2024年 12月 10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 2024 -12- 10
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S12A
表格第 S12A 號

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》(第131章)第12A條遞交的修訂圖則申請

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

2402911 6.12.2024 By Hand

Form No. S12A 表格第 S12A 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	Y/YL/21
	Date Received 收到日期	2024-12-10

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。

---

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)

Full Year Limited

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

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

DeSPACE (International) Limited

3. Application Site 申請地點

(a) Whether the application directly relates to any specific site? 申請是否直接與某地點有關？	Yes 是 ☑ No 否 ☐ （Please proceed to Part 4 請跳到第 4 部分填寫）
(b) 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）	Lot No. 3678 in D.D. 120, Yuen Long, New Territories
(c) Site Area 申請地點面積	780 sq.m 平方米 ☑ About 約

(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	.....sq.m 平方米 ☐ About 約
(e) Current use(s) 現時用途	Idle site (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. Eligibility of Applicant 申請人資格

The applicant 申請人 –

☑ (a) is a person whose name is registered in the Land Registry as that of the sole owner or one of the owners of any non-Government land within the application site, when this application is made[&] (if the applicant is the sole owner, there is no need to fill in Part 5).
(a) 是一名人士，其姓名或名稱於提出申請時已在土地註冊處註冊，該註冊顯示申請人為申請地點內任何非政府土地的唯一或其中一名擁有人[&] (如申請人為唯一擁有人，不用填寫第 5 部分)。

☐ (b) is a person who has obtained consent to this application from at least one owner as defined in (a) above[&].
(b) 是一名人士，已獲得最少一名上述 (a) 所界定的擁有人同意這宗申請[&]。

☐ (c) is a person who has obtained consent to this application from the Director of Lands in relation to any government land within the application site[&].
(c) 是一名人士，就這宗申請地點內的任何政府土地，已獲得地政總署署長同意這宗申請[&]。

☐ (d) is a public officer.
(d) 是公職人員。

☐ (e) is a public body as defined by section 2 of the Prevention of Bribery Ordinance (Cap. 201).
(e) 是《防止賄賂條例》(第 201 章)第 2 條所界定的公共機構。

5. Statement on Consent from/Notification to "Current Land Owner"[#] 就「現行土地擁有人」[#]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 "current land owner(s):
已採取合理步驟以取得「現行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 "Current Land Owner(s)"# 取得「現行土地擁有人」# 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 "Current Land Owner(s)"# 向「現行土地擁有人」# 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. Plan Proposed to be Amended 擬議修訂的圖則

(a) 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
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	Residential (Group A)

7. Proposed Amendments 擬議修訂

(a) Propose to rezone the application site to the following zone(s)/use(s)
(May insert more than one「✔」) (Please illustrate the details on plan)
建議將申請地點的用途地帶改劃作下列地帶 / 用途
(可在多於一個方格內加上「✔」號) (請在圖則顯示詳情)

- ☐ Comprehensive Development Area [ ]
  綜合發展區 [ ]
- ☑ Residential (Group ☑A/☐B/☐C/☐D/☐E) [9]
  住宅 (☑甲類 / ☐乙類 / ☐丙類 / ☐丁類 / ☐戊類) [9]
- ☐ Agriculture [ ] 農業 [ ]
- ☐ Industrial (Group D) [ ] 工業（丁類）[ ]
- ☐ Government, Institution or Community [ ]
  政府、機構或社區 [ ]
- ☐ Recreation [ ] 康樂 [ ]
- ☐ Country Park [ ] 郊野公園 [ ]
- ☐ Conservation Area [ ] 自然保育區 [ ]
- ☐ Commercial [ ] 商業 [ ]
- ☐ Village Type Development [ ]
  鄉村式發展 [ ]
- ☐ Industrial [ ] 工業 [ ]
- ☐ Open Storage [ ] 露天貯物 [ ]
- ☐ Open Space [ ] 休憩用地 [ ]
- ☐ Green Belt [ ] 綠化地帶 [ ]
- ☐ Coastal Protection Area [ ]
  海岸保護區 [ ]
- ☐ Site of Special Scientific Interest [ ]
  具特殊科學價值地點 [ ]
- ☐ Other Specified Uses (☐Business/☐Industrial Estate/☐Mixed Use/☐Rural Use/☐Petrol Filling Station/☐Others (please specify_____)) [ ]
  其他指定用途 (☐商貿 / ☐工業邨 / ☐混合用途 / ☐鄉郊用途 / ☐加油站 / ☐ 其他 (請註明：_____)) [ ]
- ☐ Road 道路
- ☐ Others (please specify_____)
  其他 (請註明：_____)

Please insert subzone in [ ] as appropriate.
請於[ ]內註明支區，如適用。

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁

☑ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:
(Please use separate sheets if the space below is insufficient)
建議修訂圖則的《註釋》的詳情，如適用：
(如下列空間不足，請另頁說明)

Please refer to Appendix 14 of the formal submission.

☑ Proposed Notes of Schedule of Uses of the zone attached Appendix 14
夾附對《 註釋 》的擬議修訂

8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

☑ Particulars of development are included in the **Appendix**.
附錄包括一個擬議發展的細節。

☐ No specific development proposal is included in this application.
這宗申請並不包括任何指定的擬議發展計劃。

9. 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 Planning Statement.

10. 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

Gregory K. C. Lam
Name in Block Letters 姓名（請以正楷填寫）

Director
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. 267
Others 其他 .....

on behalf of 代表 DeSPACE (International) Limited
☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 5.12.2024 ..... (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。

Appendix Ia of RNTPC
Paper No. Y/YL/21

SUPPLEMENTARY PLANNING STATEMENT

DECEMBER 2024

SUBMISSION OF APPLICATION FOR PERMISSION UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)

TO REZONE THE APPLICATION SITE FROM "RESIDENTIAL (GROUP A)" TO "RESIDENTIAL (GROUP A)9" FOR PERMITTED FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES AT LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Applicant:
Full Year Limited

Planning and Land Consultant:
DeSPACE (International) Limited

Architect:
I Consultants & Contracting Company Limited

Traffic Consultant:
CTA Consultants Limited

Environmental Consultant:
BeeXergy Consulting Limited

Structural and Geotechnical Engineer:
S. T. Wong & Partners Limited

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Executive Summary

The Applicant, the registered land owner of Lot No. 3678 in D.D. 120, Yuen Long, New Territories (the Site), now seeks permission from the Town Planning Board for proposed amendment to the Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 to rezone the application site from "Residential (Group A)" to "Residential (Group A)9" at Lot 3678 in D.D. 120, Yuen Long, New Territories with stipulation of relevant controls on development parameters for permitted flat with shop and services and social welfare facility (Residential Care Home(s) for the Elderly) (RCHE(s)) at the aforementioned site.

The non-domestic plot ratio of the proposed development exceeds the zoning restrictions under the OZP which requires an application to the Town Planning Board for a rezoning. The proposed building height of the whole building and the RCHE premises complies with the prevailing restrictions as stipulated in the OZP and the Residential Care Homes (Elderly Persons) Regulation respectively. The uses of flat, shop and services and social welfare facilities under the proposed scheme are always permitted in the "R(A)" zone.

Given Hong Kong's ageing population and the community's increasing demand for RCHE, the Government has in 2023 implemented the enhanced measure of the *Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments – Time-limited Enhancements (LandsD's Practice Note Issue No. 5/2023)* to provide more incentives to encourage developers to build and operate RCHEs in private development projects. The enhanced incentive scheme provides for the exemption of eligible RCHE premises from the calculation of total permissible gross floor area under lease. Meanwhile, to respect the planning intention of the subject "R(A)" zone for high-density residential development, the Applicant intends to maximize the site development potential by providing flats. In response to the growing demand for RCHE and pursuant to the latest policy initiative, the Applicant intends to incorporate an RCHE(s) premises into the permitted residential development under a "single site, multiple use" principle in a manner as acceptable in planning and technical terms. Support from the Social Welfare Department (SWD) will be sought for the proposed RCHE(s) in accordance with the said Practice Note.

The proposed development uniquely bears multiple design merits, including:

- Proposed streetscape improvements;
- A full utilization of land resources under the "single site, multiple use" model; and
- Application of Sustainable Building Design Guidelines (SBDG).

行政摘要

(以英文版本為準)

申請人為新界元朗朗丈量約份第 120 約地段第 3678 號（擬議發展）的註冊土地的擁有人，現尋求城市規劃委員會 (城委會) 的批准，把申請地點由「住宅 (甲類)」地帶改劃為「住宅 (甲類)9」地帶並列明相關發展參數的規定，以作經常准許的屋宇、商店服務行業和社會福利設施（安老院舍）用途。

擬議發展的非住用地積比率超出了大綱圖上用途地帶所規定的上限，因而需要向城規會申請改劃。擬議發展的整體高度及安老院舍高度都分別附合現時大綱圖及安老院規例的標準。擬議屋宇、商店服務行業和社會福利設施（安老院舍）用途均屬於住宅(甲類)的經常准許的用途。

鑑於香港人口老化以及社會對安老院舍的需求日益增加，政府於 2023 年推展「鼓勵在新私人發展物業內提供安老院舍的計劃 - 優化措施」（*地政處作業備考編號 5/2023*）的優化措施，以鼓勵發展商於私人發展項目內興建安老院舍。是項優化措施容許豁免計算根據租契下允許的總建築面積。同時，申請人亦尊重住宅(甲類) 地帶作高密度住宅發展的規劃意向，於申請地盤提供單位以發揮地盤的發展潛力。為迎合安老院舍日益增長的需求及配合最新的政策措施，申請人以「一地多用」的原則，在可接受的規劃及技術方面的程度上，將安老院舍納入許可的住宅發展項目中。擬議的安老院舍將按照上述作業指引尋求社會福利署的支持。

擬議發展計劃具有獨特設計優點，包括:

- 擬議街景優化;
- 充分利用土地資源推行「一地多用」模式; 以及
- 符合可持續建築設計指引。

SECTION ONE – INTRODUCTION

1.1 Project Background

This Planning Statement is prepared by DeSPACE (International) Limited acting on behalf of the Applicant, namely, Full Year Limited (hereinafter referred to as "the Applicant"), to submit a Section 12A Application to the Town Planning Board ("TPB") for proposed amendment to the Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 ("the OZP") to rezone the application site from "Residential (Group A)" to "Residential (Group A)9" at Lot 3678 in D.D. 120, Yuen Long, New Territories for permitted flat with shop and services and social welfare facility (Residential Care Home(s) for the Elderly) (RCHE(s)) .

Against the backdrop of fast ageing population in Hong Kong, the Government launched the "Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments" in 2003. The aim is to encourage the provision of quality RCHE(s) premises in new developments by exempting the GFA of eligible private RCHE(s) from premium payment. Recently in June 2023, the **"Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments – Time-limited Enhancements"** ***(LandsD's Practice Note Issue No. 5/2023)*** ("Incentive Scheme") was introduced to further raise the maximum GFA of RCHEs from 5,400 sq. m. to 12,000 sq. m. that can be exempted in each development project and exempt such GFA from the calculation of the total permissible GFA of the relevant projects. The Applicant will request the Social Welfare Department ("SWD") to support the proposed RCHE(s) subject to compliance with all relevant statutory and licensing requirements and without implying any financial implications, both capital and recurrent costs by the Government.

Furthermore, the Government should maintain a stable housing supply to maintain a healthy property market, especially in the North West New Territories to cater for the expected increase in demand for quality living accommodations brought about by the new developments under the Northern Metropolis Development Strategy in the long run. The Applicant thus intends to respect the planning intention of the subject "R(A)" zone for high-density residential development and maintain the supply of flats on its site.

To align with these initiatives, the Applicant as the sole registered owner of the private lot intends to develop a comprehensive residential development at Lot No. 3678 in D.D. 120, Yuen Long, New Territories (hereafter referred to as "the Site") (**Figure 1**). The Site falls within "R(A)" zone under the OZP. According to the Notes of the OZP, the proposed non-domestic plot ratio has exceeded the maximum non-domestic plot ratio under the "R(A)" zone, which requires planning permission from TPB. The current non-domestic plot ratio exceeds the plot ratio restriction by 6.03 (i.e. from 1.98 to 8.01) under the composite formula based on a domestic Plot Ratio of about 3.96 of the proposed scheme. Although the proposal aligns with the Government's policy directions and has been justified to be technically feasible in the previous application no. A/YL/319, the extent of relaxation is beyond the scope of minor relaxation provided under Section 16 of the Town Planning Ordinance. The proposed building height (BH) is within the maximum BH of 30 storeys

excluding basement(s) for "R(A)". The proposed "Shop and Services" use is always permitted under the OZP as it is within the lowest three floors of a building, including basements. The proposed flat and RCHE(s) are always permitted use regardless of which storeys they are situated.

1.2 Structure of Report

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

SECTION TWO – SITE CONTEXT AND HISTORY

2.1 Site Context and Surrounding Land Uses

The Site is zoned as "R(A)" within the OZP. The Site has a total area of about 780 sq.m. It is observed with the following site characteristics (**Figure 1**):-

i. The Site is currently a construction site surrounded by composite buildings. It was formerly the site of an old theatre with around 60 years of history which was closed in 2020 and demolished.
ii. The Site is accessible from Yuen Long Pau Cheung Square in the east.
iii. A minibus terminus is zoned as "Government, Institution or Community" ("G/IC") zone and is located to the southwest of the Site and abuts Fook Tak Street and Sau Fu Street.
iv. The Yuen Long Government Offices & Tai Kiu Market is located further west of the Site.
v. The Pau Cheung Square Playground is zoned as "Open Space" ("O" zone) and is located at the southeast of the Site.
vi. The Long Ping MTR Station is located further northwest of the Site and can be accessed within a 500m walkable distance.
vii. The Tai Tong Road and Hong Lok Road Light Rail Stations are located further south and further southwest of the Site respectively and both can be accessed within a 500m walkable distance.
viii. The high-rise private and public housing are both located further northwest of the Site (i.e. Long Ching Estate and Yuccie Square).

2.2 Land Status and Matters

The Applicant Site is solely owned by the Applicant. With reference to the latest land registry status, Lot no. 3678 in D.D. 120 (**Figure 2**) is held under New Grant 380-387 dated 4.7.1955 and GN 364 of 1934. The lot is restricted to non-industrial uses and a two-storey development. No car park provision is required under the New Grant.

It is noted that the Applicant will apply for the Incentive Scheme **(Appendix 1)** and the Lands Department (LandsD) may grant the following concessions ("collectively "the Concessions"):-

i. Exempt one or more eligible RCHE(s) premises from payment of land premium in land transactions of lease modification, land exchange and private treaty grant for new private developments (excluding industrial developments)[1] (each "a Proposed Development"); and
ii. Exempt eligible RCHE(s) premises[2] from the calculation of total permissible gross floor area under lease.

It is well-noted that in the event that the planning permission is given, it is required to apply to the LandsD to effect the proposed composite development and to facilitate the access to the Yuen Long Pau Cheung Square, subject to further liaison with the LandsD. The Applicant also like to seek a no-objection letter from LandsD during the land application stage.

SECTION THREE – PLANNING CONTEXT

3.1 Statutory Planning Context

The Site is currently zoned as "R(A)" under the OZP. The proposed RCHE(s) falls under the "Social Welfare Facility" use in the town planning terms and in accordance with the Notes of the OZP regarding "R(A)" zone, "Social Welfare Facility" and "Flat" fall into Column 1 uses that are always permitted. "Shop and Services" is an always permitted use within the lowest three floors of a building, including basements.

[1] Addition to or alteration or conversion of existing building(s) will not be considered as constituting a new private development.

[2] The eligible RCHE premises has to comply with the Town Planning Ordinance (Cap. 131) ("TPO") and the Buildings Ordinance (Cap. 123) ("BO"), among others. Planning application under section 12A or section 16, as appropriate, of the TPO is required if the proposed RCHE is not always permitted and/or has resulted in exceedance of the maximum plot ratio/GFA/building height permissible under the Notes of the respective Outline Zoning Plan ("OZP"). The Town Planning Board will consider each application based on individual merits of the case. RCHE in private development is GF A accountable under the Building (Planning) Regulations. During the Pilot Period, the Building Authority is prepared to grant modification to permit a higher plot ratio/GF A to accommodate the additional GF A of the RCHE in the development site under the BO taking into account the Planning Department ("PlanD")'s advice on the planning intention as well as whether the provisions and requirements under the OZP or planning approval have been complied with when processing the general building plans.

The planning intention for this zone is high-density residential development. More importantly, commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

According to the Notes of the OZP, for new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5. The "R(A)" is subject to a maximum building height (BH) of 30 storeys excluding basement(s), which is not exceeded under the proposed scheme.

3.2 Non-Statutory Planning Context & Relevant Policy Objectives

3.2.1 Scheme to Encourage Provision of Residential Care Home for the Elderly Premises

To encourage the private market to provide purpose-built RCHE places, the Government broke new ground a scheme in July 2003. This scheme aims to incentivize additional provision of RCHE premises in new private developments by granting concessions to eligible RCHE premises, exempting them from the payment of land premium in land transactions.

In the 2023-24 Budget, the Government has furthered this policy initiative by increasing the eligibility criteria of private RCHEs' maximum total GFA to 12,000 sq. m. for exemptions from premium payment for each development project. Notably, this exempted GFA under lease, which may have resulted in exceedance of the maximum plot ratio/ GFA permissible under the Notes of the respective OZP, requires planning application under section 12A or section 16 as appropriate.

Beyond a shadow of doubt, the Government is making its endeavour to encourage private developers to construct residential care homes for the elderly in private development projects. It is crystal clear that the Government has a policy to support private developers to leverage their market forces to develop more quality RCHE premises and meet community's diverse demand for RCHE. The Incentive Scheme has been well discussed in the community. Legislative Council members raised the following concerns in the Panel Meeting for Welfare Services held on 12thJune 2023[3]:

i. The completion time, locations and capacity of the RCHEs constructed under the Scheme need to be monitored.
ii. The slow progress for the implementation of the enhanced measures should be avoided. In response, the Development Bureau added that relevant Government departments including the Buildings Department (BD), the Lands Department (LandsD) and the Planning Department (PlanD) and would implement

[3] Source: LC Paper No. CB(2)729/2023
https://www.legco.gov.hk/yr2023/english/panels/ws/minutes/ws20230612.pdf

streamlined administrative procedures in tandem, wherever possible to facilitate applications and expedite process.

These enhanced measures were introduced through Practice Note No. 5/2023 by the Lands Department. The Proposed Development will comply with the detailed eligibility criteria and the General Guidelines on Calculation of GFA for RCHE(s) Premises as set out in the Practice Notes Issue No. 5/2023.

3.2.2 Surging Demand for RCHE in Hong Kong

It is not in question that Hong Kong has been encountering soaring demand for RCHE supply. It was emphasized in the reply from the Secretary for Labour and Welfare, Mr Chris Sun, in the Legislative Council on 22nd March 2023 that:

> *"…a continued rise in the number of elderly persons will increase the demand for various elderly and healthcare services. To this end, the Government will continue to improve elderly services with due emphasis on both quality and quantity, follow through with the policy direction of promoting "ageing in place as the core, with institutional care as back-up", and endeavour to provide diversified services to elderly persons in need."*

According to "Elderly Services Programme Plan" completed by Working Group on Elderly Services Programme Plan Elderly Commission[4], the projected service demand for residential care for residential care for elderly is expected to rise from 49,000 places in 2016 to about 68,000 places in 2046. Thus, there is a high demand for an increase in the amount of RCHEs. Let's assume 250 places per RCHE, Hong Kong demands 10 – 12 new RCHEs per year.

Furthermore, as at 31st October 2023, there were a total of 17,069 applicants being waitlisted for various types of subsidised residential care services ("RCS") for the elderly in the Central Waiting List for subsidised long term care services. The average waiting time for (i) subvented homes and contract homes and (ii) private homes participating in the Enhanced Bought Place Scheme ("EBPS") are 22 and 3 months respectively. The overall waiting time for subsidised RCS for the elderly is 11 months.[5] It is evident that the supply of private RCHE places is also crucial to meet the acute demand.

3.2.3 Ageing Population at the District Level

With respect to the population profile of Yuen Long District stated in the Population and Household Statistics released by the Census and Districts Department on 3rd April 2023, the

[4] Source: Working Group on Elderly Services Programme Plan of Elderly Commission
https://www.elderlycommission.gov.hk/en/download/library/ESPP_Final_Report_Eng.pdf
[5] Source: Social Welfare Department as at 31st October 2023
https://www.swd.gov.hk/storage/asset/section/1022/en/CWL/LTC_statistics_HP-EN(202310).pdf

population in Yuen Long District was nearly 652,500 in 2022 whilst the population aged 65 or above accounted for about 15.9% (around 103,700 elders) of the district population[6].

In addition, a sharp growth in Yuen Long's elderly population has been projected by the Planning Department, according to the Projection of Population Distribution, 2021-2029. The population aged over 65 or above in Yuen Long is estimated to have a drastic increase from 108,000 (16.6% of the district population of about 650,100) in 2019 to 169,400 (23.9% of the district population of about 708,200) in 2029. The median age is also projected to rise from 43 in 2019 to 46.6 in 2029.[7] The ageing problem is therefore a cloud on the horizon at the district level, sounding the alarm bell about the pressing demand for elderly services in the area. Fast ageing population is a cross to bear for the planning in Yuen Long and the crux of the matter is sufficient and timely supply of quality RCHEs of various types and at convenient locations within the Yuen Long District.

3.2.4 Government's On-going Strategy to Increase Flat Supply

Besides the ageing problem, housing demand is also a significant concern in Hong Kong. The Long Term Housing Strategy ("LTHS") was first released by the Transport and Housing Bureau on 16th December 2014 to address the structural issues pertaining to Hong Kong's housing problem. It is updated annually to make timely adjustments accordingly. According to the latest Annual Progress Report released in October 2023, the total housing supply target for the ten-year period from 2024-25 to 2033-34 is about 432,000 units, including public and private housing supply targets of 308,000 units and 132,000 units respectively. The public/ private split for the supply of new housing units would be maintained at 70:30.

To ensure sustainable land supply beyond the next 10 years, the Northern Metropolis Development Strategy was announced by the Government in 2021, which would be the major source of housing supply in the period of 10 to 15 years after 2031-32. Not least, the Chief Executive also stated in the following in the 2022 Policy Address:

"increase development intensity – We will make the best use of the land resources in the Northern Metropolis by adopting higher plot ratios. As a guideline, the maximum plot ratio for residential sites will be 6.5 (higher than that of 5 for earlier generations of new towns like Sha Tin), while that for commercial sites will be 9.5"

3.3 Planning History

The Site involves one planning application (application no. A/YL/319) for the same proposal with the same set of scheme, development parameters and programme. The proposed scheme aligns with the Government's policy directions and has been justified to be technically feasible. The application was however rejected by the Town Planning Board on

[6] Population and Household Statistics Analysed by District Council 2022, Census and Statistics Department
[7] Planning Department (Last revision date: 1 September 2023)
https://www.pland.gov.hk/pland_en/resources/info_serv/statistic/wgpd21.html

22.11.2024 since the extent of relaxation in non-domestic Plot Ratio cannot be regarded as "minor", which is beyond the scope of minor relaxation provided under Section 16 of the Town Planning Ordinance. A Section 12A application is considered a more appropriate mechanism to facilitate the proposal while also adhering to the Incentive Scheme. Hence, the subject re-submission is only as a result of statutory procedures more than the nature of proposal.

3.4 Similar Planning Application(s)

As shown in Tables 1 to 2, the approved planning cases share similarities in terms of their composite uses. The circumstances surrounding these similar applications are largely applicable to the current application.

Table 1 – Approved Planning Application for Composite Development in the Residential Zone of the Same OZP

	Case No.	**Zoning & Site Area**	**Applied Use**	**Planning Justification & Meeting Minutes**
1	A/YL/304 (22/12/2023) (Approved with condition(s)) Address: 21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long, New Territories (Yuen Long Town Lot No. 362)	Zoning R(E)2 Site Area 7,271 sq. m. Plot Ratio 6.22 GFA for Social Welfare Facilities[8] 422.1 sq. m.	Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Flat with Shop and Services/Eating Place and Social Welfare Facility Uses	The proposed uses are generally in line with the planning intention at the "R(E)2" zone and the applicant has proposed various environmental mitigation measures such as acoustic window, enhanced acoustic balcony, fixed glazing and noise barrier to address the environmental and I/R issues. The proposed development is considered not incompatible with the surrounding land uses. Members agreed to include an additional advisory clause to request the applicant to improve the building layout and design of the proposed development for better air ventilation, in particular at the Keung Yip Street Rest Garden, during the detailed design stage.

[8] Social welfare facilities including Short Term Food Assistance Service Team and Home Care Services for Frail Elderly Persons (2-team size non-kitchen based)

Table 2 – Approved Planning Applications for Minor Relaxation of Plot Ratio of the Composite Development in R(A) Zone of Different OZPs

	Case No.	Zoning & Site Area	Applied Use	Planning Justification & Meeting Minutes
1	A/KTN/93 (23/9/2022) Address: Various Lots in D.D. 95 and adjoining Government Land, Kwu Tung North, New Territories	Zoning R(A)1, R(A)2, R(A)3, R(B), GB and Area shown as 'Road' Site Area 365,970 sq. m. Plot Ratio 4.2 to 7.8	Proposed Minor Relaxation of Plot Ratio and/or Building Height Restrictions for Proposed/Permitted Public and Private Housing Developments, and Proposed Shop and Services and Eating Place within Public Housing Developments, and Proposed Public Transport Terminus, Shop and Services and Eating Place within a Private Housing Development	With regard to the basis for the respective increase in PR of 20% and 30% for private housing and public housing sites and the scope to further increase the intensity of the private housing sites in the NDA, the proposed intensification was based on the policy directives promulgated in 2014 and 2018, and was also justified in considerations of the site context and infrastructure capacity. As such, the overall townscape and neighbourhood environment of the NDA could be maintained by implementing some urban design concepts such as stepped BH, key view corridors, terraced podiums and open space system. Members had no objection to the application and considered that a longer validity period of six years to cater for a longer development timeframe of the site as recommended by PlanD acceptable.
2	A/FLN/30 (23/9/2022) Address: Various Lots in D.D. 51, D.D. 52, D.D. 83 and FSSTL and Adjoining Government Land, Fanling North, New Territories	Zoning R(A)1, R(A)2, R(A)3, R(A)4, R(B), R(C) and OU annotated Commercial/ Residential Development with Public Transport Interchange (2) Site Area 257,904 sq. m. Plot Ratio 2.4 to 7.8	Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Public and Private Housing Developments; and Proposed Social Welfare Facilities, Shop and Services and Eating Place within Public Housing Developments in Various Lots	With regard to the basis for the respective increase in PR of 20% and 30% for private housing and public housing sites and the scope to further increase the intensity of the private housing sites in the NDA, the proposed intensification was based on the policy directives promulgated in 2014 and 2018, and was also justified in considerations of the site context and infrastructure capacity. As such, the overall townscape and neighbourhood environment of the NDA could be maintained by implementing some urban design concepts such as stepped BH, key view corridors, terraced podiums and open space system. Members had no objection to the application and considered that a longer validity period of six years to cater for a longer development timeframe of the

				site as recommended by PlanD acceptable.
3	A/KC/347 (20/11/2009) (Approved with condition(s)) Address: Lot No.445s.A remaining portion and No. 445s.A ss1, Kwai Chung, N.T.	<u>Zoning</u> R(A) and GIC <u>Site Area</u> 14,500 sq. m. <u>Plot Ratio</u> NA	Proposed minor relaxation of the non-domestic plot ratio restriction for permitted uses in Estate, Kwai Chung Town	The proposed uses of the application premises as a councillor's office, storeroom for kindergarten and social welfare facility were always permitted under the "Residential (Group A)" zone, and were compatible with other uses on the podium deck comprising a councillor's office, kindergarten, estate management office, mutual aid committee office, etc. Regarding the public comments, the applicant advised that the subject application would not affect the existing maintenance cost arrangement between Lai Yan Court and Wah Lai Estate. Members had no question on the application.

In summary, the above-mentioned planning applications align with the planning intention of the "R(A)" zone, which is a residential development and non-residential uses on the lowest three floors. These cases demonstrated that the proposed composite development could effectively meet the local demand, especially for the bed spaces for the elderly. The proposed development is considered not incompatible with the surrounding development in terms of development scale, intensity, and land use nature. These justifications support the purpose of the proposed development. The proposed intensification is inspired by the prevailing policy directives to leverage market forces to increase RCHE bedspaces while maintaining high density residential flat supply in R(A) zones.

SECTION FOUR – PROPOSED DEVELOPMENT

4.1 Development Objectives

In view of the demands for both residential care services for the elderly and housing supply, the Applicant has a good intention to convert the existing idle Site into a composite building providing flats, shop and services and RCHE(s).

The Government, in pursuit of the policy initiative in "2022 Policy Address" and the 2023-24 Budget, has launched the Incentive Scheme in 2023 (*LandsD's Practice Note Issue No. 5/2023*) with a view to leveraging market forces to develop quality RCHE premises to meet the community's diverse demand for residential care service places for the elderly. The Incentive Scheme permits the exemption of eligible RCHE premises from the calculation of total permissible GFA under lease. With such GFA exemption provided under the policy, the Applicant would like to echo with this policy by adding and sandwiching the proposed RCHE(s) premises between the residential and commercial portions of the building, to maximize the social gains under the "single site, multiple use" model and in a compatible manner in planning and technical terms.

In order to align with the Incentive Scheme for raising the maximum GFA of RCHE(s) in the Site and exempt such GFA from the calculation of the total permissible GFA of the proposed development, the proposed minor relaxation of non-domestic plot ratio is solely for RCHE(s). All the facilities provided for elderly at the proposed RCHE(s) portion are situated within the maximum height of not more than 24m above ground level (measuring vertically from the street level to the floor of the premises in which the RCHE(s) is or is to be situated), in compliance with the Code of Practice for Residential Care Homes (Elderly Persons) which are from 3/F to 7/F. On account of the long working hours of the nurses, care givers and other staffs for the proposed RCHE, supporting facilities for their convenient uses shall be provided, including a staff common/ rest room and kitchen, etc. These areas are restricted to staffs only as they will be situated at a height above the 24m restriction under the said code, which is from 8/F to 9/F. The proposed RCHE(s) portion has a site coverage of 85% as maximized under the B(P)R. It is expressly stated that the Applicant will apply for a modification to treat the proposed RCHE(s) use from domestic to non-domestic use in terms of site coverage, plot ratio and open space calculation during the building plan submission stage.

It is proposed to maximize the development potential on the Site to provide RCHE(s) to respond to the growing demand for RCHE and pursuant to the latest policy initiative, as well as to provide residential flats to align with the Planning Intention of "R(A)" zone and Government Policies.

4.2 Development Parameters

The layout plans and schematic section are presented in **Appendix 2**. The key development parameters of the development scheme are summarised in Table 4.1 below:

Table 4.1: - Major Development Parameters (subject to further design)

Site Area (about)	About 780 sq. m.
Total Gross Floor Area (GFA)	**Total GFA: about 9,333 sq. m.** • Shop and Services: about 1,522 sq. m. • RCHE(s): about 4,723 sq. m. • Flats: about 3,088 sq. m.
Permissible Plot Ratio (PR) under OZP (Based on Actual Permissible PR)	**Total PR: 5.94** • Proposed domestic PR: about 3.96 (max. 5 under OZP notes) • Non-domestic PR: about 1.98
Proposed PR	**Total: about 12** • Domestic: about 3.96 • Non-domestic: about 8.01 (PR for RCHE(s): 6.03 & PR for Shops & Services: 1.98)
Site Coverage (about)	Not exceeding 85%
No. of Building Blocks	1
No. of Storeys	21 storeys and 2 basement floors
Building Height	Not more than 82.34mPD (Absolute Building Height=88.6m with 10m for the basement floors) [1] (NB: The mean street level at 3.74mPD)
Population Size for Flat Only	208 (NB: based on an average household size of 2.8)
Proposed Major Floor Use	• B2/F to B1/F: Car Park • G/F: Shop and Services, RCHE(s) (Lobby and Lift) Car Park Entrance and Lay-by • 1/F: Shop and Services and RCHE(s) (lift) • 2/F: Shop and Services and RCHE(s) (lift) • 3/F to 7/F: Dormitory for RCHE(s) • 8/F to 9/F: Office and Back-of-House for RCHE(s) • 10/F to 19/F: Flats • 20/F: Clubhouse
Proposed RCHE	
Total No. of Beds	160 to 220[2] (NB: The current scheme proposes 170 RCHE beds)
Proposed Flats	
No. of Flats (about)	74
Average Unit Size (about)	40 sq. m.
Provision of Internal Transport Facilities [3]	
No. of Private Car Parking Spaces	22 (5 m x 2.5 m)
No. of Motorcycle Parking Spaces	3 (2 m x 1 m)
No. of Bicycle Parking Spaces	5
No. of Ambulance	1 (9 m x 3 m)
No. of Disabled Car Parking Spaces	2 (5 m x 3.5 m x 2.4 m (H))
No. of Loading & Unloading Bay	4 for LGV (7 m x 3.5 m)
No. of Car Lift	1

Notes:

[1] Machine rooms, air-conditioning units, water tanks, stair-hoods and similar roof-top structures may be erected or placed on the roof of the building so as to exceed the above number of storeys. Please be invited to note that the building height restriction of no more than 24m above the ground level is fully complied with the Cap. 459A in the proposed dormitory in RCHE(s) (i.e. 3/F to 7/F).

[2] SoA in Appendix 3: Provision of dormitory, dining/multi-purpose room, nursing station cum medical and sick/ isolation/ quiet room will be further adjusted in design and the actual provision may be further revised at the detailed design stage. It appears a potential for an interface of bedspaces.

[3] 2 parking spaces for private cars and 1 parking space for disabled persons for RCHE(s), 6 parking spaces for private car; 4 visitor car parking spaces, 1 car parking space for disabled person, 1 parking space for motorcycle and 5 bicycle spaces for flats; 10 parking spaces for private cars and 2 parking spaces for motorcycles for shop and services.

4.3 Proposed RCHE(s)

The proposed RCHE(s) is designated from 3/F to 9/F in the composite building to optimise the development potential according to the policy of the Incentive Scheme and in response to the pressing societal need for residential care service for the elderly across the territory. It is well-noted that the proposed RCHE(s) can be managed and operated by more than one licensed RCHE operator. The bed spaces shown in **Table 4.1** are only an indicative scheme for one operator.

The proposed RCHE(s) would duly comply with the licensing requirements as stipulated in the Residential Care Homes (Elderly Persons) Ordinance, Cap.459A, its subsidiary legislation and the Code of Practice of Residential Care Homes (Elderly Persons). It is well noted that all the dormitories provided for elderly will be situated at a height of not more than 24m above ground level, measuring vertically from the ground of the building to the floor of the premises. The floor spaces from 3/F to 7/F are designated for dormitory purpose which is situated at a height of 24m above the ground floor. Please refer to G/F Layout Plan in **Appendix 2 (Drawing No. GBP003)** for the Development Scheme.

The proposed office for RCHE(s) is on 8/F to 9/F of the composite building. The rationale and justification for having two floors for administration and management purposes:-

i. To create more space for administration (better work environment would result in good performance and morale, as well as a stronger sense of belonging).
ii. To create more space for the kitchen and laundry (staff can work in a more spacious environment).
iii. To solve the problem of the lack of space for storage in most RCHEs and RCHDs (need lots of space for storage of masks, PPE, equipment, drugs, milk powder, diapers, medical equipment, furniture, etc.).
iv. To provide decent changing space/ rest room for staff (most RCHEs basically have no space for such purpose).
v. To create a dining space for staff (most RCHEs and RCHDs do not have proper space for staff to take meals).
vi. To provide a larger and well-equipped conference room which can be also used for training purposes to enhance the quality service standards of our staff.
vii. To provide more than one interview rooms to create better connections and communication with family members of our residents.

All kinds of necessary functions room will be provided with reference to the requirement of Schedule of Accommodation ("SoA") for RCHE (**Appendix 3**), including bedrooms, soil utility room, pantry, toilet, end-life care room, isolation room, nursing station with medical consultation room, dining/ multi-purpose room, dumb waiter, reception, small activity room, interview/ meeting/ family room and rehabilitation room & store, etc.

4.4 Proposed Flats

The proposed flats are allocated from 10/F to 19/F in the composite building to address the pressing demand for residential flats in Hong Kong. It offers a convenient and accessible lifestyle for the future residents as the Site is close proximity to the minibus terminus, Long Pin MTR Station and Tai Tong Road Light Rail Station. The clubhouse will be proposed on 20/F and exclusive for residents to use.

4.5 Design Features/ Merits

As illustrated in the Proposed Development Scheme (**Table 4.1** refers), the design features/ merits can be summarised as follows:

i. <u>Proposed Streetscape Improvements</u>

Currently, both Fook Tak Street and Yuen Long Pau Cheung Square are covered in old concrete pavement and lacks proper attractiveness. As a planning gain, the Applicant proposes to take initiative to conduct streetscape enhancement works for both Yuen Long Pau Cheung Square and Fook Tak Street at the east and south respectively (**Appendix 2, Drawing No. GBP012**). The proposed pavement with a total area of about 205 sq. m., and a width of about 4.0m and 2.8m along Fook Tak Street and Yuen Long Pau Cheung Square respectively, will be polished and provided with lighting and canopy installations. The proposed upgrade of footpath pavement will be provided in accordance with the Highway Standard, subject to approval from the Highway Department. Furthermore, the proposed new benches will be provided further south of the paved area on Fook Tak Street to enhance comfort and convenience for the pedestrian, new bollards will be proposed along the paved area of Yuen Long Pau Cheung Square to ensure safety for the pedestrian. The proposed streetscape enhancements is expected to improve the pedestrian's accessibility, enjoyment, comfort, weather protection and safety as a whole. Feature paving will be included in the area.

The Applicant notes that the proposed streetscape improvements os located outside the application boundary and the streetscape enhancement works in **Drawing No. GBP012 of Appendix 2** is an indicative streetscape design only, the implementation and future maintenance of the proposal will be sought from relevant government parties/authorities after the planning stage.

ii. "Living Room of Breathing Fresh (「清新客廳」)" of an indoor quality system for RCHE(s)

Holding a genuine mission to provide quality elderly services for the future RCHE residents, the proposed development possesses a design merit of providing health and wellness activity areas with an air quality improvement and monitoring system on various dormitory levels. In detail, the subject design is comprised of (i) a fresh air purification system, (ii) a dehumidification system, (iii) an internal circulation cleaning system, (iv) an oxygenation system, and (v) Indoor Air Quality ("IAQ") sensors. Such system will be designated within the multi-purpose areas on 3/F to 7/F. The special functions are as follows:

a. Fresh air purification system – Fresh air is injected and heat exchange is performed at the same time to reduce the impact on the indoor temperature. Comfortable temperature is thus easier to be controlled for the enjoyment of the occupants.
b. Dehumidification system – By controlling the indoor humidity within 50%, the thermal comfort could be improved.
c. Internal circulation cleaning system – Air quality could be improved by continuously cleaning the indoor air.
d. Oxygenation system – The oxygen content of the space is increased, making the occupants feel more energetic.
e. IAQ sensors – The IAQ is monitored by a central control system to timely alter the loading or mode of various equipment to achieve the best air quality.

iii. Developing under the "Single Site, Multiple Use" Model

The Hong Kong Government has started implementing mixed development under the "single site, multiple use" model since the 2019 Policy Address and they will continue to adhere to this development concept in providing sports, recreational, cultural and social welfare facilities for the community. The Applicant would like to align with the above development policy by providing flats, retails and social welfare facility to enhance the flexibility in urban planning and development.

iv. Compliance of the Sustainable Building Design Guidelines (SBDG)

To enhance the quality and sustainability of built environment, the proposed development will comply with the SBDG in terms of building setback along Yuen Long Pau Cheung Square of more than 15% of the site area and 50% greening areas in the open space/ setback area **(Appendix 2 (Drawing No. GBP013))**.

4.6 Proposed Specific Amendment to OZP

Since the extent of proposed relaxation in non-domestic Plot Ratio cannot be regarded as "minor", which is beyond the scope of minor relaxation provided under Section 16 of the Town Planning Ordinance as aforementioned, the original "R(A)" zone will not be able to accommodate the proposed development. To facilitate the proposal, the site is proposed to be covered by a new designated "R(A)9" zone with stipulation of relevant controls on development parameters. Attached please find the proposed amendments to the notes of the OZP highlighted in red. Based on the proposed scheme, a maximum domestic GFA of 3,088 m^2 is proposed to be stipulated, whereas a non-domestic GFA of 1,544 m^2 based on the permissible non-domestic Plot Ratio under the composite formula of the extant OZP and the maximum building height restrictions are proposed to be stipulated in accordance with the exitsing "R(A)" zone. In addition, a GFA of not less than 4,723 m^2 for Government, institution or community (GIC) (Residential Care Home(s) for the Elderly only) facilities shall be provided based on the proposed scheme.

SECTION FIVE – PLANNING AND TECHNICAL JUSTIFICATIONS

5.1 In Line with the Planning Intention and Government's On-going Policy on a Stable Supply of Residential Flats

The Site was formerly a 60-year old theatre and its development potential within an "R(A)" zone was far from being maximized. Respecting the planning intention of the subject "R(A)" zone for high-density residential development, the Applicant intends to maximize the site development potential by providing flats. Increasing the housing supply has all along been a highly prioritized policy of the Government, as with the latest Annual Progress Report of the LTHS. In Chief Executive's Policy Address in 2023, it is put that sufficient supply of land and housing is the key to making Hong Kong a better place for living and working. "*Land and Housing as the Top Priority*" and "*Housing: Enhance Quantity, Speed, Efficiency and Quality*" have been emphasized.

However, due to the inflationary pressure, elevated interest rates and a high viability threshold of borrowing, many developers regardless of their scales have become much more cautious and inactive in their property development investments. There has been several unsuccessful tenders through Government's land auctions in recent years, such as Tung Chung Area 57. This proposal is seen as a strong commitment of the Applicant aligning with the Government's policy for a stable housing supply in Hong Kong which will contribute to meeting the private housing supply targets 132,000 units for the ten-year period from 2024-25 to 2033-34.

5.2 Prevailing Policy Support for Elderly Care Services with GFA exemption

The Government, in pursuit of the policy initiative in "2022 Policy Address" and the 2023-24 Budget, has launched the Incentive Scheme (*LandsD's Practice Note Issue No. 5/2023*) with a view to leveraging market forces to develop quality RCHE premises to meet the community's

diverse demand for residential care service places for the elderly. The Incentive Scheme permits the exemption of eligible RCHE premises from the calculation of total permissible GFA under lease. With such GFA exemption provided under the policy, the Applicant would like to echo with this policy by adding and sandwiching the proposed RCHE(s) premises between the residential and commercial portions of the building, to maximize the social gains under the "single site, multiple use" model and in a compatible manner in planning and technical terms.

The Applicant is committed to building and providing quality RCHE(s) to the satisfaction of SWD under the Incentive Scheme. The proposed composite building is suitable for the development of private RCHE(s) in terms of its suitable location and good transport accessibility. SWD is invited to note the commitment of the Applicant in the provision of quality RCHE(s) services throughout the various stages as follows: -

i. The proposed RCHE(s) will comply with all relevant statutory and licensing requirements, without entailing/ implying any financial implications, both capital and recurrent by the Government.
ii. The Proposed Development will comply with the detailed eligibility criteria and the General Guidelines on Calculation of GFA for RCHE(s) Premises as set out in the Incentive Scheme.
iii. The Applicant is committed to working closely with SWD to vigorously ensure full compliance with the Incentive Scheme in meeting relevant performance standards in both quality and quantity.
iv. Upon town planning approval and lease modification execution, the Applicant has strong financial capabilities to pay for the cost of constructing the RCHE(s) and to increase the supply of quality RCHE(s) places.
v. The Applicant is committed to collaborating with an experienced RCHE operator to adopt high service quality standards.

