簽名		日期	簽名
1	15/4/24		15	15/4/2024	
2	15-4-24		16	15/4/2024	
3	15/4/24		17	15/4/2024	
4	15/4/24		18	15/4/2024	
5	15/4/24		19	15/4/2024	
6	15/4/24		20	15/4/2024	
7	15/4/24		21	15/4/2024	
8	15/4/24		22	15-4-2024	
9	15/4/24		23	15/4/2024	
10	15/4/24		24	15/4/2024	
11	15/4/24		25	15/4/2024	
12	15/4/24		26	15/4/2024	
13	15/4/24		27	15/4/2024	
14	15/4		28	15/4/2024	

T10

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

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	日期	簽名		日期	簽名
1	10/4		15	11/4	
2	10/4		16	12/4	
3	10/4		17	12/4	
4	10/4		18	12/4	
5	10/4		19	12/4	
6	10/4		20	12/4	
7	10/4		21	12/4	
8	11/4		22	12/4	
9	11/4		23	14/4	
10	11/4		24	12/4	
11	11/4		25	12/4	
12	11/4		26	12/4	
13	12/4	葉金蘭	27	12/4	
14	12/4		28	12/4	

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

336

	日期	簽名		日期	簽名
1	15/2		15	18/2	
2	15/2		16		
3	15/2		17		
4	15/2		18		
5	15/2/24		19		
6	15/2/24		20		
7	15/2/24		21		
8	15/2/24		22		
9	15/2/2024		23		
10	15/2/2024		24		
11	15/2/24		25		
12	15/2/24		26		
13	15/2/24		27		
14	15/2		28		

T3

336

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制

簽名行動

	日期	簽名		日期	簽名
1	26/4.		15		
2	26/4		16		
3	26/4		17		
4	26/4		18		
5			19		
6			20		
7			21		
8			22		
9			23		
10			24		
11			25		
12			26		
13			27		
14			28		

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

336

	日期	簽名		日期	簽名
1	26/4		15	26/4	
2	26/4		16	26/4	
3	26/4		17	26/4	
4	26/4		18	26/4	
5	26-4-2024		19	26/4	
6	26/4		20	26/4	
7	26/4		21	26/4	
8	26-4		22	26/4	
9	26/4		23	26/4	
10	26/4/2024		24	26/4	
11	26/4		25	26/4	
12	26/4		26	26/4	
13	26/4		27	26/4	
14	26/4		28	26/4	

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

336

	日期	簽名		日期	簽名
1	10/4		15		
2	10/4		16		
3	10/4		17		
4	10/4		18		
5	13/4		19		
6	13/4		20		
7	15/4		21		
8	15/4		22		
9	18/4		23		
10	19/4		24		
11	22/4		25		
12			26		
13			27		
14			28		

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

336

	日期	簽名		日期	簽名
1	12/4/24		15		
2	18/4/2024		16		
3	18/4/2024		17		
4			18		
5			19		
6			20		
7			21		
8			22		
9			23		
10			24		
11			25		
12			26		
13			27		
14			28		

336

反對位於元朗十八鄉路路旁公營房屋擬議略為放寬地積比率及建築物高度限制簽名行動

T9
P.6

	日期	簽名		日期	簽名
1	4/19		15	25/4	
2	4/19		16	25/4	
3	4/20		17	25/4	
4	4/21		18	25/4	
5	4/21		19		
6	4/21		20		
7	21/4		21		
8	21/4		22		
9	23/4		23		
10	24/4		24		
11	25/4		25		
12	24/4		26		
13	25/4		27		
14	25/4		28		

337 to 348

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有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率進行諮詢事宜 (A/YL/316)
26/04/2024 16:34

From:
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

原築各業戶意見書.pdf

致城市規劃委員會:
原築服務處收到原築業戶意見書，現以電郵呈交予 貴署記錄。
原築服務處
虞惠瑩
物業管理牌照編號: P2-239338

KAI SHING MANAGEMENT SERVICES LIMITED
PMC Licence Number: C-499163

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337

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一．現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拆闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。

二．原築位於公屋地盤旁邊，地盤發展前在屋苑未見到有老鼠，自從 2023 年 5 月開始，鄰居不時見到有老鼠由十八鄉路走到平台車場，會所等。地盤興建時，原居住在地底的老鼠因受工程器具震動而到其他地方築巢，同樣地，地盤在雨天後出現積水，引起蚊患。原築首當其衝。加建單位令建築時間加長，亦會令到屋苑受工程的環境滋擾的時間亦加長。

三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見:
1. 違反原有地積比率成立的目的
2. 造成居民效應，影響一帶居民及動植物生態環境
3. 破壞十八鄉路一帶的低密度規劃發展，對長遠土地發展影響深遠。

原築業戶姓名: 梁振邦

日期: 2024-4-23

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：十八鄉路交通根本已經好擠塞，再加多太多居民只會令大家出入更不方便。

原築業戶姓名: Gianni Gulietta HoiDik Lam 單位:

日期: 24/4/24.

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____
_____
_____

原築業戶姓名: 黎凱欣

日期: 24-4-2024

340

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____
_____
_____

原築業戶姓名:_____

日期: 23/4/2024

341

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：非常大影响，交通擠塞，設施壓力。

原築業戶姓名: 汪志明

日期: 25 Apr 2024

342

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：本屋苑原築鼠患不容忽視，本人於去年12月寒冬，曾見有老鼠在屋苑內覓食徘徊，當時令我好震驚，而近年亦發現開始有四腳蛇踪影，因住了多年，是從未見過，希望房屋署正視理解，給我們各住戶一個宜樂家，謝謝！

原築業戶姓名: 關太

日期: 24年4月26日

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
:_____
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原築業戶姓名:_____

日期: 24-04-2024

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致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見：救命呀！唔好再喺十八鄉路呢度起樓喇！啲交通已經頂唔順，仲要起咁高，加咁多戶！完全唔現實，垃圾政府，垃圾部門！

原築業戶姓名: LP MAN WAI

日期: 24 APRIL 2024

意見③ 完全缺乏小社区的溝通和說明，沒有充分解說及溝通！居民感到不被重視和理解。居民不知如何取得更多資訊及反映意見。你們有否評估過 345

意見④ 興建公屋期間，大型車輛必增加，請問交通路面會有什么嚴重狀況？現有的公共交通系統、道路網絡等(不只原築這一部，其實整个元朗区，尤其 Yoho 一帶，市中心完全「痛症」)均無法應对更多人口的需求，現在還要硬加人口，即進一步加剧擁塞問題。請正視這個存在已久的嚴重擁塞問題。在增加人口前應先制定全面的交通改善方案，先安定居民的心，這樣你們可否致：城市規劃委員會 做得到？例如擴闊元朗交通線路、擴寬/增加行車線，起天橋/隧道等……否則，如果你們仍然不去做實事解決交通問題，持續的交通擠塞只會增加意外故障點，影响居民出入安全。

有關：城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

意見⑤ 當初規劃26層樓高不是已经過国家審批，突然大幅增加樓層基於什么理据？居民不明！

要求：政府相关部門在進行发建公屋前，应務必爭取解决交通問題作為先決條件。加設中途宿舍設施前应先檢視規劃，以不影响近居民及居民的生活為前提。也需考慮居民的接受度和安全感，未取得共識前不應興建中途宿舍。

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其他意見：
① 加設中途宿舍有机會影响毗邻附近幼稚園/小学学童安全，帶來隱憂。学校附近出入会学校周邊的安全監控和管理难度将大大增加。請問有否諮詢此間学校意見？應充分考慮居民和学校的意見，不要忽視这些合理的担憂，假諮詢並一意孤行！
如宿舍位於馬路旁，車輛帶来的噪音和干擾会嚴重影响精神康復者康復進展，甚至令他們「復發」，加剧令病情更嚴重。噪音亦容易引發他們病發，間影响居民安全。应合理規劃在类中途宿舍的位置，不應当建在学校(小学)附近