5.3 Shortage of Quality Private RCHEs in Yuen Long

As at 30 September 2023, there were 42 private RCHEs providing 3,047 capacity of non-subsidised private home places in Yuen Long.[9] [10] According to the information from SWD, most of the private RCHEs in Yuen Long have been operated for years and are situated either in shopping arcades, ground floor shops or podium floors of residential developments or village houses with very limited common areas or greenery open space[11]. In essence, the majority of existing private RCHEs are ageing, and their built environments are dilapidated.

[9] Source: Social Welfare Department (last revision date: 30 September 2023) https://www.swd.gov.hk/storage/asset/section/1022/en/RCSS/Sept%202023/Number_of_Homes_Providing_Residential_Care_Services_for_the_Elderly_(By_district).pdf

[10] Source: Social Welfare Department (last revision date: 30 September 2023) https://www.swd.gov.hk/storage/asset/section/1022/en/RCSS/Sept%202023/Capacity_of_Non-subsidised_Residential_Services_for_the_Elderly(By_district)(30.9.2023).pdf

[11] Source: Social Welfare Department as at 2023 https://www.elderlyinfo.swd.gov.hk/en/search-result?sort_by=field_bi_name_en_value&sort_order=ASC&items_per_page=10&dt%5B0%5D=19&n%5B0%5D=25&n%5B1%5D=26

Worse still, all these premises in the very beginning are not built to be used as residential care homes for the elderly. The structural design, the provision of natural ventilation and the natural lighting, etc. are far from ideal in facilitating the elderly to spend their lives comfortably and decently.

Furthermore, undertaking large-scale renovations proves challenging, if not an impossible mission due to the difficulty in relocating the live-in elderly residents. Consequently, they are left with no alternative but to reside in these ageing and low-quality homes. It is an undeniable reality that Yuen Long is currently experiencing a limited supply of quality private RCHEs, exacerbating the demand for modern and well-equipped elderly care facilities in the community.

5.4 To improve the living standards of RCHE by increasing the area of floor space per resident

The provision of elderly services, particularly in RCHEs in Hong Kong, has long been recognized as falling short of international standards, particularly concerning living space per person. This matter has been thoroughly examined and discussed within the "Working Group on the Review of Ordinances and Codes of Practice for Residential Care Homes," advocating for an increase in the minimum area per resident for RCHEs from 6.5 sq. m. to 9.5 sq. m.. The proposed development for the composite commercial-cum-residential development, inclusive of RCHE facilities, can be designed to allow a larger area of floor space per RCHE resident, exceeding the 9.5 sq. m. standard. Based on the current scheme of 170 RCHE beds, about 13.7 sq. m. can be allowed for each RCHE resident, subject to further design on the number of bedspaces (i.e. in a range of 160 to 220 beds). This approach aims to provide a living environment that aligns with international standards, ensuring a better quality of life for future RCHE residents. As shown in Appendix 2, the proposed development scheme can provide more than the required provision in the Schedule of Accommodation ("SoA").

5.5 Compliance with Surrounding Land Uses

The proposed development, consisting of a composite building structure with flats, RCHE(s) and shop and services uses, is compatible with the surrounding areas, which are predominantly characterized by composite buildings comprising flats and retails. The development aligns fully with the planning intention of creating a high-density residential and commercial complex, with commercial uses planned for the lowest three floors of the building. Additionally, the Site is located in close proximity to two Residential Care Homes for the Elderly in Tai Hang Street - Hong Tak Institution of Old Age (康德護老院) and Kei Tak (Tai Hang) Home for the Aged (基德(泰衡)護老院) (**Figure 1**). This ensures compatibility with the surrounding land use, and the proposed inclusion of shops, services, and RCHEs will provide

support to local workers and the elderly population. Moreover, the construction of the proposed flats is expected to address the pressing housing demand in Yuen Long.

5.6 Proposed Building Height is Compatible with the Surrounding Area

The proposed development suggests a building height of 21 storeys and 2 basement floors, which does not exceed the maximum BH of 30 storeys excluding basement(s) in "R(A)" under the OZP. The proposed minor relaxation of non-domestic plot ratio will not significantly impact the visual context. Furthermore, the proposed building height is compatible with the surrounding residential development, such as the Long Ching Estate (2 blocks in 18 storeys and 29 storeys) and Yuccie Square (4 blocks with 30 storeys each) at further northwest. This indicates the proposed development is considered compatible with the surrounding developments in terms of the building height and visual impact.

5.7 Proposed Development is In-line with the Planning Intention of "Residential (Group A)" Zoning

The proposed development is located in area zoned "R(A)" with the planning intention of "primarily for high-density residential development". The proposed development of the Site will continue to be in-line with the planning intention of the "R(A)" zoning.

5.8 No Adverse Traffic Impact

The Site has good accessibility with numerous road-based public transport services provided in the vicinity. Sufficient car parking spaces to meet the operational needs of the RCHE(s). Besides, for the flats and shop and services, it complies with the transport provision under the HKPSG requirement and will provide within the Site.

In support of the previous Section 16 planning application (A/YL/319), a Traffic Impact Assessment (TIA) has been conducted and confirmed the technical feasibility of the proposed development in traffic aspects. Insurmountable adverse traffic impacts are not anticipated and the Commissioner for Transport (C for T) has no adverse comment from traffic engineering perspective. A Traffic Statement is submitted to reaffirm that the assessment results and mitigation measures identified in the previous TIA are also applicable to the current S.12A application. Therefore, it is evaluated that insurmountable adverse traffic impacts are also not anticipated for the current S.12A application. The same TIA Report is attached (**Appendix 4**).

5.9 No Adverse Visual Impact

In support of the previous Section 16 planning application (A/YL/319), photomontages were submitted (**Appendix 8**). Insurmountable adverse visual impacts are not anticipated and the Chief Town Planner/Urban Design and Landscape, Planning Department has no adverse comment on the proposal. It states that the proposed development with a BH of not more than 82.34mPD is considered not incompatible with the surrounding context. Besides, various design measures, including building setback, vertical greening on 1/F to 2/F and a stepped BH design towards Yuen Long Pau Cheung Square, are proposed to mitigate the potential visual impact of the proposed development and to enhance visual interest and permeability. With the same proposed scheme, it is evaluated that insurmountable adverse traffic impacts are also not anticipated for the current S.12A application.

The Application Site is situated in an urban setting, characterized by medium-rise composite buildings for residential and retail uses, such as the Fook Loi Building (about 5 storeys) and Koon Wong Mansion (about 17 storeys) at the north of the Site. The Pau Cheung Square Playground and the minibus terminus are located at the southeast and southwest respectively. There are high residential developments further northwest of the Site, namely Long Ching Estate (2 blocks in 18 storeys and 29 storeys) and Yuccie Square (4 blocks with 30 storeys each).

The Applicant intends to develop a 21-storey composite building with 2 basement floors at the Site. It is noted that there is no building height restriction of maximum 30 storeys excluding basement(s) in the OZP. The proposed 21 storeys are considered to be compatible in terms of building height. The proposal is purposely designed to commensurate with urban character to tally with the surrounding medium to high buildings, and to provide enough bed spaces and residential flats to alleviate the pressing need for social welfare facilities and housing demand. With such design intention, the proposal has adopted several sensible design measures including a stepped building height profile at the east, which can avoid which can avoid a monotonous built environment. Furthermore, vertical greening will be proposed on the external wall of the building facing the Yuen Long Pau Cheung Square to align with the green open space in the Pau Cheung Square Playground in the southeast. These considerations contribute to providing a visual integration between the proposed development and nearby open spaces.

Hence, the proposed BH and landscape design of the proposed development are visually compatible with the existing environment. No significant adverse visual impact is anticipated from the proposed development.

5.10 No Adverse Environmental Impact

In support of the previous Section 16 planning application (A/YL/319), an Environmental Assessment has been conducted and confirmed the technical feasibility of the proposed development in the aspects of air quality, noise, water quality, waste management and land contamination impacts. With the incorporation of mitigation measures, significant adverse

environmental impacts are not anticipated and the Director of Environmental Protection (DEP) has no objection to the application from environmental planning perspective. An Environmental Statement is submitted to reaffirm that the assessment results and the mitigation measures identified in the approved Environmental Assessment Report are also applicable to the current S.12A application. Therefore, it is evaluated that insurmountable adverse environmental impacts are also not anticipated for the current S.12A application. The same Environmental Assessment Report with relevant wordings updated to "S.12A application" is attached. (**Appendix 5**) Relevant findings are recapped hereunder:

Air Impact

During construction phase, the Proposed Development will involve relatively small-scale demolition, site formation, foundation and superstructure works which are expected to generate insignificant air quality impact to the surrounding area. Those impacts could be minimised by implementation of general mitigation measures for construction sites. Hence, no adverse impact on air quality to the surrounding area is envisaged.

During operation phase, air quality impact arising from the operation of carpark and kitchen within the Proposed Development is not expected. The carpark will be designed in accordance with ProPECC PN 2/96 and its exhaust outlets will be located away from the nearby air sensitive receivers as far as practicable. The exhaust outlet of the kitchen will also be located away from the nearby sensitive uses and the best practical control measures recommended in the Environmental Protection Department's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operation. On the other hand, no chimney was identified within 200m area from the Project boundary. Also, the Proposed Development will be located away from the nearby major roads with sufficient buffer distance provided in between the Proposed Development and major roads nearby in accordance with the requirements stipulated in Chapter 9 of the HKPSG to ensure the users will not be subject to unsatisfactory air quality.

Noise

During the construction phase, with the implementation of practical mitigation measures including good site management practices, use of quieter construction methods and equipment, and use of movable noise barriers and noise enclosures, construction noise impact to the surrounding area would be minimized.

During the operation phase, no adverse road traffic noise impact on the Proposed Development is predicted. Potential fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary.

Water Quality

During the construction phase, appropriate water pollution control measures (e.g. use of sedimentation tank and provision of chemical toilets) will be implemented on site to handle the construction site runoff and wastewater generated to prevent water pollution. Discharge license will be applied and followed by the Contractors. No adverse impact on water quality impact to the surrounding area is expected.

During the operation phase, proper drainage and sewerage systems will be designed and installed to connect with the existing public drains and sewers. Hence, site runoff and wastewater discharged from the site will be handled properly. No insurmountable water quality impact is anticipated.

Waste Management

Construction and demolition (C&D) materials, general refuse and chemical waste are expected to be generated during construction phase while general refuse, chemical waste and clinical waste are expected to be generated during operation phase. The amount of the above-mentioned wastes are expected to be small. All wastes will be properly handled and recycled in accordance with relevant waste management regulations and guidelines. Practice of avoiding and minimizing waste generation and waste recycling will be adopted to be in line with Government's policy on waste minimisation. Hence, no adverse environmental impact due to waste management is envisaged.

5.11 No Adverse Sewage Impact

In support of the previous Section 16 planning application (A/YL/319), an Sewerage Impact Assessment (SIA) has been conducted and confirmed the technical feasibility of the proposed development in sewerage aspects. With the incorporation of mitigation measures, significant adverse environmental impacts are not anticipated and the Director of Environmental Protection (DEP) has no objection to the application from environmental planning perspective. An Sewerage Statement is submitted to reaffirm that the assessment results and the mitigation measures identified in the approved SIA Report are also applicable to the current S.12A application. Therefore, it is evaluated that insurmountable adverse sewerage impacts are also not anticipated for the current S.12A application. The same SIA Report with relevant wordings updated to "S.12A application" is attached. (**Appendix 6**) .

Sewage generated from the proposed development will be collected and conveyed by a manhole (i.e. FMH-G01, according to the approved drainage plan of the subject site (BD Reference No. 4/9020/21) connecting to the closet public sewerage system. A foul water terminal manhole FTMH-01 will be proposed at the Site to connect the public sewer manhole FMH-G01 as shown in the approved drainage plan. The proposed sewage pipeline from the subject site connecting to the public sewer will be installed within the Government

land along the outer boundary of Lot No. 3678. Adverse sewerage impact is not anticipated, and thus no upgrading or improvement works are required.

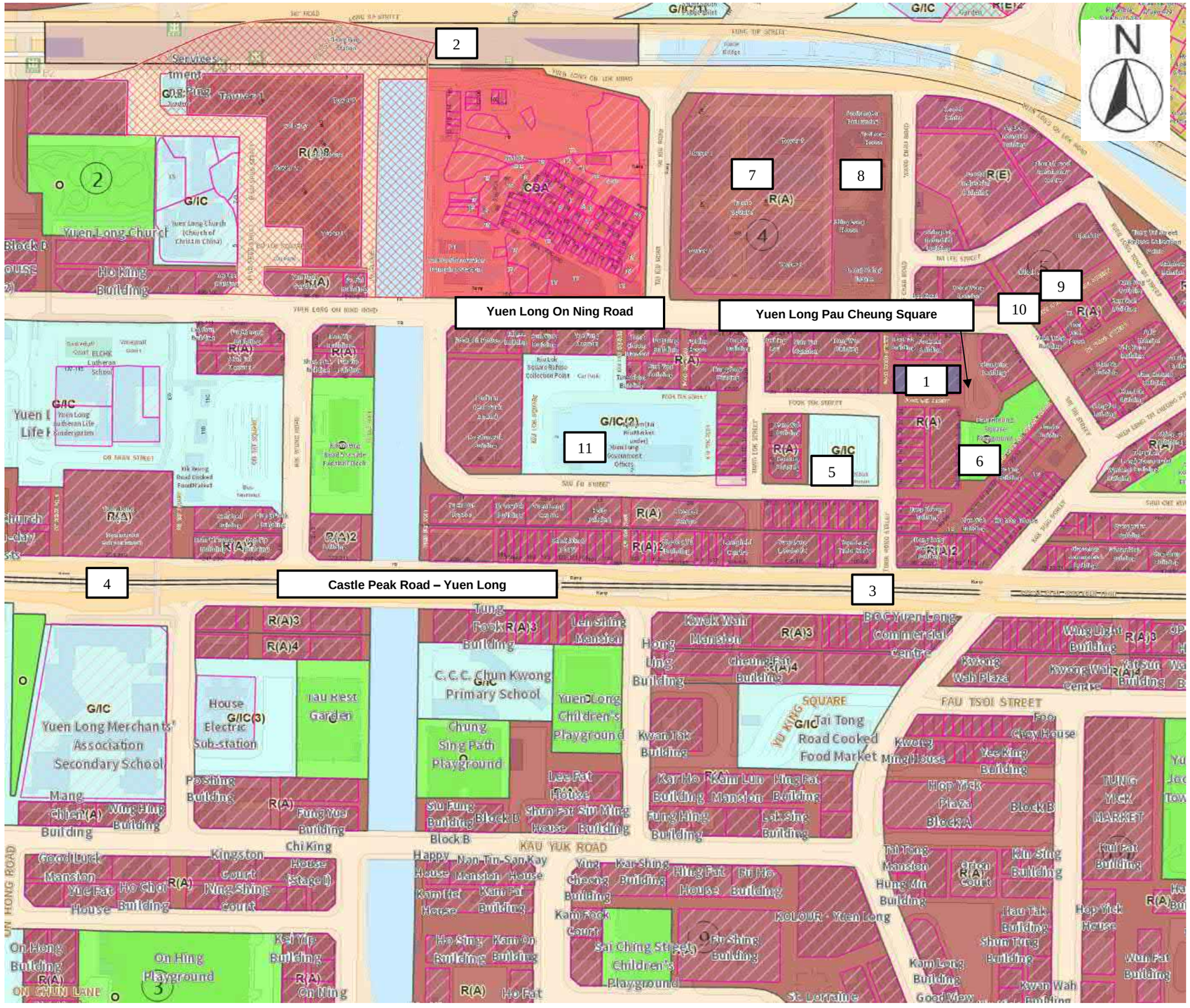
SECTION SIX – CONCLUSION

The section 12A application is submitted to seek permission from TPB for proposed amendment to the Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 to rezone the application site from "Residential (Group A)" to "Residential (Group A)9" at Lot 3678 in D.D. 120. The subject Site was subject to one planning application (application no. A/YL/319) submitted with the same set of scheme, development parameters and programme. The proposed scheme aligns with the Government's policy directions and has been justified to be technically feasible during the last submission. The application was however rejected by the Town Planning Board on 22.11.2024 since the extent of relaxation in non-domestic Plot Ratio is beyond the scope of minor relaxation provided under Section 16 of the Town Planning Ordinance, that a Section 12A application is considered a more appropriate mechanism to facilitate the same proposed scheme.

The proposed development would maintain the supply of residential flats and the proposed RCHE(s) would help meet the growing residential care service demand of the ageing population in Yuen Long as well as other districts echoing with the prevailing government policy support for elderly care services. It could also help to shorten the waiting time for quality RCHE places. The proposed development is fully justified on the following grounds: -

- A planning merit to provide residential flats to meet the pressing demand;
- A planning merit to provide more residential care services at territorial and district levels to meet the genuine need to shorten the waiting time for quality RCHE places;
- Various design features/ merits such as streetscape improvements to enhance the visual permeability in the vicinity;
- Developing under the "single site, multiple use" model to enhance the flexibility of urban planning and development;
- In compliance with SBDG;
- Not incompatible in terms of land use nature, development scale and intensity; and
- No anticipated adverse environment, sewerage, drainage, visual and traffic impacts.

The proposed development is fully justified in terms of planning, visual, environmental, sewerage, traffic and other aspects with various planning and design merits. In view of the above, members of the TPB are respectfully requested to favourably consider the present application in support of the additional residential flats and additional social welfare facility in the form of RCHE(s) by the Applicant in Hong Kong.



Legend

1. Application Site
2. Long Ping MTR Station
3. Tai Tong Road Light Rail Station
4. Hong Lok Road Light Rail Station
5. Minibus Terminus
6. Pau Cheung S uare Playground
7. Yuccie S uare
8. Long Ching Estate
9. Hong Tak Institution of Old Age
10. ei Tak (Tai Hang) Home for the Aged
11. Yuen Long Government Offices and Tai iu Market

Project Name

Redevelopment of Yuen Long Theatre at Lot No. 3678 in D.D. 120 Yuen Long New Territories

Figure Title

Location Plan
(E tracted from Town Planning Board Statutory Planning Portal 3)

Figure No.

Figure 1

Scale

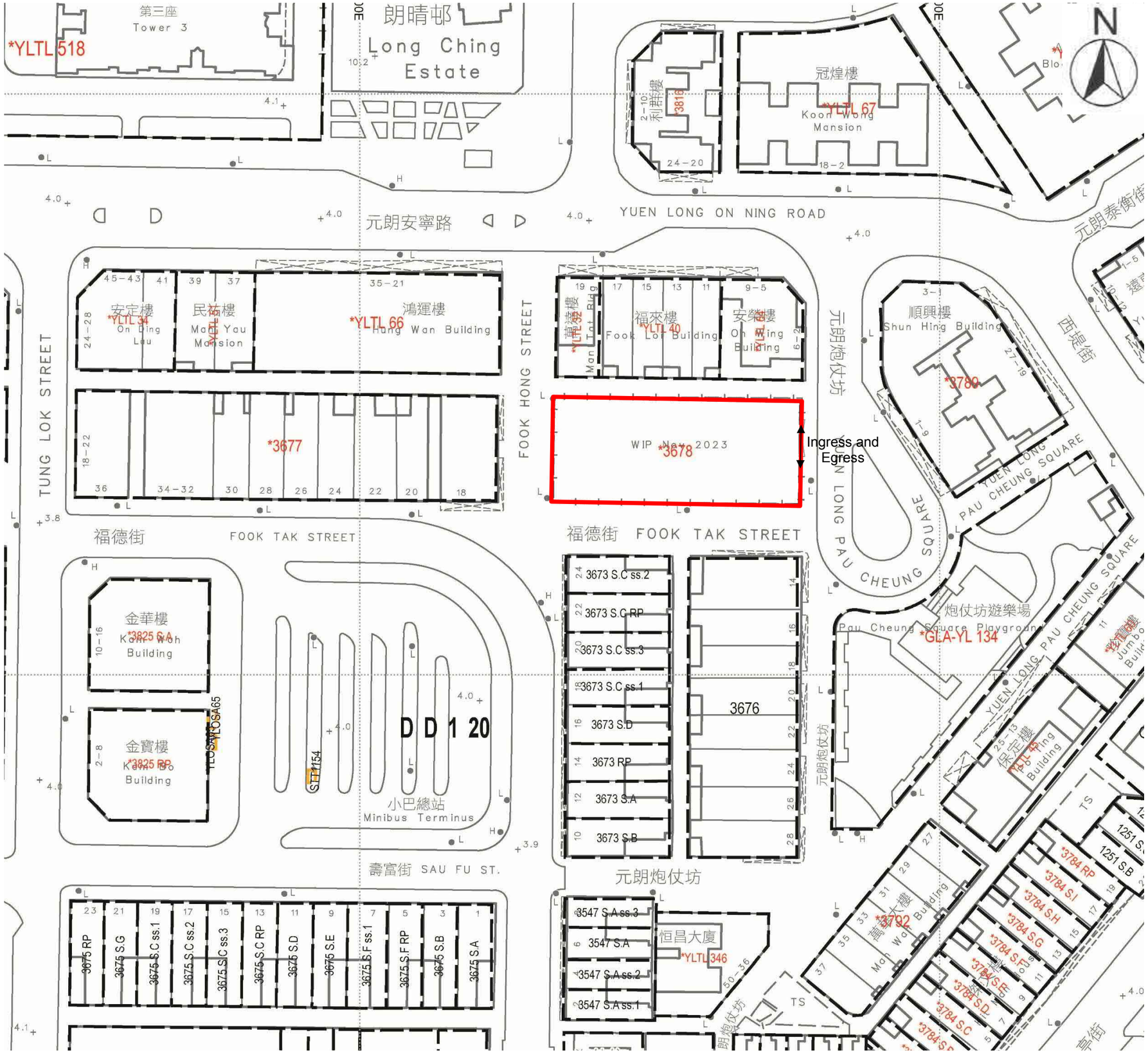
1 : 2600 at A3

Date

anuary 2024

Prepared by

DeSPACE (International) Limited



Legend

Application Site

Location

Redevelopment of Yuen Long Theatre at Lot No. 3678 in D.D. 120 Yuen Long New Territories

Project Name

Lot Inde Plan

(E tracted from the Lot Inde Plan from the Lands Department)

Figure No.

Figure 2

Scale

1 : 700 at A3

Date

anuary 2024

Prepared by

DeSPACE (International) Limited

Appendix 1 –

Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments – Time-limited Enhancements (Issue No. 5/2023)

Lands Administration Office
Lands Department

Practice Note

Issue No. 5/2023

Incentive Scheme to Encourage Provision of Residential Care Homes for the Elderly Premises in New Private Developments - Time-limited Enhancements

In pursuance of the 2022 Policy Address and the 2023-24 Budget, time-limited enhancements will be introduced to an incentive scheme for encouraging the provision of residential care homes for the elderly ("RCHE") premises in new private developments launched by the Lands Department ("LandsD") under Lands Administration Office ("LAO") Practice Note No. 4/2003 ("the Incentive Scheme").

2. During the three-year pilot period from 20 June 2023 to 19 June 2026 ("the Pilot Period"), developers may apply and LandsD may grant the following concessions ("collectively "the Concessions"):

(i) exempt one or more eligible RCHE premises from payment of land premium in land transactions of lease modification, land exchange and private treaty grant for new private developments (excluding industrial developments)[1] (each "a Proposed Development"); and

(ii) exempt eligible RCHE premises[2] from the calculation of total permissible

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1 Addition to or alteration or conversion of existing building(s) will not be considered as constituting a new private development.

2 The eligible RCHE premises has to comply with the Town Planning Ordinance (Cap. 131) ("TPO") and the Buildings Ordinance (Cap. 123) ("BO"), among others. Planning application under section 12A or section 16, as appropriate, of the TPO is required if the proposed RCHE is not always permitted and/or has resulted in exceedance of the maximum plot ratio/GFA/building height permissible under the Notes of the respective Outline Zoning Plan ("OZP"). The Town Planning Board will consider each application based on individual merits of the case. RCHE in private development is GFA accountable under the Building (Planning) Regulations. During the Pilot Period, the Building Authority is prepared to grant modification to permit a higher plot ratio/GFA to accommodate the additional GFA of the RCHE in the development site under the BO taking into account the Planning Department ("PlanD")'s advice on the planning intention as well as whether the provisions and requirements under the OZP or planning approval have been complied with when processing the general building plans.

gross floor area under lease.

Applications received thereafter will be processed under the parameters of the Incentive Scheme.

3. To be eligible for the Concessions, provision of RCHE premises in a Proposed Development must have the support of the Social Welfare Department ("SWD"). The Concessions, if granted, will be subject to the following conditions:-

(i) The Concessions will be subject to a cap of no more than 12,000m^2 in total gross floor area ("GFA") or 10% of the total permissible GFA under lease, whichever is the greater. More than one eligible RCHE premises per development site may be eligible for the Concessions. General guideline on the calculation of GFA for RCHE premises is set out at **Annex**;

(ii) The size and location of each RCHE premises will have to be approved by SWD. No sub-division of each of the RCHE premises will be allowed and assignment, mortgage, underletting, or other disposal of each of the RCHE premises will be prohibited except as a whole unit;

(iii) Provision of the RCHE premises must comply with all requirements as may be imposed by SWD and all applicable ordinances, by-laws or regulations that are in force from time to time;

(iv) Throughout the term under lease[3], the RCHE premises shall be managed and operated as licensed RCHE(s) under the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation and to the satisfaction of SWD; and

(v) The above requirements shall be stipulated as conditions under lease, as appropriate.

4. Subject to the above and the approval of SWD, developers will be allowed to either lease or sell each completed RCHE premises as a whole unit or operate the concerned RCHE by themselves. However, any unauthorized change of use or leaving the RCHE premises vacant for a period in excess of 12 months as identified by SWD may render the premises

[3] All references to "lease" in this Practice Note shall include Government Lease or Conditions of Grant / Sale / Exchange, as the case may be.

liable for enforcement actions under the lease conditions, including re-entry proceedings and the taking of possession of the RCHE premises by the Government without compensation.

5. Interested parties should also refer to the Guidance Note on this subject released by SWD on its website in June 2023.

6. Each application submitted to LandsD pursuant to this Practice Note ("PN") will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord. This PN shall not constitute any representation on the part of the Government or other authorities or give rise to any expectation on the part of the applicant that any application submitted to LandsD will be processed or approved.

7. This PN is issued for general reference purposes only. All rights to modify the whole or any part of this PN are hereby reserved.

8. During the Pilot Period, LandsD LAO Practice Note No. 4/2003 will not be applicable.

(Andrew LAI)
Director of Lands
20 June 2023

General Guideline on Calculation of GFA for RCHE Premises

Annex

GFA of eligible RCHE premises includes the following areas as illustrated in Figure 1:

(a) Areas of RCHE(s) (including the enclosing wall(s) of and structure(s) within the premises) (i.e. the areas of RCHE 1 and RCHE 2 – coloured yellow in Figure 1); and

(b) Staircases, lift shafts, lobbies and corridors solely serving the RCHE(s) (i.e. the areas of Staircase 1, Staircase 2, Lift 1 and Corridor 1 – coloured orange in Figure 1) including horizontal areas of such staircases and lift shafts passing through the RCHE floor and serving RCHE only at that floor.

Remarks:

(1) RCHE's GFA does not include horizontal areas of staircases, lift shafts, lobbies and corridors shared by other uses on the same floor (i.e. the areas of Staircase 3, Staircase 4, Lift 2, Lift 3 and Corridor 2 shown in Figure 1).

(2) During the RCHE licensing process under the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459), the enclosing wall(s) and structure(s) within RCHE(s) are excluded from the calculation of area of floor space per resident.

(3) Plant rooms, car parking spaces, loading and unloading areas of the development may be disregarded from GFA calculation according to the prevailing GFA concession mechanism except for (4) below.

(4) Non-mandatory and non-essential plant rooms and horizontal areas of vertical ducts solely serving the RCHE are not subject to 10% overall cap of GFA concession under Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-151 issued by the Buildings Department ("BD").

(5) PlanD and LandsD will rely on BD's verified computation of GFA for the RCHE(s) as shown on the general building plans when exercising their authority to check compliance with the requirements/conditions imposed under their respective regimes.

(6) This Guideline provides general guidance on the computation of GFA for the purposes of this Practice Note. Whether any areas will be included or omitted from the calculation of GFA for RCHE premises will be considered on a case-by-case basis.

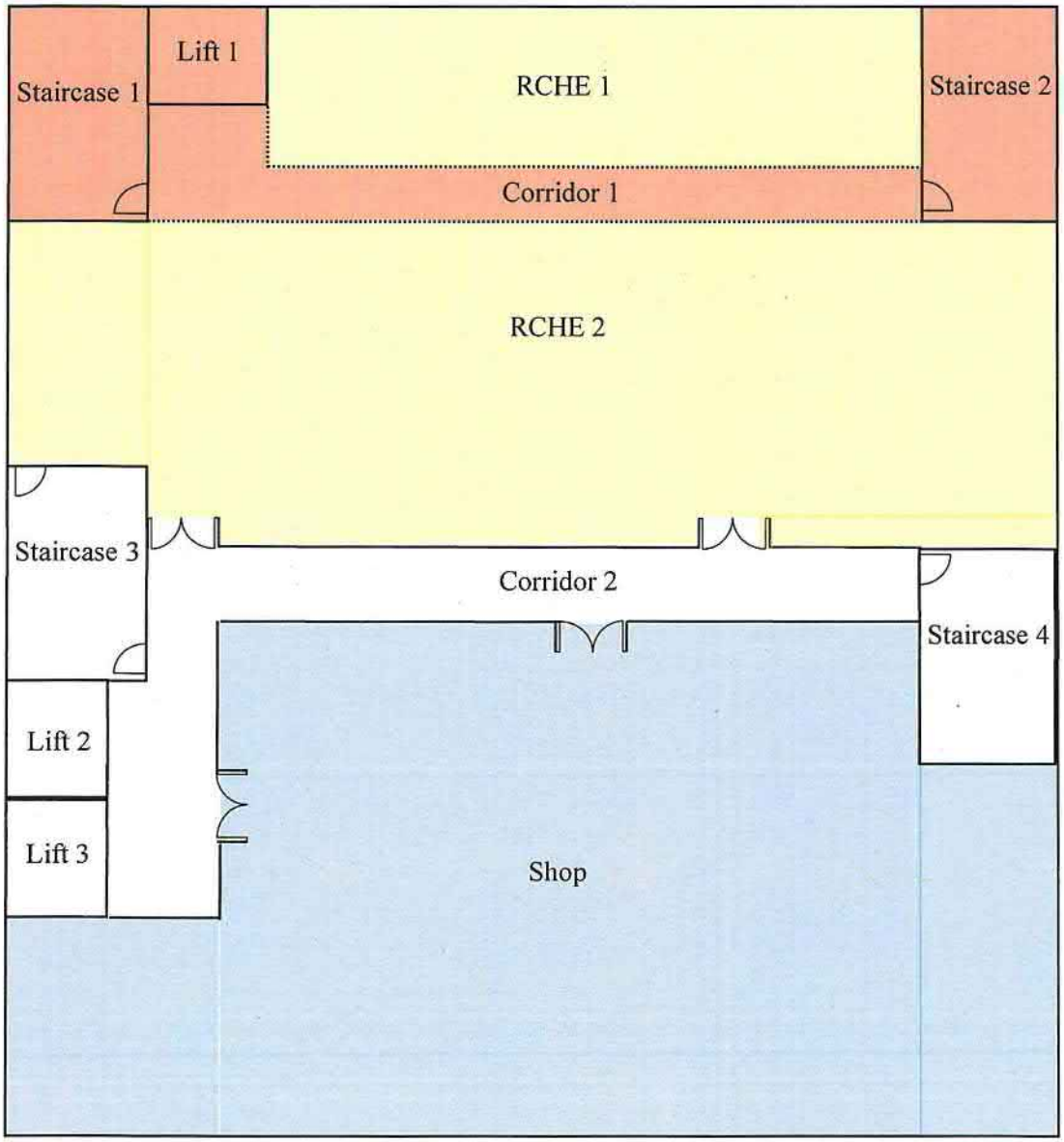


Figure 1

(06/2023)

Appendix 2 –

Proposed Development Scheme

LEGEND

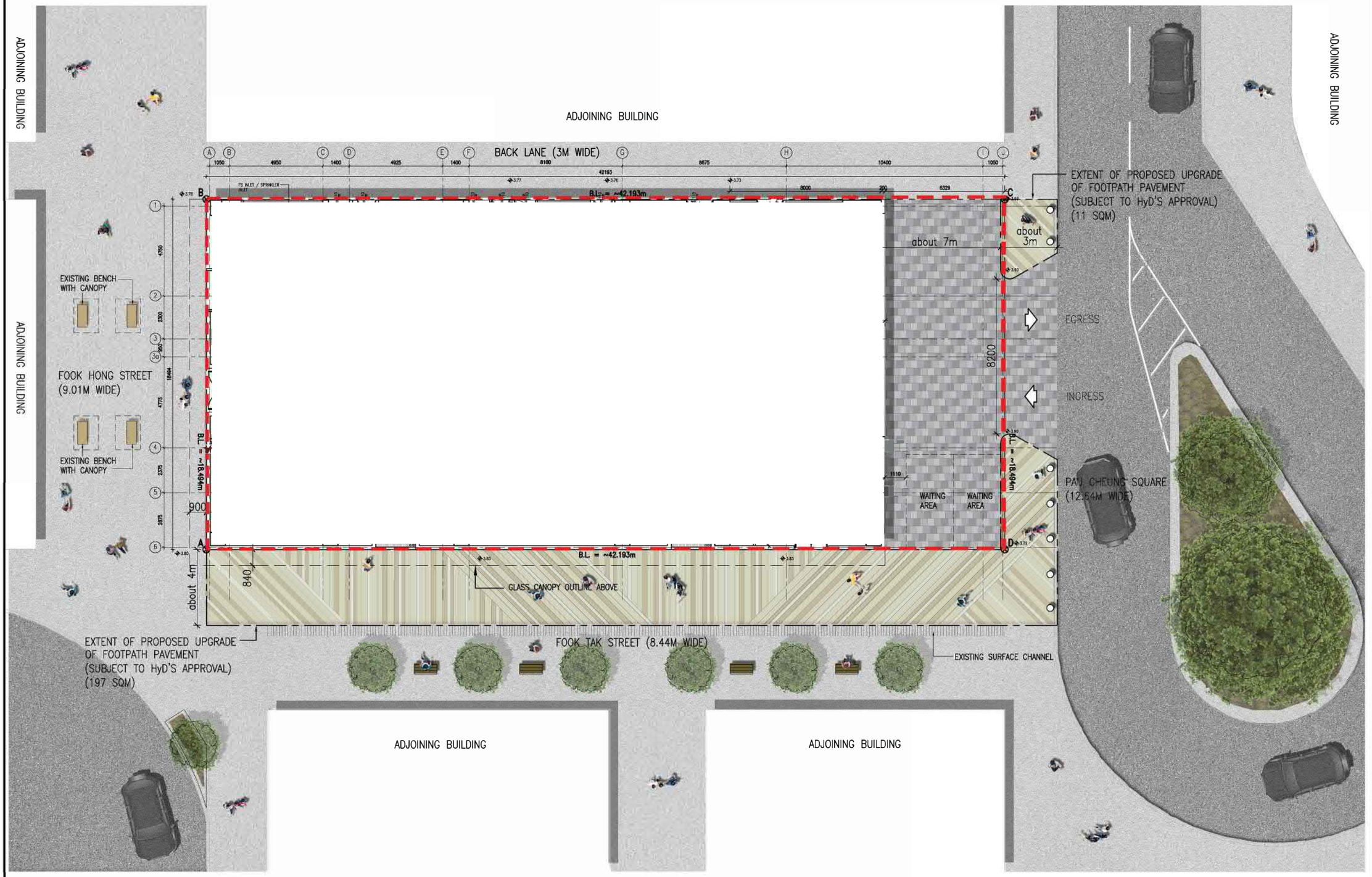
EXISTING TREE

NEW BENCH

NEW BOLLARD

PAVING AREA (208 M^2)

SITE BOUNDARY



PROPOSED STREETSCAPE PLAN

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Rev.	Date	Description

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Redevelopment of
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at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

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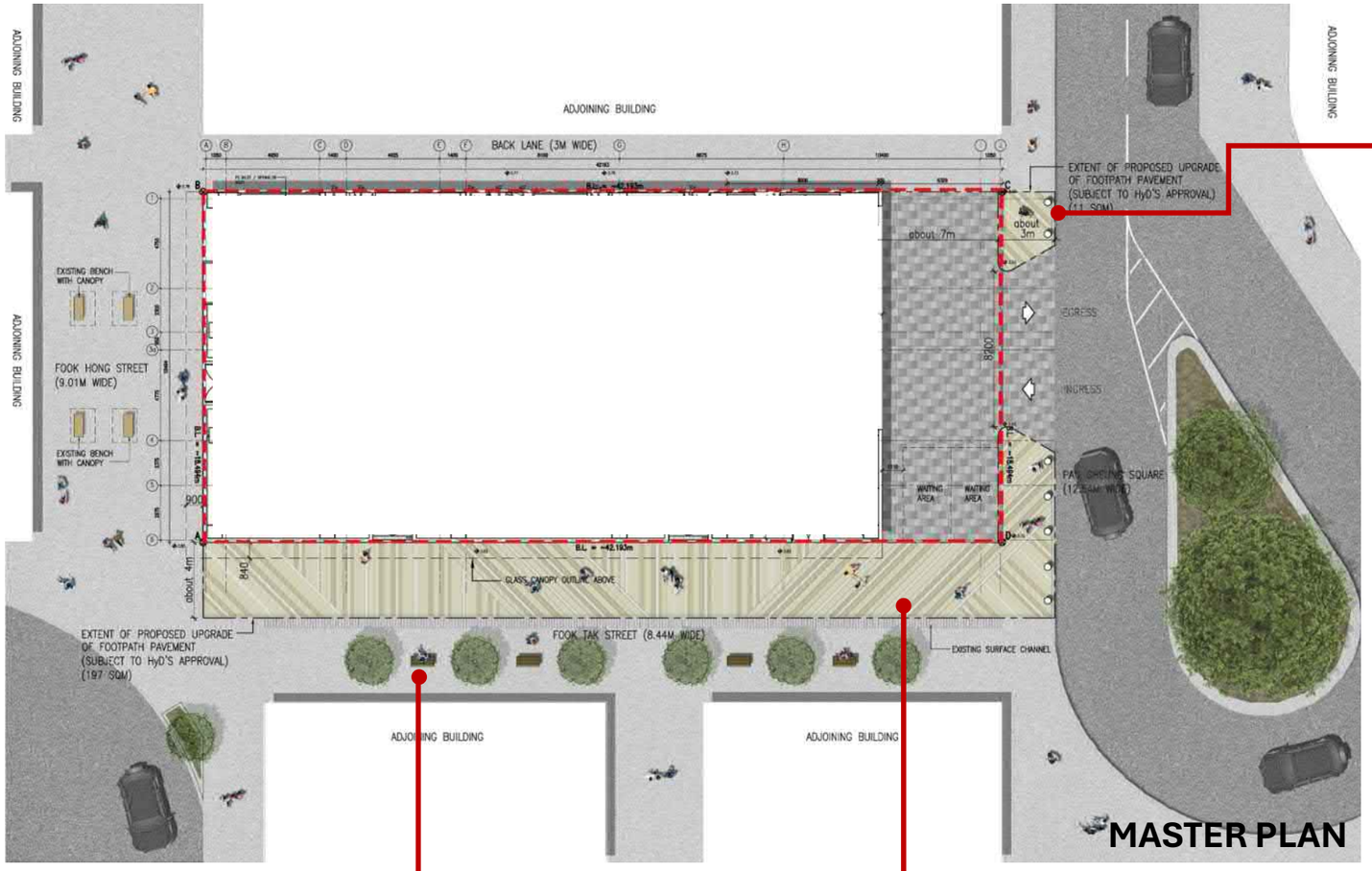
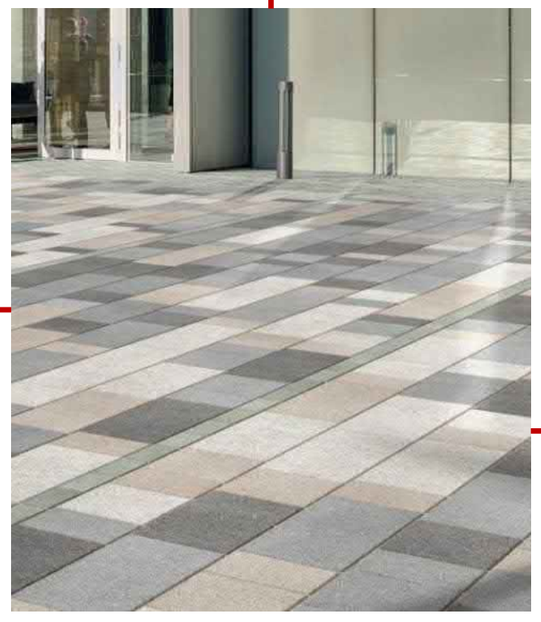
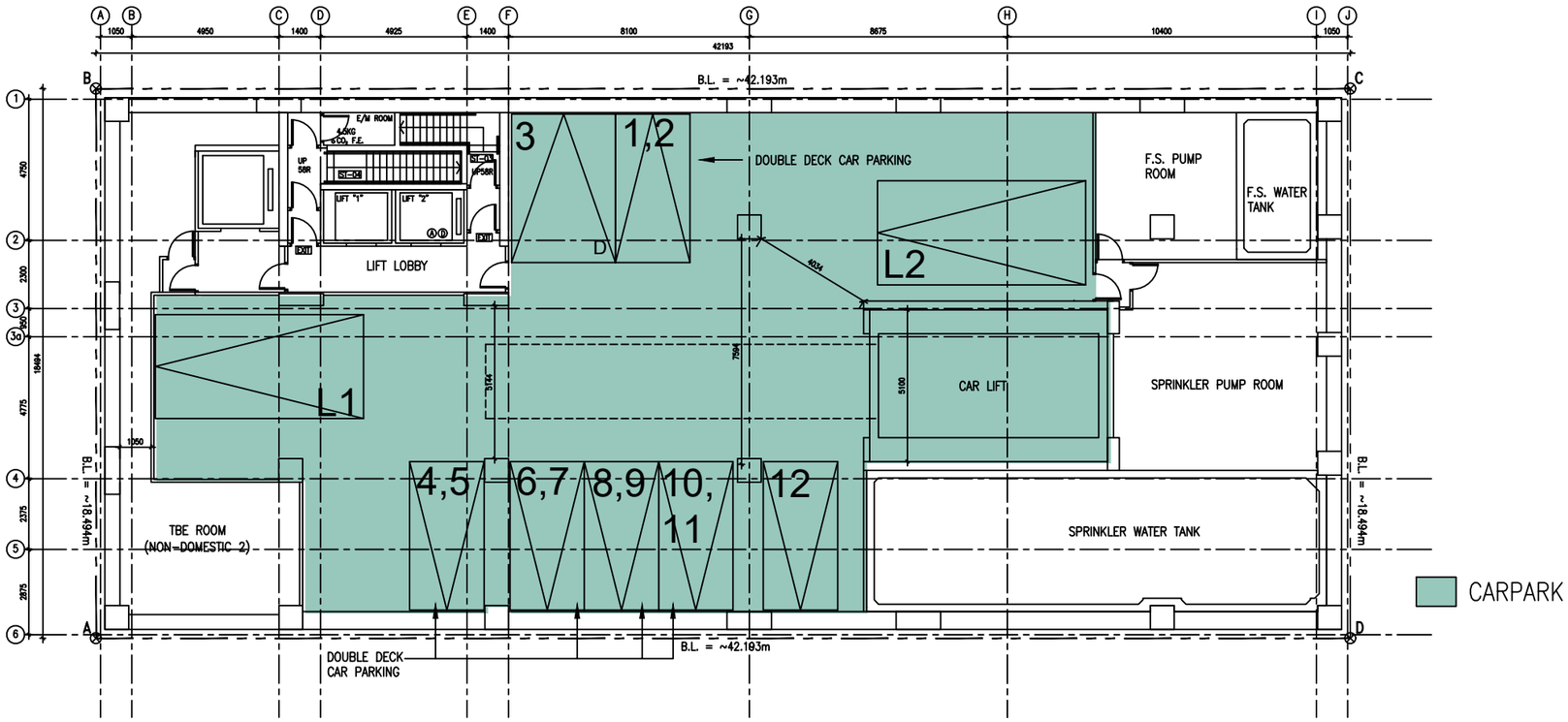
DESIGN REFERENCE PHOTOS



MASTER PLAN





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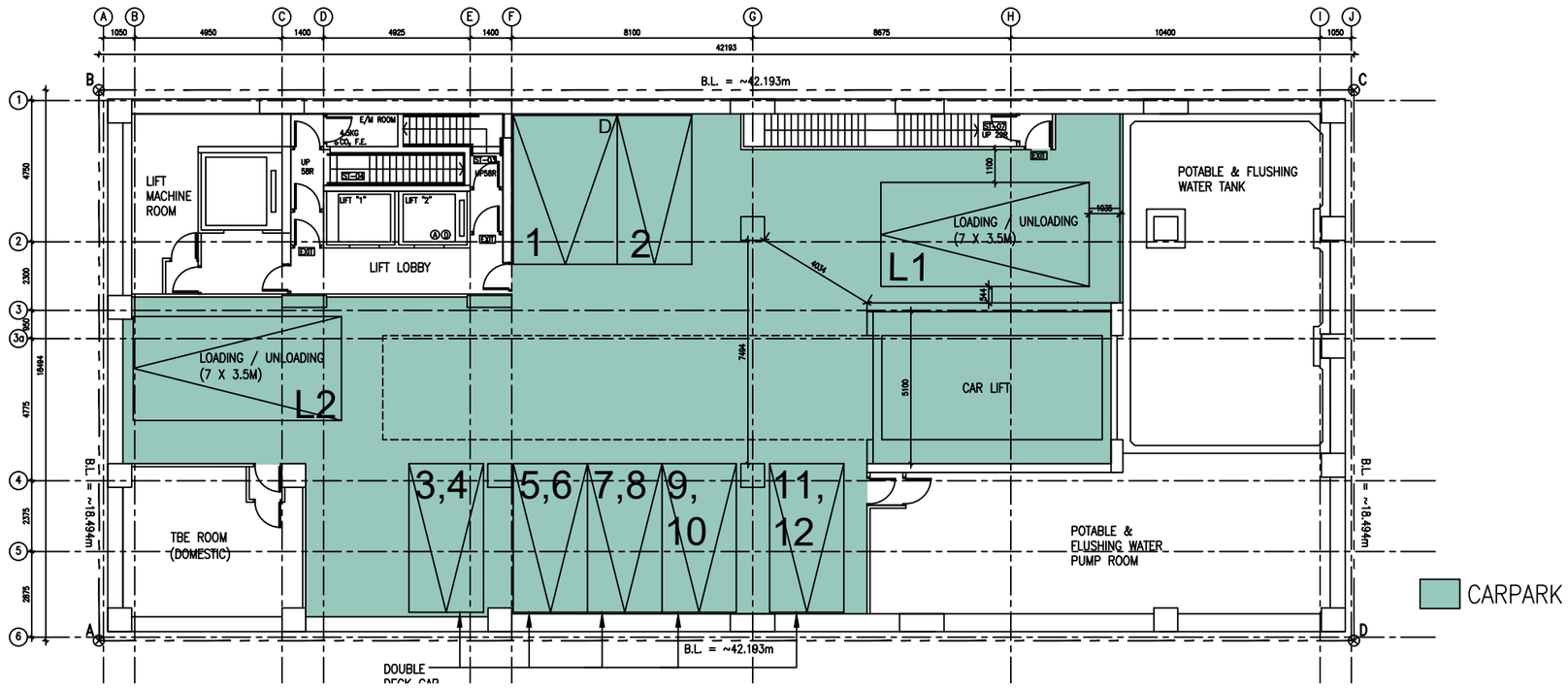

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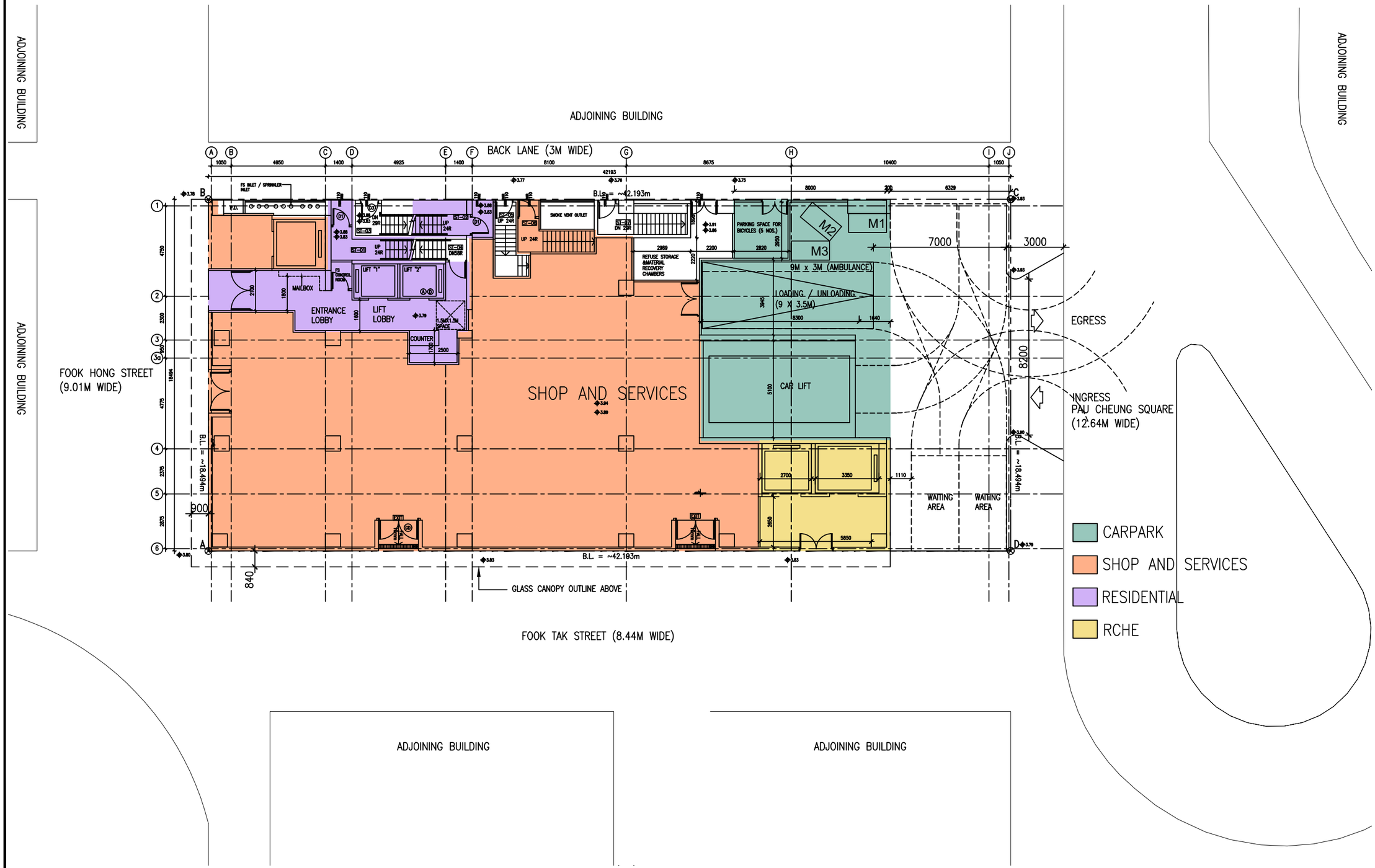

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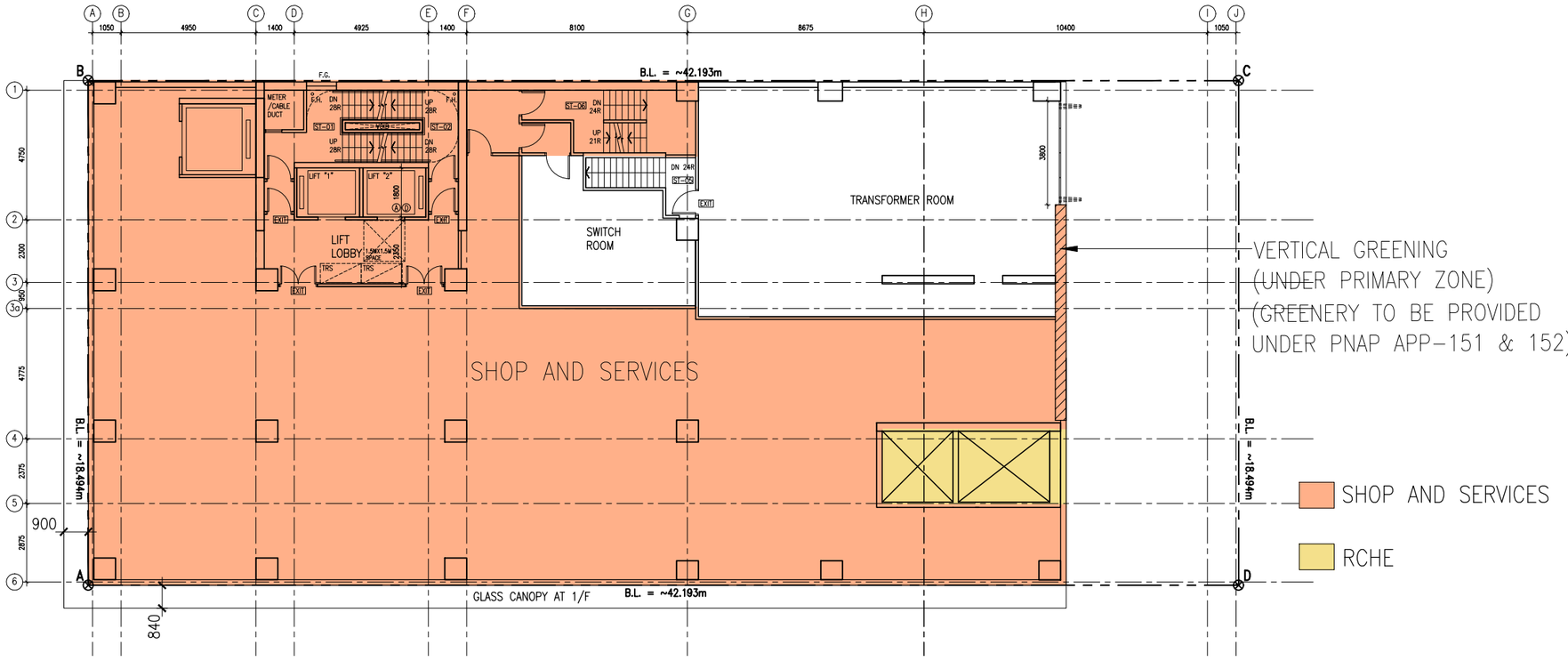

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GBP004A

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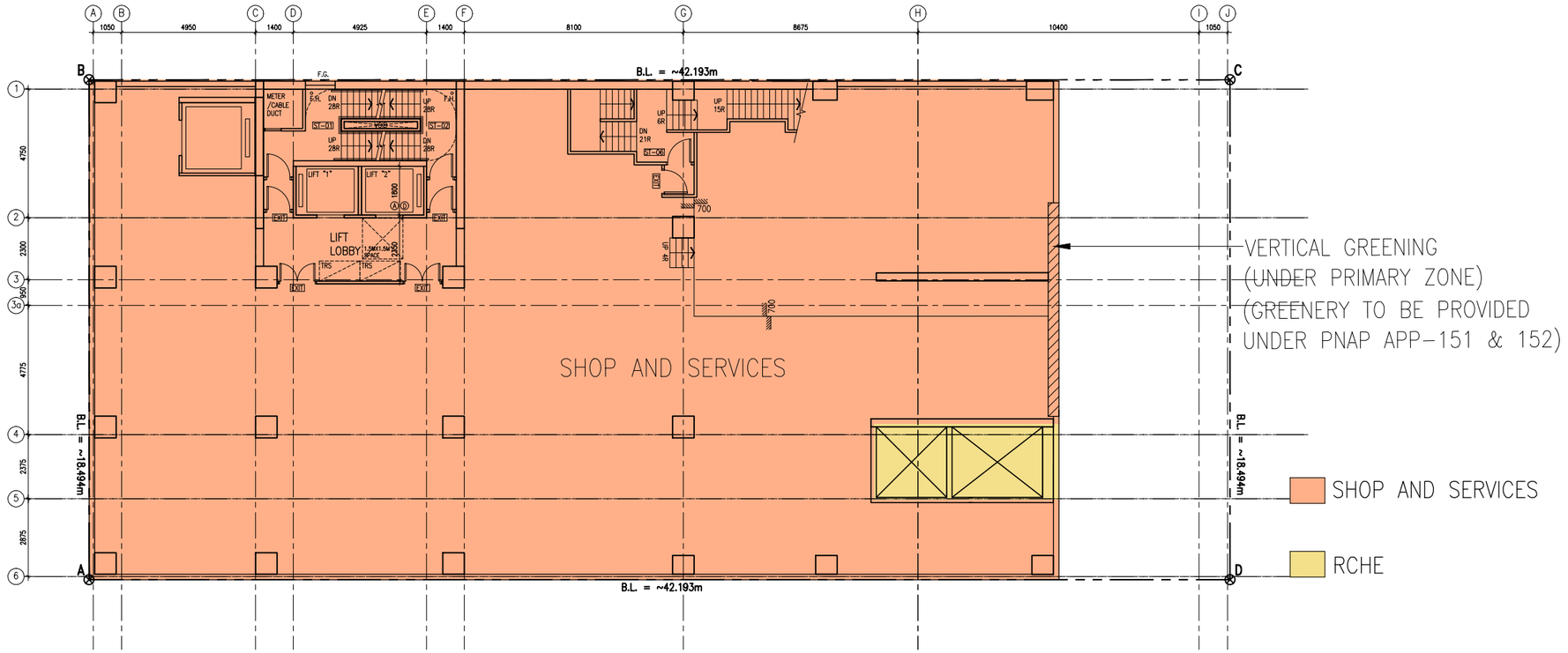

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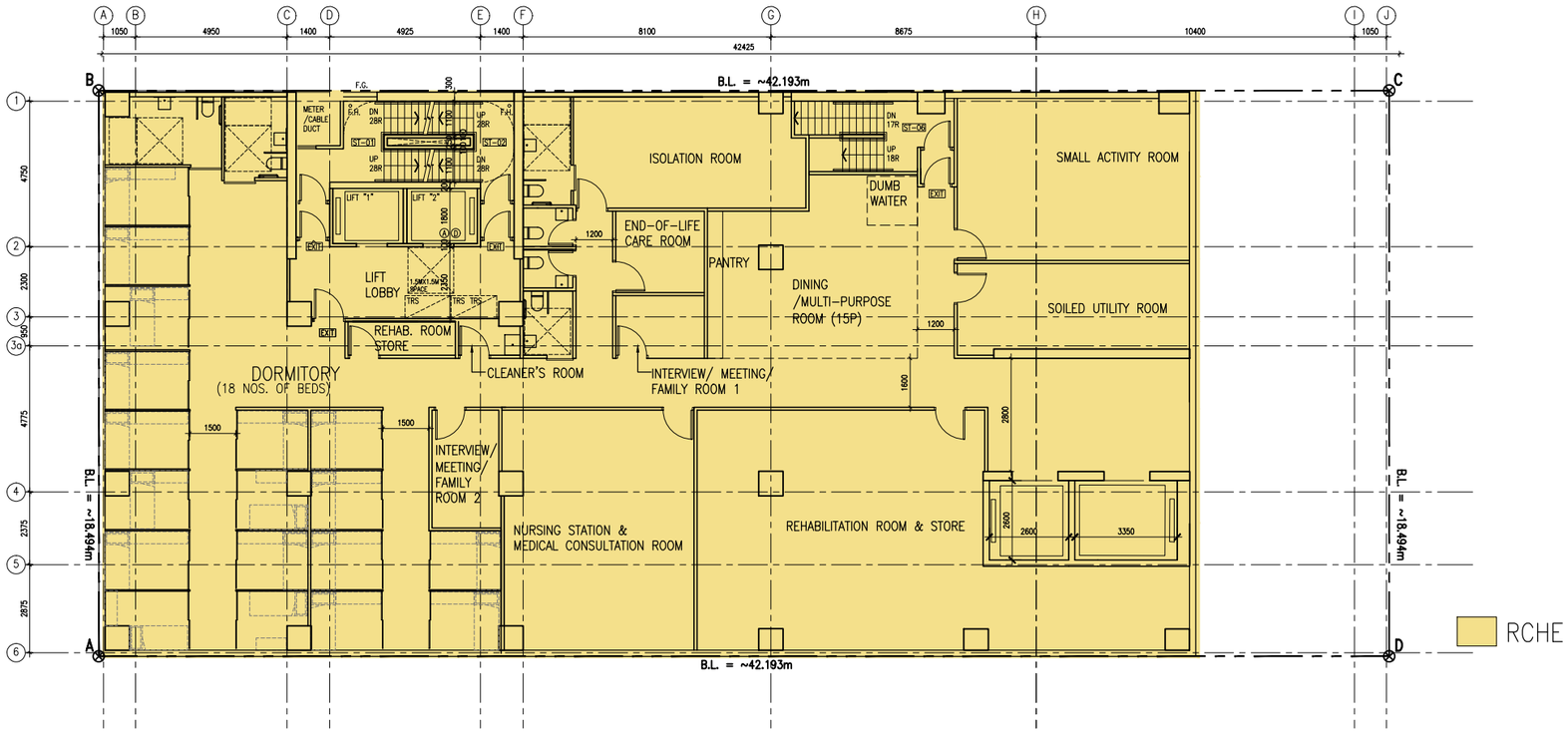

3/F LAYOUT PLAN
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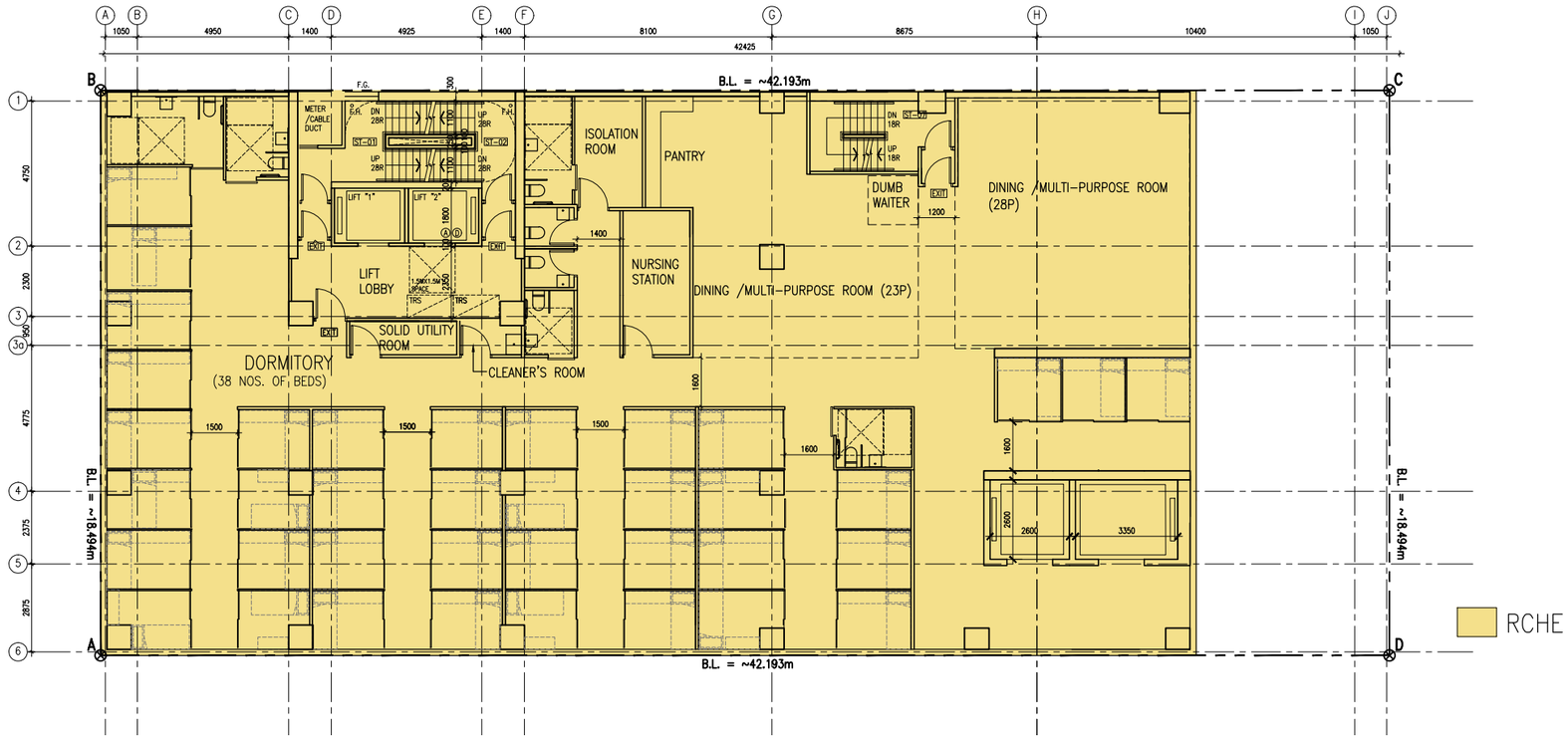

4/F TO 7/F LAYOUT PLAN
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4/F TO 7/F LAYOUT PLAN

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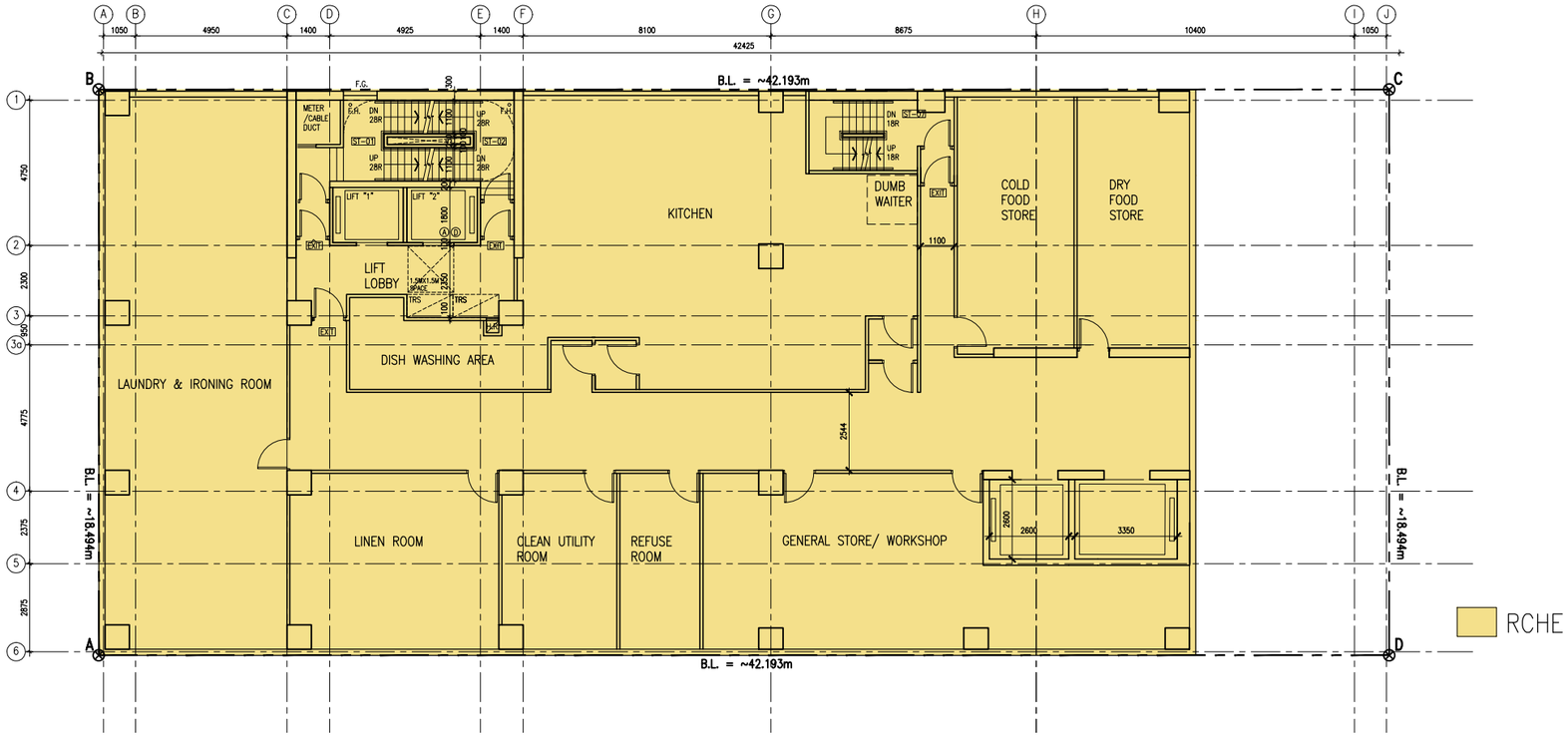

8/F LAYOUT PLAN
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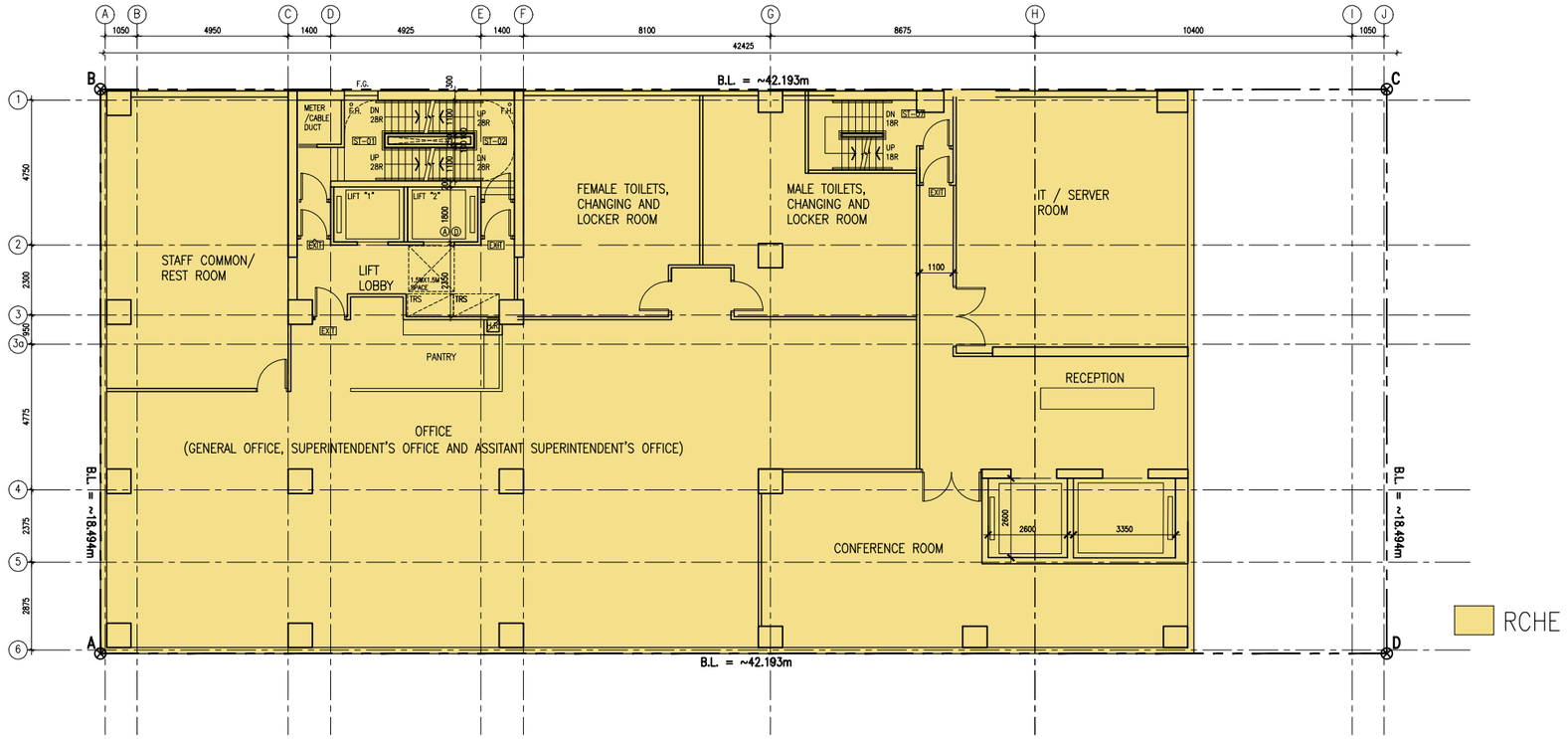

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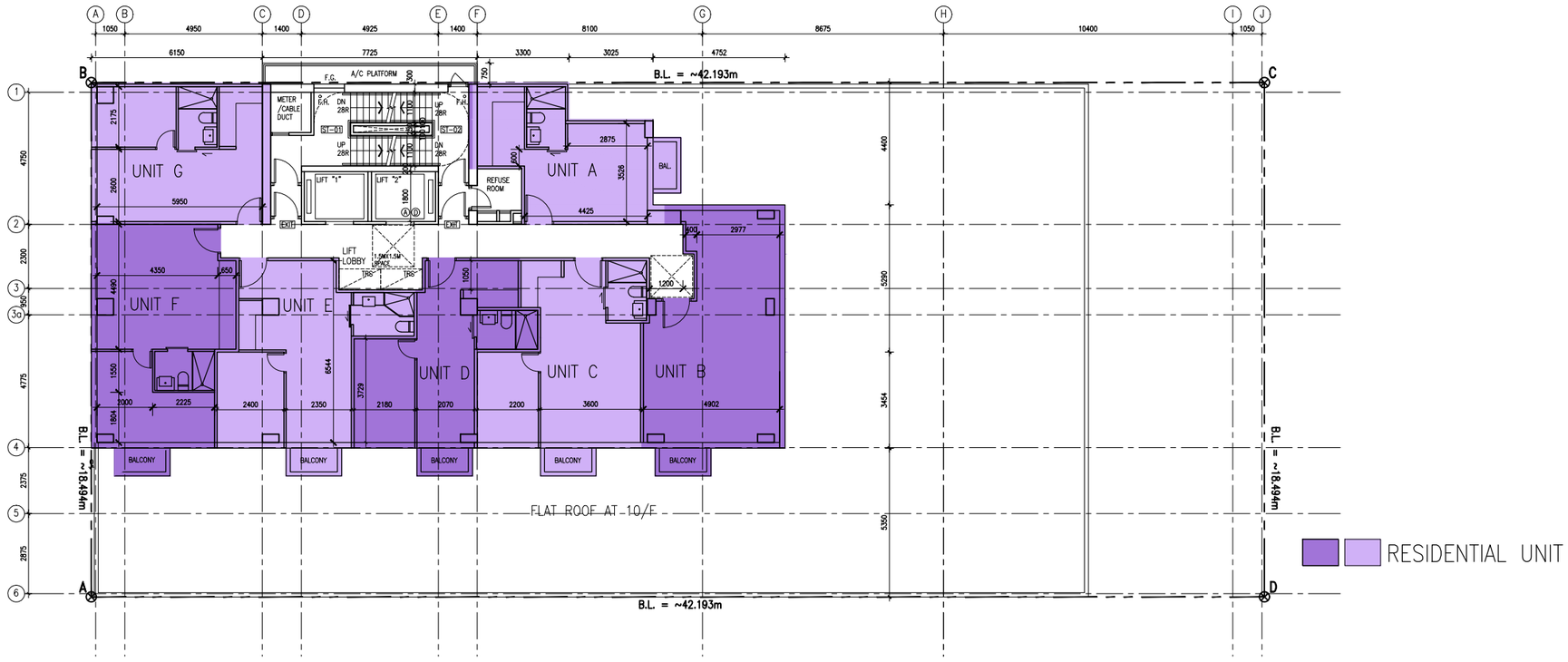

10/F TO 19/F LAYOUT PLAN

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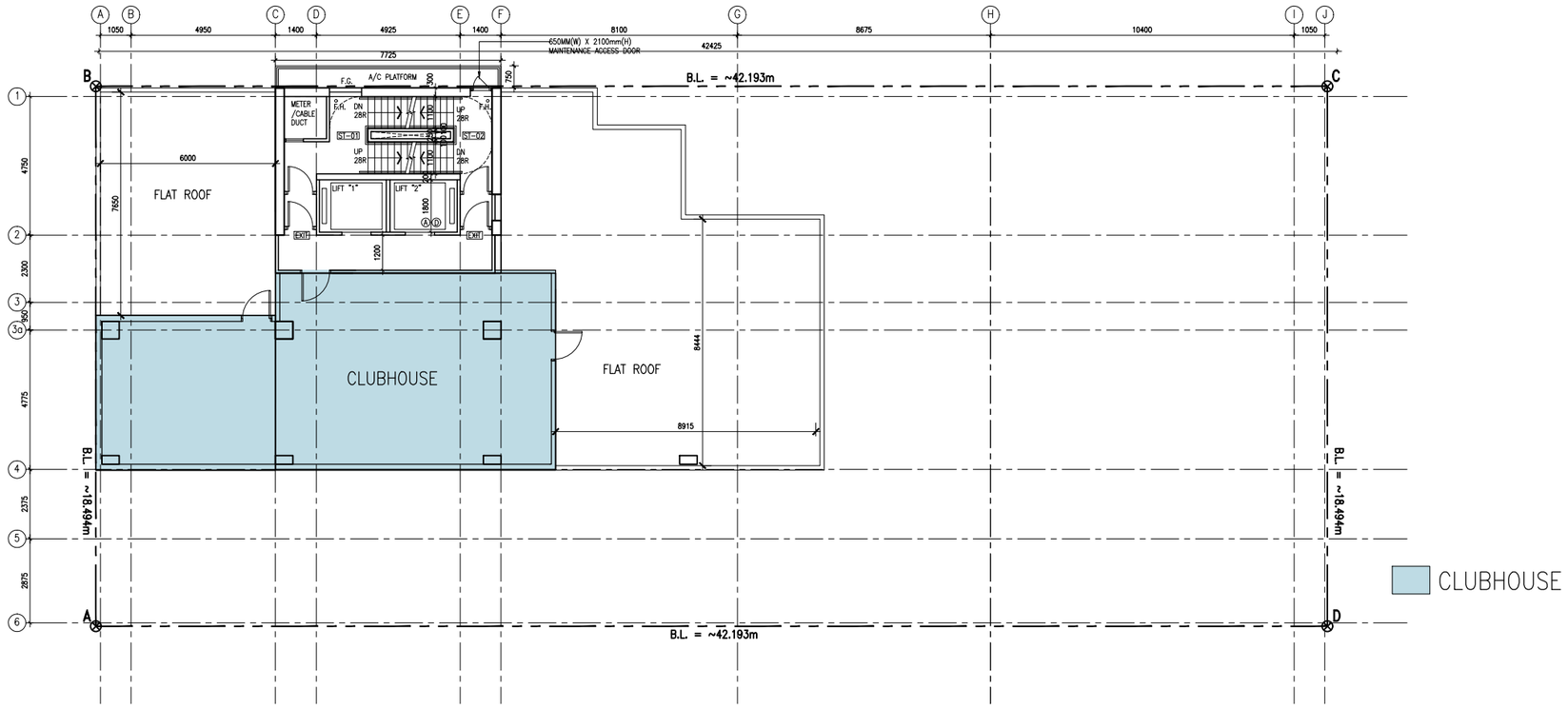

20/F (CLUBHOUSE) LAYOUT PLAN

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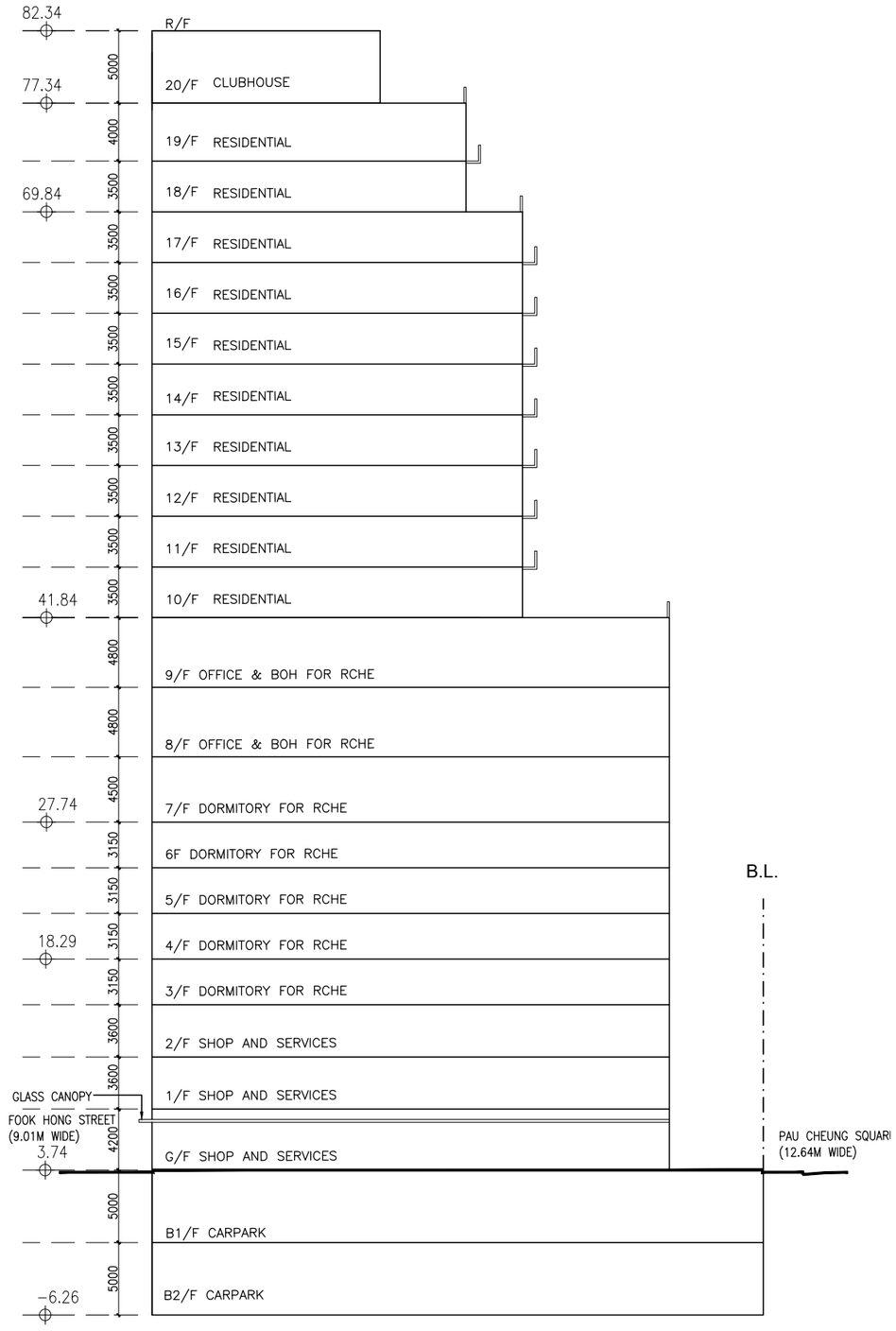
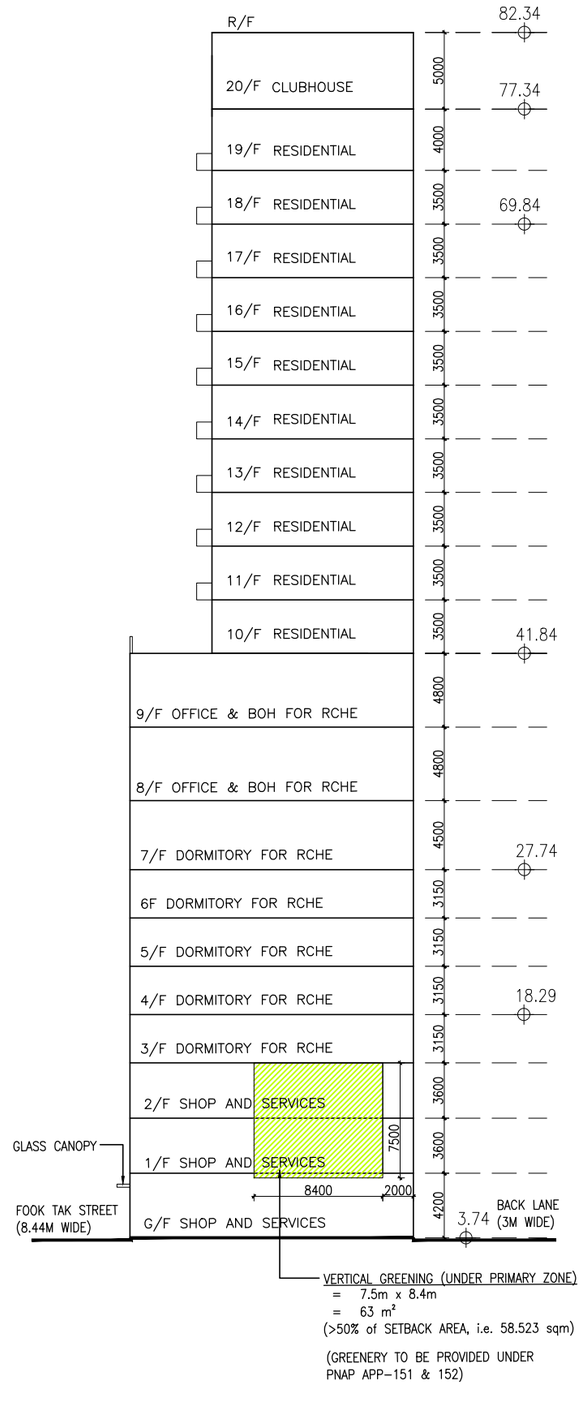


SCHEMATIC SECTION
(FACING FOOK TAK STREET)



SCHEMATIC ELEVATION
(FACING PAU CHEUNG SQUARE)

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AND ELEVATION

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Revision Letter

Appendix 3 –

Schedule of Accommodation (SoA)

Proposed SoA of a 170-place Residential Care Home for the Elderly (RCHE)

Item No.	Description	Standard Provision(A) SOARCHE150(09/17) capacity: 150		Provision on pro rata basis (B)* 170	Proposed provision (C)	Difference in provision (D)		Justification for deviation from standard provision	Floor Distribution
		No. of Occupants	Area(m²) (in NOFA)	Area((m²) (in NOFA)	Area(m²) (in NOFA)	(D=C-B) Area(m²) (in NOFA)	(by %)		
Residential Section									
1	Dormitory	150	1074.0	1217.2	1,384	166.8	14%	All proposed provisions comply with the standard provision on pro rata basis.	3/F,4/F,5/F,6/F,7/F
2	Attached Bathroom/shower room to Dormitory Room	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
3	Dining/ Multi-purpose room	150	330.0	374.0	487	113.0	30%		3/F,4/F,5/F,6/F,7/F
4	Pantry for residents	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
5	Small group Activity room	10	20.0	22.7	40	17.3	76%		3/F
6	Nursing Station cum Medical	6	38.0	43.1	87	43.9	102%		3/F,4/F,5/F,6/F,7/F
7	Sick / Isolation/ Quiet Room	3	24.0	27.2	59	31.8	117%		3/F,4/F,5/F,6/F,7/F
8	Accessible Toilet/Shower attached to Sick room	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
9	Rehabilitation Area	14-20	90.0	102.0	85	-17.0	-17%		3/F
10	Store for Rehabilitation Area	-	10.0	10.0	10	0.0	0%		3/F,4/F,5/F,6/F,7/F
11	End-of-life care room	1	8.0	8.0	8	0.0	0%		3/F
12	Soiled Utility Room	-	12.0	13.6	37	23.4	172%		3/F,4/F,5/F,6/F,7/F
13	Cleaner's room	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
14	Laundry	-	45.5	51.6	105	53.4	104%		8/F
15	Kitchen cum store	-	50.0	56.7	116	59.3	105%		8/F
16	Dumb Waiter	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F
17	General store	-	60.0	68.0	69	1.0	1%		8/F
18	Clean Utility Room	-	15.0	17.0	21	4.0	24%		8/F
19	Interview room /Family Room	8	14.0	15.9	14	-1.9	-12%		3/F
20	Refuse Room	As appro		As appro	As appro	-	-		8/F
Administration Section									
21	Superintendent's Office	1	7.9	7.9	8	0.1	1%	All proposed provisions comply with the standard provision on pro rata basis.	9/F
22	Assistant Superintendent's Office	1	6.9	6.9	8	1.1	16%		9/F
23	General Office	4	29.8	33.8	200	166.2	492%		9/F
24	Reception Area	-	6.0	6.8	8	1.2	18%		9/F
25	Conference room	12	22.0	24.9	59	34.1	137%		9/F
Staff Dormitory									
26	Female /Male Staff Changing room and Rest Room cum	-	50.3	57.0	136	79.0	139%	All proposed provisions comply with the standard provision on pro rata basis.	9/F
27	Staff Toilet/ Bath room	As appro		As appro	As appro	-	-		9/F
Communal Toilet									
28	Toilet for communal use	As appro		As appro	As appro	-	-		3/F,4/F,5/F,6/F,7/F,8/F,9/F
	Total NOFA:		**1913.4**	**2164.1**	**2,941**				

* The standard provison of individual facilities of a 170-p RCHE is derived from the pro-rata basis of standard provision of SoA for 150-p RCHE, except facilities of EOL Care Room, Store for Reh Area, Supt's Aoom and Assist. Supt's Room.