原築業戶姓名: ALG TAI YUN

日期: 24/4/2024

意見⑥ 這个小社区有限的資源(公共交通，也會因当建公屋，还要放寬大廈高度至40層樓高，被嚴重剝削」!! 犧牲公眾人士来利益。十八鄉路原築及連接交通擠塞的問題一直都未解决，這裏請問一間区内的士司機便知其嚴重性。香港土木工程拓展署報告 P.36 6.2 Conclusions 竟然 CEDD 不需做 Road Improvement Works !!? 已經嚴重的交通問題尚沒有部門去認真解决，反經「自生自滅」！現時竟然話理會，仲話 concluded 不需要做 Road Improvement Work 直接影响3000+居民，先剝削原有的原築、連接鄰居應，然後大家一同俗生、門搶僅有公共資源，最後大鉢

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致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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其他意見
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原築業戶姓名: Fung Chi Ting

日期: 25/4/2024

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

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二．原築位於公屋地盤旁邊，地盤發展前在屋苑未見到有老鼠，自從 2023 年 5 月開始，鄰居不時見到有老鼠由十八鄉路走到平台車場，會所等。地盤興建時，原居住在地底的老鼠因受工程器具震動而到其他地方築巢，同樣地，地盤在雨天後出現積水，引起蚊患。原築首當其衝。加建單位令建築時間加長，亦會令到屋苑受工程的環境滋擾的時間亦加長。

三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：區內沒有生活配套如食市、停車場，沒有交通規劃要剩車接駁公供交通到外區，車車問題只會日漸嚴重，影付近居民生活質素！影響樓價下跌帶來社會問題。

原築業戶姓名: 劉子謙

日期: 24/04/2024

致：城市規劃委員會

有關: 城市規劃委員會就十八鄉路原築旁公營地盤放寬地積比率及建築物限制事宜 (申請編號:A/YL/316)

我們是一班原築的業主及住戶，得悉房屋署向向 貴會申請將十八鄉路原築旁邊公營房屋地盤放寬大廈高度至四十層高，並加設體弱長者家居照顧隊及精神病康復者中途宿舍。我們強烈反對房屋署的申請，因為對屋苑交通、環境都有深遠及不可逆轉的影響。

一．現時公屋地盤為二十六層高，加建後到四十層高，由原訂提供 700 個單位再增加 244 個，假設一個單位有 3 人居住即再增加 732 人。根據傳媒提供的資料，現時該地盤預計有 2,550 人居住，。連同為公屋提供服務的人士、訪客及社福機構工作人員及使用者，可達 3,000 人。其中體弱長者家居照顧隊會有車隊接載使用者及送飯隊，而且公屋停車場預計有 210 個車位(包括 63 個單車位)，現時十八鄉路來回只得一條行車線，每日上下班時間，甚至在非繁忙時間，十八鄉路由蝶翠峰到原築一帶都有塞車，如果十八鄉路沒有拯闊而車流量突然增加，可想而知交通擠塞情況只會惡化，現在本苑業戶電召的士，司機都向業戶反映交通擠塞需要更長時間等車，同行司機都盡量避免到本苑的訂單，交通情況惡化，巴士小巴班次疏落，的士司機又不願到本苑。對本苑居民出行十分不便。 擴

二．原築位於公屋地盤旁邊，地盤發展前在屋苑未見到有老鼠，自從 2023 年 5 月開始，鄰居不時見到有老鼠由十八鄉路走到平台車場，會所等。地盤興建時，原居住在地底的老鼠因受工程器具震動而到其他地方築巢，同樣地，地盤在雨天後出現積水，引起蚊患。原築首當其衝。加建單位令建築時間加長，亦會令到屋苑受工程的環境滋擾的時間亦加長。

三．原築位於公屋地盤旁邊，加建單位令建築時間延長，即本苑業戶要承受更長時間的噪音。

其他意見：① 40層完全超過周邊樓房高度，影響地區采觀一致性 ② 如元朗向，將來有大量高樓，容易造成屏風樓效應，阻礙自然風進出

原築業戶姓名: 郭偉家

日期: 25.4.2024

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240425-222611-97973
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	25/04/2024 22:26:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Yip kim chung

意見詳情
Details of the Comment :

人口密度增加,影響交通擠塞,唔夠公共空間

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240426-212646-06421
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	26/04/2024 21:26:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lau chun kit

意見詳情
Details of the Comment :