Appendix 4 ☐

Traffic Statement with Previous Traffic Impact Assessment Reattached

Section 12A Application for Amendment to the
Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27
For Permitted Flat with Shop and Services and Social Welfare Facility Uses
at Lot 3678 in D.D. 120, Yuen Long, New Territories

Traffic Statement

1. INTRODUCTION

1.1 This Traffic Statement is to support the Section 12A Application for proposed Amendment to the Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 to rezone the application site for permitted flat with shop and services and social welfare facility uses at Lot 3678 in D.D. 120, Yuen Long, New Territories.

1.2 The applicant submitted a development proposal which involves a 21-storey composite building block for about 74 residential flats (from 10/F to 20/F), a RCHE with 170 beds and ancillary facilities (from 3/F to 9/F) and commercial uses (i.e. shop and services) (from G/F to 2/F) with two levels of basement car parks through a Section 16 planning application (case no. A/YL/319). As liaised with the Planning Department, a Section 12A application is however a more appropriate mechanism to facilitate the proposal. Hence, a new S12A application under the same set of scheme and development parameters is now applied.

1.3 In support of the said Section 16 planning application (A/YL/319), a Traffic Impact Assessment (TIA) has been conducted and confirmed the technical feasibility of the proposed development in traffic aspects. Insurmountable adverse traffic impacts are not anticipated and the Commissioner for Transport (C for T) has no adverse comment from traffic engineering perspective subject to the following outstanding comments:

(i) To assess the spare capacity of franchised bus services;
(ii) To review and justify a heavy goods vehicle parking space could not be provided at the Site in accordance with the Hong Kong Planning Standards and Guidelines requirement;
(iii) To provide a swept path analysis to demonstrate sufficient space is provided for vehicle manoeuvring; and

(iv) To review, justify and demonstrate that sufficient spaces are allowed for the operation of parking spaces.

2. TRAFFIC IMPACT

2.1 This Traffic Statement is submitted to reaffirm that the scheme and development programme as the basis of the previously submitted TIA is remained unchanged for the current Section 12A Application (**Table 1.1** refers) and address the above approval conditions.

Table 1.1 Key Development Parameters of the Proposed Development under the Previous Scheme submitted under Section 16 Planning Application and the Current Scheme for Section 12A Application

		Previous Scheme submitted under Section 16 Planning Application (A/YL/319)	**Current Scheme for Section 12A Application**
Proposed Uses		Flats, Residential Care Home for the Elderly (RCHE) & Shops and services	Flats, Residential Care Home for the Elderly (RCHE) & Shops and services
Site Area		~780m^2	~780m^2
No. of Storeys		21 storeys and 2 basement floors	21 storeys and 2 basement floors
Accountable GFA	Shop and services	1,522 m^2	1,522 m^2
	RCHE	4,723 m^2	4,723 m^2
	Flats	3,088 m^2	3,088 m^2
	Total	9,333m^2	9,333m^2
No. of blocking		1	1
No. of beds & units		220 Beds (RCHE) & 74 units (Flats)	220 Beds (RCHE) & 74 units (Flats)
No. of Storeys		21 storeys and 2 basement floors	21 storeys and 2 basement floors
No. of staffs		Total of 80 staffs (including 2 shifts, each shift will have 40 staffs)	Total of 80 staffs (including 2 shifts, each shift will have 40 staffs)

2.2 The assessment results and mitigation measures identified in the previous TIA are also applicable to the current S.12A application. Therefore, it is evaluated that insurmountable adverse traffic impacts are also not anticipated for the current S.12A application.

3. RESPONSE TO OUTSTANDING COMMENTS

<table>
<tr><th>Outstanding Comments</th><th>Response</th></tr>
<tr><td><u>Commissioner for Transport</u></td><td></td></tr>
<tr><td>a) to assess the spare capacity of franchised bus services;</td><td>Please refer to the public transport assessment attached in Annex A.</td></tr>
<tr><td>b) to review and justify a heavy goods vehicle parking space could not be provided at the Site in accordance with the Hong Kong Planning Standards and Guidelines requirement;</td><td>HGV cannot be provided within the site due to the site constraint of the road outside the site.

With reference to Figures SP-08 and 09 attached, HGV cannot maneuver along the Yuen Long Pau Cheung Square. Deadlock will occur and vehicles will tail back to the junction of Yuen Long On Ning Road/ Yuen Long Pau Cheung Square.

The following table is the latest proposed internal transport provision:
<table>
<tr><th>Type</th><th colspan="3">Provision under HKPSG Requirement</th><th>Proposed Internal Transport Provision</th></tr>
<tr><td rowspan="3">Private Cars</td><td>RCHE</td><td>N/A</td><td rowspan="3">14-22 (including 1 no. of Disable Car Park)</td><td rowspan="3">24 (including 2 nos. of Disable Car Park)</td></tr>
<tr><td>Residential</td><td>8-11</td></tr>
<tr><td>Shop</td><td>6-11</td></tr>
<tr><td>L/UL (for ambulance)</td><td>RCHE</td><td colspan="2">N/A</td><td>1 (Shared use with LGV)</td></tr>
<tr><td>L/UL</td><td>Residential</td><td>1 HGV</td><td>1 LGV</td><td>4</td></tr>
</table></td></tr>
</table>

	Shop	1 LGV 1 HGV	**2 HGV**	**(LGV)**
Motorcycle	Residential	1	**2-3**	**3**
	Shop	1-2		
Bicycle	Residential	**5**		**5**

As the site is only about 18.5m wide. It is difficult for the manoeuvring of an 11m long HGV within the site. It is proposed to only provide 4 no. LGV instead of 1 no. LGV plus 2 no. HGV.

Given this provision, and together with the situation that a 12m long fire engine is not required as FSD requirements, it is considered no need to carry out improvement at the Yuen Long Pau Cheung Square.

In addition, the applicant has committed to provide design measures to provide a building setback of about 6.3m along Yuen Long Pau Cheung Square, and to carry out footpath pavement upgrading works (area of about 205m^2), including the provision of weather-proof canopy and benches outside the Site boundary at Yuen Long Pau Cheung Square and Fook Tak Street at its own cost to enhance streetscape and pedestrians walking experience. (See **Figure 1-2**)

c) to provide a swept path analysis to demonstrate sufficient space is provided for vehicle manoeuvring	Please refer to **Figures SP-01** to **07** attached.
d) to review, justify and demonstrate that sufficient spaces are allowed for the operation of parking spaces	Whilst a double deck parking system will be deployed at the basement car park, please note that the space required for the mechanical structural elements has already been accounted for in the proposed parking layout. Information of the mechanical parking system used in the design provided by a supplier is shown in **Annex B** for reference, which demonstrates that the total spaces required for double deck system can be

	accommodated within the car parking layout submitted. For a full catalogue, please refer to Appendix 10 of the formal submission. The vertical clearance requirement of the double deck system can also be met as the floor-to-floor height under the scheme is 5m, while the double deck with cars parked shall amount to a height of under 4.4m. It is feasible for the floor slabs and overhangs to be designed under 600mm thickness.

4. CONCLUSION

4.1 As there is no change in the development parameters and this traffic statement addressed the outstanding comments in previous S16 submission. Therefore, the application for this S12A is considered acceptable from a traffic engineering point of view.

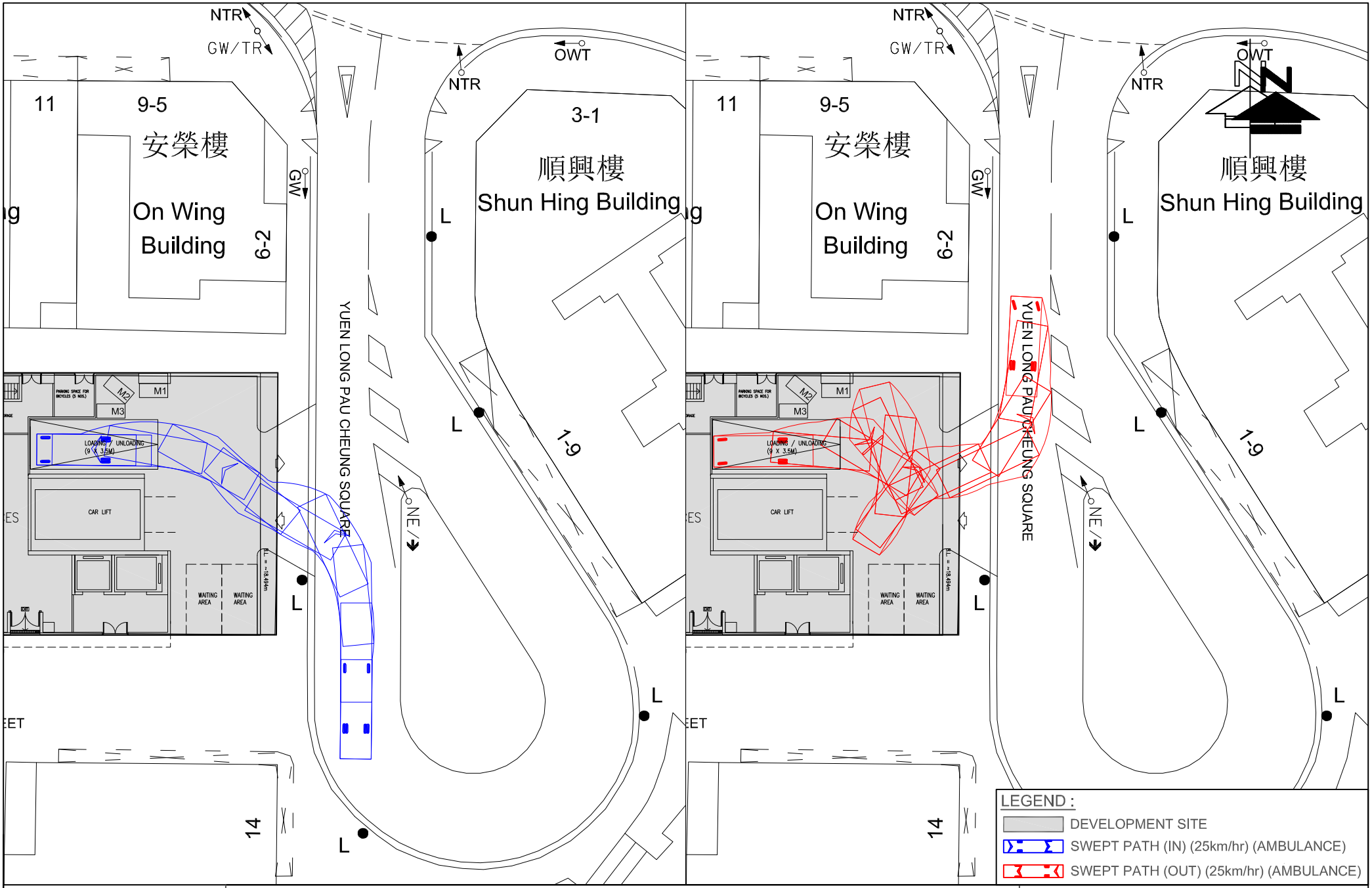


FIGURE NO.: SP-01	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: G/F - SWEPT PATH ANALYSIS OF AMBULANCE	
SCALE: 1 : 350 @A4 / DATE: 04 DEC 2024		

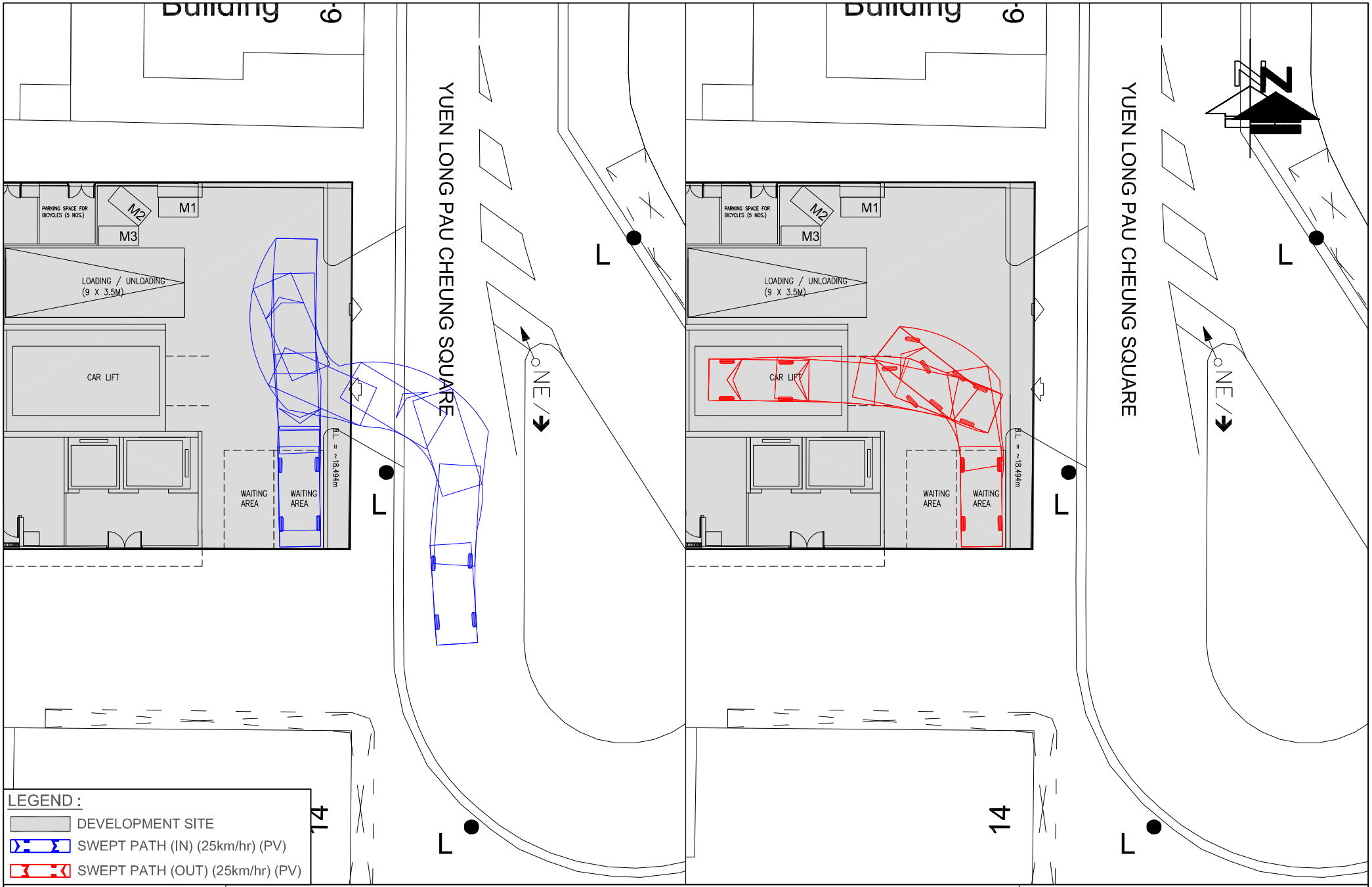
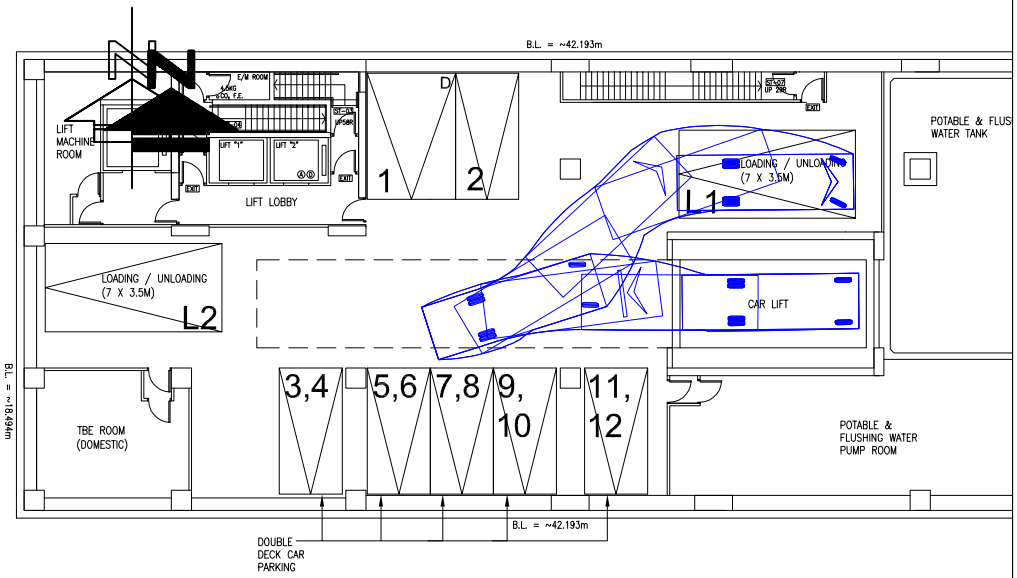
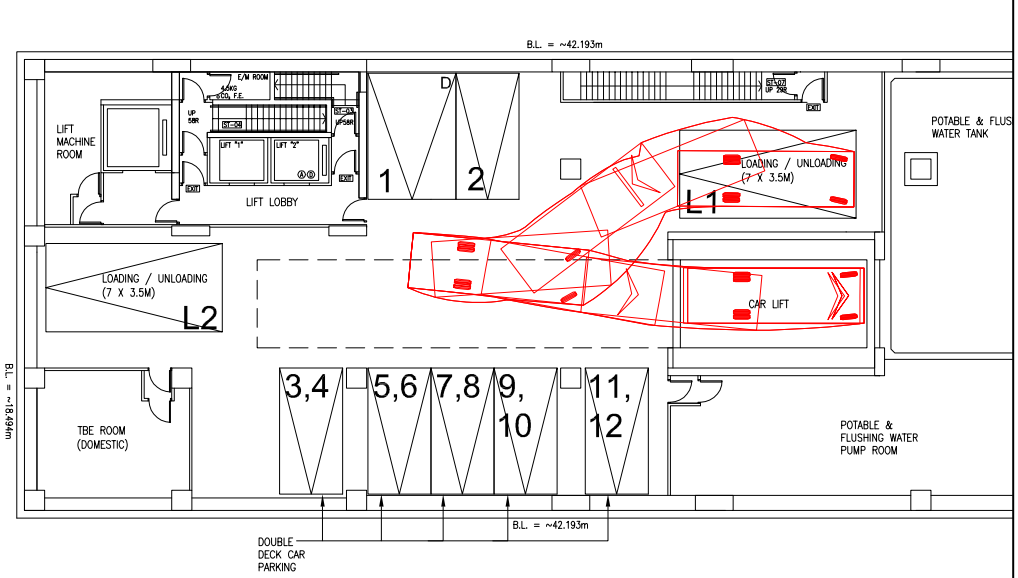
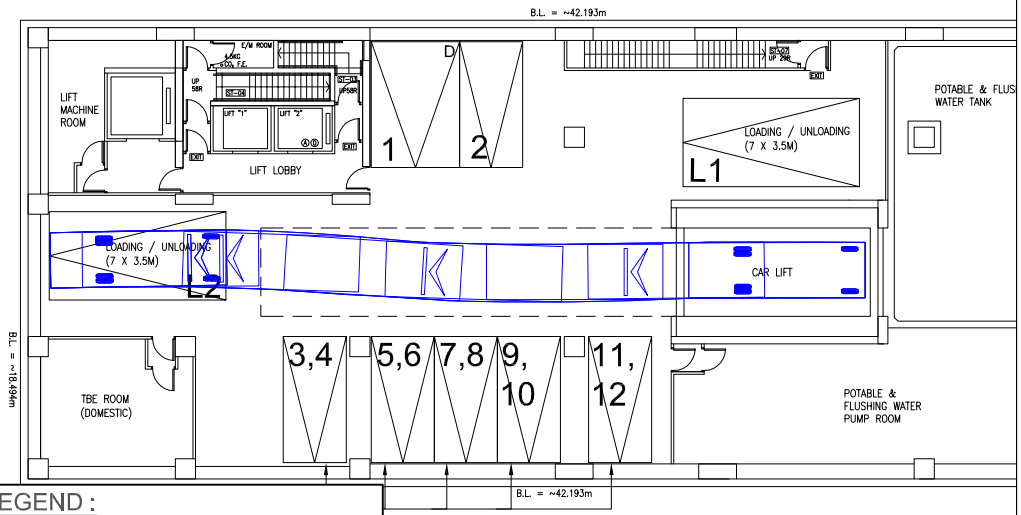
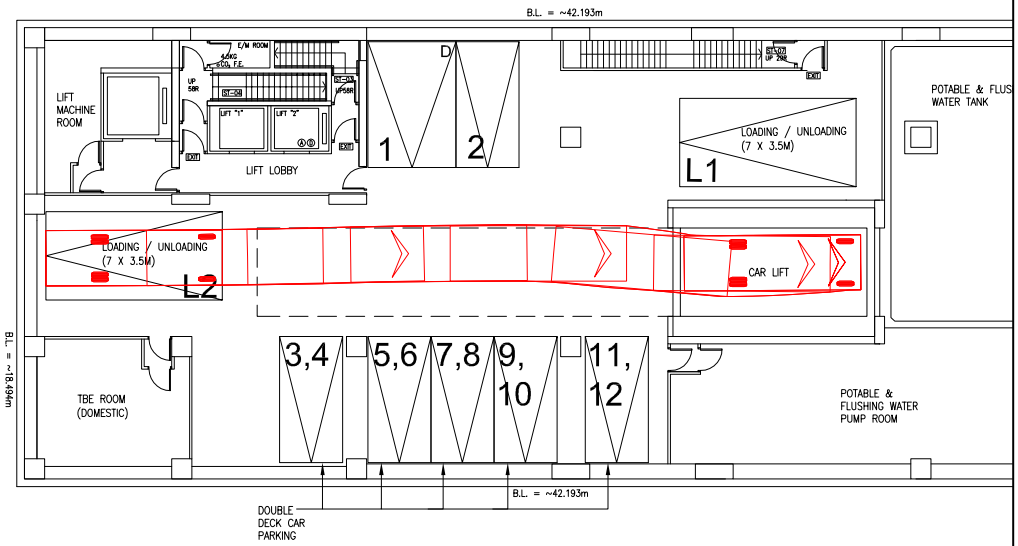


FIGURE NO.: SP-02	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: G/F - SWEPT PATH ANALYSIS OF WAITING SPACE	
SCALE: 1 : 250 @A4 / DATE: 04 DEC 2024		







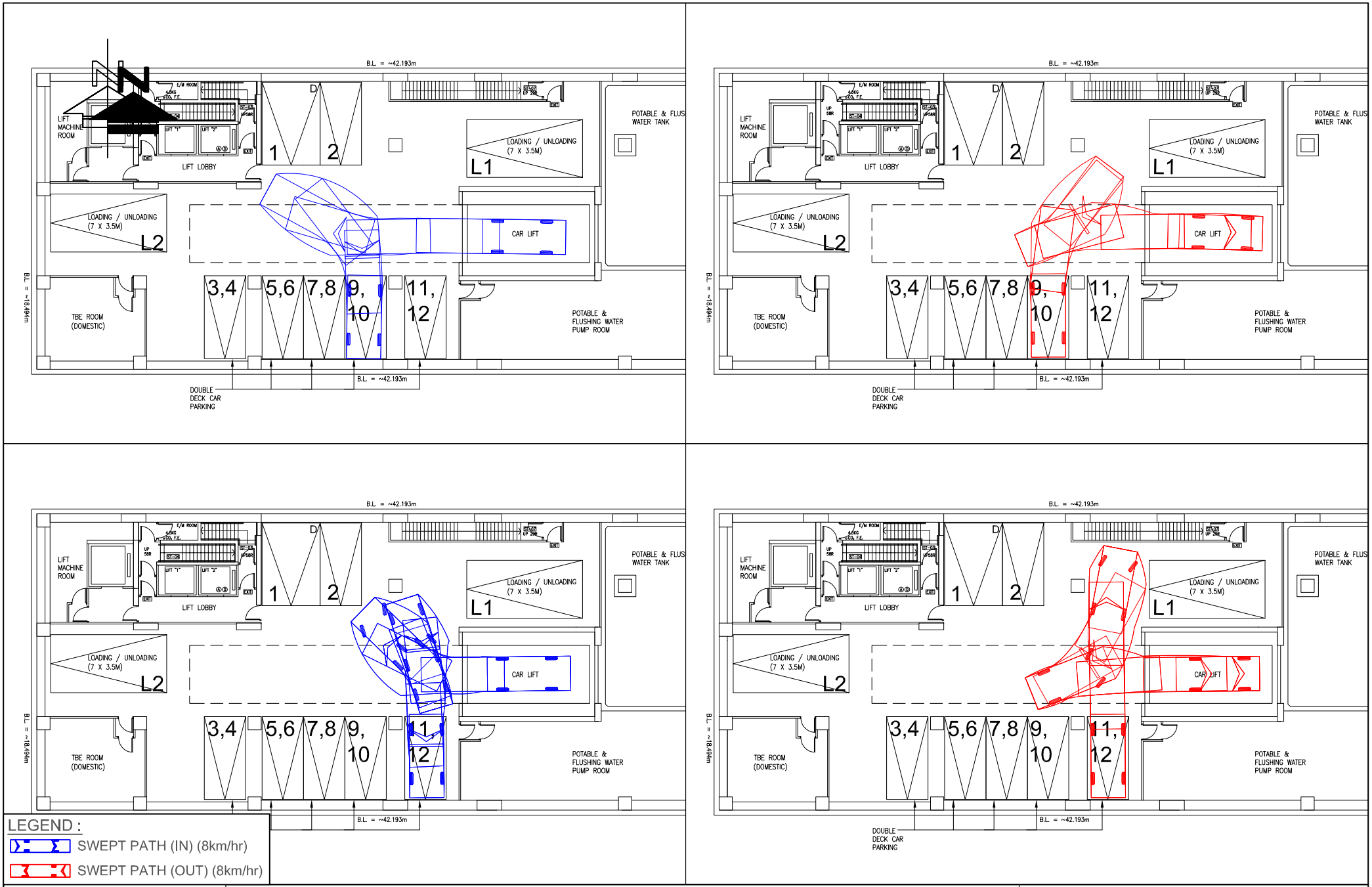


LEGEND :

SWEPT PATH (IN) (8km/hr)

SWEPT PATH (OUT) (8km/hr)

FIGURE NO.: SP-03	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B1 - SWEPT PATH ANALYSIS OF 7m LGV	
SCALE: 1 : 300 @A4 / DATE: 04 DEC 2024		



LEGEND :

SWEPT PATH (IN) (8km/hr)

SWEPT PATH (OUT) (8km/hr)

FIGURE NO.: SP-04	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B1 - SWEPT PATH ANALYSIS OF 5m VEHICLE	
SCALE: 1 : 300 @A4 / DATE: 04 DEC 2024		

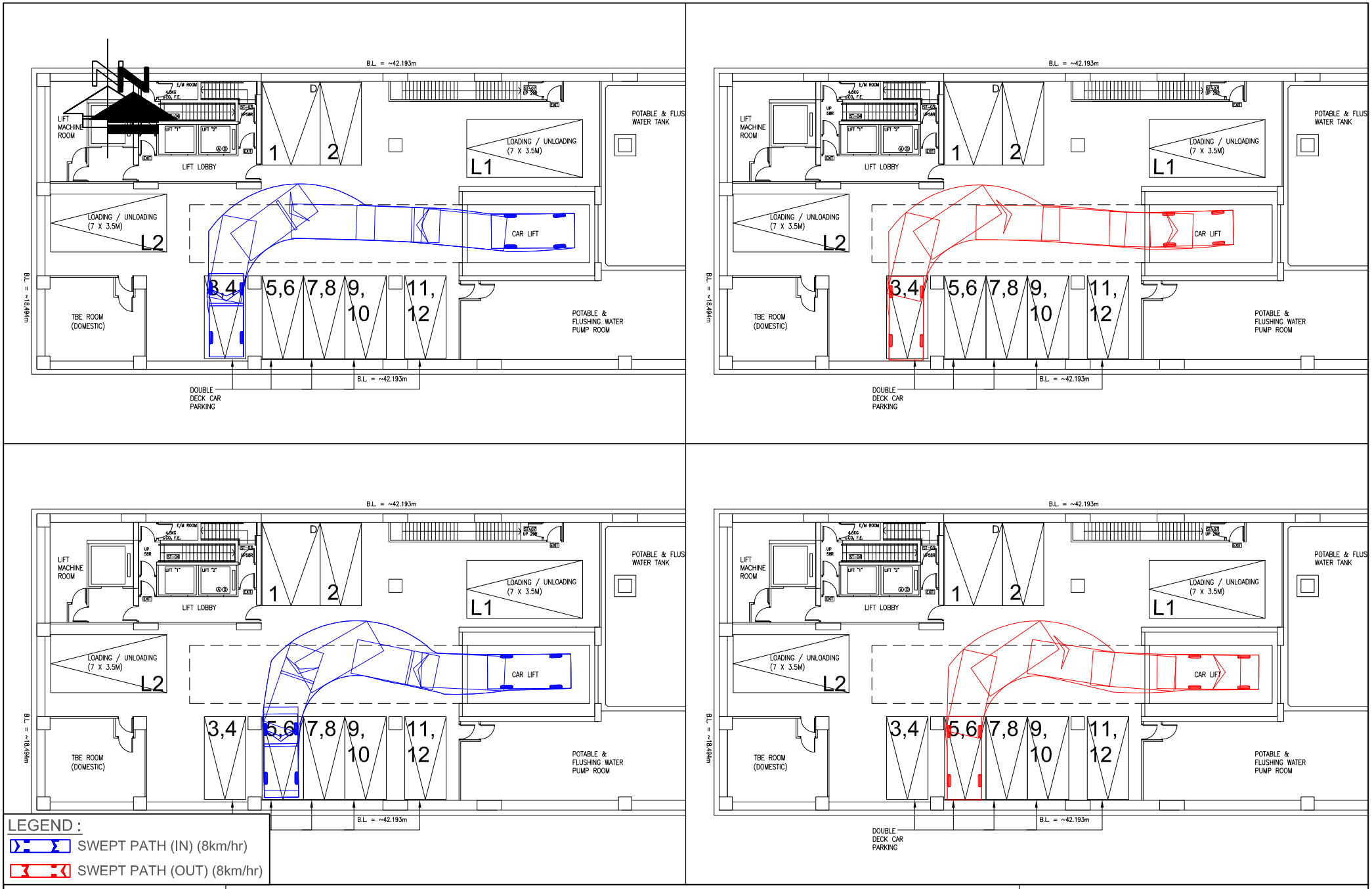


FIGURE NO.: SP-05	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: B1 - SWEPT PATH ANALYSIS OF 5m VEHICLE	
SCALE: 1 : 300 @A4 / DATE: 27 SEP 2024		

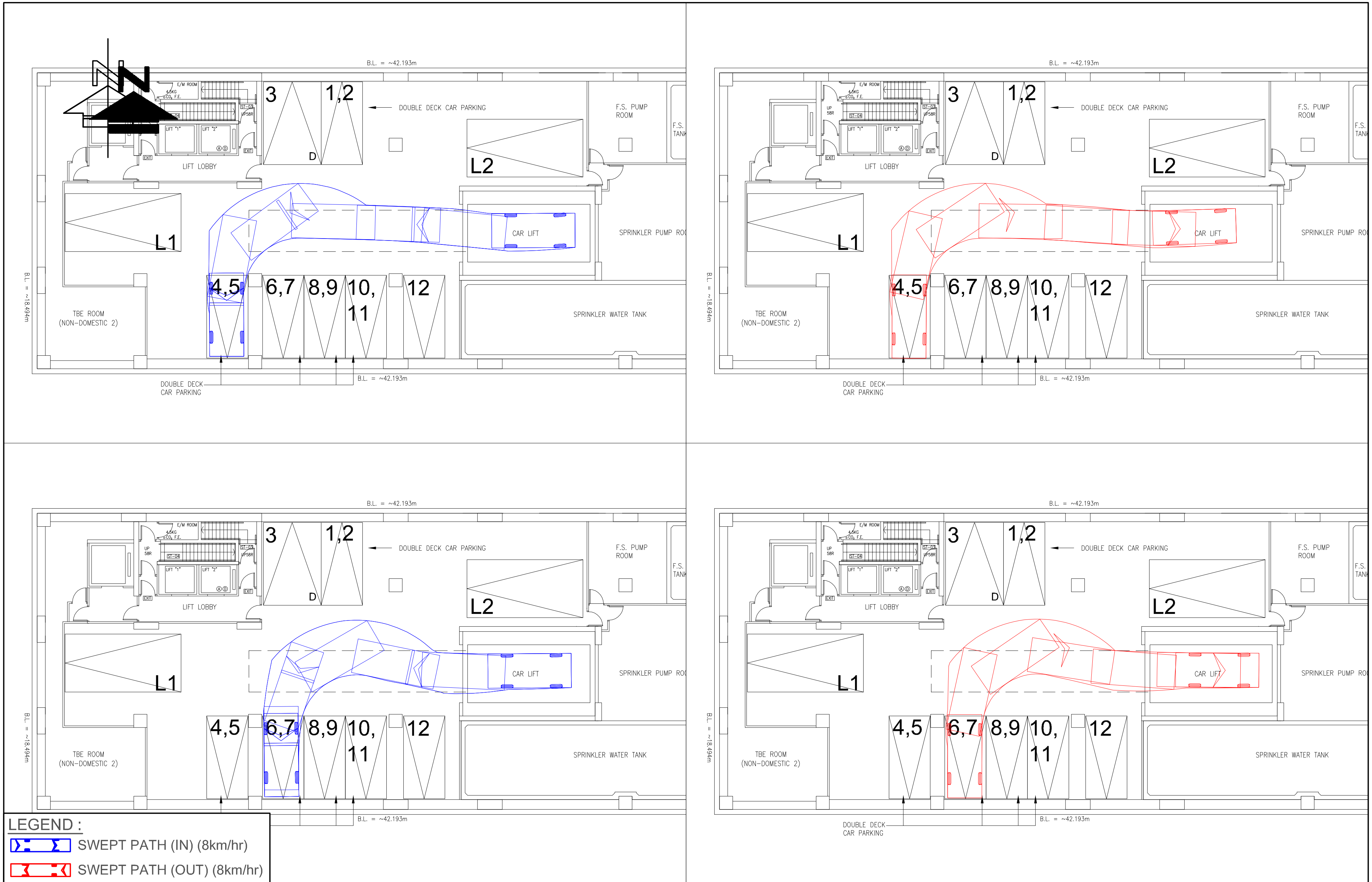
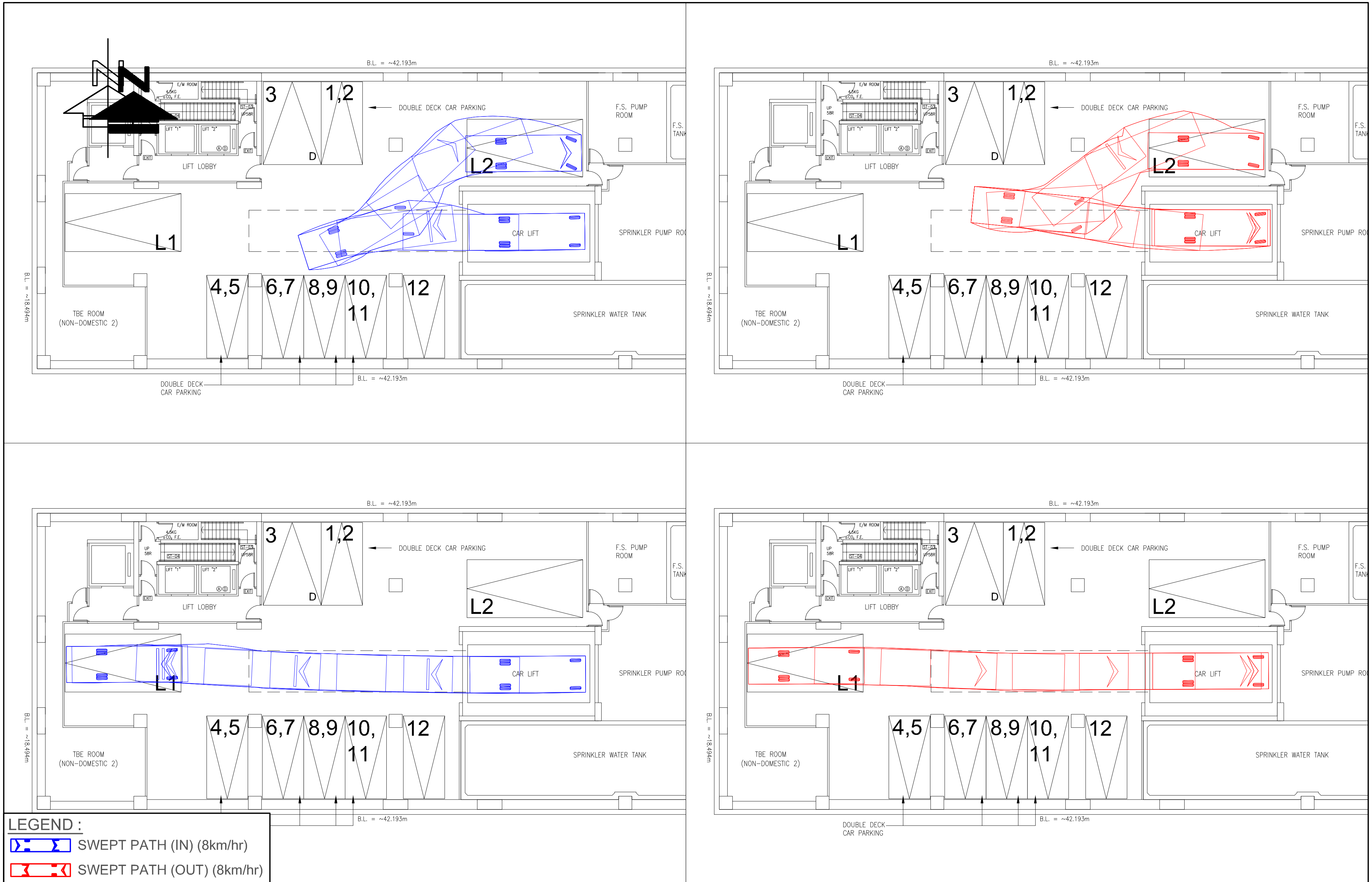


FIGURE NO.: SP-06	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: B2 - SWEPT PATH ANALYSIS OF 5m VEHICLE
SCALE: 1 : 300 @A4 / DATE: 04 DEC 2024	

CTA Consultants Limited
志達顧問有限公司



LEGEND :

SWEPT PATH (IN) (8km/hr)

SWEPT PATH (OUT) (8km/hr)

FIGURE NO.: SP-07		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK		DRAWING TITLE: B2 - SWEPT PATH ANALYSIS OF 7m LGV	
SCALE: 1 : 300 @A4	DATE: 04 DEC 2024		

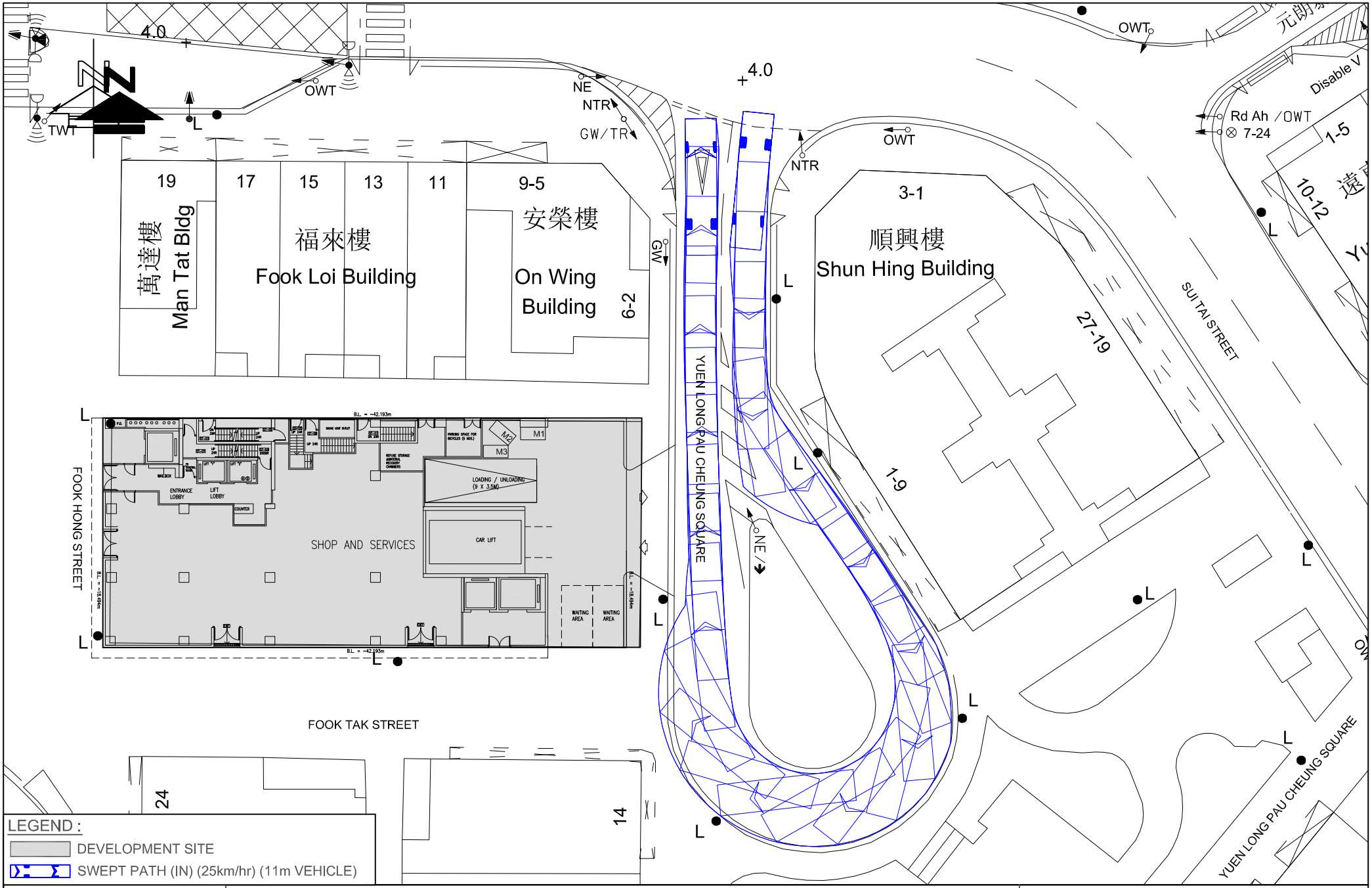
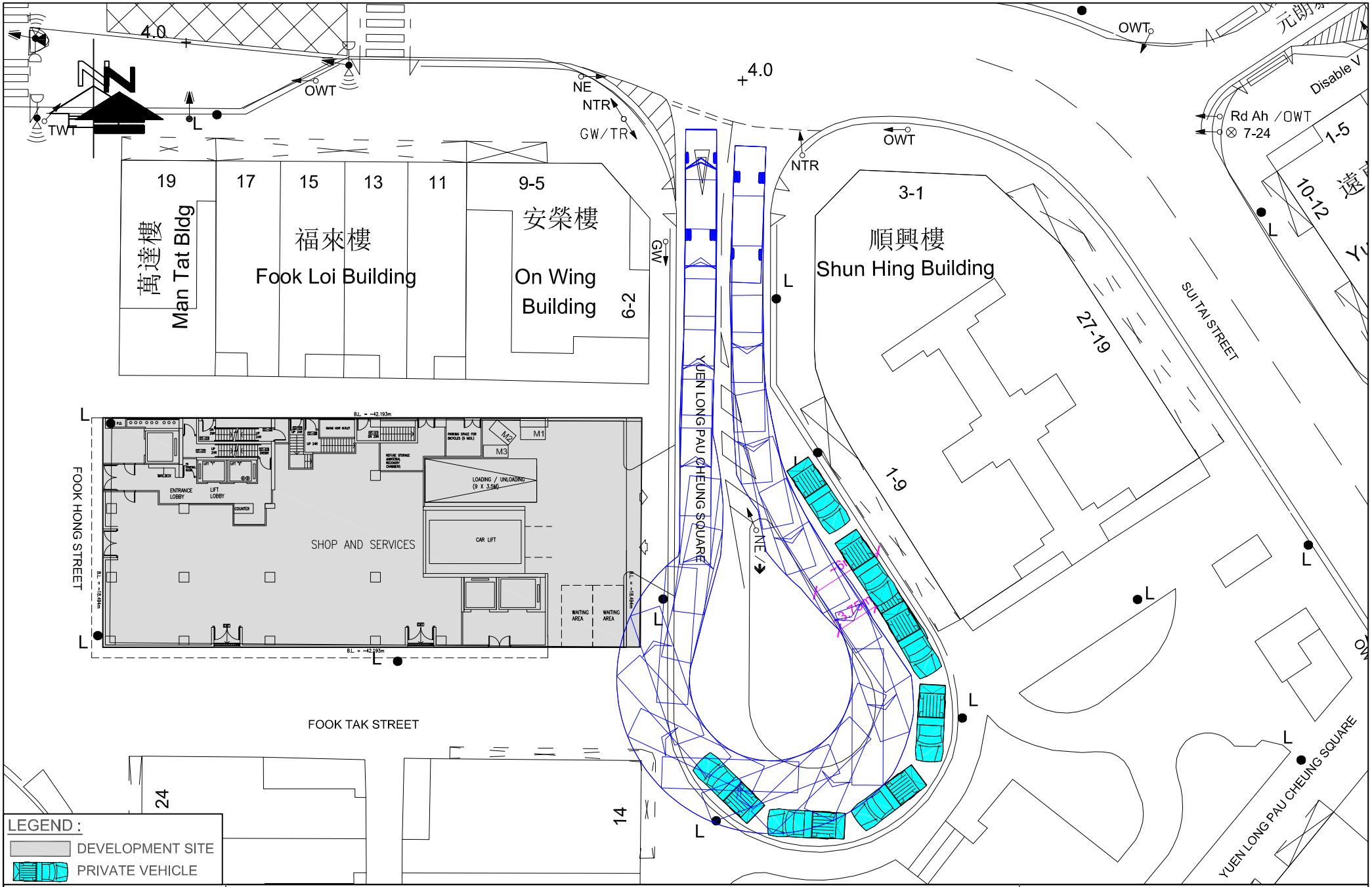


FIGURE NO.: SP-08	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 11M HGV	
SCALE: 1 : 400 @A4 / DATE: 04 DEC 2024		



LEGEND :

DEVELOPMENT SITE

PRIVATE VEHICLE

FIGURE NO.: SP-09	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF 11M HGV (WITH VEHICLES PARKING ON STREET)	
SCALE: 1 : 400 @A4 / DATE: 04 DEC 2024		

LEGEND

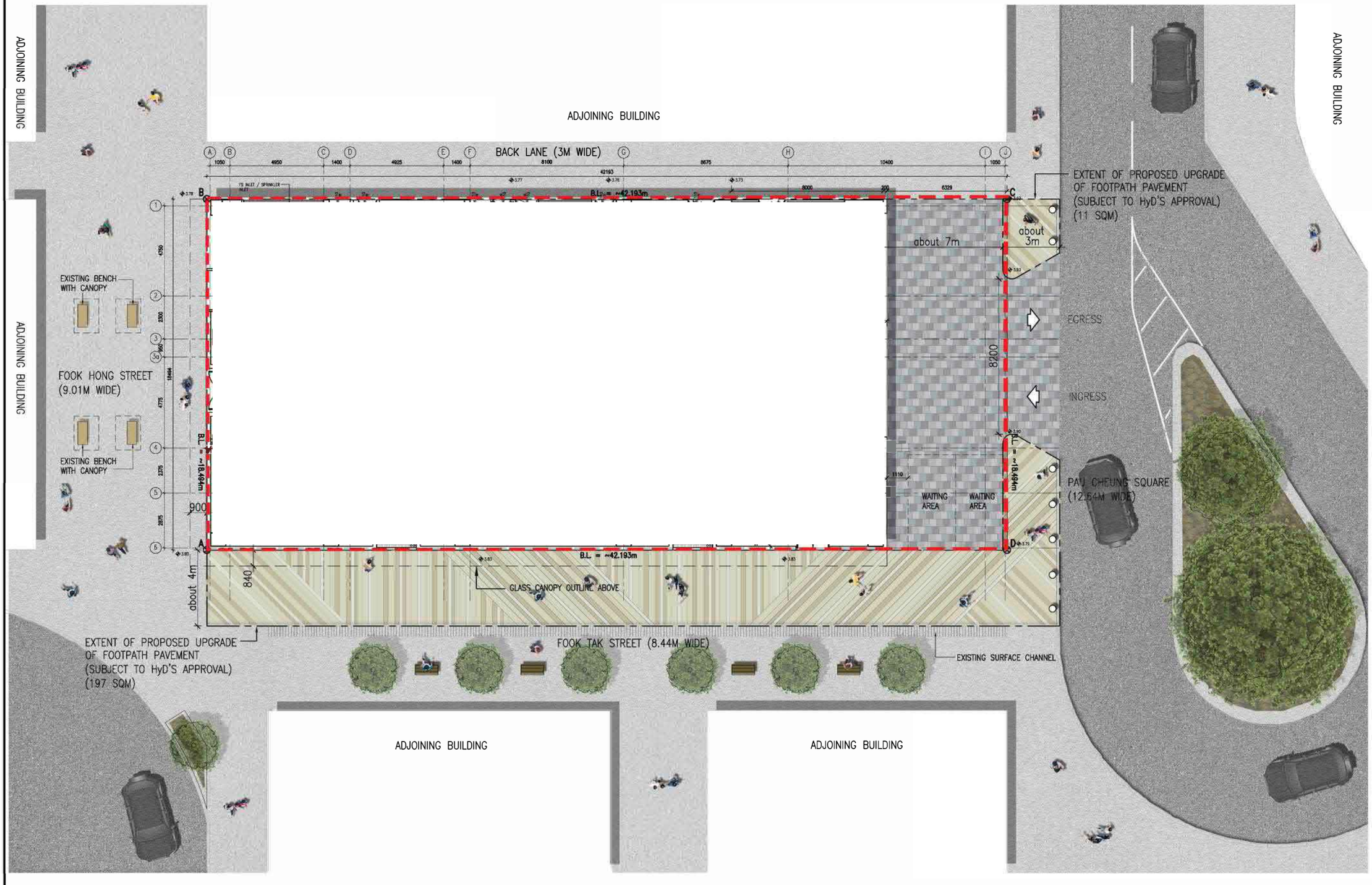
EXISTING TREE

NEW BENCH

NEW BOLLARD

PAVING AREA (208 M^2)

SITE BOUNDARY



PROPOSED STREETSCAPE PLAN

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- Notify the Architect immediately of any discrepancy found herein.

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

PROPOSED
STREETSCAPE PLAN

Figure 1

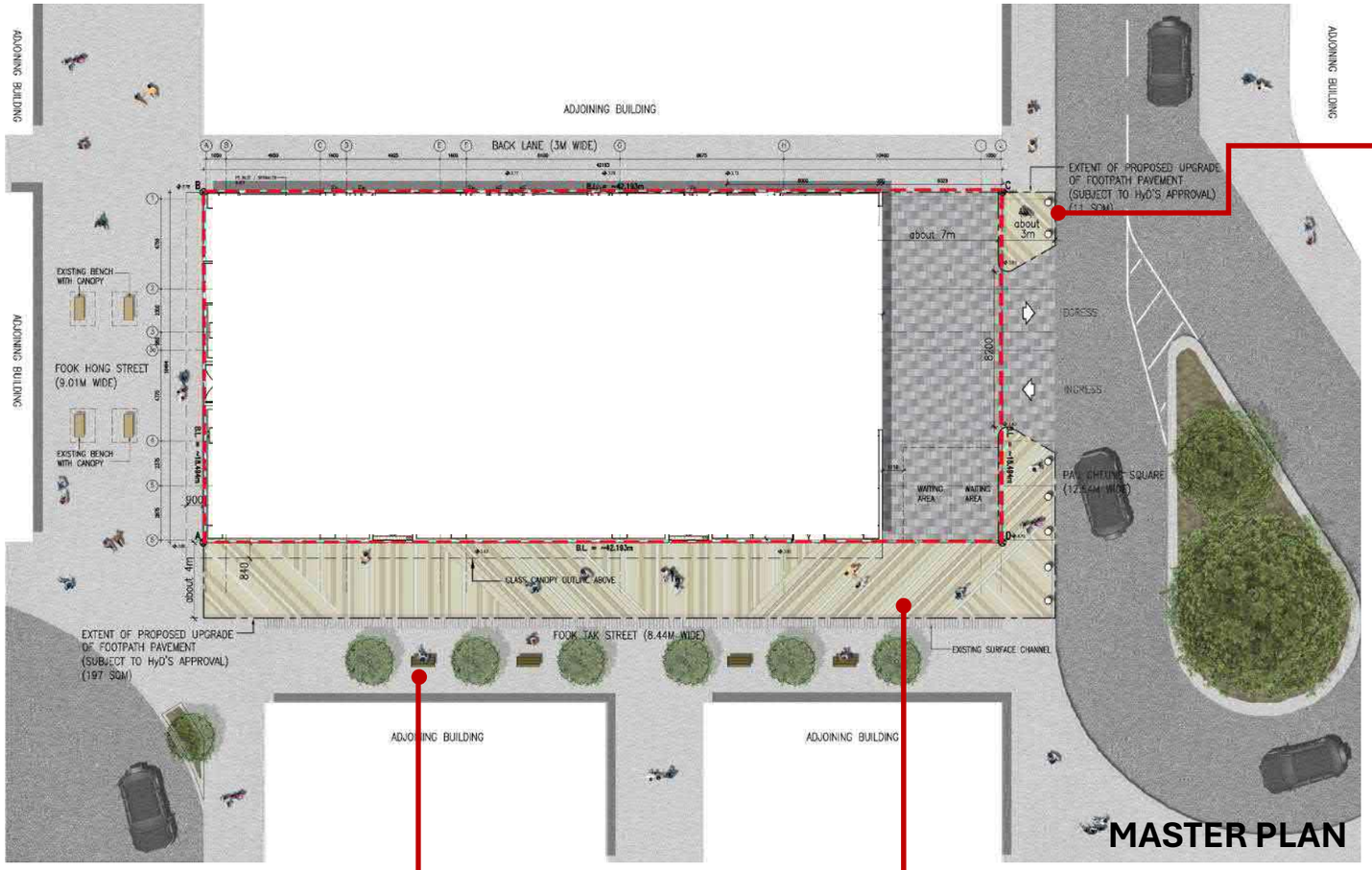
Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number: GBP012

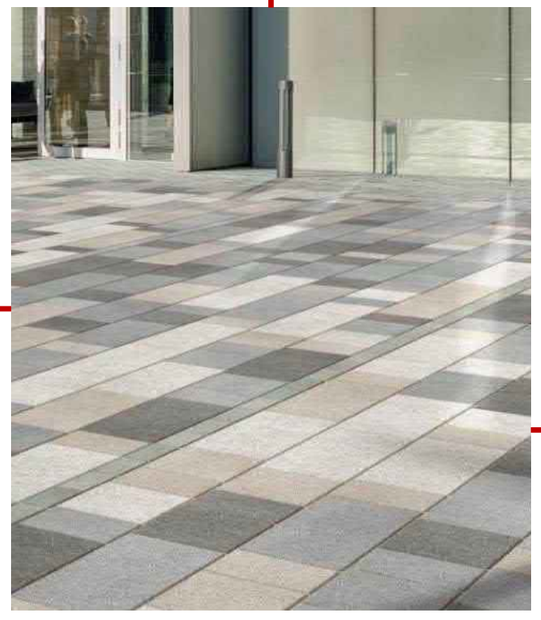
Revision Letter:

Figure 2

DESIGN REFERENCE PHOTOS



MASTER PLAN



Annex A

Public Transport Assessment

6. PUBLIC TRANSPORT DEMAND

6.1 Survey on Existing Public Transport Service

6.1.1 A traffic survey on traffic pattern and localized public transport demand survey at bus/ GMB stops in the vicinity was carried out. The survey was carried out on 13th September 2024.

6.1.2 The same design year as vehicular traffic forecast for year 2030 is adopted for the future public transport demand forecast.

6.1.3 The details of the bus stops location and findings are presented in **Figure 6.1** and **Table 6.1, Table 6.2** respectively.

Table 6.1 Observed Boarding/ Alighting of Public Transport during Peak Hour in AM Peak

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2024 Observed Scenario (per hour)			
						Surveyed passenger on board arriving bus stops {C}	Total no of Boarding passengers {D}	Total no of Alighting passengers {E}	Surplus Capacity {B}-{C}-{D}+{E}
To Yuen Long									
AM peak (07:45-08:45)	A	Bus	54	2	122	16	2	9	112
			64K	6	540	144	10	39	425
			68M	4	360	110	0	77	327
			77K	1	90	24	0	6	72
			251C	2	180	60	1	13	132
			968	3	270	72	0	50	248
			68x	2	180	84	7	26	115
			76k	3	270	84	0	42	228
			268C	4	360	168	4	72	260
			268x	2	180	72	5	22	125
			276P	4	360	312	15	67	100
			B2	4	360	219	44	0	97
	B	Bus	A36	2	180	54	17	0	109
			E36	4	360	96	34	2	232
			269D	3	270	163	4	27	130
			276	2	180	75	5	20	120
			968	3	270	75	0	50	245
			B1	9	810	413	3	50	445
	C	GMB	36	4	76	23	3	11	61
			37	6	114	54	5	26	81
			38	6	114	21	4	14	103
			72	6	114	51	4	20	79
			71	4	76	23	1	14	66
			75	10	160	67	6	26	113
			76	3	57	20	1	6	42
			609	9	171	76	5	24	114
	E	GMB	33	2	32	9	1	0	22
			35	5	80	8	2	1	71
	F	GMB	36	5	95	1	73	4	25
			37	8	152	0	69	0	83
			38	7	133	0	85	2	50
			74	11	209	26	168	26	41
			74A	3	48	3	2	3	46
			75	10	160	5	98	5	62
			76	2	32	0	19	0	13

From Yuen Long									
	D	GMB	31	8	128	49	0	2	81
			32	6	96	36	0	1	61
			609	10	190	119	29	0	42
		Bus	54	2	122	41	6	0	75
			64K	4	360	168	20	2	174
			68M	9	810	493	153	0	164
			68X	8	720	603	55	12	74
			251C	2	180	24	7	0	149
			265S	1	90	54	4	0	32
			268B	3	270	82	18	0	170
			268X	7	630	534	59	24	61
			276	3	270	228	30	5	17
			276P	7	630	444	82	11	115
			968	10	900	480	148	0	273
			968x	5	450	274	56	2	122
			A36	1	90	54	0	10	46
			B1	11	990	400	133	2	459
			B2	5	450	120	5	14	339
			E36	2	180	55	0	46	171
			E36s	4	360	219	33	0	108

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.

(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

Table 6.2 Observed Boarding/ Alighting of Public Transport during Peak Hour in PM Peak

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2024 Observed Scenario (per hour)			
						Surveyed passenger on board arriving bus stops {C}	Total no of Boarding passengers {D}	Total no of Alighting passengers {E}	Surplus Capacity {B}-{C}-{D}+{E}
To Yuen Long									
PM peak (17:30-18:30)	A	Bus	54	2	122	16	2	9	112
			64K	6	540	132	1	61	468
			68M	7	630	192	1	111	548
			251C	3	270	59	5	11	217
			968	6	540	180	0	119	479
			68x	4	360	288	23	91	140
			76k	2	180	41	0	19	158
			268C	5	450	199	9	99	341
			268x	5	450	256	5	22	211
			276P	6	540	312	51	80	257
			B2	2	180	24	25	0	131
	B	Bus	A36	3	270	82	34	1	155
			E36	2	180	151	31	19	17
			E36S	3	270	84	0	29	215
			269D	4	360	286	61	56	69
			276	3	270	125	27	34	152
			968	6	540	233	0	119	426
			B1	9	810	513	30	140	408
	C	GMB	71	4	64	13	1	6	56
			72	6	114	13	4	9	106
			609	7	133	50	5	27	105
	E	GMB	33	2	32	9	2	1	10
			35	2	32	5	2	0	7
	F	GMB	36	5	95	22	91	22	4
			37	5	95	38	89	38	6
			38	5	95	45	86	45	9
			73A	2	38	0	32	0	6
			74	8	152	19	123	19	29
			74A	4	76	4	35	4	41
			75	12	228	85	171	85	57
			76	1	19	7	16	7	3
From Yuen Long									
PM peak (17:30-18:30)	D	GMB	31	7	133	29	0	0	104
			32	5	95	26	0	0	69
			609	8	152	71	29	3	55

		Bus	54	2	180	69	21	0	91
			64K	4	360	231	64	3	68
			68M	6	540	315	111	0	114
			68X	3	270	260	59	10	**-39**
			251C	2	180	72	29	0	79
			268X	3	270	233	49	12	0
			276	3	270	204	107	4	**-37**
			276P	6	540	444	127	8	**-23**
			968	4	360	247	61	0	52
			A36	4	360	120	32	63	271
			B1	9	810	507	206	10	107
			B2	3	270	144	2	24	148
			E36	3	270	137	2	54	185
			K65	4	360	144	0	63	279
			k74	3	270	132	0	9	147

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.

(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

6.2 Reference Demand for Public Transport in 2030

6.2.1 A **+1% p.a** growth rate (detailed in the section 4.2) is applied to 2024 surveyed passenger demand to estimate the 2030 reference demand for public transport. The details of estimated passenger demand in reference year 2030 are summarised in the **Table 6.3 and Table 6.4**.

2030 Reference Passenger Flows (Without Proposed Development) = **2024 Passenger Flows** **x** **Adopted Growth Factor (i.e. +1 % p.a. for 6 years)**

Table 6.3 Boarding/ Alighting of Public Transport during Peak Hour in AM Peak for Reference Scenario in Year 2030

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2030 Reference Scenario (per hour)				
						Surveyed passenger on board arriving bus stops with 1% growth rate {C}	Total no of Boarding passengers with 1 % growth rate {D}	Total no of Alighting passengers with 1 % growth rate {E}	Surplus Capacity {B}-{C}-{D}+{E}	Additional Frequency
To Yuen Long										
AM peak (07:45-08:45)	A	Bus	54	2	122	17	2	10	112	-
			64K	6	540	153	11	41	418	-
			68M	4	360	116	0	82	325	-
			77K	1	90	25	0	6	71	-
			251C	2	180	64	1	14	129	-
			968	3	270	76	0	53	247	-
			68x	2	180	89	7	28	111	-
			76k	3	270	89	0	45	225	-
			268C	4	360	178	4	76	254	-
			268x	2	180	76	5	23	122	-
			276P	4	360	331	16	71	84	-
			B2	4	360	232	47	0	80	-
	B	Bus	A36	2	180	57	18	0	103	-
			E36	4	360	102	36	2	221	-
			269D	3	270	173	4	29	117	-
			276	2	180	80	5	21	111	-
			968	3	270	80	0	53	237	-
			B1	9	810	438	3	53	415	-
	C	GMB	36	4	76	24	3	12	52	-
			37	6	114	57	5	28	70	-
			38	6	114	22	4	15	92	-
			72	6	114	54	4	21	66	-
			71	4	76	24	1	15	54	-
			75	10	160	71	6	28	98	-
			76	3	57	21	1	6	28	-
			609	9	171	81	5	25	96	-
	E	GMB	33	2	32	10	1	0	6	-
			35	5	80	8	2	1	54	-
	F	GMB	36	5	95	1	77	4	4	-
			37	8	152	0	73	0	61	-
			38	7	133	0	90	2	26	-
			74	11	209	28	178	28	11	-

			74A	3	48	3	2	3	25	-
			75	10	160	5	104	5	34	-
			76	2	32	0	20	23	**-11**	**1**
From Yuen Long										
	D	GMB	31	8	128	52	0	2	78	-
			32	6	96	38	0	1	59	-
			609	10	190	126	31	0	33	-
		Bus	54	2	122	43	6	0	122	-
			64K	4	360	178	21	2	360	-
			68M	9	810	524	162	0	810	-
			68X	8	720	640	58	13	720	-
			251C	2	180	25	7	0	180	-
			265S	1	90	58	4	0	90	-
			268B	3	270	87	19	0	270	-
			268X	7	630	567	63	25	630	-
			276	3	270	242	32	5	270	-
			276P	7	630	471	87	12	630	-
			968	10	900	509	157	0	900	-
			968x	5	450	291	59	2	450	-
			A36	1	90	57	0	11	90	-
			B1	11	990	425	141	2	990	-
			B2	5	450	127	5	15	450	-
			E36	2	180	58	0	49	180	-
			E36s	4	360	233	35	0	360	-

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.

(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

Table 6.4 Boarding/ Alighting of Public Transport during Peak Hour in PM Peak for Reference Scenario in Year 2030

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2030 Reference Scenario (per hour)				
						Surveyed passenger on board arriving bus stops with 1 % growth rate {C}	Total no of Boarding passengers with 1 % growth rate {D}	Total no of Alighting passengers with 1 % growth rate {E}	Surplus Capacity {B}-{C}-{D}+{E}	Additional Frequency
To Yuen Long										
PM peak (17:30-18:30)	A	Bus	54	2	122	17	2	10	112	-
			64K	6	540	140	1	65	464	-
			68M	7	630	204	1	118	543	-
			251C	3	270	62	5	12	214	-
			968	6	540	191	0	126	475	-
			68x	4	360	305	24	97	127	-
			76k	2	180	44	0	20	157	-
			268C	5	450	211	10	105	335	-
			268x	5	450	271	5	23	197	-
			276P	6	540	331	54	85	240	-
			B2	2	180	25	27	0	127	-
	B	Bus	A36	3	270	87	36	1	146	-
			E36	2	180	160	33	20	4	-
			E36S	3	270	89	0	31	208	-
			269D	4	360	303	65	59	48	-
			276	3	270	133	29	36	140	-
			968	6	540	247	0	126	413	-
			B1	9	810	544	32	149	376	-
	C	GMB	71	4	64	14	1	6	46	-
			72	6	114	14	4	10	95	-
			609	7	133	53	5	29	90	-
	E	GMB	33	2	32	10	2	1	6	-
			35	2	32	5	2	0	9	-
	F	GMB	36	5	95	23	97	23	-19	**1**
			37	5	95	40	94	40	-17	**1**
			38	5	95	48	91	48	-15	**1**
			73A	2	38	0	34	0	-16	**1**
			74	8	152	20	131	20	0	-
			74A	4	76	4	37	4	17	-
			75	12	228	90	182	90	23	-
			76	1	19	7	17	7	-22	**2**

From Yuen Long										
	D	GMB	31	7	133	31	0	0	102	-
			32	5	95	28	0	0	67	-
			609	8	152	75	31	3	49	-
		Bus	54	2	180	73	22	0	85	-
			64K	4	360	245	68	3	50	-
			68M	6	540	334	118	0	88	-
			68X	3	270	276	63	11	**-58**	**1**
			251C	2	180	76	31	0	73	-
			268X	3	270	247	52	13	**-17**	**1**
			276	3	270	217	114	4	**-56**	**1**
			276P	6	540	471	135	8	**-58**	**1**
			968	4	360	262	65	0	33	-
			A36	4	360	127	34	67	265	-
			B1	9	810	538	219	11	63	-
			B2	3	270	153	2	25	140	-
			E36	3	270	145	2	57	180	-
			K65	4	360	153	0	67	274	-
			k74	3	270	140	0	10	139	-

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.
(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

6.2.2 The assessment in **Table 6.3 and Table 6.4** indicate that there will be shortage for the GMB route 76 (to Yuen Long Direction) during the AM peak and GMB route 36, 37, 38, 73A and 76 (To Yuen Long Direction) during the PM peak.

6.3 Assessment on Public Transport Demand

6.3.1 Reference is made to the "Travel Characteristic Survey 2011 Report" as published by Transport Department in February 2014 to derive the estimated public transport demand due to the proposed development. The adjusted model split is summarised in the **Table 6.5** below.

Table 6.5 Calculation of Total Passenger Trips from Proposed Development

Mode	TCS Modal Split %	Adjusted Modal Split %
Rail	30%	33%
Franchised Bus	27%	31%
GMB	13%	15%
Private Cars	12%	14%
SPB	9%	-
Taxi	6%	7%
Tram	2%	-
Ferry	1%	-
Total	100%	100%

6.3.2 For the residential use, the total trip generated from the proposed development are derived from development parameters and assumptions from the TCS report 2011. The calculation of the total trips during peak hours is summarised in **Table 6.6** below:

Table 6.6 Calculation of Total Passenger Trips from the Proposed Development – Residential Use

Item	Proposed Development	
Nos. of units	74 units	
Average household size	2.8 ppl/unit	
Total population	= 74 x 2.8 = 208 ppl	
Trip Rate per Person	1.83*	
Daily trips generated from proposed development	= 208 ppl x 1.83 = 381trips	
Peak Hour Factor	12%**	
Peak hour trips (Two-ways)	= 46 trips/ hr	
Public Transport Passengers Trips		
	2-way	1 way (=60% of the 2-way flow)
For GMB	7	5
For Bus	15	9
Total	22	14

Notes: ** According to "Travel Characteristics Survey 2011 Report"*
*** Peak hour factor is 12% of daily trips according to E2.9 of TCS Report 2011*

6.3.3 While for RCHE use, the calculation of the total trips during peak hours is also summarised in the **Table 6.7** below.

Table 6.7 Calculation of Total Passenger Trips from the Proposed Development – RCHE Use

Calculation	Results	
Estimated Demand of Proposed Site		
No. of beds	220	
Trip Rate per Person	2 visitors/ bed	
Daily trips generated from proposed development	= 220 beds x 2 x 20%(4) = 88 trips	
% of Daily trips in peak hours	12%(1)	
Peak hour trips	= 88 trips x 12%(2) = 11 trips/hr	
Public Transport Passengers Trips		
	2-way	1-way (= 60% of the 2-way flows)
For GMB	= 11 trips/hr x 15%(3) = 2 passengers/hr	= 2 passengers/hr x 60% = 2 passengers/hr
For Franchised Bus	= 11 trips/hr x 31%(3) = 4 passengers/hr	= 4 passengers/hr x 60% = 3 passengers/hr
Total	= 4+2 = **6 passengers/hr**	= 2 + 3 = **5 passengers/hr**

Notes:
(1) Extracted from TCS Report 2011 Table 3.3.
(2) Peak hour consists of 12% of daily trips according to E2.9 of TCS Report 2011.
(3) Reference to the Table 6.5
(4) The methodology is reference to the approved planning application Y_NE-KTS_16

6.3.4 For RCHE, there are two working shifts. They start from 7:30am to 7:30 pm, and 7:30pm to 7:30am. As mentioned in paragraph 2.2.3 and 2.2.4, staffs are mainly take public transport to/ from the working. To reflect the passenger demand generated by the proposed development, we assume the peak hour when staffs travel to and from the proposed development will be 7:00am to 8:00am and from 7:00pm to 8:00p.m.

6.3.5 Therefore, 40 staffs will be included during the AM peak calculation, and none of the staffs will be included in the PM calculation.

6.3.6 The future demand for public transport is derived from the equation below:

2030 Design Passenger Flows (With Proposed Development) = **2030 Reference Passenger Flows (Without proposed development)** + **Proposed Development Passenger Flows**

6.3.7 Based on the Table 6.6 and Table 6.7, the distribution of passenger demand for the proposed development are estimated in the **Table 6.8 and Table 6.9**. .

Table 6.8 Boarding Distribution Arising from Proposed Development by Transport Mode during the AM Peak

	Stn	Mode	Route No	Year 2030 Reference Scenario (without Proposed Development)		Year 2030 Design Scenario (with Proposed Development)			
				Surplus Capacity (Without Proposed Developments)	Additional Frequency Required	% of Distribution	Nos of Passengers from the proposed Development	Surplus Capacity	Additional Frequency Required
To Yuen Long									
AM Peak (07:45-08:45)	A	Bus	54	112	-	0%	0	112	-
			64K	418	-	1%	1	417	-
			68M	325	-	0%	0	325	-
			77K	71	-	0%	0	71	-
			251C	129	-	0%	0	129	-
			968	247	-	0%	0	247	-
			68x	111	-	0%	0	111	-
			76k	225	-	0%	0	225	-
			268C	254	-	0%	0	254	-
			268x	122	-	0%	0	122	-
			276P	84	-	1%	1	83	-
			B2	80	-	3%	1	79	-
	B	Bus	A36	103	-	1%	1	102	-
			E36	221	-	2%	1	220	-
			269D	117	-	0%	0	117	-
			276	111	-	0%	0	111	-
			968	237	-	0%	0	237	-
			B1	415	-	0%	0	415	-
	C	GMB	36	52	-	0%	0	52	-
			37	70	-	0%	0	70	-
			38	92	-	0%	0	92	-
			72	66	-	0%	0	66	-
			71	54	-	0%	0	54	-
			75	98	-	0%	0	98	-
			76	28	-	0%	0	28	-
			609	96	-	0%	0	96	-
	E	GMB	33	6	-	0%	0	6	-
			35	54	-	0%	0	54	-
	F	GMB	36	4	-	5%	1	3	-
			37	61	-	4%	1	60	-
			38	26	-	5%	1	25	-
			74	11	-	11%	2	9	-
			74A	25	-	0%	1	24	-
			75	34	-	6%	1	33	-
			76	-11	**1**	1%	1	-12	**1**
From Yuen Long									
AM Peak (07:45-08:45	D	GMB	31	78	-	0%	0	78	-
			32	59	-	0%	0	59	-
			609	33	-	2%	1	32	-
		Bus	54	0	-	0%	0	0	-
			64K	163	-	1%	1	162	-
			68M	124	-	10%	3	121	-

			68X	34	-	3%	1	33	-
			251C	0	-	0%	0	0	-
			265S	28	-	0%	0	28	-
			268B	164	-	1%	1	163	-
			268X	26	-	4%	1	25	-
			276	1	-	2%	1	0	-
			276P	83	-	5%	2	81	-
			968	234	-	9%	3	231	-
			968x	102	-	4%	1	101	-
			A36	0	-	0%	0	0	-
			B1	426	-	8%	2	424	-
			B2	332	-	0%	0	332	-
			E36	171	-	0%	0	171	-
			E36s	1	-	2%	1	0	-
			P968	110	-	1%	1	109	-
			K65	302	-	0%	0	302	-
			K74	180	-	1%	1	179	-

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.

(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

Table 6.9 Boarding Distribution Arising from Proposed Development by Transport Mode during the PM Peak

	Stn	Mode	Route No	Year 2030 Reference Scenario (without Proposed Development)		Year 2030 Design Scenario (with Proposed Development)			
				Surplus Capacity (Without Proposed Developments)	Additional Frequency Required	% of Distribution	Nos of Passengers from the proposed Development	Surplus Capacity	Additional Frequency Required
To Yuen Long									
Pm Peak (17:30-18:30)	A	Bus	54	112	-	0%	0	464	-
			64K	464	-	0%	0	543	-
			68M	543	-	0%	0	214	-
			251C	214	-	0%	0	475	-
			968	475	-	0%	0	126	-
			68x	127	-	1%	1	157	-
			76k	157	-	0%	0	334	-
			268C	335	-	0%	0	197	-
			268x	197	-	0%	0	239	-
			276P	240	-	3%	1	126	-
			B2	127	-	1%	1	145	-
	B	Bus	A36	146	-	2%	1	3	-
			E36	4	-	2%	1	208	-
			E36S	208	-	0%	0	47	-
			269D	48	-	3%	1	139	-
			276	140	-	1%	1	413	-
			968	413	-	0%	0	375	-
			B1	376	-	2%	1	464	-
	C	GMB	71	46	-	0%	0	46	-
			72	95	-	0%	0	94	-
			609	90	-	0%	0	90	-
	E	GMB	33	6	-	0%	0	6	-
			35	9	-	0%	0	9	-
	F	GMB	36	-19	**1**	5%	1	-20	**2**
			37	-17	**1**	5%	1	-18	**1**
			38	-15	**1**	5%	1	-16	**1**
			73A	-16	**1**	2%	1	-17	**1**
			74	0	-	7%	1	-1	**1**
			74A	17	-	2%	1	16	-
			75	23	-	9%	1	22	-
			76	-22	**2**	1%	1	-23	**2**
	From Yuen Long								
	D	GMB	31	102	-	0%	0	102	-
			32	67	-	0%	0	67	-
			609	49	-	2%	1	48	-
		Bus	54	85	-	1%	1	84	-
			64K	50	-	3%	1	49	-
			68M	88	-	6%	1	87	-
			68X	**-58**	**1**	3%	1	**-59**	**1**
			251C	73	-	2%	1	72	-
			268X	**-17**	**1**	3%	1	**-18**	**1**
			276	**-56**	**1**	6%	1	**-57**	**1**
			276P	**-58**	**1**	7%	1	**-59**	**1**
			968	33	-	3%	1	32	-
			A36	265	-	2%	1	264	-
			B1	63	-	11%	1	62	-
			B2	140	-	0%	0	140	-
			E36	180	-	0%	0	180	-

			K65	274	-	0%	0	274	-
			k74	139	-	0%	0	139	-

Noted: (1) Full capacity of 120 passengers with max. 75% for double-decked Franchised Bus is assumed.
(2) Full capacity of 80 passengers with max. 75% for single-decked Franchised Bus is assumed.

6.3.8 The assessment in **Table 6.8 and Table 6.9** indicate that there will be shortage for the GMB route 76 (to Yuen Long Direction) during the AM peak and GMB route 36, 37, 38, 73A and 76 (to Yuen Long Direction) during the PM peak.

6.4 Recommendation of Increasing in Public Transport Services for the Proposed Development during AM and PM Peak Hour

6.4.1 Based on the above assessment, there will be a shortage of GMB route 76 (to Yuen Long direction) during AM peak and GMB routes 36, 37, 38, 73A, 74 and 76 (to Yuen Long direction), bus routes 68X, 268X, 276 and 276P (from Yuen Long direction) during PM peak in the year 2030 with the proposed development.

6.4.2 **Table 6.10** summarises the recommended increase in public transport for design scenario (with the proposed development) in the year 2030. The service of public transport services would be adjusted as according to the actual passenger demand at the time and according to TD's decision.

Table 6.10 Recommended Increase in PT Services

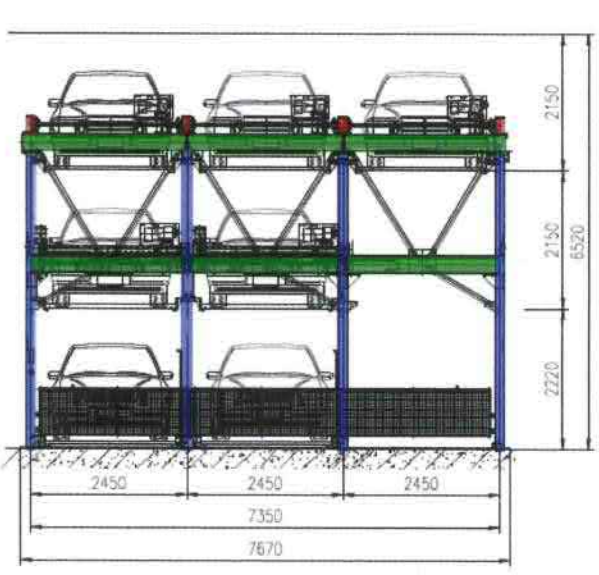
Route	Design Scenario (with the proposed development)	
	AM Peak	**PM Peak**
76	**Increase 1 GMB per hour**	**Increase 2 GMB per hour**
36	**-**	**Increase 2 GMB per hour**
37	**-**	**Increase 1 GMB per hour**
38	**-**	**Increase 1 GMB per hour**
73A	**-**	**Increase 1 GMB per hour**
74	**-**	**Increase 1 GMB per hour**
68X	**-**	**Increase 1 bus per hour**
268X	**-**	**Increase 1 bus per hour**
276	**-**	**Increase 1 bus per hour**
276P	**-**	**Increase 1 bus per hour**

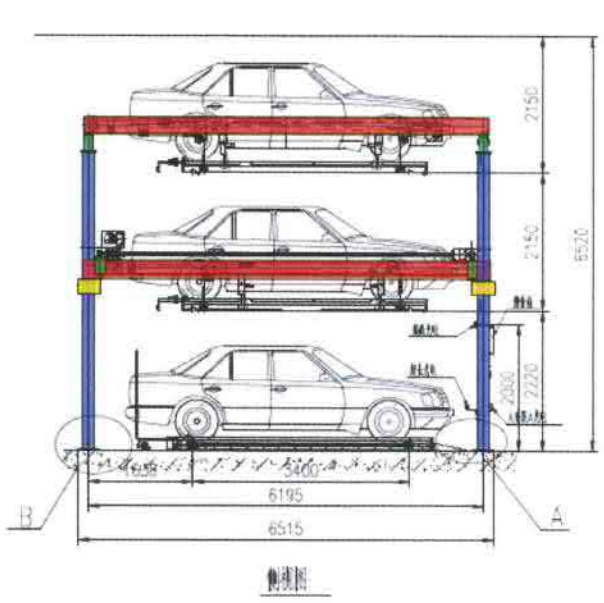
Annex B

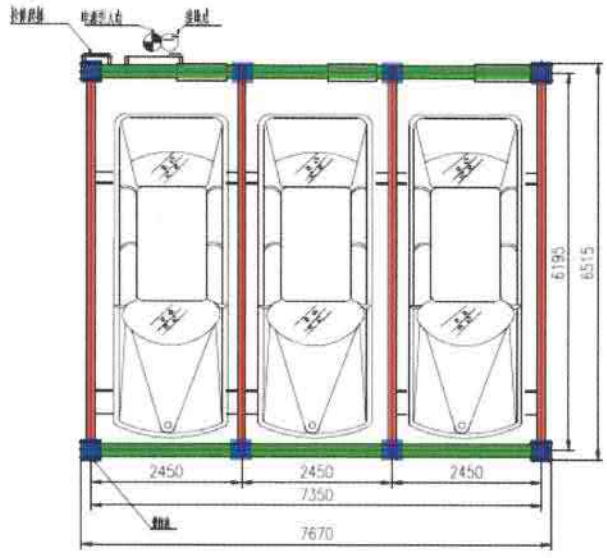
Information of the mechanical parking system

Drawing of MARS
MARS 圖示

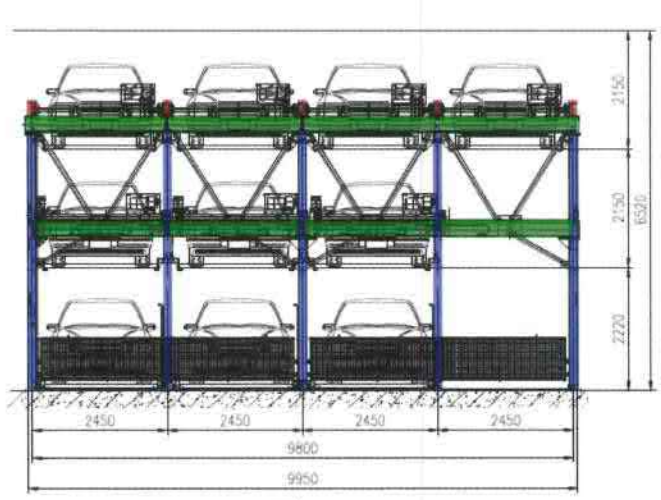
MARS 3 x 3

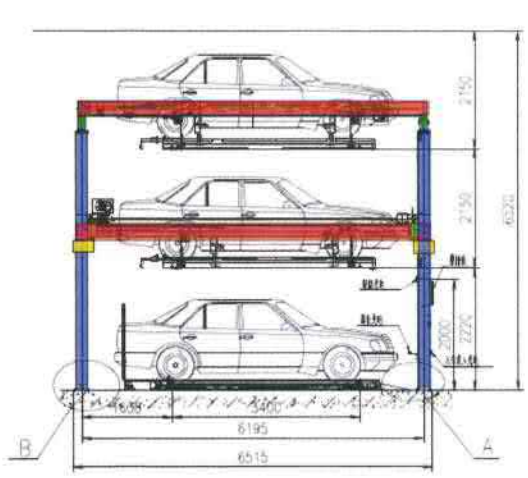


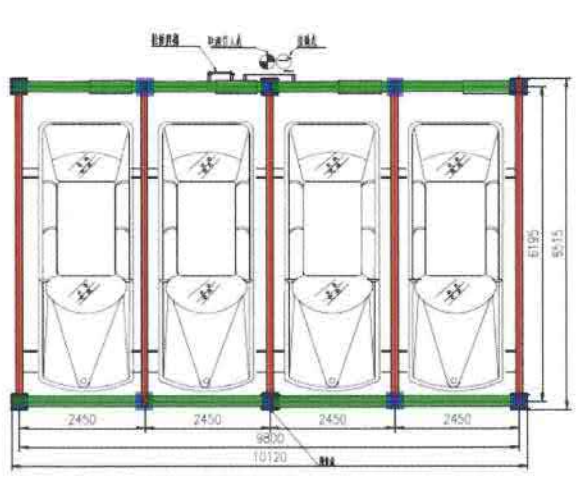




MARS 3 x 4







** Size and specification will be subject to the final proposal*

Yuen Long Theatre Lot 3678 DD 120

Revised Traffic Impact Assessment Report

September 2024

CTA Consultants Limited
志達顧問有限公司

1. INTRODUCTION

1.1 Background

1.1.1 CTA Consultants Limited ("CTA") is commissioned by the Applicant to prepare a Traffic Impact Assessment Study for a proposed development of Lot 3678 in DD120, Yuen Long for RCHE, residential and retail uses.

1.1.2 The client intends to provide 220 beds for the RCHE purpose and 74 units for the residential use and shops and services (the "Proposed Development").