這個範圍內帶都是私人屋苑，環境偏靜，出入都要靠村巴出入，交通擠塞，政府從來都忽視沒有採取過改善的措施，現增設公營房屋已嚴重影響生活水平和環境。把這邊的環境越降越下。
交通方便平時和假日都沒有的士願意提供服務，只針對人口住屋問題而忽視周邊居民嘅生活。所以現在現在樓層再加至40層代表這邊的人口會再增加不少。交通方便由於巴士只有部份特別班次途經十八鄉路，巴士本身已經供不應求，因此問題只會越來越嚴重。絕對刻不容緩。嚴重影響原本居住的居民生活。另外近期鼠患越來越嚴重。相信地盤開動鼠患會更加嚴重。原本一個地盤動工時間已經很長，噪音已經很嚴重影響日間生活，如再加建所承擔嘅時間會更長。促請房屋署接納意見。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-070208-25740
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 07:02:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. TANG Siu Yin

意見詳情
Details of the Comment :

我住Atrium House 的, 有泳池, 你們打樁工程也會不會影響Atrium House地基和泳池, 如有影響, 你項目要顧及對Atrium House 物業的影響.
現在這項目周邊已非常交通擠塞,道路不是足夠.
希望這項目工程要預留充足的交通道路安排和改善, 及配有足夠設施.
謝謝!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-104847-65312
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 10:48:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss chow chi ching

意見詳情
Details of the Comment :

The building height of proposed housing development exceed the neighboring residential towers tremendously which block the wind and sunlight. It also potentially lower air circulation and cre ate heat island effect surrounding the residential areas.

The building height of proposed housing shall be consistent with the neighboring residential tow ers to maintain coherent view.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-105449-80556
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 10:54:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 張佩卿

意見詳情
Details of the Comment :

現在減低樓宇層數，盡量減少對溱柏屏風效應的影響。
另外 位置可否改成不是一字排，這對溱柏有很大影響。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-110323-84551
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:03:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr Chan

意見詳情
Details of the Comment :

層數太高，影響周邊的屋苑採光及通風效果，希望當局可以注意一下

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-111255-97172
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:12:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Cheng

意見詳情
Details of the Comment :

1. 擬建公屋基座過於巨大, 希望四層減至兩層。2. 整座公屋希望由40層減1/3, 減到27層。3. 公庵路不能受過多車輛，停車場樓層請減至一層。4. 擬建其中的一座現時L 設計，座向過於貼近隣近屋苑（溱柏十座），加上四層基座，影響通風，日後公屋戶的冷氣散熱亦不理想！請考慮修改設計及加強樓與樓之間公屋位置的綠化。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240206-113215-83162
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	06/02/2024 11:32:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chan Yu Ki

意見詳情
Details of the Comment :

為了增樓間距及減少屏風效應，既然增加層數，應最多建兩棟樓住宅。機於伙數加至900多戶，交通必有大影響，建議出入口一並與湊柏十八鄉出口公用，減少多個出口影響車流量。而公營房屋與湊柏十八鄉出入口公用，亦可關閉湊柏公庵路出入口，減少塞車情況。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-103941-18764
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 10:39:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ho

意見詳情
Details of the Comment :

For the Preliminary Sewerage Impact Assessment, please clarify why the estimated daily flow of the Planning Data Zone 180_2 in Year 2019 (401.79 m3/day) is higher than the estimated daily flow of the same Planning Data Zone in Year 2031 (378.20 m3/day). Besides, please clarify if impact of Po Leung Kuk Lee Shau Kee Youth Oasis located at G/IC(5) is considered or not in the assessment of Year 2031. If not, the impact may be underestimated.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240207-173815-54037
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	07/02/2024 17:38:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CHANG NAI YUAN

意見詳情
Details of the Comment :

人口密度增加，另本來已略擁擠的交通更加嚴重 ，急需增加新公眾交通線路
生活配套尚缺，急需要完善供該區域使用。 例如街市，超市

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240214-223534-22728
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	14/02/2024 22:35:34
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong

意見詳情
Details of the Comment :