1.1.3 This TIA study aims to examine the impact of the traffic generated by the proposed number of beds in the vicinity. Improvement proposals where needed would be recommended if necessary to resolve any foreseeable traffic issues.

1.2 Study Objectives

1.2.1 The main objectives of this study are listed below:

- To assess the existing traffic condition in the vicinity of the proposed development;
- To forecast traffic flows on the adjacent road network in the design year 2030;
- To estimate the likely traffic generated by the proposed development;
- To appraise the traffic impact induced by the proposed development on the adjacent road network;
- To recommend traffic improvement measures to alleviate any foreseeable traffic problem to the surrounding road network, if any.

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at Lot 3678 in D.D. 120, Yuen Long as shown in **Figure 2.1**.

2.2 Development Proposal

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

Table 2.1 Development Parameters of the Proposed Development

	Development Parameters	
Proposed Use	Flats, Residential Care Home for the Elderly (RCHE) & Shops and services	
Site Area	~780m^2	
Accountable GFA	Shop and services	1,522 m^2
	RCHE	4,723 m^2
	Flats	3,088 m^2
	Total	9,357 m^2
No of blocking	1	
No of beds & units	220 Beds (RCHE) & 74 units (Flats)	
No of storey	21 storeys and 2 basement floors	
Nos of staffs	Total of 80 staffs (including 2 shifts, each shift will have 40 staffs)	

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

2.2.3 Staffs are not allowed to use the parking spaces unless they are authorised by their management team.

2.2.4 Therefore, staffs will take the public transport to/ from their work.

2.3 Provision of Access Arrangement

2.3.1 Yuen Long Pau Cheung Square is the only road connects to the proposed development. The vehicular access of the proposed development will be also located at the Yuen Long Pau Cheung Square. The location of the vehicular access is shown in the **Figure 2.2**.

2.4 Car lift Assessment

2.4.1 The detail breakdown of the car park is listed in the **Table 2.2**, and the car park layout plans are shown in the **Figure 2.3, Figure 2.4 and Figure 2.5**.

Table 2.2 Breakdown of the Car Parking Spaces

Total Car Park Nos	22 PV + 2 Disable Parking + 4 (L/UL for 7m) + 1 (L/UL for ambulance [shared-use with the LGV]) + 3 Motorcycle	
the Breakdown of the car parking spaces	G/F	1 L/UL spaces for Ambulance (which will be shared-use with the LGV) + 3 (Motorcycle)
	B1/F	11 (PV) + 1 (Disable Parking) + 2 L/UL
	B2/F	11 (PV) + 1(Disable Parking) + 2 L/UL
Car Entry/Exit	1 no.	
Waiting Spaces at G/F	2 no.	

2.4.2 The Queue Length / Waiting Space Assessment

Methodology

The queuing situation can be assessed based on a single channel queuing system, thus Poisson distribution and multi-server queuing (M/M/N) theory is used.

The assessment is work out the probability that n vehicles are in the car-lift system.

The formula in deriving the probability is given by:

$$P(n) = \frac{1}{\sum_{n=0}^{N-1} \frac{e^n}{n!} + \frac{e^N}{N!\left(1-\frac{e}{N}\right)}} \qquad \text{for } n = 0$$

$$P(n) = \frac{e^n}{n!} P(0) \qquad \text{for } 0 < n \le N$$

$$P(n) = \frac{e^n}{N^{n-N} N!} P(0) \qquad \text{for } n > N$$

where:

	$P(n)$	= Probability of n vehicles in the system
	λ	= Peak 15-minutes arrival rate
	μ	= Servicing rate
	n	= Number of vehicles in the system
	N	= Number of car lift
	e	= λ / μ

2.4.3 The Derivation of Arrival Rate (λ)

In house trip generation/ attraction data due to the parking space for the proposed development is shown in the **Table 2.3**.

Table 2.3 Peak 15 Minutes Arrival Rate for the Proposed Development

GFA: 1546 m^2	**Trip Generations at Weekday - Commercial (Survey Location: 49 King Yip Street)**			
	AM Peak		**PM Peak**	
	Generation	**Attraction**	**Generation**	**Attraction**
Trip Rates **(veh/15 mins /100 sqm GFA)**	0.0410	0.0433	0.051	0.060
Trips **(veh/15 mins)**	1[(1)]	1	1	1
Beds Nos: 220	**Trip Generations at Weekday - RCHE (Survey Location: Salvation Army Kam Tin Residence for Senior Citizens at 103, Kam Tin Road)**			
	AM Peak		**PM Peak**	
	Generation	**Attraction**	**Generation**	**Attraction**
Trip Rates **(veh/15 mins/beds)**	0.0004	0.0020	0.0017	0.0003
Trips **(veh/15 mins)**	1[(2)]	1	1	1
Flats Nos: 72	**Trip Generations at Weekday - Residential (Survey Location: Sol City 1, Ma Wang Road, Yuen Long, New Territories)**			
	AM Peak		**PM Peak**	
	Generation	**Attraction**	**Generation**	**Attraction**
Trip Rates **(veh/15mins /Flats)**	0.001	0.008	0.010	0.007
Trips **(veh/15 mins)**	1[(3)]	1	1	1
Total	**3[(4)]**	**3**	**3**	**3**

Notes

(1) Trip Generation AM Peak * Proposed GFA/100 = ~1

(2) Trip Generation AM Peak * Proposed Beds Nos = ~1

(3) Trip Generation AM Peak * Proposed Flats Nos = ~1

(4) [Trip Generation AM Peak * Proposed GFA/100] + [Trip Generation AM Peak * Proposed Beds Nos] + [Trip Generation AM Peak * Proposed Flats Nos] = 3

The maximum arrival rate at 15 mins (λ) is 3 veh/15 mins

2.4.4 Servicing Rate (μ)

The vertical speed of the car lifts in the proposed development is assumed to be 0.44 m/s ("s") in this assessment.

	Distance in m (d)	**Travelling Time in sec (t) (=d/s)**	**Parking Spaces (P)**	**P x t**
G/F to B1/F	5 m	~11.36	14	159.04
G/F to B2/F	10m	~22.73	14	318.22
		Total	28	477.26
			Weighted Average	**477.26/28 μ =17.05 sec**

2.4.5 Estimate Car Lift Round Trip Time

Estimate Trip Time for Arrival	**Required Time**
Door Opening time at G/F	7.5 sec
Car existing lift (for departing vehicle, if any)	10.0 sec
Car entering lift (for arriving vehicle)	15.0 sec
Safety Buffer	5.0 sec
Door Closing time at G/F	8.0 sec
Travelling time from G/F to parking floors	17.05 sec
Door opening time at parking floors	7.5 sec
Car existing lift (for arriving vehicle)	10.0 sec
Car entering lift (for departing vehicle)	15.0 sec
Safety Buffer	5.0 sec
Door Closing time at parking floor	8.0 sec
Travelling time from parking floor to G/F	17.05 sec
Total Round Trip Time	125.10sec

Servicing rate (μ) = 15 mins x 60/125.10= 7.194 veh/15 mins

The probability that n vehicles are in the car-lift system is given by:

$$P(n) = \frac{1}{\sum_{n=0}^{N-1}\frac{e^n}{n!} + \frac{e^N}{N!\left(1-\frac{e}{N}\right)}} \qquad \textbf{for } n = 0$$

$$P(n) = \frac{e^n}{n!}P(0) \qquad \textbf{for } 0 < n \le N$$

$$P(n) = \frac{e^n}{N^{n-N}N!}P(0) \qquad \textbf{for } n > N$$

where: $P(n)$ = Probability of n vehicles in the system

λ = Peak 15-minutes arrival rate = 3

μ = Servicing rate = 7.194 veh/15mins

N = Number of car lift = 1

e = λ / μ = 0.4170

n = Number of vehicles in the system

2.4.6 Probability of requiring Waiting Space

Table 2.4 Probability of requiring waiting space

n	λ	μ	e	N	P(n)
0	3	7.194	0.4170	1	0.582985822
1	3	7.194	0.4170	1	0.243113353
2	3	7.194	0.4170	1	0.101381715
				Total	0.927480890

As can be seen, it is anticipated that the probability for car park traffic will require waiting space is 0.0725 (= 1- 0.927480890), i.e. approximately 1 out of 14 times.

2.4.7 Probability of requiring 1 no. Waiting Space

Table 2.5 Probability of requiring more than 1 waiting space

n	λ	μ	e	N	P(n)
0	3	7.194	0.4170	1	0.582985822
1	3	7.194	0.4170	1	0.243113353
2	3	7.194	0.4170	1	0.101381715
3	3	7.242	0.4143	1	0.042277613
				Total	0.969758503

As can be seen, it is anticipated that the probability for car park traffic will require more than "one" waiting spaces is negligible and is 0.0302 (= 1- 0. 0.969758503), i.e. approximately 1 out of 33 times.

2.4.8 Probability of requiring 2 no. Waiting Space

Table 2.5 Probability of requiring more than 2 waiting spaces

n	λ	μ	e	N	P(n)
0	3	7.194	0.4170	1	0.582985822
1	3	7.194	0.4170	1	0.243113353
2	3	7.194	0.4170	1	0.101381715
3	3	7.242	0.4143	1	0.042277613
4	3	7.242	0.4143	1	0.017630364
				Total	0.987388867

As can be seen, it is anticipated that the probability for car park traffic will require more than "two" waiting spaces is negligible and is 0.0126 (= 1- 0.987388867), i.e. approximately 1 out of 79 times.

2.4.9 Summary and Conclusion

The above assessment shows that there's a chance for creating a queue for car waiting, more than "two" waiting space provided is negligible. The results are given as:

Probability of requiring a waiting space = 0.0725
(1 out of 14 times)

Probability of requiring more than "one" waiting spaces = 0.0302
(1 out of 33 times)

Probability of requiring more than "two" waiting spaces = 0.0126
(1 out of 79 times)

Based on the assessment results, it is concluded that the proposed development requires 2 waiting spaces on the G/F.

Sensitivity Test

As discussed with TD, a sensitivity test will be carried out by using the maximum travelling time (i.e to/from G/F to B2) for the calculation.

The assessment for the sensitive test is as follows:

Servicing Rate (μ)

The vertical speed of the car lifts in the proposed development is assumed to be 0.44 m/s ("s") in this assessment.

	Distance in m (d)	***Travelling Time in sec (t) (=d/s)***	***Parking Spaces (P)***
G/F to B2/F	*10m*	*~22.73*	*14*

Estimate Car Lift Round Trip Time

Estimate Trip Time for Arrival	***Required Time***
Door Opening time at G/F	*7.5 sec*
Car existing lift (for departing vehicle, if any)	*10.0 sec*
Car entering lift (for arriving vehicle)	*15.0 sec*
Safety Buffer	*5.0 sec*
Door Closing time at G/F	*8.0 sec*
Travelling time from G/F to parking floors	*22.73sec*
Door opening time at parking floors	*7.5 sec*
Car existing lift (for arriving vehicle)	*10.0 sec*
Car entering lift (for departing vehicle)	*15.0 sec*
Safety Buffer	*5.0 sec*
Door Closing time at parking floor	*8.0 sec*
Travelling time from parking floor to G/F	*22.73 sec*
Total Round Trip Time	*136.46sec*

Servicing rate (μ) = 15 mins x 60/136.46= 6.595 veh/15 mins

The probability that n vehicles are in the car-lift system is given by:

$$P(n) = \frac{1}{\sum_{n=0}^{N-1}\frac{e^n}{n!} + \frac{e^N}{N!\left(1-\frac{e}{N}\right)}} \qquad \textbf{for } n = 0$$

$$P(n) = \frac{e^n}{n!}P(0) \qquad \textbf{for } 0 < n \le N$$

$$P(n) = \frac{e^n}{N^{n-N}N!}P(0) \qquad \textbf{for } n > N$$

where: $P(n)$ = *Probability of n vehicles in the system*

λ = *Peak 15-minutes arrival rate* = *3*

μ = *Servicing rate* = *6.595 veh/15mins*

N = *Number of car lift* = *1*

e = λ / μ = *0.4549*

n = *Number of vehicles in the system*

2.4.10 Probability of requiring Waiting Space

Table 2.4 Probability of requiring waiting space

n	***λ***	***μ***	***e***	***N***	***P(n)***
0	*3*	*6.595*	*0.4549*	*1*	*0.545109932*
1	*3*	*6.595*	*0.4549*	*1*	*0.247965094*
2	*3*	*6.595*	*0.4549*	*1*	*0.112796859*
				Total	*0.905871884*

As can be seen, it is anticipated that the probability for car park traffic will require waiting space is 0.0941 (= 1- 0.905871884), i.e. approximately 1 out of 11 times.

2.4.11 Probability of requiring 1 no. Waiting Space

Table 2.5 Probability of requiring more than 1 waiting space

n	***λ***	***μ***	***e***	***N***	***P(n)***
0	*3*	*6.595*	*0.4549*	*1*	*0.545109932*
1	*3*	*6.595*	*0.4549*	*1*	*0.247965094*
2	*3*	*6.595*	*0.4549*	*1*	*0.112796859*
3	*3*	*6.595*	*0.4549*	*1*	*0.051310171*
				Total	*0.957182055*

As can be seen, it is anticipated that the probability for car park traffic will require more than "one" waiting spaces is negligible and is 0.0428 (= 1- 0.957182055), i.e. approximately 1 out of 24 times.

2.4.12 Probability of requiring 2 no. Waiting Spaces

Table 2.5 Probability of requiring more than 2 waiting spaces

n	***λ***	***μ***	***e***	***N***	***P(n)***
0	*3*	*6.595*	*0.4549*	*1*	*0.545109932*
1	*3*	*6.595*	*0.4549*	*1*	*0.247965094*
2	*3*	*6.595*	*0.4549*	*1*	*0.112796859*
3	*3*	*6.595*	*0.4549*	*1*	*0.051310171*
4	*3*	*6.595*	*0.4549*	*1*	*0.023340487*
				Total	*0.980522542*

As can be seen, it is anticipated that the probability for car park traffic will require more than "two" waiting spaces is negligible and is 0.0195 (= 1- 0.980522542), i.e. approximately 1 out of 52 times.

2.4.13 Summary and Conclusion

The above assessment shows that there's a chance for creating a queue for car waiting, more than "two" waiting spaces provided is negligible. The results are given as:

Probability of requiring a waiting space = 0.0941
(1 out of 11 times)

Probability of requiring more than "one" waiting spaces = 0.0428
(1 out of 24 times)

Probability of requiring more than "two" waiting spaces = 0.0195
(1 out of 52 times)

Based on the assessment results, it is concluded that the proposed development requires 2 waiting spaces on the G/F.

3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

3.1.1 The proposed development is located in Lot 3678 in D.D. 120, Yuen Long as shown in **Figure 2.1**.

3.1.2 Wang Chau Road is a single two-lane Local Distributor road, which connects Yuen Long On Lok Road and Yuen Long On Ning Road.

3.1.3 Yuen Long On Ning Road is a District Distributor road parallel to Castle Peak Road Yuen Long Section, connecting many north-south Local Distributor roads of the direction of this area.

3.1.4 Yuen Long Pau Cheung Square is the only vehicular access to Yuen Long Cinema, it is a cul-de-sac in the south end, but a turnaround back to the Yuen Long On Ning Road in the north.

3.1.5 Long Yip Street and Yuen Long On Lok Road are the two Primary Distributor road connect the east-west direction of the area where Yuen Long Cinema situated.

3.2 Critical Junctions in Surrounding Area

3.2.1 In order to study the existing traffic condition of the area as requested by the Transport Department, a comprehensive traffic survey has been conducted.

3.2.2 Based on the location of the Lot and the rad network in the vicinity, six key junctions are identified for this Traffic Impact Assessment (TIA) due to the Proposed Development and listed in **Table 3.1**. The location of the junctions is shown in **Figure 3.1**, while the details of each are illustrated from **Figure 3.2** to **Figure 3.7** respectively.

3.2.3 The traffic count surveys were carried out at the critical junctions in the vicinity of the Proposed Development.

Table 3.1 Identified Key Junctions

Ref.	Junction	Type	Figure No.
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	3.2
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	3.3
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung	Priority	3.4
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	3.5
E	Wang Chau Road/ Tai Lee Street	Priority	3.6
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	3.7

Traffic Survey

3.2.4 In order to appraise the existing traffic conditions of these junctions, a traffic survey in the form of manual classified was conducted on 08 January 2024 during AM and PM peak. The conducted survey time would be from 7:30am to 9:30am, and from 5:30pm to 7:30pm.

3.2.5 Throughout the survey, the peak hour flows occurred from 7:45am to 8:45am and from 5:30pm to 6:30 pm respectively. The 2024 observed traffic flows are presented in **Figure 3.8**.

Junction Assessments

3.2.6 Operation performance of the critical junctions has been examined in accordance with the existing traffic flow and the results are summarised in the **Table 3.2** below. Details of the junction assessment are enclosed in the **Appendix 1**.

Table 3.2 Existing Operational Performance of Key Junctions in 2024

Ref.	Junction	Method of Control	Year 2024 RC/DFC (1)	
			AM Peak	PM Peak
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	32%	41%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	90%	66%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung	Priority	0.05	0.05
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	0.28	0.34
E	Wang Chau Road/ Tai Lee Street	Priority	0.13	0.18
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	165%	110%

Notes: (1) RC = Reserve Capacity; DFC = Ratio of Flow to Capacity for Priority Junction

3.2.7 The assessment results in **Table 3.2** indicate that all key junctions are operating with ample capacities during the peak hours in 2024.

3.3 Internal Transport Facilities Provisions

3.3.1 There is no requirements stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG). Yet, the parking provision of other existing RCHE have been referenced and summarized in the Table 3.3.

Table 3.3 Examples of Existing RCHE

Name of RCHE	Location	No. of beds	No. of Staff	Observed no. of Parking Provision	Parking Facilities[(1)(2)(3)] (Category 1/2/3)
Assemblies of God Holy Light Church Aged Home	91 Sung Ching Sun Tsuen, Tai Tong Road, Yuen Long	60	19	Nil	Category 1
Chinese Christian Worker's Fellowship Wah Hei Elderly Home (Comet Mansion	G/F & M/F, Shop 27, Comet Mansion, 45-67 Fung Cheung Road, Yuen Long	105	29	Nil	Category 1
Pok Oil Hospital Jockey Club Care and Attention Home	Lot 1392 & 837 R.P. in D.D. 115, Au Tau, Yuen Long	213	124	Nil	Category 2
Po Leung Kuk Tin Yan Home for the Elderly cum Green Joy Day Care Centre for the Elderly	3/F and 4/F, Ancillary Facilities Block, Tin Yan Estate, Tin Shui Wai	106	74	Nil	Category 2
Yan Oi Tong Tin Ka Ping Care and Attention Home	G/F & 1/F, Wah Ping House, Long Ping Estate, Yuen Long	85	51	Nil	Category 2
T.W.G.Hs. Y. C. Liang Memorial Home for the Elderly	G/F & 1/F, Yiu Yat House, Tin Yiu Estate, Tin Shui Wai	88	47	Nil	Category 1
Caritas Ying Shui Home	3/F, Ying Shui House, Shui Pin Wai Estate, Yuen Long	75	47	Nil	Category 2
Salvation Army Kam Tin Residence for Senior Citizens	103 Kam Tin Road, Yuen Long	150	80	1 car parking space + 1 light bus parking spaces	Category 3
Pok Oi Hospital Yeung Chun Pui Care and Attention Home	58 Sha Chau Lei Tsuen, Ha Tsuen, Yuen Long	143	92	2 car parking spaces + 1 light bus parking spaces	Category 3
Pok Oi Hospital Tai Kwan Care & Attention Home	G/F-3/F & KW307, Shui Kwok House, Tin Shui Estate, Tin Shui Wai, Yuen Long	109	75	Nil	Category 2
Ching Chung Taoist Association of Hong Kong Limited Ching Chung Care and Attention Home for the Aged	57 Sha Chau Lei Chuen, Ping Ha Road, Yuen Long	120	61	1 car parking space + 1 light bus parking spaces	Category 3

Note: (1) Category 1 refers to homes with nil provision of car parking spaces within the Site and no public car parking spaces can be found in the close proximity.

(2) Category 2 refers to homes with nil provision of car parking spaces within the Site but may use the public car parking spaces of nearby car park.

(3) Category 3 refers to homes with provision of car parking spaces within the Site.

3.3.2 The proposed internal transport facilities provision for the proposed development is summarized in **Table 3.4**.

Table 3.4 Car Parking Provision Requirement for RCHE

Type	Proposed Dimensions	Proposed Number of Spaces Parameters
Private Cars	5m(L) x 2.5m(W) x min.2.4m(H)	2
Private Cars for Disabilities	5m(L) x 3.5m(W) x min.2.4m(H)	1
L/UL (for ambulance)	9m(L) x 3m(W)	1

3.3.3 Whilst, for the development of the residential units and shops, the transport provision requirements will be referenced to the Hong Kong Planning Standards and Guidelines (HKPSG). The provision requirement is summarized in the **Table 3.5**.

Table 3.5. Proposed Internal Transportation Provision under the HKPSG Requirements

Residential Development										
Proposed Development			**Parking Requirement**							**Loading/Unloading Requirement**
			Private Car Parking Space (5m(L) x 2.5m(W) x 2.4m(H))				**Visitors Car parking**	**Motor Cycle**	**Bicycle Parking Space**	**Loading / Unloading Bay for Goods Vehicles (LGV: 7m(L) x 3.5 m(W) x 3.6m(H)) (HGV: 11m(L) x 3.5 m(W) x 4.7m(H))**
Private Housing (1 towers; P.R= 3.96)	*GFA*	*No. of Flat*	GPS: 1 space per 4-7 flats			GPS x R1 X R2 X R3	More than 75 units per block should provide at 5 visitor space per block in addition in the requirement	1 motorcycle parking space per 100-150 flats	Within a 0.5-2km radius of rail station, 2 bicycle parking space for every 15 flats with flat size smaller than 70m2	Provision of minimum 1 L/UL bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority
			R1(1)	R2(1)	R3(1)					
	FS ≤40	74	0.5	0.75	1.0	4-7	4	1	5	1
Sub- total						**4-7**	**4**	**1**	**5**	**1**
Shops and Services										
Shops and services	**1546 sqm**		1 car space per 150-300m^{2}GFA				/	5% to 10% of the total provision for private cars with respect to each type of development should be provided	/	*1 loading/ unloading bay for goods vehicle for every 800 to 1200 sqm, or part thereof GFA*
	Sub-total		***6-11***				***/***	***1-2***	***/***	***LGV: 1 HGV: 1***
Total			**10-18 (2)**				**4**	**3**	**5**	**LGV: 1 HGV: 2**

Note

(1) GPS = Global Parking Standard; R1= Demand Adjustment Ratio; R2= Accessibility Adjustment Ratio; R3= Development Intensity Adjustment Ratio

(2) Including 1 accessible car parking spaces for 1-50 car parking spaces

3.3.1 The overall parking provision for the proposed development is summarized in the **Table 3.6**, and the layout of the car park is also shown in **Figure 2.3, Figure 2.4 and Figure 2.5.**

Table 3.6 Car Parking Provision Requirement for the Proposed Development

Type	Provision under HKPSG	Proposed Internal Transport Provision
Private Cars	**13-21**	**22**
Disable Car Park	**1**	**2**
L/UL (for ambulance)	**1**	**1 (Shared use with LGV)**
L/UL	**1 no. (7m x 3.5m)** **2 no. (11m x 3.5m)**	**4**
Motorcycle	**3**	**3**
Bicycle	**5**	**5**

3.3.2 As the site is only about 18.5m wide. It is difficult for the manoeuvring of a 11m long HGV within the site. It is proposed to only provide 4 nos. LGV instead of 1 no. LGV plus 2 nos. HGV.

3.3.3 Given this provision, and together with the situation that a 12m long fire engine is not required as FSD requirements. Therefore, it is considered no need to carry out improvement at the Yuen Long Pau Cheung Square.

3.4 Public Transport Services in the Vicinity of the Proposed Development

3.4.1 Numerous road-based public transport services are provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes within 500 meters catchment area are listed in **Table 3.7**, and the location of the nearby public transport stations is shown in **Figure 3.13**.

Table 3.7 Public Transport Services in the Vicinity of the Proposed

Service	Route	Origin - Destination	Headway (min)
Franchised Buses	251C	Kong Ha Wai – Tuen Long	30
	264R	Tai Po Market Station – Tin Yiu	30(1)
	265S	Tin Shui Wai Town Center – Tai Po Industrial Estate (via Yuen Long)	07:25(2)
	268A	Long Ping Estate – Kwun Tong Ferry	15(2)
	268B	Long Ping Station – Hung Hom (Hung Luen Road)	20(2)
	268C	Long Ping Station – Kwun Tong Ferry	5-20(2); 7-20(3); 10-20(4)
		Kwun Tong Ferry – Long Ping Station (omit Sze Mei Street)	30(2)
	268P	Kwun Tong Ferry – Long Ping Station	17:50; 18:10(5)
		Ma Wang Road (San Shui House) – Kwun Tong Ferry	07:10(5); 07:20(5); 07:30(5)
	268x	Jordan (West Kowloon Station) – Hung Shui Kiu (Hung Fuk Estate)	6-30(5); 10-30(3); 12-30(4)
		Hung Shui Kiu (Hung Fuk Estate) - Jordan (West Kowloon Station)	10-30(5); 12-30(3); 12-30(4)
		Yuet Ping House Long Ping Estate – Jordan (West Kowloon Station)	08:00(2)
	269D	Lek Yuen – Tin Fu	7-20(2); 7-20(3); 10-25(4)
		Tin Fu –Lek Yuen	7-25(5); 7-20(3); 10-20(4)
		Tin Shui Wai Station – Lek Yuen	07:20(5)
	276	Sheung Shui – Tin Tsz	15-30(5) ;25-30(3) (4)
		Tin Tsz - Sheung Shui	15-30(2) ; 25-30(3)
	276C	Fangling (Cheung Wah) – Tin Shui Wai Station	06:50(5); 07:20(5); 18:00(5); 18:20(5)
		Tin Shui Wai Station – Fangling (Cheung Wah)	07:10(5); 07:20(5); 18:00(5); 18:30(5)
	276P	Sheung Shui – Tin Shui Wai Station	7-25(5); 7-25(3); 8-25(4)
		Tin Shui Wai Station – Tin Shui Wai	7-20(5); 5-25(3); 8-20(4)
	53	YOHO Mall (Yuen Long) – Tsuen Wan (Nina Tower)	30-35(5); 25-35(1)
		Tsuen Wan (Nina Tower) - YOHO Mall (Yuen Long)	30-35(5); 30-35(1)
	54	Yuen Long (West) – Sheung Tsuen (Circular)	30(5); 20-30(1)
	64K	Tai Po Market Station – Yuen Long (West)	7-15(5); 7-15(3); 8-15(4)
		Shueng Tusen Playground – Yuen Long (West)	07:00(5); 07:30(5)
		Yuen Long (West) – Tai Po Market Station	6-15(5); 8-15(3); 7-15(4)
	64X	Yuen Long (West) – Hong Kong Science Park	07:15(5)
	68M	Tsuen Wan Station – Yuen Long (West)	5-20(5); 8-20(3); 9-20(4)
		Yuen Long (West) - Tsuen Wan Station	7-20(5) ; 7-20(3); 9-20(4)
	68X	Mong Kok (Park Avenue) –Hung Shui Kiu (Hung Fuk Estate)	9-25(5) ; 10-25(3); 15-25(4)
		Hung Shui Kiu (Hung Fuk Estate) - Mong Kok (Park Avenue)	10(5); 15-20(3) ; 12-20(4)
		Yuen Long (West) – Mong Kok (Park Avenue)	07:40(5); 08: 10(5)
		Yuet Ping House Long Ping Estate – Mong Kok (Park Avenue)	07:50(5)
	69	Yuen Long (Tak Yip Street) – Tin Shui Wai Town Center	15-20
		Tsin Shui Wai Town Centre – Yuen Long (Tak Yip Stree)	
		Yuen Ling (Tak Yip Street) – Tin Shui Wai Town Centre	
	76K	Sheung Shui (Ching Ho) – Long Ping Estate	25-30(5) ; 25-30(3); 30(4)

Service	Route	Origin - Destination	Headway (min)
		Long Ping Estate – Fanling (Wah Ming)	
	77K	Sheung Shui – Yuen Long (West)	06:55; school days
	968	Causeway bay (Tin Hau) – Yuen Long (West)	5-20(5) ; 6-15(3); 6-15(4)
		Yuen Long (West) - Causeway bay (Tin Hau)	3-20(5); 7-15(3); 8-15(4)
	968A	Yuen Long (West) – Causeway Bay (Tin Hau)	15(5)
	968X	Quarry Bay (King's Road) – Yuen Long (Tak Yip Street)	17:40(5); 17:55(5); 18:10(5); 18:25(5); 18:40(5)
		Yuen Long (Tak Yip Street) – Quarry Bay (King's Road)	07:00(5); 07:12(5); 07:24(5); 07:36(5); 07:48(5); 08:00(5)
	B1	Lok Ma Chau Station – Tin Tsz	12-20(5); 8-15(3)(4)
		Lok Ma Chau Station – Ma Wang Road (San Shui House) / Ma Wang Road (San Shui House) - Lok Ma Chau Station	15-20(5) (3) (4)
		Tin Tsz –Lok Ma Chau Station	10-20(5); 12-20(3) (4)
	N269	Mei Foo – Tin Tsz	10-20
		Tin Tsz - Mei Foo	14-20
	N368	Central (Macau Ferry) – Yuen Long (West)	20-24
		Yuen Long (West) - Central (Macau Ferry)	20-25
	P968	Long Ping Station – Causeway Bay (Tin Hau)	06:50(5); 07:10(5); 07:30(5); 08:00(5), 08:30(5)
		Causeway Bay (Tin Hau) - Long Ping Station	16:15(5); 16:55(5); 17:25(5); 18:25(5); 18:55(5); 19:35(5); 20:15(5); 21:15(5)
		Yuen Long (West) – Causeway Bay (Tin Hau)	09:30(5); 10:30(5)
	A36	Airport (Ground Transportation Center) – Kam Sheung Road Station/ Kam Sheung Road Station – Airport (Ground Transportation Centre)	20-60
		Airport (Ground Transportation Center) – Kam Sheung Road Station (via Cad Headquarter)	17:15; 17:55
		Kam Sheung Road Station – Airport (Ground Transportation Center) (via Cathy city and Cad Headquarter)	07:25
		Kam Sheung Road Station – Airport (Ground Transportation Center) (via Cathy city)	07:40(5) (1); 07:25(5)
	A37	Long Ping Station – Airport (Ground Transportation Centre)	20-30
		Long Ping Station – Airport (Ground Transportation Centre via Asia World Expo)	06:00:06:20; 06:40: 07:00; 07:20
		Airport (Ground Transportation Centre) – Long Ping Station	30-40
		Airport (Ground Transportation Centre) – Pat Heung Road	12-25(4); 15-30(5)
	E36	Airport (Ground Transportation Centre) – Pat Heung Road / Pat Heung Road – Airport (Ground Transportation Center)	15-25(5) (3); 12-25 (4)
	E36A	Yuen Long (Tak Yip Street) – Tung Chung (Yat Tung)	25-35(5); 30-35; 25-60(3); 35-40(4)
		Tung Chung (Yat Tung) - Yuen Long (Tak Yip Street)	30-45; 25-60(3); 25-60(4)
	E36S	Airport (Ground Transportation Center) – Yuen Long (Ma Wang Road)	20-30(3) (2)
		Yuen Long (Ma Wang Road) – Airprot (Ground Transportation Center)	15-25(3) (2)
	N30	Yuen Long Station – Airport (Cheong Tat Road)	03:25; 04:20
		Airport (Cheong Tat Road) - Yuen Long Station	00:20; 01:10
	NA36	Cathy Pacific City – Kam Sheung Road Station	00:35; 01:05; 01:30; 02:00; 02:30
		Kam Sheung Road Station- Cathy Pacific City	03:45; 04:20; 04:55
	B2	Yuen Long Station – Shenzhen Bay Port / Shenzhen Bay Port -	20-30

Service	Route	Origin - Destination	Headway (min)
		Yuen Long Station	
	K65	Lau Fau Shan – Yuen Long Station / Yuen Long Station - Lau Fau Shan	9-16 (3) (2)
	K66	Tai Tong Wong Nai Tun Tsuen – Long Ping	4-25(2); 8-15(3); 10-15(4)
	K68	Yuen Long Industrial Estate – Yuen Long Park (Circular)	10-15(1) (3); 12-15(4)
	K73	Yuen Ling West – Tin Heng	4-10(2); 7-10(3) (4)
	K74	Tins Shui Wai Town Centre – A Tau (Circular)	20-60(2) (3); 30/60(4)
GMB	31	Yuen Long (Hong King Street) – Tong Yan San Tsuen (circular)	6-10
		Tong Yan San Tsuen (circular) – Yuen Long (Hong King Street) (evening service)	15-20
	32	Yuen Long Station (North) Public Transport Interchange – Tan Kwai Tsuen/ Tan Kwai Tsuen – Yuen Long Station (North) Public Transport Interchange	10-15
	33	Ha Pak Nai – Yuen Long (Tai Fung Street)	10-15
	35	Sha Kiu (Tsim Bei Tsui) – Yuen Long (Tai Fung Street)	18-23
		Mong Tseng Wai – Yuen Long (Tai Fung Street)	13-14
		Yuen Long (Tai Fung Street) – Mong Tseng Wai	18-23
	36	Tai Shang Wai Rural Office - Yuen Long (Fook Hong Street)/ Yuen Long (Fook Hong Street) - Tai Shang Wai Rural Office	10-15
	37	Yau Tam Mei Village - Yuen Long (Fook Hong Street)/ Yuen Long (Fook Hong Street) - Yau Tam Mei Village Office	12-15
	38	Ha Chuk Yuen (Near Ho Sang Farm) - Yuen Long (Fook Hong Street)/ Yuen Long (Fook Hong Street) - Ha Chuk Yuen (Near Ho Sang Farm)	10-15
	39	Kung Um - Yuen Long Station/ Yuen Long (Fung Cheung Road) - Kung Um	5-8
	39A	Kung Um Road (Near Muk Kiu Tau) - Yuen Long (Kau Yuk Road) (Circular)	7-20
	601	Pak Wai Tsuen - Yuen Long (Fung Cheung Road)	20
	601C	Pak Wai Tsuen - Yuen Long (Fung Cheung Road - Kam Sheung Road Station (Circular)	20
	602	Tai Kong Po - Yuen Long (Fung Cheung Road)	20
	603	Fung Kat Heung - Yuen Long (Fung Cheung Road)	25
	604	Shan Ha Tsuen - Yuen Long (Fung Cheung Road)	10-20
	608	Wang Toi Shan (Pat Heung) - Yuen Long (Fung Cheung Road) (Circular)	10-13
	609	Yuen Long Stadium - Pok Oi Hospital (Circular)	6-15
	609s	Long Shin Estate - Yuen Long Station (North) Public Transport Interchange	10
	611	Shan Pui Road - Fau Tsoi Street (Circular)	8-15
	611B	Tak Yip Street - Fau Tsoi Street (Circular)	30
	611P	Shan Pui Road - On Shun Street (Circular)	20-30
	71	Shek Wu Tong (Ho Pui) - Yuen Long (Yuen Long Tai Hang Street)	15
	72	Lui Kung Tin - Yuen Long (Yuen Long Tai Hang Street	10
	73A	Yuen Long (Sung Shan San Tsuen) - Yuen Long (Fook Hong Street) Public Light Bus Terminus	10-20
	74	Shing Uk Tsuen - Yuen Long (Fook Hong Street)	8-15
	74A	Tung Tau Wai - Yuen Long (Fook Hong Street)	15
	75	Ha Wan Tsuen – Yuen Long (Fook Hong Street)	15-30
	76	Siu Hum Tsuen - Yuen Long (Fook Hong Street)	15-20

Service	Route	Origin - Destination	Headway (min)
	79S	Lok Ma Chau Control Poing - Tin Shui Wai (Grandeur Terrace	30-60
MTR	Tuen Ma Line	To Tuen Mun	2.7-7.3
		To Wu Kai Sha	2.7-7.3
		To Hung Hum	2.7-7.3
Light Rail	610	Tuen Mun Ferry Pier – Yuen Long/ Yuen Long – Tuen Mun Ferry Pie	8-17
	614	Tuen Mun Ferry Pier – Yuen Long/ Yuen Long – Tuen Mun Feery Pier	12-23
	615	Tuen Mun Ferry Pier – Yuen Long/ Yuen Long – Tuen Mun Ferry Pier	13-25
	761P	Tin Yat – Yuen Long	5-15

Note: (1) Saturdays, Sundays, and Public Holidays
(2) Monday to Friday
(3) Saturdays (Except Public Holidays)
(4) Sunday and Public Holidays
(5) Monday to Friday (Except for public holidays)

3.4.2 It reveals that the proposed development is currently well-served by the comprehensive public transport services in the vicinity.

4. FUTURE TRAFFIC CONDITION & TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

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

4.2 Traffic Forecast

4.2.1 The traffic growth can be estimated by applying growth factor, based on the following information sources:

I. Historical traffic growth in Annual Traffic Census (ATC) published by the Transport Department (TD).

II. Territorial planning assumptions prepared by the Planning Department.

Historical Trend

4.2.2 Transport Department has traffic count stations in the vicinity of the proposed development. The traffic counts reported in the Annual Traffic Census over a period of seven years, i.e., 2012 to 2018 are summarized in **Table 4.1**.

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

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)							Avg. Annual Growth Rate
		2012	2013	2014	2015	2016	2017	2018	
5011	Wang Chau Road (From Yuen Long On Ning Rd to Yuen Long On Lok Rd)	5,380	5,240*	5,010*	4,880*	5,150	5,400	5,970	1.75%
5837	Yuen Long On Ning Rd (From Tai Kiu Rd to Wang Chau Rd)	17,080	17,220	17,040*	16,890*	11,900*	9,900	10,140	-8.32%
5812	Long Yip St & Yuen Long On Lok Rd (From Tai Kiu Rd to Wang Chau Rd)	19,860	20,700	20,570	21,520	22,950	23,050	23,790	3.06%
6032	Yuen Long On Ning Rd (From Wang Chau Rd to Tai Cheung Rd)	15,730	14,280	14,130	14,020	14,600	15,350	16,080	0.37%
6008	Long Yip St & Yuen Long On Lok Rd (From Wang Chau Rd to Tai Cheung St)	32,000	29,280	29,090	30,440	32,160	31,810	32,160	0.08%
Total		**90,050**	**86,720**	**85,840**	**87,750**	**86,760**	**85,510**	**84,140**	**-0.36%**

*Note: *AADT estimated by Growth factor*

***Due to the social movement in 2019 and COVID in 2020, the traffic flow will not be reliable and hence the growth rate will only take into account from 2016 to 2018*

****As the traffic flow listed in the designated ATC stations are predicted, yet the flow will not be reliable and will not take it into the account.*

Planning Data

4.2.3 Reference has also been made to the latest 2019-Based Territorial Population Employment Data Matrices (TPEDM) planning data published by the Planning Department for projection of population and employment within the study district from years 2019 to 2031. The average annual growth rates in terms of population and employment from 2019 to 2031 are tabulated in **Table 4.2**.

Table 4.2 2019-Based Planning Data from 2019 to 2031

Yuen Long District				
Data	**Year**			**Average Annual Growth Rate**
	2019	**2026**	**2031**	
Population	175,150	172,350	159,850	-0.76%
Employment	68,100	70,700	70,250	0.26%
Total	**243,250**	**243,050**	**230,100**	**-0.46%**

Adopted Growth Rate

4.2.4 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of **-0.36%** from year 2012 to year 2018.

4.2.5 Whilst, the planning data indicates that the population and employment data of the study area are expected to grow with an average annual growth rate of -0.76% and 0.26% respectively from 2019 to 2030.

4.2.6 Therefore, as the conservative approach, the annual growth rate **+1%** p.a. has been adopted for projecting traffic forecasts from year 2019 to year 2030.

4.3 Traffic Generations of Planned Adjacent New Developments

4.3.1 To fully reflect the growth traffic, trip generation of the future vicinity developments have been taken into consideration. The planned development is detailed in **Table 4.3**, shows the detailed location in **Figure 4.1 (Rev A).**

Table 4.3 Planned Adjacent Developments in the Vicinity

Planning Application No.	Development Site	Site area	Applied use	Use	Total floor area	Development Parameter	The Average Flat Size	OP year
Wang Chau Phase 1		3.97ha	Public Housing	Domestic	219,600m^2	4,400 Flats	~50m^2	2028
A/ YL/290	Tung Tau Industrial Area Playground, Keung Yip Street, Tung Tau Industrial Area, Yuen Long	14,417 m^2	Proposed Underground Public Vehicle Park (excluding Container Vehicle) and Re-provisioning of Permitted Sports Facilities	Non-domestic	/	/	/	2026
A/YL/312	West of the existing YLIE, bounded by Fuk Hi Street to the east and Kai Shan to the west	863,298 m^2	Industrial Use, Public Vehicle Park (excluding Container Vehicle) and Ancillary Facilities within Development Site	Non-domestic	161,500 m^2	/	/	2029
A/YL/304	21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long, New Territories (Yuen Long Town Lot No. 362)	7,271 m^2	Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Flat with Shop and Services/Eating Place and Social Welfare Facility Uses	Domestic	43,662 m^2	1019 Flats	~ 43 m^2	2029
				Non-domestic	1,600 m^2	/	/	

4.3.2 The estimation on trip generations and attractions of the adjacent planned developments is shown in **Table 4.4**.

Table 4.4 Estimated Trip Generations and Attractions of Adjacent Developments

Development Type	Average Flat Size m^2	Range	Trip Rates			
			Weekday AM Peak		Weekday PM Peak	
			Gen.	Att.	Gen.	Att.
			pcu/hr			
Private Housing	60 m^2	Mean	0.0718	0.0425	0.0286	0.0370
Public Housing	40 m^2	Mean	0.0432	0.0326	0.0237	0.0301
Commercial	/	Mean	0.2296	0.2434	0.31	0.3563
Industrial		Mean	0.0926	0.1386	0.135	0.1049

Planning Application No.	Development Site	Uses	Trip Rates			
			Weekday AM Peak		Weekday PM Peak	
			Gen.	Att.	Gen.	Att.
	Wang Chau Phase 1	Domestic	190	143	104	132
A/ YL/290	Tung Tau Industrial Area Playground, Keung Yip Street, Tung Tau Industrial Area, Yuen Long	Non-domestic	27(1)	42(1)	33(1)	31(1)
A/YL/312	West of the existing YLIE, bounded by Fuk Hi Street to the east and Kai Shan to the west	Non-domestic	150	224	219	170
A/YL/304	21-35 Wang Yip Street East, Tung Tau Industrial Area, Yuen Long, New Territories (Yuen Long Town Lot No. 362)	Domestic	73	43	29	38
		Non-domestic	4	4	5	6
Total			**444**	**456**	**390**	**377**

Note: (1) According to its TIA report

4.3.3 The above-mentioned traffic flows were added to the traffic flows to obtain the reference traffic flows as described in Section 4.4.

4.4 Reference Traffic Flow in Year 2030

4.4.1 The reference traffic flow is estimated by applying the adopted growth rate to the observed traffic flow in the current year, and the 2030 reference traffic flows for Junction A to F can be computed with the following calculation:

2030 Reference Traffic Flows (without proposed development) = **2024 (Observed Traffic Flows** x **Adopted Growth Factor i.e. +1% p.a. for 6 years**) + **Traffic Flows of Planned Adjacent Developments**

4.4.2 The traffic flow distribution of the planned adjacent development to the AOI is provided and is shown in the **Figure 4.2 (Rev A)**.

4.4.3 The 2030 reference traffic flows at surrounding critical junctions are shown in **Figure 4.3**.

4.5 Traffic Generations of the Proposed Development

4.5.1 As the use of RCHE does not specify in the latest Transport Planning & Design Manual (TPDM), the estimation of the traffic trips related to the RCHE is based on the in- house survey.