致有關人士，

本信件是關於溱柏附近的一項計劃，其中包括設置精神病過度宿舍以及將建築物增加十層以上的高度。我們認為這樣的計劃在交通和生活設施方面都不能互相配合。

原先的計劃是建造一座25層的住宅大樓，但現在的計劃卻增加到36層和39層的高度，並且還包括了兩個社會福利設施，即體弱長者家居照顧服務隊處所和精神病患者過渡期宿舍。我們認為這樣的新計劃在高度上已經超過了周邊建築物的水平。除此之外，這樣的規劃也會對交通和生活設施造成不足。希望能夠重新考慮這個計劃，尋找更加適合的解決方案，以確保周邊的居民和社區可以享受到良好的生活環境和設施。我們建議與當地居民和相關利益相關方進行更深入的溝通和討論，以便找到一個能夠滿足各方需求的共識方案。

非常感謝您對這個問題的關注和努力，我們期待能夠達成一個能夠平衡各方利益的解決方案。

溱柏住戶

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240212-191317-53495
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	12/02/2024 19:13:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Shum

意見詳情
Details of the Comment :

交通配套不足以負荷居民人數，會做成交通非常阻塞，所以先規劃解決交通方面的問題。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240216-175011-44842
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	16/02/2024 17:50:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Andrianto Lie

意見詳情
Details of the Comment :

Dear TPB Committee,
As a resident of Park Signature, Yuen Long working in Hong Kong island. I'm concerned that the A/YL/316 Town Planning without supplied by adequate infrastructure development will increase the burden to the current transportation system and impact the livelihood of the existing residents. I hope TPB Commitee can consider increasing the efficiency and frequency of the existing transportation system first along the Shap Pat Heung road to prevent the adverse impact in the future before proceeding with the A/YL/316 Town Planning. With the appropriate planning by TPB Committee, I'm pretty sure Yuen Long can be a better place for the residents to live and as a place all of us call as home. Thank you.

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240217-174736-77287
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	17/02/2024 17:47:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. 沈玉芳

意見詳情
Details of the Comment :

香港元朗公庵路68號湊柏前要起的公屋不要太高不要超過20層

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	240222-122127-54752
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 12:21:27
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lo

意見詳情
Details of the Comment :

十八鄉路一帶經常交通阻塞，交通配套未能支持附近新起高樓，民生設施同樣缺乏，未能支援新起的資助房屋的多戶住客。
另外，新起的高樓高過所有附近屋宇，造成屏風效應，影響環境，與政府近日大推環保走向相反。
建議減少戶數，減少層數，方可跟配套及環境取得平衡。

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	240222-193453-41519
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 19:34:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Joy Tang

意見詳情
Details of the Comment :

於該位置興建物業，非常近溱柏8-10座，因此樓望樓，形成屏風樓，影響居住環境。建議該處用作休憩處供市民使用。

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就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**

參考編號 **Reference Number:**	240413-142032-59721
提交限期 **Deadline for submission:**	26/04/2024
提交日期及時間 **Date and time of submission:**	13/04/2024 14:20:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL/316
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Oscar Ng

意見詳情
Details of the Comment :

知道局方會在臻頤旁起資助房屋，希望局方考慮當區道路設計問題，入口太近臻頤人行閘口，資助房屋車位太多，經常出入閘會做成噪音滋擾。希望可以減少一半車位，增加一個小型街市配套設施。樓宇建築高度方面希望當局不要起太高，這樣會對小區民生影響， 改變當區城市景觀，因為周邊都是中高度樓宇，會對當區市民產生視覺和心理影響例如，過度密集的高樓容易產生陰影影響附近建築物的日照和景觀。還有希望當局考慮私人問題，樓宇與居民之間的距離過近可能侵犯民居私隱權，因為知道當局的資助樓宇會在B座旁，居民的窗戶可能會面對樓宇，導致他們的居住空間受到他人的監視或干擾。樓宇與樓宇太近也會有噪音和污染。

這是我們考慮的影響。希望當區建築規劃和城市設計應該綜合考慮居民的需求和利益，確保建築物與居民之間有足夠的距離，並採取相應的措施來減輕不利影響，例如適當的綠化、噪音防護和視線保護設施，制定出適合當地情況的最佳解決方法。