4.5.2 The estimation of the traffic trips related to the proposed development is based on the in-house survey carried out at Salvation Army Kam Tin Residence for Senior Citizens at 103, Kam Tin Road, Yuen Long, New Territories and summarised in the **Table 4.5.**

Table 4.5 Adopted Trip Rates for the Proposed Development

Use	Units / Parameters	AM		PM	
		Gen.	Att.	Gen.	Att.
Salvation Army Kam Tin Residence for Senior Citizens at 103, Kam Tin Road, Yuen Long, New Territories	(pcu/hr)	4	6	10	8
Adopted Traffic Trip Rates (150 beds)	(pcu/hr/bed)	0.0267	0.04	0.06667	0.0533
Estimated Traffic Trips (220 beds)	(pcu/hr)	**6**	**9**	**15**	**12**

4.5.3 While for the traffic generation and attraction of the proposed development of the residential and shops, references have been made to the trip generation rates as stipulated in Volume 1 Chapter 3 Appendix C Table 1 of the latest T.P.D.M. published by Transport Department. The adopted trip rates are also summarized in below **Table 4.6**.

4.5.4 Based on the adopted trip rate listed above and the development parameters in Table 2.1, the trip generated and attracted by the proposed development are estimated and summarized in the **Table 4.6**

Table 4.6 Adopted Trip Rate and Trips of Proposed Development

Residential Use										
			Trips Rates				**Trips**			
Use	**Average Flat Size (sq. m.)**	**No. of Flats**	**Weekday AM Peak (pcu/hr/flat)**		**Weekday PM Peak (pcu/hr/flat)**		**Weekday AM Peak (pcu/hr)**		**Weekday PM Peak (pcu/hr)**	
			Gen.	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**
Private Housing: High-Density	FS ≤ 60	74	0.0718	0.0425	0.0286	0.0370	6	4	3	3
	Total					***Sub-Total***	6	4	3	3
RCHE										
			Trips Rates				**Trips**			
Use	**No of beds**		**Weekday AM Peak (pcu/hr/bed)**		**Weekday PM Peak (pcu/hr/bed)**		**Weekday AM Peak (pcu/hr)**		**Weekday PM Peak (pcu/hr)**	
			Gen.	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**
RCHE	220		0.0267(1)	0.04(1)	0.0666(1)	0.0533(1)	6	9	15	12
						Sub-Total	6	9	15	12
Shops and services										
			Trips Rates				**Trips**			
Use	**Average Size (sq. m.)**		**Weekday AM Peak (pcu/hr/100sqm GFA)**		**Weekday PM Peak (pcu/hr/100sqm GFA)**		**Weekday AM Peak (pcu/hr)**		**Weekday PM Peak (pcu/hr)**	
			Gen.	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**	**Gen.**	**Att.**
Shops and services	1546		0.2296	0.2434	0.31	0.3563	4	4	5	6
						Sub-Total	4	4	5	6
						Total	**16**	**17**	**23**	**21**

Note (1) : Reference to the Table 4.5 in the TIA report

4.6 Traffic Forecast for Design Year 2030

4.6.1 The net traffic trips of the proposed development, which is shown in the Figure 4.2 (Rev A), is then superimposed onto the year 2030 reference traffic flow (without the proposed development) as:

2030 Design Traffic Flows (with proposed development)	=	**2030 Reference Traffic Flows (without proposed development)**	+	**Proposed Development Traffic Flows**

4.6.2 The traffic flow distribution of the proposed development to the AOI is provided and is shown in the **Figure 4.4**.

4.6.3 The 2030 design traffic flows at surrounding critical junctions are shown in **Figure 4.5**.

4.7 Operational Assessment

4.7.1 To assess traffic impacts due to the proposed development, operational assessment of the critical junctions identified in **Chapter 3** are carried out for both the reference (without the proposed development) and the design scenario (with the proposed development) in year 2030. The results are summarized in **Table 4.7**.

Table 4.7 Operational Performance of Key Junctions in Year 2030

Ref.	Junction	Method of Control (1)	Year 2030 RC/DFC			
			Reference Scenario (without the proposed development)		Design Scenario (with the proposed development)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	**9%**	18%	**8%**	16%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	79%	56%	73%	51%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung Square	Priority	0.05	0.05	0.09	0.10
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	0.28	0.35	0.32	0.39
E	Wang Chau Road/ Tai Lee Street	Priority	0.14	0.19	0.14	0.19
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	115%	77%	110%	73%

Notes: (1) RC = Reserve Capacity for Signalized Junction
DFC = Ratio of Flow to Capacity for Priority Junction

4.7.2 Based on the assessment results given in **Table 4.7**, it shows all critical junctions would operate within their capacities in both reference scenarios (without proposed site) and design scenario (with the proposed site) in 2031 during the peak hour, ***except for the Junction A***.

4.7.3 As the capacities of for the reference case (without the proposed development) is similar to the capacities in the design year (with the proposed development). Yet, the impact caused by the proposed development on the capacity of the Junction A is negligible and no improvement works will be proposed and committed by the Applicant.

4.7.4 The road links assessment is also carried out in the Design Case (with proposed development) in year 2030. The results are summarized in the **Table 4.8**, and the road link index is shown in the **Figure 3.1**.

Table 4.8 Road Link Performance for Design Year 2030 (with Adjacent Development and with Proposed Development)

Ref.	Road Name	Direction	Capacity	Year 2030 RFC (1)			
				Flow (Veh/ hr)		V/C	
				AM Peak	PM Peak	AM Peak	PM Peak
L1	Yuen Long On Lok Road	WB	2046	1535	1650	0.75	0.81
L2	Wang Chau Road	SB	744	370	480	0.50	0.65
L3	Yuen Long Tai Hang Road	EB	744	200	250	0.27	0.34
L4	Sui Tai Street	SB	744	415	460	0.56	0.62
L5	Yuen Long On Ning Road	EB	2046	615	705	0.30	0.34
L6	Yuen Long Tung Tai Street	EB	720	425	495	0.59	0.69
L7	Tai Lee Street	WB	744	75	100	0.10	0.13

4.7.5 The results are given from **Table 4.8** that the V/C for the road links is less than 0.85. As per the guidelines given in Guidelines and Requirements of Traffic Impact Assessment, the V/C is considered acceptable for all the phases with respect to their design year.

5. CONSTRUCTION TIA ASSESSMENT

5.1 Design Year of the Construction Program

5.1.1 It is anticipated that the proposed development will be commissioned in year 2027. Therefore, the design year for this TIA (construction) is also chosen to be 2027.

5.2 Existing Traffic Flow in 2024

5.2.1 Operation performance of the critical junctions has been examined in accordance with the existing traffic flow and the results are summarised and are shown in the **Table 5.1** below. The 2024 existing traffic flows at the critical junctions are also shown in the **Figure 3.8**. Details of the junction assessment calculations are enclosed in the **Appendix 1**.

Table 5.1 Existing Operational Performance of Key Junctions in 2024

Ref.	Junction	Method of Control	Year 2024 RC/DFC (1)	
			AM Peak	PM Peak
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	32%	41%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	90%	66%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung	Priority	0.05	0.05
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	0.28	0.34
E	Wang Chau Road/ Tai Lee Street	Priority	0.13	0.18
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	165%	110%

5.2.2 The assessment, it indicates that all key junctions are operating with ample capacities during the peak hour.

5.3 Reference Traffic Flow in Year 2027

5.3.1 The reference traffic flow is estimated by applying the adopted growth rate to the observed traffic flow in the current year, and the 2027 reference traffic flows for all junctions can be computed with the following calculation:

2027 Reference Traffic Flows (without proposed development) = **2024 (Observed Traffic Flows** x **Adopted Growth Factor i.e. +1% p.a. for 3 years**) + **Traffic Flows of Planned Adjacent Developments**

5.3.2 The details of the planned adjacent development and those trip generation and attraction can be reference to this **TIA report Chapter 4 Table 4.3**.

5.3.3 The 2027 reference traffic flows at the critical junctions are shown in **Figure 5.1 (Rev A)**

5.4 Traffic Generation during Construction

5.4.1 As the site is only 780 m^2 and the total GFA to be constructed is only 9,357 m^2, it will not generate large volume of traffic due to the construction activities.

5.4.2 It is assumed that the worst case will be having **4 construction vehicles per hour** generated / attracted due to the construction works.

5.5 Traffic Forecast for Design Year 2027

5.5.1 The net traffic trips of the proposed development, which is shown in the **Figure 5.1 (Rev A)**, is then superimposed onto the year 2027 reference traffic flow (without the proposed development) as:

2027 Design Traffic Flows (with proposed development) = **2027 Reference Traffic Flows (without proposed development)** + **Traffic due to Construction Works**

5.5.2 The 2027 design traffic flows at the critical junctions are shown in **Figure 5.2 (Rev A)**.

5.6 Operational Assessment

5.6.1 To assess traffic impacts due to the proposed development, operational assessment of the critical junctions identified in **Chapter 3** are carried out for both the reference (without the proposed development) and the design scenario (with the proposed development) in year 2027. The results are summarized in **Table 5.3**.

Table 5.3 Operational Performance of Key Junctions in Year 2027

Ref.	Junction	Method of Control (1)	Year 2027 RC/DFC			
			Reference Scenario (without the proposed development)		Design Scenario (with the proposed development)	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road	Signal	**12%**	21%	**12%**	21%
B	Wang Chau Road/ Yuen Long On Ling Road	Signal	84%	60%	82%	59%
C	Yuen Long On Ning Road/ Yuen Long Pau Cheung Square	Priority	0.05	0.05	0.06	0.06
D	Yuen long Tai Hang Street/ Yuen long Tung Tai Street	Priority	0.30	0.36	0.32	0.39
E	Wang Chau Road/ Tai Lee Street	Priority	0.14	0.19	0.14	0.19
F	Yuen Long On Lok Road /Yuen Long Tung Tai Street	Signal	121%	82%	119%	81%

Notes: (1) RC = Reserve Capacity for Signalized Junction
DFC = Ratio of Flow to Capacity for Priority Junction

5.6.2 Based on the assessment results given in **Table 5.3**, it shows all critical junctions would operate within their capacities in both reference scenarios (without proposed site) and design scenario (with the proposed site) in 2031 during the peak hour, ***except for the Junction A***.

5.6.3 As the capacities of for the reference case (without the proposed development) is similar to the capacities in the design year (with the proposed development). Yet, the impact caused by the proposed development on the capacity of the Junction A is negligible and no improvement works will be proposed and committed by the Applicant.

6. PUBLIC TRANSPORT DEMAND

6.1 Survey on Existing Public Transport Service

6.1.1 A traffic survey on traffic pattern and localized public transport demand survey at bus/ GMB stops in the vicinity was carried out. The survey was carried out on 13th September 2024.

6.1.2 The same design year as vehicular traffic forecast for year 2030 is adopted for the future public transport demand forecast.

6.1.3 The details of the bus stops location and findings are presented in **Figure 6.1** and **Table 6.1, Table 6.2** respectively.

Table 6.1 Observed Boarding/ Alighting of Public Transport during Peak Hour in AM Peak

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2024 Observed Scenario (per hour)			
						Surveyed passenger on board arriving bus stops {C}	Total no of Boarding passengers {D}	Total no of Alighting passengers {E}	Surplus Capacity {B}-{C}-{D}+{E}
To Yuen Long									
AM peak (07:45-08:45)	A	Bus	54	2	162	16	2	9	153
			64K	6	720	144	10	39	605
			68M	4	548	110	0	77	515
			77K	1	120	24	0	6	102
			251C	2	240	60	1	13	192
			968	3	360	72	0	50	338
			68x	2	240	84	7	26	175
			76k	3	360	84	0	42	318
			268C	4	480	168	4	72	380
			268x	2	240	72	5	22	185
			276P	4	480	312	15	67	220
			B2	4	480	219	44	0	217
	B	Bus	A36	2	268	54	17	0	197
			E36	4	480	96	34	2	352
			269D	3	408	163	4	27	268
			276	2	250	75	5	20	190
			968	3	375	75	0	50	350
			B1	9	1125	413	3	50	760
	C	GMB	36	4	76	23	3	11	61
			37	6	114	54	5	26	81
			38	6	114	21	4	14	103
			72	6	114	51	4	20	79
			71	4	76	23	1	14	66
			75	10	160	67	6	26	113
			76	3	57	20	1	6	42
			609	9	171	76	5	24	114
	E	GMB	33	2	32	9	1	0	22
			35	5	80	8	2	1	71
	F	GMB	36	5	95	1	73	4	25
			37	8	152	0	69	0	83
			38	7	133	0	85	2	50
			74	11	209	26	168	26	41
			74A	3	48	3	2	3	46
			75	10	160	5	98	5	62
			76	2	32	0	19	0	13

From Yuen Long									
	D	GMB	31	8	128	49	0	2	81
			32	6	96	36	0	1	61
			609	10	190	119	29	0	42
		Bus	54	2	162	41	6	0	116
			64K	4	480	168	20	2	294
			68M	9	1233	493	153	0	587
			68X	8	1096	603	55	12	450
			251C	2	240	24	7	0	209
			265S	1	136	54	4	0	78
			268B	3	408	82	18	0	308
			268X	7	959	534	59	24	390
			276	3	360	228	30	5	107
			276P	7	840	444	82	11	325
			968	10	1370	480	148	0	743
			968x	5	685	274	56	2	357
			A36	1	134	54	0	10	90
			B1	11	1507	400	133	2	976
			B2	5	600	120	5	14	489
			E36	2	274	55	0	46	265
			E36s	4	548	219	33	0	296

Table 6.2 Observed Boarding/ Alighting of Public Transport during Peak Hour in PM Peak

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2024 Observed Scenario (per hour)			
						Surveyed passenger on board arriving bus stops {C}	Total no of Boarding passengers {D}	Total no of Alighting passengers {E}	Surplus Capacity {B}-{C}-{D}+{E}
To Yuen Long									
PM peak (17:30-18:30)	A	Bus	54	2	162	16	2	9	153
			64K	6	720	132	1	61	648
			68M	7	959	192	1	111	877
			251C	3	316	59	5	11	263
			968	6	720	180	0	119	659
			68x	4	548	288	23	91	328
			76k	2	274	41	0	19	252
			268C	5	710	199	9	99	601
			268x	5	710	256	5	22	471
			276P	6	720	312	51	80	437
			B2	2	240	24	25	0	191
	B	Bus	A36	3	411	82	34	1	296
			E36	2	274	151	31	19	111
			E36S	3	360	84	0	29	305
			269D	4	544	286	61	56	253
			276	3	375	125	27	34	257
			968	6	822	233	0	119	708
			B1	9	1125	513	30	140	723
	C	GMB	71	4	64	13	1	6	56
			72	6	114	13	4	9	106
			609	7	133	50	5	27	105
	E	GMB	33	2	32	9	2	1	10
			35	2	32	5	2	0	7
	F	GMB	36	5	95	22	91	22	4
			37	5	95	38	89	38	6
			38	5	95	45	86	45	9
			73A	2	38	0	32	0	6
			74	8	152	19	123	19	29
			74A	4	76	4	35	4	41
			75	12	228	85	171	85	57
			76	1	19	7	16	7	3
From Yuen Long									
PM peak (17:30-18:30)	D	GMB	31	7	133	29	0	0	104
			32	5	95	26	0	0	69
			609	8	152	71	29	3	55

		Bus	54	2	274	69	21	0	90
			64K	4	500	231	64	3	292
			68M	6	822	315	111	0	426
			68X	3	411	260	59	10	309
			251C	2	240	72	29	0	101
			268X	3	411	233	49	12	270
			276	3	360	204	107	4	307
			276P	6	720	444	127	8	563
			968	4	548	247	61	0	308
			A36	4	480	120	32	63	89
			B1	9	1233	507	206	10	703
			B2	3	360	144	2	24	122
			E36	3	411	137	2	54	85
			K65	4	480	144	0	63	81
			k74	3	360	132	0	9	123

6.2 Reference Demand for Public Transport in 2030

6.2.1 A **+1% p.a** growth rate (detailed in the section 4.2) is applied to 2024 surveyed passenger demand to estimate the 2030 reference demand for public transport. The details of estimated passenger demand in reference year 2030 are summarised in the **Table 6.3 and Table 6.4**.

2030 Reference Passenger Flows (Without Proposed Development) = **2024 Passenger Flows** x **Adopted Growth Factor (i.e. +1 % p.a. for 6 years)**

Table 6.3 Boarding/ Alighting of Public Transport during Peak Hour in AM Peak for Reference Scenario in Year 2030

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2030 Reference Scenario (per hour)				
						Surveyed passenger on board arriving bus stops with 1% growth rate {C}	Total no of Boarding passengers with 1 % growth rate {D}	Total no of Alighting passengers with 1 % growth rate {E}	Surplus Capacity {B}-{C}-{D}+{E}	Additional Frequency
To Yuen Long										
AM peak (07:45-08:45)	A	Bus	54	2	162	17	2	10	153	-
			64K	6	720	153	11	41	597	-
			68M	4	548	116	0	82	514	-
			77K	1	120	25	0	6	101	-
			251C	2	240	64	1	14	189	-
			968	3	360	76	0	53	337	-
			68x	2	240	89	7	28	172	-
			76k	3	360	89	0	45	316	-
			268C	4	480	178	4	76	374	-
			268x	2	240	76	5	23	182	-
			276P	4	480	331	16	71	204	-
			B2	4	480	232	47	0	201	-
	B	Bus	A36	2	268	57	18	0	193	-
			E36	4	480	102	36	2	344	-
			269D	3	408	173	4	29	260	-
			276	2	250	80	5	21	186	-
			968	3	375	80	0	53	348	-
			B1	9	1125	438	3	53	737	-
	C	GMB	36	4	76	24	3	12	61	-
			37	6	114	57	5	28	80	-
			38	6	114	22	4	15	103	-
			72	6	114	54	4	21	77	-
			71	4	76	24	1	15	66	-
			75	10	160	71	6	28	111	-
			76	3	57	21	1	6	41	-
			609	9	171	81	5	25	110	-
	E	GMB	33	2	32	10	1	0	21	-
			35	5	80	8	2	1	71	-
	F	GMB	36	5	95	1	77	4	21	-
			37	8	152	0	73	0	79	-
			38	7	133	0	90	2	45	-
			74	11	209	28	178	28	31	-

			74A	3	48	3	2	3	46	-
			75	10	160	5	104	5	56	-
			76	2	32	0	20	23	35	1
From Yuen Long										
	D	GMB	31	8	128	52	0	2	78	-
			32	6	96	38	0	1	59	-
			609	10	190	126	31	0	33	-
		Bus	54	2	162	43	6	0	113	-
			64K	4	480	178	21	2	283	-
			68M	9	1233	524	162	0	547	-
			68X	8	1096	640	58	13	410	-
			251C	2	240	25	7	0	207	-
			265S	1	136	58	4	0	74	-
			268B	3	408	87	19	0	302	-
			268X	7	959	567	63	25	355	-
			276	3	360	242	32	5	91	-
			276P	7	840	471	87	12	293	-
			968	10	1370	509	157	0	704	-
			968x	5	685	291	59	2	337	-
			A36	1	134	57	0	11	88	-
			B1	11	1507	425	141	2	943	-
			B2	5	600	127	5	15	482	-
			E36	2	274	58	0	49	265	-
			E36s	4	548	233	35	0	280	-

Table 6.4 Boarding/ Alighting of Public Transport during Peak Hour in PM Peak for Reference Scenario in Year 2030

	Stn	Mode	Route No	Observed Trips {A}	Passenger Capacity (per hour) {B}	Year 2030 Reference Scenario (per hour)				
						Surveyed passenger on board arriving bus stops with 1 % growth rate {C}	Total no of Boarding passengers with 1 % growth rate {D}	Total no of Alighting passengers with 1 % growth rate {E}	Surplus Capacity {B}-{C}-{D}+{E}	Additional Frequency
To Yuen Long										
PM peak (17:30-18:30)	A	Bus	54	2	162	17	2	10	152	-
			64K	6	720	140	1	65	644	-
			68M	7	959	204	1	118	872	-
			251C	3	316	62	5	12	260	-
			968	6	720	191	0	126	655	-
			68x	4	548	305	24	97	315	-
			76k	2	274	44	0	20	251	-
			268C	5	710	211	10	105	595	-
			268x	5	710	271	5	23	457	-
			276P	6	720	331	54	85	420	-
			B2	2	240	25	27	0	187	-
	B	Bus	A36	3	411	87	36	1	287	-
			E36	2	274	160	33	20	98	-
			E36S	3	360	89	0	31	298	-
			269D	4	544	303	65	59	232	-
			276	3	375	133	29	36	245	-
			968	6	822	247	0	126	695	-
			B1	9	1125	544	32	149	691	-
	C	GMB	71	4	64	14	1	6	46	-
			72	6	114	14	4	10	95	-
			609	7	133	53	5	29	90	-
	E	GMB	33	2	32	10	2	1	6	-
			35	2	32	5	2	0	9	-
	F	GMB	36	5	95	23	97	23	-19	1
			37	5	95	40	94	40	-17	1
			38	5	95	48	91	48	-15	1
			73A	2	38	0	34	0	-16	1
			74	8	152	20	131	20	0	-
			74A	4	76	4	37	4	17	-
			75	12	228	90	182	90	23	-
			76	1	19	7	17	7	-22	2

From Yuen Long										
	D	GMB	31	7	133	31	0	0	102	-
			32	5	95	28	0	0	67	-
			609	8	152	75	31	3	49	-
		Bus	54	2	274	73	22	0	179	-
			64K	4	500	245	68	3	190	-
			68M	6	822	334	118	0	370	-
			68X	3	411	276	63	11	83	-
			251C	2	240	76	31	0	133	-
			268X	3	411	247	52	13	124	-
			276	3	360	217	114	4	34	-
			276P	6	720	471	135	8	122	-
			968	4	548	262	65	0	221	-
			A36	4	480	127	34	67	385	-
			B1	9	1233	538	219	11	486	-
			B2	3	360	153	2	25	230	-
			E36	3	411	145	2	57	321	-
			K65	4	480	153	0	67	394	-
			k74	3	360	140	0	10	229	-

6.2.2 The assessment in **Table 6.3 and Table 6.4** indicate that there will be shortage for the GMB route 76 (to Yuen Long Direction) during the AM peak and GMB route 36, 37, 38, 73A and 76 (To Yuen Long Direction) during the PM peak.

6.3 Assessment on Public Transport Demand

6.3.1 Reference is made to the “Travel Characteristic Survey 2011 Report” as published by Transport Department in February 2014 to derive the estimated public transport demand due to the proposed development. The adjusted model split is summarised in the **Table 6.5** below.

Table 6.5 Calculation of Total Passenger Trips from Proposed Development

Mode	TCS Modal Split %	Adjusted Modal Split %
Rail	30%	33%
Franchised Bus	27%	31%
GMB	13%	15%
Private Cars	12%	14%
SPB	9%	-
Taxi	6%	7%
Tram	2%	-
Ferry	1%	-
Total	100%	100%

6.3.2 For the residential use, the total trip generated from the proposed development are derived from development parameters and assumptions from the TCS report 2011. The calculation of the total trips during peak hours is summarised in **Table 6.6** below:

Table 6.6 Calculation of Total Passenger Trips from the Proposed Development – Residential Use

Item	Proposed Development	
Nos. of units	74 units	
Average household size	2.8 ppl/unit	
Total population	= 74 x 2.8 = 208 ppl	
Trip Rate per Person	1.83*	
Daily trips generated from proposed development	= 208 ppl x 1.83 = 381trips	
Peak Hour Factor	12%**	
Peak hour trips (Two-ways)	= 46 trips/ hr	
Public Transport Passengers Trips		
	2-way	1 way (=60% of the 2-way flow)
For GMB	7	5
For Bus	15	9
Total	22	14

Notes: ** According to "Travel Characteristics Survey 2011 Report"*
*** Peak hour factor is 12% of daily trips according to E2.9 of TCS Report 2011*

6.3.3 While for RCHE use, the calculation of the total trips during peak hours is also summarised in the **Table 6.7** below.

Table 6.7 Calculation of Total Passenger Trips from the Proposed Development – RCHE Use

Calculation	Results	
Estimated Demand of Proposed Site		
No. of beds	220	
Trip Rate per Person	2 visitors/ bed	
Daily trips generated from proposed development	= 220 beds x 2 x 20%[4] = 88 trips	
% of Daily trips in peak hours	12%[1]	
Peak hour trips	= 88 trips x 12%[2] = 11 trips/hr	
Public Transport Passengers Trips		
	2-way	1-way (= 60% of the 2-way flows)
For GMB	= 11 trips/hr x 15%[3] = 2 passengers/hr	= 2 passengers/hr x 60% = 2 passengers/hr
For Franchised Bus	= 11 trips/hr x 31%[3] = 4 passengers/hr	= 4 passengers/hr x 60% = 3 passengers/hr
Total	= 4+2 = **6 passengers/hr**	= 2 + 3 = **5 passengers/hr**

Notes:
(1) Extracted from TCS Report 2011 Table 3.3.
(2) Peak hour consists of 12% of daily trips according to E2.9 of TCS Report 2011.
(3) Reference to the Table 6.5
(4) The methodology is reference to the approved planning application Y_NE-KTS_16

6.3.4 For RCHE, there are two working shifts. They start from 7:30am to 7:30 pm, and 7:30pm to 7:30am. As mentioned in paragraph 2.2.3 and 2.2.4, staffs are mainly take public transport to/ from the working. To reflect the passenger demand generated by the proposed development, we assume the peak hour when staffs travel to and from the proposed development will be 7:00am to 8:00am and from 7:00pm to 8:00p.m.

6.3.5 Therefore, 40 staffs will be included during the AM peak calculation, and none of the staffs will be included in the PM calculation.

6.3.6 The future demand for public transport is derived from the equation below:

2030 Design Passenger Flows (With Proposed Development) = **2030 Reference Passenger Flows (Without proposed development)** + **Proposed Development Passenger Flows**

6.3.7 Based on the Table 6.6 and Table 6.7, the distribution of passenger demand for the proposed development are estimated in the **Table 6.8 and Table 6.9**. .

Table 6.8 Boarding Distribution Arising from Proposed Development by Transport Mode during the AM Peak

	Stn	Mode	Route No	Year 2030 Reference Scenario (without Proposed Development)		Year 2030 Design Scenario (with Proposed Development)			
				Surplus Capacity (Without Proposed Developments)	Additional Frequency Required	% of Distribution	Nos of Passengers from the proposed Development	Surplus Capacity	Additional Frequency Required
To Yuen Long									
AM Peak (07:45-08:45)	A	Bus	54	152	-	0%	0	152	-
			64K	598	-	1%	1	597	-
			68M	513	-	0%	0	513	-
			77K	101	-	0%	0	101	-
			251C	189	-	0%	0	189	-
			968	337	-	0%	0	337	-
			68x	171	-	0%	0	171	-
			76k	315	-	0%	0	315	-
			268C	374	-	0%	0	374	-
			268x	182	-	0%	0	182	-
			276P	204	-	1%	1	203	-
			B2	200	-	3%	1	199	-
	B	Bus	A36	191	-	1%	1	190	-
			E36	341	-	2%	1	340	-
			269D	255	-	0%	0	255	-
			276	181	-	0%	0	181	-
			968	342	-	0%	0	342	-
			B1	730	-	0%	0	730	-
	C	GMB	36	52	-	0%	0	52	-
			37	70	-	0%	0	70	-
			38	92	-	0%	0	92	-
			72	66	-	0%	0	66	-
			71	54	-	0%	0	54	-
			75	98	-	0%	0	98	-
			76	28	-	0%	0	28	-
			609	96	-	0%	0	96	-
	E	GMB	33	6	-	0%	0	6	-
			35	54	-	0%	0	54	-
	F	GMB	36	4	-	5%	1	3	-
			37	61	-	4%	1	60	-
			38	26	-	5%	1	25	-
			74	11	-	11%	2	9	-
			74A	25	-	0%	1	24	-
			75	34	-	6%	1	33	-
			76	-11	**1**	1%	1	-12	**1**
From Yuen Long									
AM Peak (07:45-08:45	D	GMB	31	78	-	0%	0	78	-
			32	59	-	0%	0	59	-
			609	33	-	2%	1	32	-
		Bus	54	113	-	0%	0	113	-
			64K	283	-	1%	1	282	-
			68M	547	-	10%	3	544	-

			68X	410	-	3%	1	409	-
			251C	207	-	0%	0	207	-
			265S	74	-	0%	0	74	-
			268B	302	-	1%	1	301	-
			268X	355	-	4%	1	354	-
			276	91	-	2%	1	90	-
			276P	293	-	5%	2	291	-
			968	704	-	9%	3	701	-
			968x	337	-	4%	1	336	-
			A36	88	-	0%	0	88	-
			B1	943	-	8%	2	941	-
			B2	482	-	0%	0	482	-
			E36	265	-	0%	0	265	-
			E36s	280	-	2%	1	279	-
			P968	104	-	1%	1	103	-
			K65	422	-	0%	0	422	-
			K74	180	-	1%	1	179	-

Table 6.9 Boarding Distribution Arising from Proposed Development by Transport Mode during the PM Peak

	Stn	Mode	Route No	Year 2030 Reference Scenario (without Proposed Development)		Year 2030 Design Scenario (with Proposed Development)			
				Surplus Capacity (Without Proposed Developments)	Additional Frequency Required	% of Distribution	Nos of Passengers from the proposed Development	Surplus Capacity	Additional Frequency Required
To Yuen Long									
Pm Peak (17:30-18:30)	A	Bus	54	152	-	0%	0	152	-
			64K	644	-	0%	0	644	-
			68M	872	-	0%	0	872	-
			251C	260	-	0%	0	260	-
			968	655	-	0%	0	655	-
			68x	315	-	1%	1	314	-
			76k	251	-	0%	0	251	-
			268C	595	-	0%	0	594	-
			268x	457	-	0%	0	457	-
			276P	420	-	3%	1	419	-
			B2	187	-	1%	1	186	-
	B	Bus	A36	287	-	2%	1	286	-
			E36	98	-	2%	1	97	-
			E36S	298	-	0%	0	298	-
			269D	232	-	3%	1	231	-
			276	245	-	1%	1	244	-
			968	695	-	0%	0	695	-
			B1	691	-	2%	1	690	-
	C	GMB	71	46	-	0%	0	46	-
			72	95	-	0%	0	94	-
			609	90	-	0%	0	90	-
	E	GMB	33	6	-	0%	0	6	-
			35	9	-	0%	0	9	-
	F	GMB	36	-19	**1**	5%	1	-20	**2**
			37	-17	**1**	5%	1	-18	**1**
			38	-15	**1**	5%	1	-16	**1**
			73A	-16	**1**	2%	1	-17	**1**
			74	0	-	7%	1	-1	-
			74A	17	-	2%	1	16	-
			75	23	-	9%	1	22	-
			76	-22	**2**	1%	1	-23	**2**
From Yuen Long									
	D	GMB	31	102	-	0%	0	102	-
			32	67	-	0%	0	67	-
			609	49	-	2%	1	48	-
		Bus	54	179	-	1%	1	178	-
			64K	190	-	3%	1	189	-
			68M	370	-	6%	1	369	-
			68X	83	-	3%	1	82	-
			251C	133	-	2%	1	132	-
			268X	124	-	3%	1	123	-
			276	34	-	6%	1	33	-
			276P	122	-	7%	1	121	-
			968	221	-	3%	1	220	-
			A36	385	-	2%	1	384	-
			B1	486	-	11%	1	485	-
			B2	230	-	0%	0	230	-
			E36	321	-	0%	0	321	-

			K65	394	-	0%	0	394	-
			k74	229	-	0%	0	229	-

6.3.8 The assessment in **Table 6.8 and Table 6.9** indicate that there will be shortage for the GMB route 76 (to Yuen Long Direction) during the AM peak and GMB route 36, 37, 38, 73A and 76 (to Yuen Long Direction) during the PM peak.

6.4 Recommendation of Increasing in Public Transport Services for the Proposed Development during AM and PM Peak Hour

6.4.1 Based on the above assessment, there will be a shortage of GMB route 76 (to Yuen Long direction) during AM peak and GMB route 36, 37, 38, 73A and 76 (to Yuen Long direction) during PM peak in the year 2030 with the proposed development.

6.4.2 **Table 6.10** summarises the recommended increase in public transport for design scenario (with the proposed development) in the year 2030.

Table 6.10 Recommended Increase in PT Services

Route	Design Scenario (with the proposed development)	
	AM Peak	PM Peak
76	Increase 1 GMB per hour	-
36	-	Increase 2 GMB per hour
37	-	Increase 1 GMB per hour
38	-	Increase 1 GMB per hour
73A	-	Increase 1 GMB per hour
76	-	Increase 2 GMB per hour

7. PEDESTRIAN IMPACT ASSESSMENT

7.1 Existing pedestrian network

7.1.1 To investigate the serviceability of pedestrian pathways in the vicinity in design year 2030, a pedestrian assessment is conducted

7.1.2 Pedestrian count surveys were carried out to obtain the existing pedestrian demand on the major pedestrian pathways in the vicinity of the proposed development site.

7.1.3 The survey was carried out on normal weekdays on 14th May 2024 during 07:30am - 09:30am and 05:30pm – 7:30pm.

7.1.4 The assessment of section is shown in the **Figure 7.1**, and the observed pedestrian flow is shown in the **Figure 7.2**. The LOS assessment result of the critical sections of footpath in observed year 2024 is summarised in the **Table 7.1**.

Table 7.1 LOS Assessment of the Critical Sections of Footpath in Observed Year 2024

Critical Sections	Width (m)	Effective Width (m)(1)	Observed Scenario (Year 2024)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)(2)	LOS(3)	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS
A	9.8	6.3	640	1.69	A	1185	3.13	A
B	8.9	7.9	320	0.68	A	725	1.53	A
C	2.1	1.6	135	1.41	A	310	3.23	A
D	3.7	2.7	550	3.40	A	1175	7.25	A

Notes: (1) Effective Width = Total Footpath Width – Death Width (0.5m from one side with street furniture and 0.5 from walls/ 1m from shop frontage) (According to T.P.D.M Volume 2 Chapter 3.4 Clause 3.4.11.5)

(2) Two-way Pedestrian Flow Rate (ped/min/m) = Pedestrian Flow/Minutes/Effective Footpath Width.

(3) LOS details extracted from the HCM are tabulated in TPDM Volume 6 Chapter 10 Clause 10.5.2.2.

7.1.5 The results of the assessment shown in **Table 7.1** indicates that all critical sections are operating with ample reserved capacities during AM and PM peak hours.

7.2 Future Pedestrian Condition

7.2.1 Based on the observed flows and the adopted growth rate of +1 %, future pedestrian reference flows at the critical sections (without proposed development) in Year 2030 are estimated and summarized in **Table 7.2 and Figure 7.3**.

Table 7.2 Performance of Critical Footpath in Reference Scenario

Critical Sections	Width (m)	Effective Width (m)	Reference Scenario (Year 2030)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS
A	9.8	6.3	680	1.80	A	1260	3.33	A
B	8.9	7.9	340	0.72	A	770	1.62	A
C	2.1	1.6	145	1.51	A	330	3.44	A
D	3.7	2.7	585	3.61	A	1245	7.69	A

7.2.2 To estimate the future trip generated by the proposed development, is applied to the pedestrian assessment, survey has been conducted on a commercial buildings with shops, Kwong Wah Plaza at Tai Tong Road, Yuen Long. The survey was conducted on weekdays 15th May 2024, during 07:30am – 09:30am and 05:30pm -07:30pm.

7.2.3 Based on the survey, the trip rate were found and summarized in **Table 7.3**.

Table 7.3 Trip Generation Rates of Proposed Development

Use	Units	Trip Rate			
		Weekday AM Peak		Weekday PM Peak	
		Gen.	Att.	Gen.	Att.
Retail + Office	(pcu/hr/100 sqm GFA)	3.0610	3.3469	8.5102	7.1815

7.2.4 Based on the adopted trip rate, the pedestrian trips by proposed development is estimated and summarized in **Table 7.4**.

Table 7.4 Estimated Pedestrian Trips of the Proposed Development

Use	Weekday AM Peak (pcu/hr)		Weekday PM Peak (pcu/hr)	
	Gen.	Att.	Gen.	Att.
Shops and Services	48	52	132	112

7.2.5 For the residential use, the distribution of trips by transport mode are taken into the consideration which derived from the TCS 2011 (Travel Characteristics Survey 2011 Report) published by the Transport Department. The extracts of the modal split detail is given in the **Table 7.5**.

Table 7.5 Distribution of Boarding by Transport Mode

Mode	TCS Modal Split %	Adjusted Modal Split %
Rail	30%	33%
Franchised Bus	27%	31%
GMB	13%	15%
Private Cars	12%	14%
SPB	9%	-
Taxi	6%	7%
Tram	2%	-
Ferry	1%	-
Total	100%	100%

7.2.6 The pedestrian from the proposed development that may affect the footpath of the surrounding area are mainly be the pedestrian access to the MTR station, Bus and GMB stops. Based on the model split given in the **Table 7.5**, the distribution to the rail, bus and GMB stops area 33%, 31% and 15% respectively.

7.2.7 The expected peak hour pedestrian flow to these transport mode are shown in the **Table 7.5** based on population per flat in Yuen Long district is 2.8, the daily trip rate of 1.83 and a peak hour factor of 12%, which extracted from both Census 2011 and TCS report 2011 accordingly.

7.2.8 The expected peak hour pedestrian flow to MTR station, GMB and Bus stops is shown in the **Table 7.6**.

Table 7.6 Expected Peak Hour Pedestrian Flow to MTR station, Bus and PLB Stops

Proposed Development	Population (= Flats Nos* 2.8)	Peak Hour Passenger Trips (= population* daily trip per person (1.83) * peak hour factor (12%))	Passenger trip related to MTR (33%)	Passenger trip related to Bus (31%)	Passenger trip related to GMB (15%)
Lot 3678 DD120	208	46	16	15	7

7.2.9 For the RCHE, there are two working shifts. They start from 7:30am to 7:30 pm, and 7:30pm to 7:30am. As mentioned in paragraph 2.2.3 and 2.2.4, staffs are mainly take public transport to/ from the working. To reflect the pedestrian pattern generated by the proposed development, we assume the peak hour when staffs travel to and from the proposed development will be 7:00am to 8:00am and from 7:00pm to 8:00p.m.

7.2.10 Therefore, 40 staffs will be included during the AM peak calculation, and none of the staffs will be included in the PM calculation.

7.2.11 Whilst, for the visitors, the RCHE will allow visitors to visit during 10:30am to 8:30pm. Taking the reference of the peak hour public transport passengers demand and assume the pedestrian flow of the proposed development. The details of the calculation of the peak hour public transport passengers demand and the pedestrian flow of the proposed development is shown in the **Table 7.7**.

Table 7.7 Calculation of Peak Hour Public Transport Passengers Demand and the Pedestrian Flow of the Proposed Development

Calculation	Results
Estimated Demand of Proposed Site	
No. of beds	220
Trip Rate per Person	2 visitors/ bed
Daily trips generated from proposed development	= 220 beds x 2[4] x 20% [4] = 88 trips
% of Daily trips in peak hours	12%[1]
Peak hour trips	= 88 trips x 12%[2] = 11 trips/hr
Public Transport Passengers Trips and Pedestrian Trips	
	2-way
For GMB	= 11 trips/hr x 15%[3] = 2 passengers/hr
For Franchised Bus	= 11 trips/hr x 31%[3] = 4 passengers/hr
For Rail	= 11 trips/hr x 33%[3] = 4 passengers/hr
Total	= 2+4+4 = **10 passengers/hr** =10*60%[4] **=6 passengers/ hr (two- way)**

Notes:

(1) Extracted from TCS Report 2011 Table 3.3.

(2) Peak hour consists of 12% of daily trips according to E2.9 of TCS Report 2011.

(3) Extracted from the Table 6.5

(4) The methodology is reference to the approved planning application Y_NE-KTS_16

7.2.12 From all the above, the pedestrian flow of the proposed development is then superimposed onto the year 2030 reference pedestrian flow (without the proposed development) as shown in **Figure 7.4** to derive at the year 2030 pedestrian flow (with the proposed development).

7.2.13 A separated pedestrian flows table shows the pedestrian generated and attracted by the proposed development only. The detail is also provided and is shown in the **Table 7.8**.

Table 7.8 Pedestrian Flow Generated and Attracted by the Proposed Development

Critical Sections	Pedestrian Flow Generated and Attracted by the Proposed Development	
	AM Peak (ped/ hr)	PM Peak (ped/ hr)
A	205	340
B	90	10
C	45	5
D	155	175

7.2.14 The assessment of the design scenario is summarized in **Table 7.9**

Table 7.9 Performance of Critical Footpath in Design Scenario

Critical Sections	Width (m)	Effective Width (m)(1)	Design Scenario (Year 2030)					
			AM Peak			PM Peak		
			Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS	Two-way Pedestrian Flow (ped/hr)	Two-way Pedestrian Flow Rate (ped/min/m)	LOS
A	9.8	6.3	885	2.34	A	1600	4.23	A
B	8.9	7.9	430	0.91	A	780	1.65	A
C	2.1	1.6	190	1.98	A	335	3.49	A
D	3.7	2.7	740	4.57	A	1420	8.77	A

Notes: (1) Effective Width = Total Footpath Width – Death Width (0.5m from railings or walls each for both sides).

(2) Two-way Pedestrian Flow Rate (ped/min/m) = Peak Pedestrian Flow / 60 min / Effective Width.

(3) LOS details extracted from the HCM are tabulated in TPDM Volume 6 Chapter 10 Clause 10.5.2.2.

7.2.15 From the assessment result in **Table 7.9**, it is revealed that the concerned section of footpaths would all operate with LOS A. Therefore, the application is acceptable from the traffic points of view.

8. SUMMARY AND CONCLUSION

8.1 Summary

8.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and technical justifications in supporting the S16 Town Planning Application for proposed development in Lots 3678 in DD 120.

Junction Assessment and Performance

8.1.2 To appraise the existing traffic condition, a vehicular survey in the form of manual classified count was conducted at the surrounding road network of the proposed development. Current operational performance of the critical junctions has been assessed with the observed traffic flow. The results reveal that all critical junctions are at present operating within its capacities.

8.1.3 Assessment of operational performance of the critical junctions indicates that all critical junctions will still operate within their capacities in both reference and design scenarios in year 2030 except for Junction A (Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road)

8.1.4 As the capacities of for the reference case (without the proposed development) is similar to the capacities in the design year (with the proposed development). Yet, the impact caused by the proposed development on the capacity of the Junction A is negligible and no improvement works will be proposed and committed by the Applicant.

8.1.5 As the traffic trips of both committed planning and proposed development do not produce significant impact on the surrounding road network. Therefore, the application is supported from the traffic points of view.

Junction Assessment and Performance during the Construction

8.1.6 Assessment results of operational performance of the critical junctions indicate that all critical junctions will still operate within their capacities in both reference and design scenarios in year 2027 except of the Junction A (Long Yip Street/ Po Yip Street/ Yuen Long On Lok Road).

8.1.7 As the traffic trips of both committed planning and proposed development do not produce significant impact on the surrounding road network. Therefore, the application is supported from the traffic points of view.

Public Transport Assessment

8.1.8 Public transport demand has also been assessed. It is observed that most popular mode of transport for the residents in the area will be going to s Tsuen Wan, Yuen Long, Tin Shui Wai, Mong Kok and others urban areas.

8.1.9 There will be shortage for the route 76 (to Yuen Long direction) during AM peak hour and route 36, 37 38, 73A and 76 (to Yuen Long direction) during PM peak hour. Frequencies of all these routes are proposed to increase to cater the future population.

8.1.10 As the traffic trips of the proposed development would induce insignificant impact on the surrounding road network. Therefore, the application is supported from the traffic points of views.

Pedestrian Assessment

8.1.11 Pedestrian assessment was also carried out to identify the pedestrian condition in the vicinity.

8.1.12 The pedestrian results also revealed that the concerned sections of footpath and pedestrian crossing would all operate with ample reserved capacity during AM and PM peak hours in design year 2030.

8.2 Conclusion

8.2.1 Traffic Impact Assessment (TIA) study indicates that no adverse traffic impact will be induced by the proposed development.

8.2.2 Therefore, the proposed development at Lots 3678 in DD 120 is reckoned feasible from traffic engineering point of view.

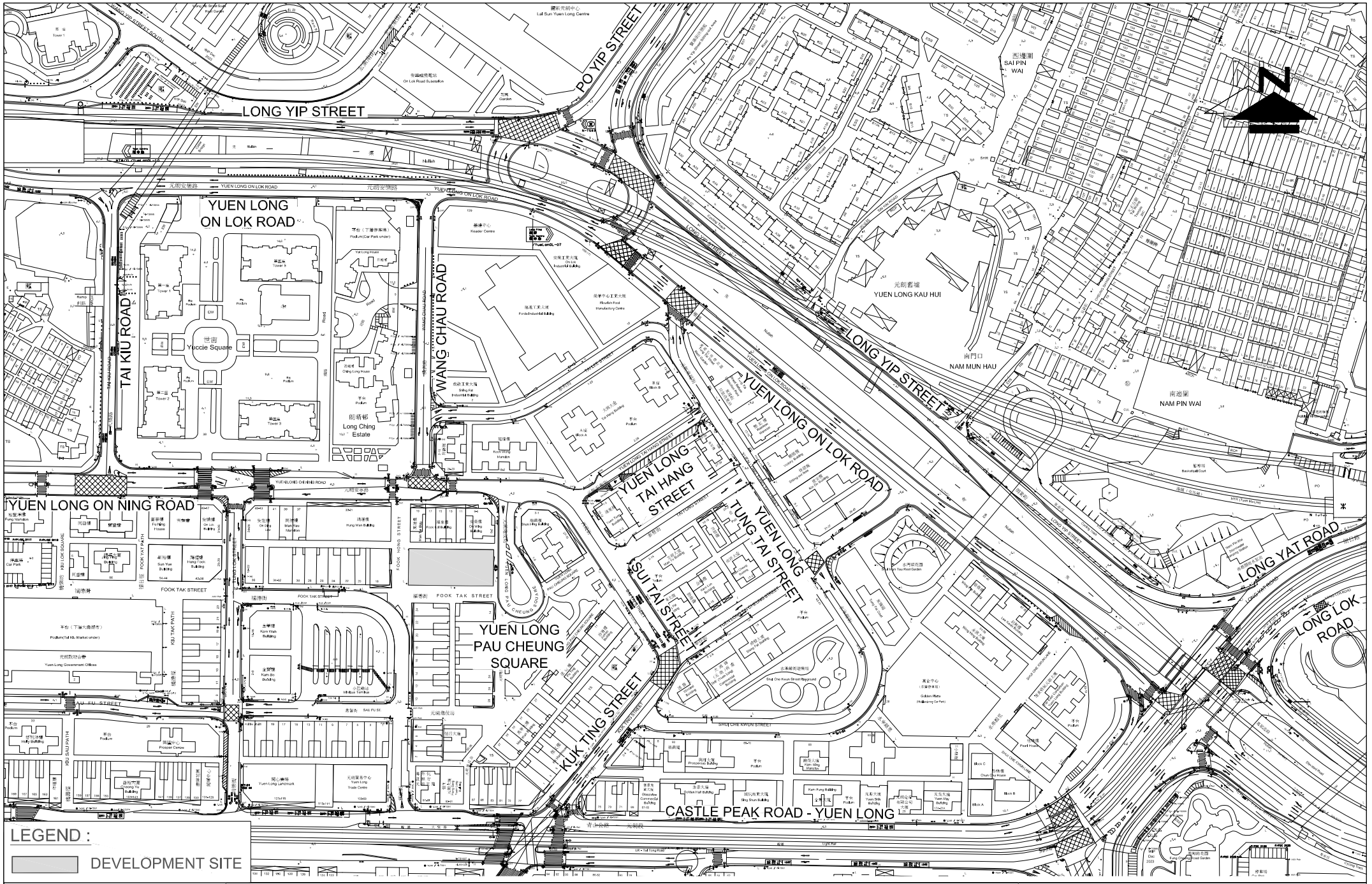


FIGURE NO.: 2.1		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK		DRAWING TITLE: SITE LOCATION PLAN	
SCALE: 1 : 2500 @A4	DATE: 28 MAY 2024		

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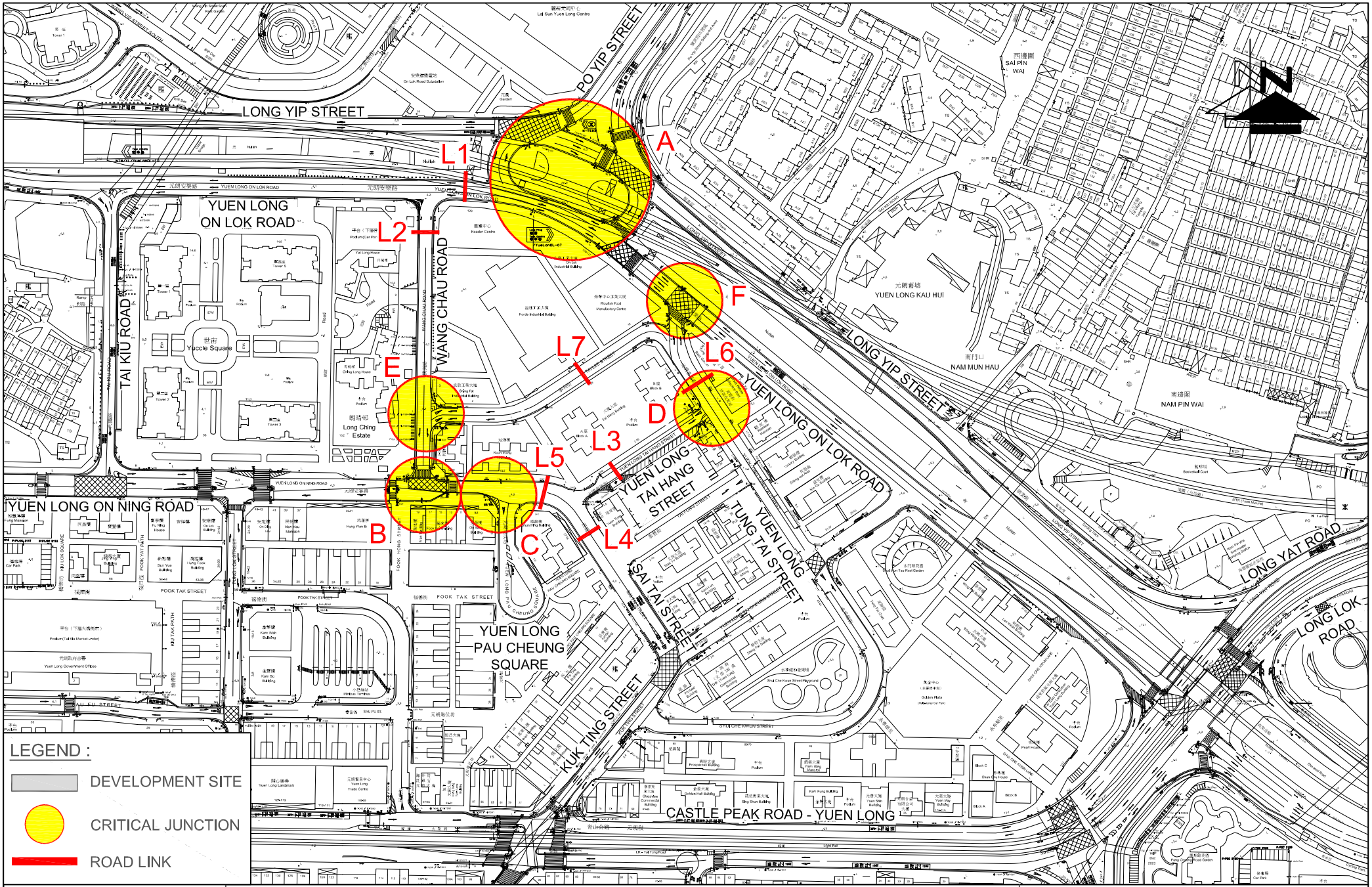
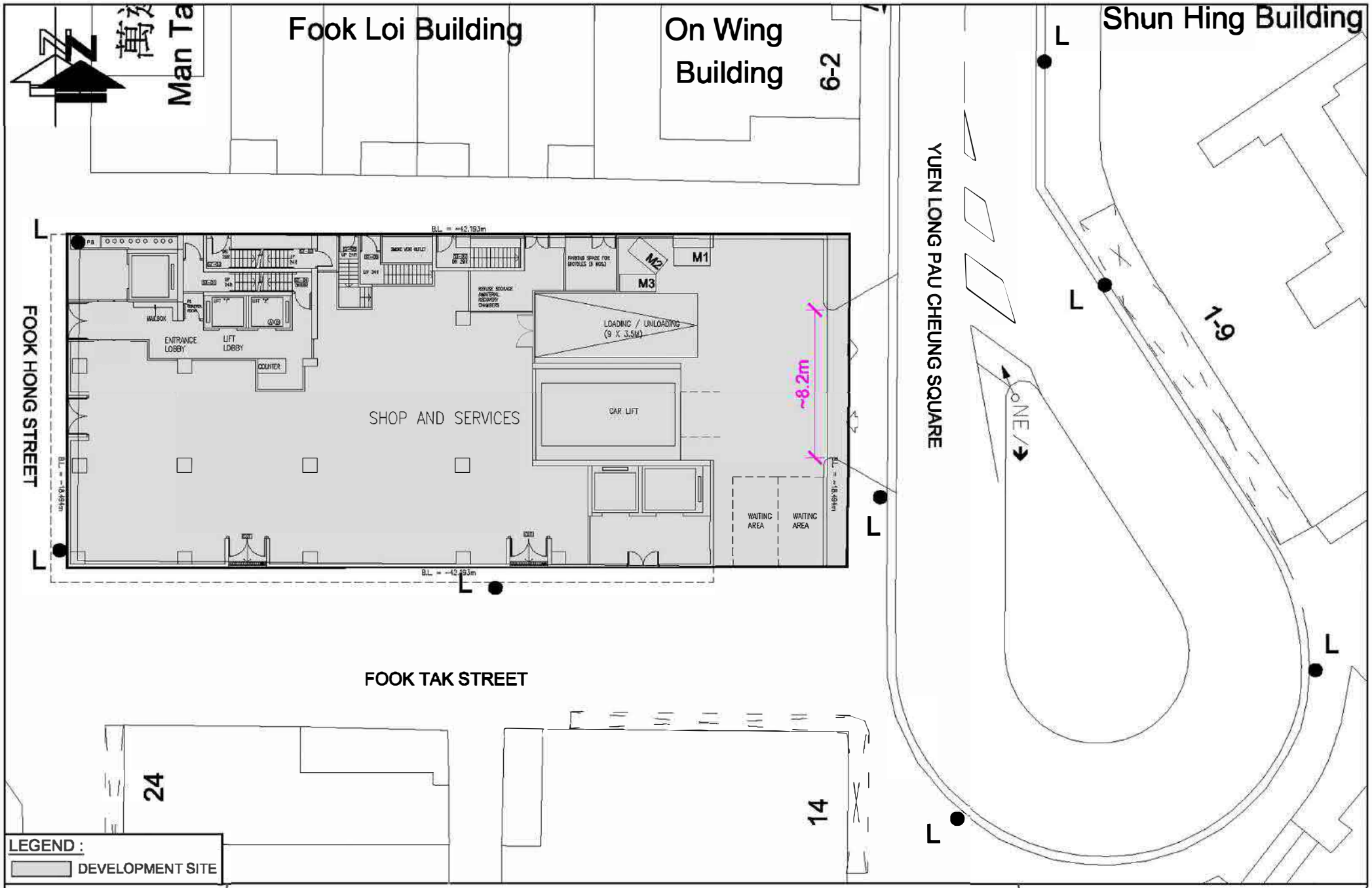


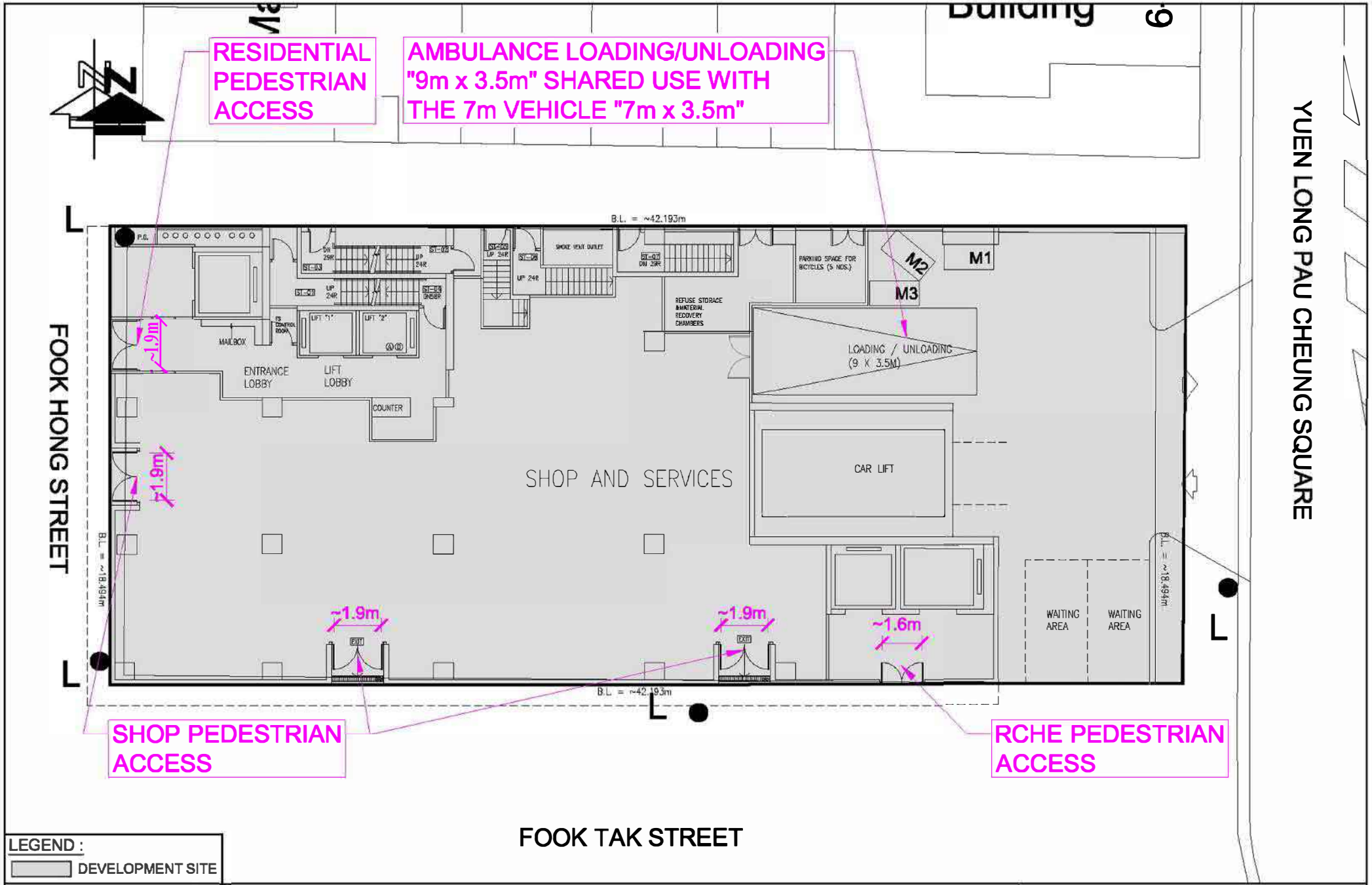
FIGURE NO.: 3.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: IDENTIFIED KEY JUNCTIONS AND ROAD LINK INDEX	
SCALE: 1 : 2500 @A4 / DATE: 26 JUL 2024		



LEGEND :

DEVELOPMENT SITE

FIGURE NO.: 2.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: THE ACCESS ROAD OF THE PROPOSED DEVELOPMENT	
SCALE: 1 : 275 @A4 / DATE: 30 SEP 2024		



LEGEND :
DEVELOPMENT SITE

FIGURE NO.: 2.3	PROJECT TITLE:	Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE:	G/F LAYOUT PLAN
SCALE: 1 : 200 @A4	DATE: 30 SEP 2024	

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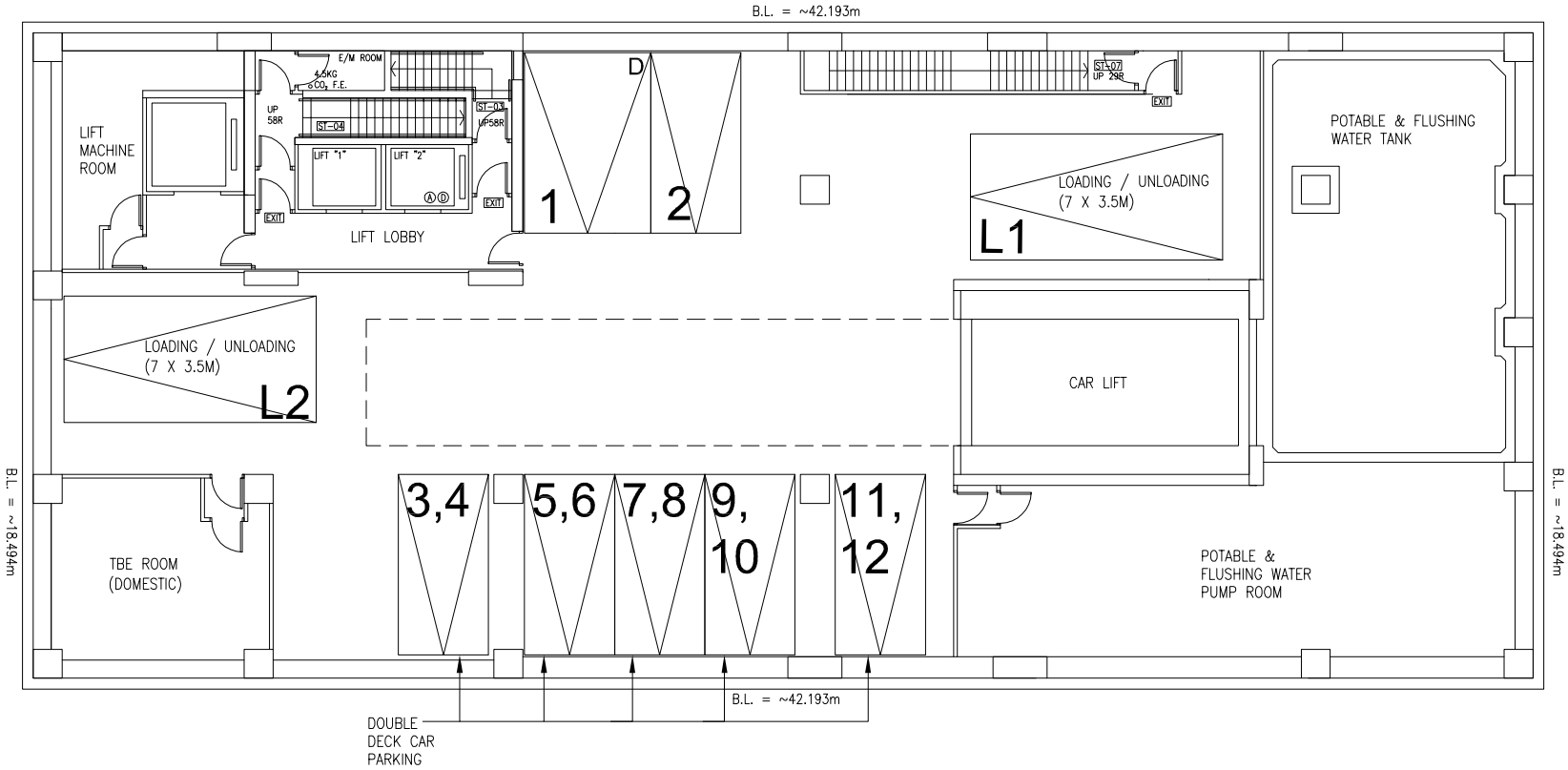

FIGURE NO.: 2.4		PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK		DRAWING TITLE: B1/F CARPARK LAYOUT PLAN	
SCALE: 1 : 200 @A4	DATE: 30 SEP 2024		

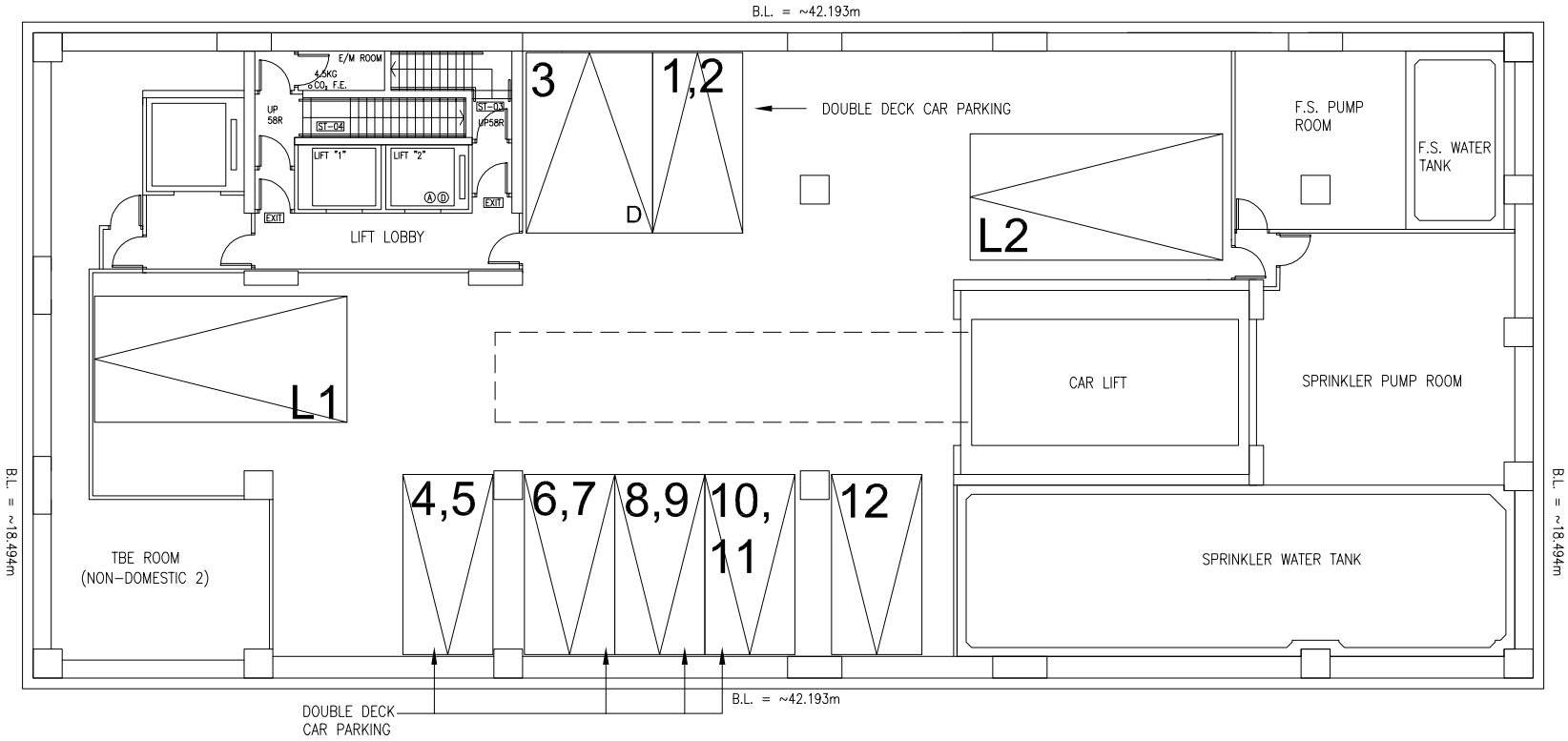

FIGURE NO.: 2.5	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
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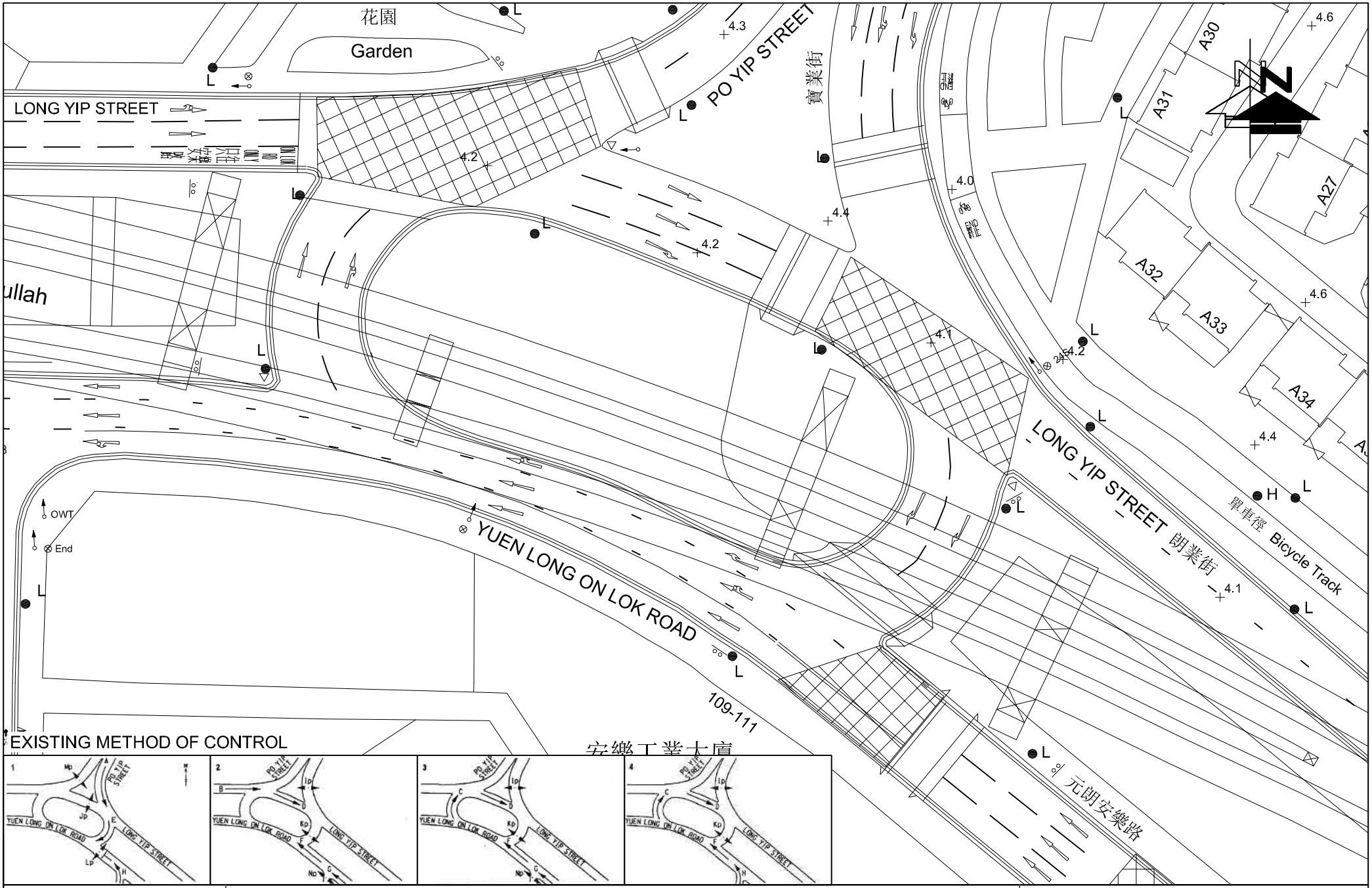

FIGURE NO.: 3.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120		
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON LOK ROAD / LONG YIP STREET / PO YIP STREET (A)		
SCALE: 1 : 550 @A4	DATE: 28 MAY 2024		

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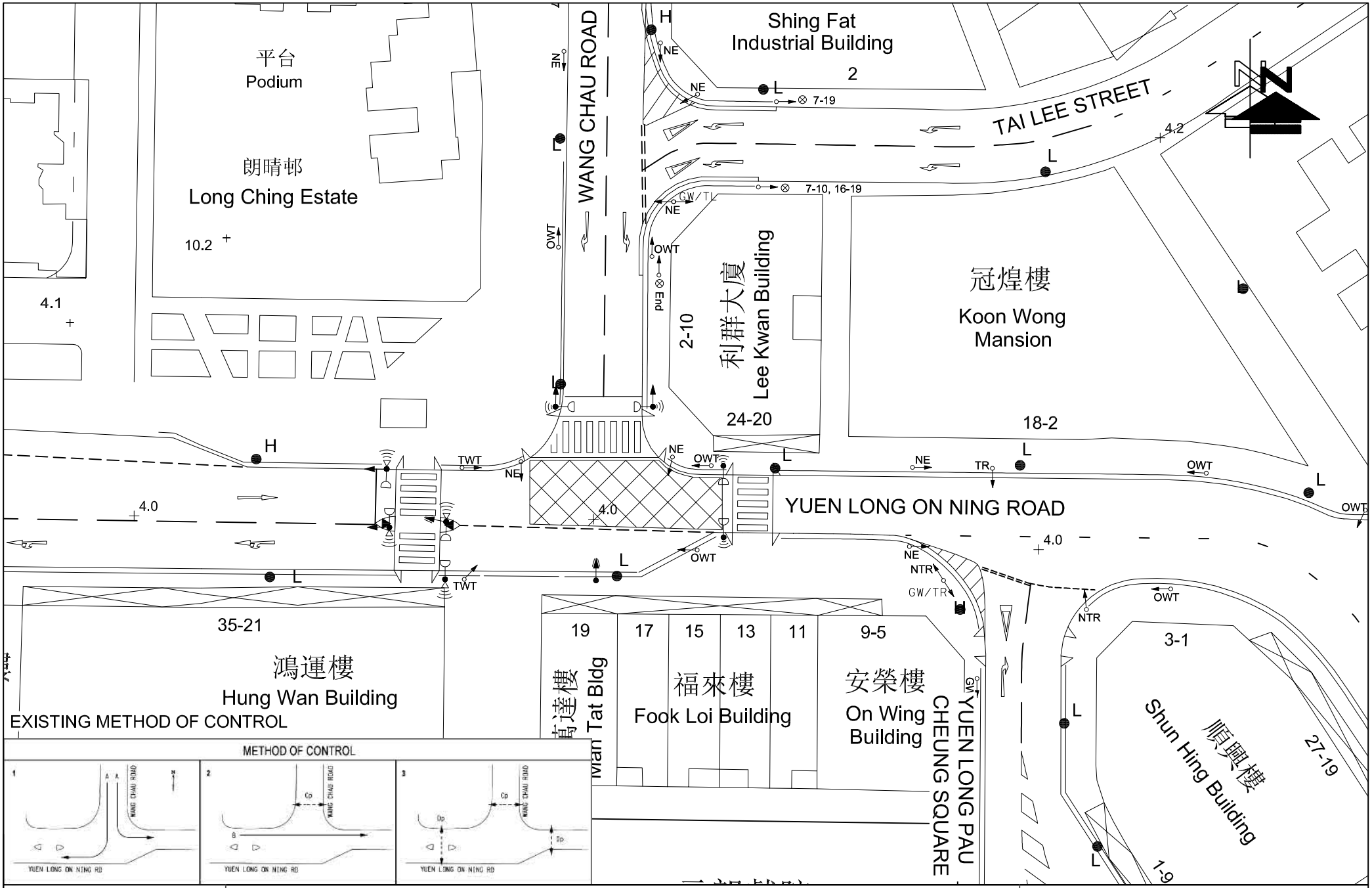

EXISTING METHOD OF CONTROL

FIGURE NO.: 3.3	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON NING ROAD / WANG CHAU ROAD (B)	
SCALE: 1 : 500 @A4 / DATE: 28 MAY 2024		

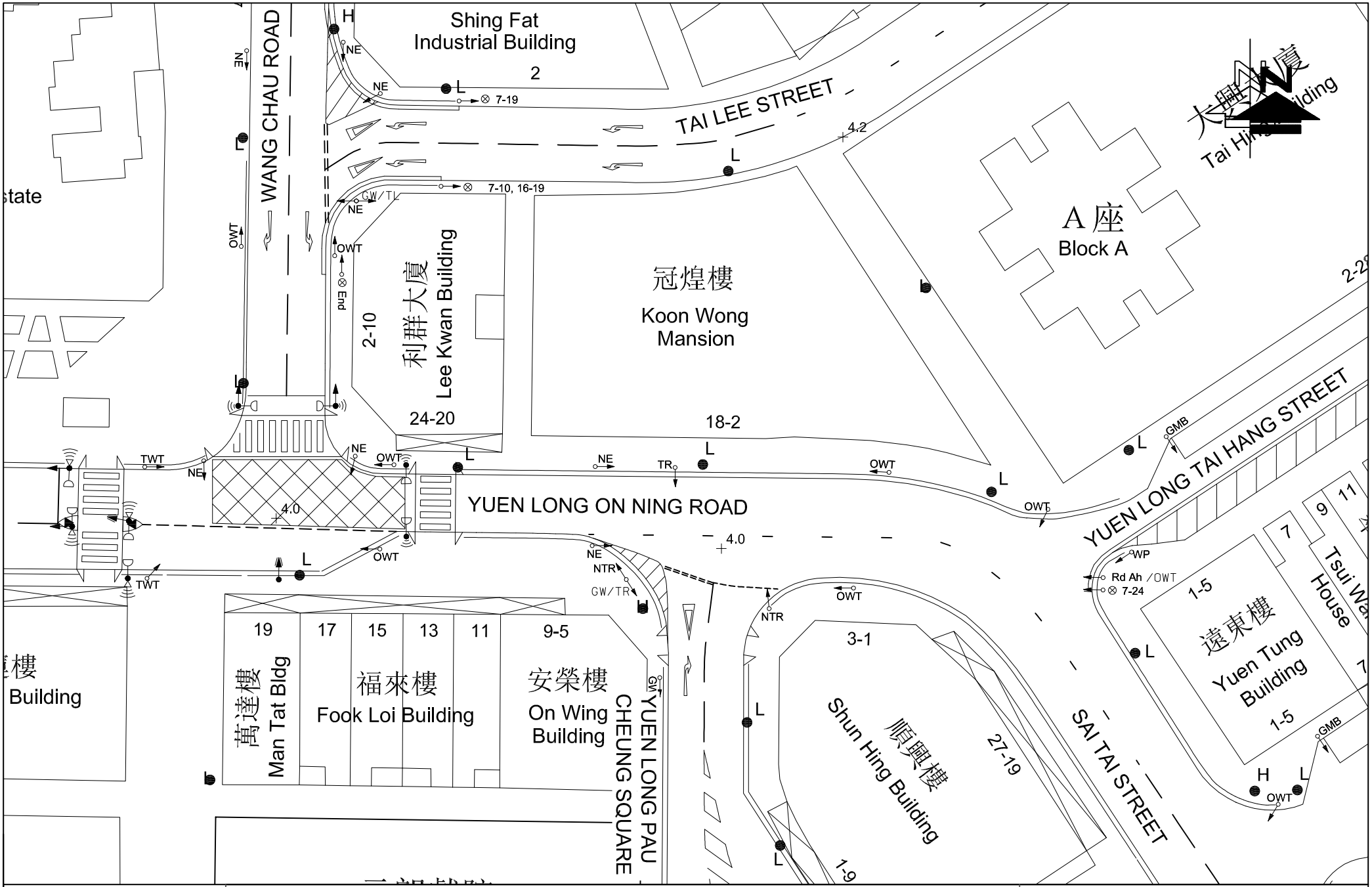

FIGURE NO.: 3.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON NING ROAD / YUEN LONG PAU CHEUNG SQUARE (C)	
SCALE: 1 : 500 @A4 / DATE: 28 MAY 2024		

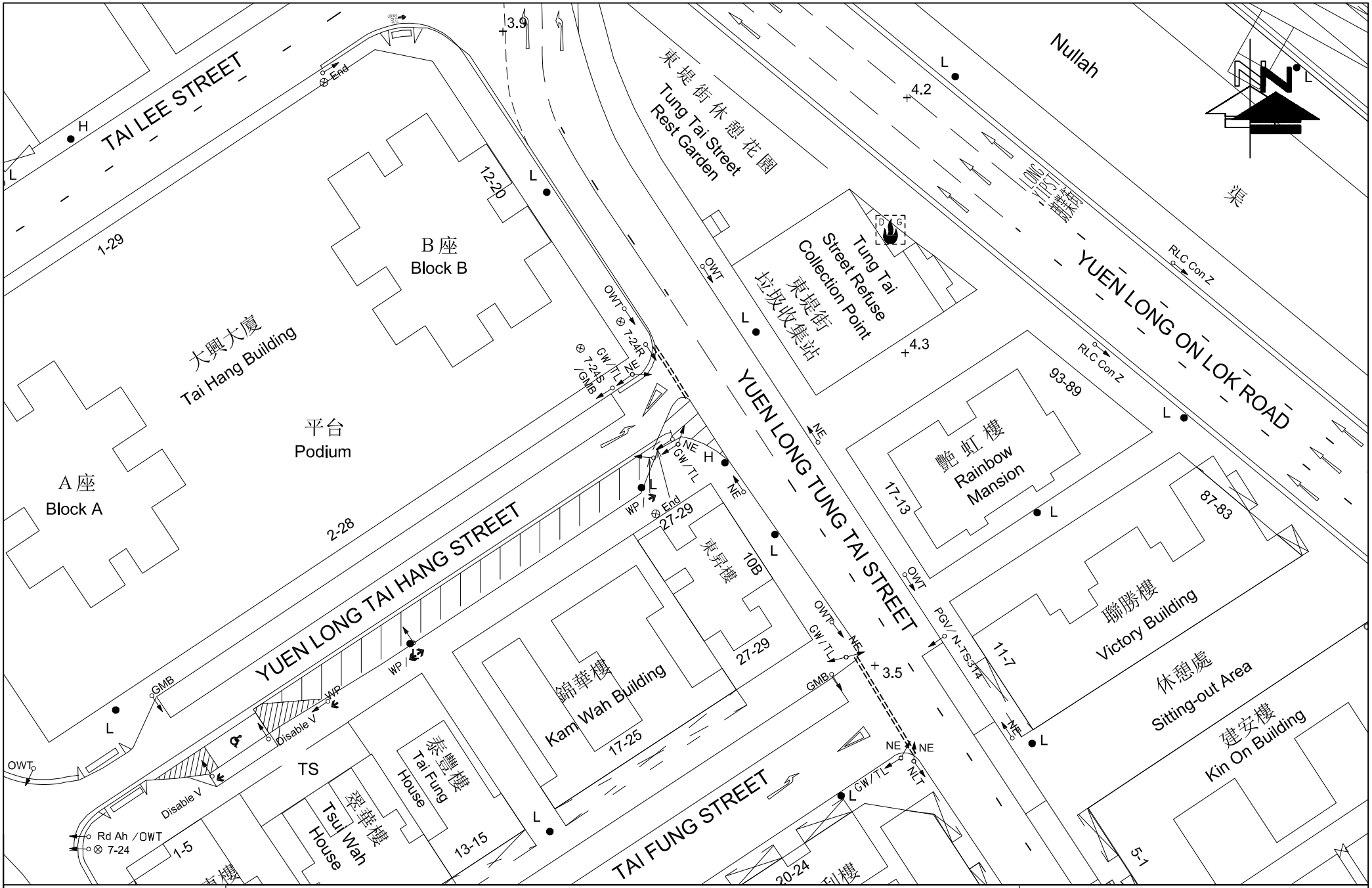

FIGURE NO.: 3.5	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG TAI HANG STREET / YUEN LONG TUNG TAI STREET (D)	
SCALE: 1 : 500 @A4	DATE: 28 MAY 2024	

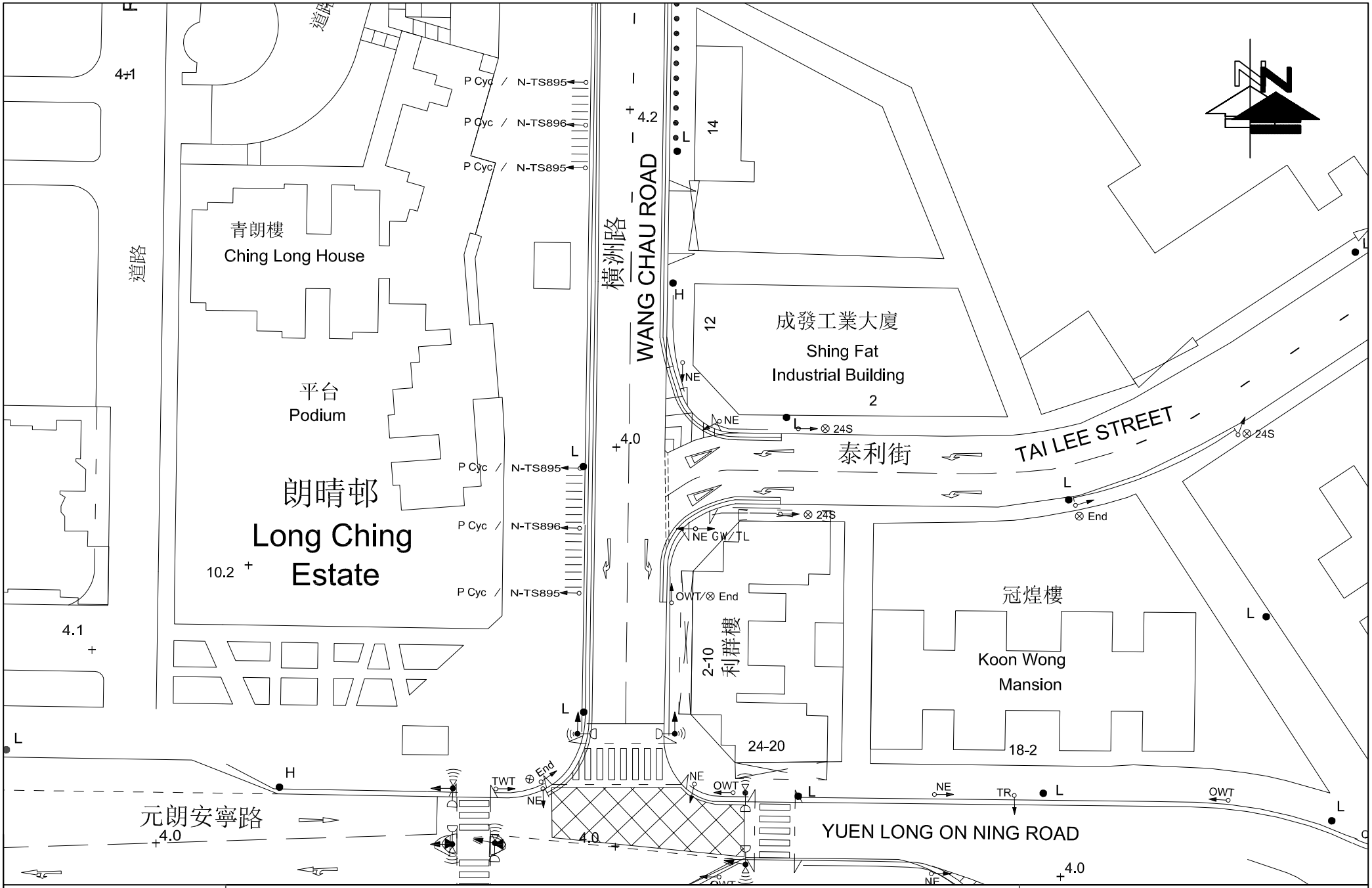

FIGURE NO.: 3.6	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF WANG CHAU ROAD / TAI LEE STREET (E)	
SCALE: 1 : 500 @A4	DATE: 28 MAY 2024	

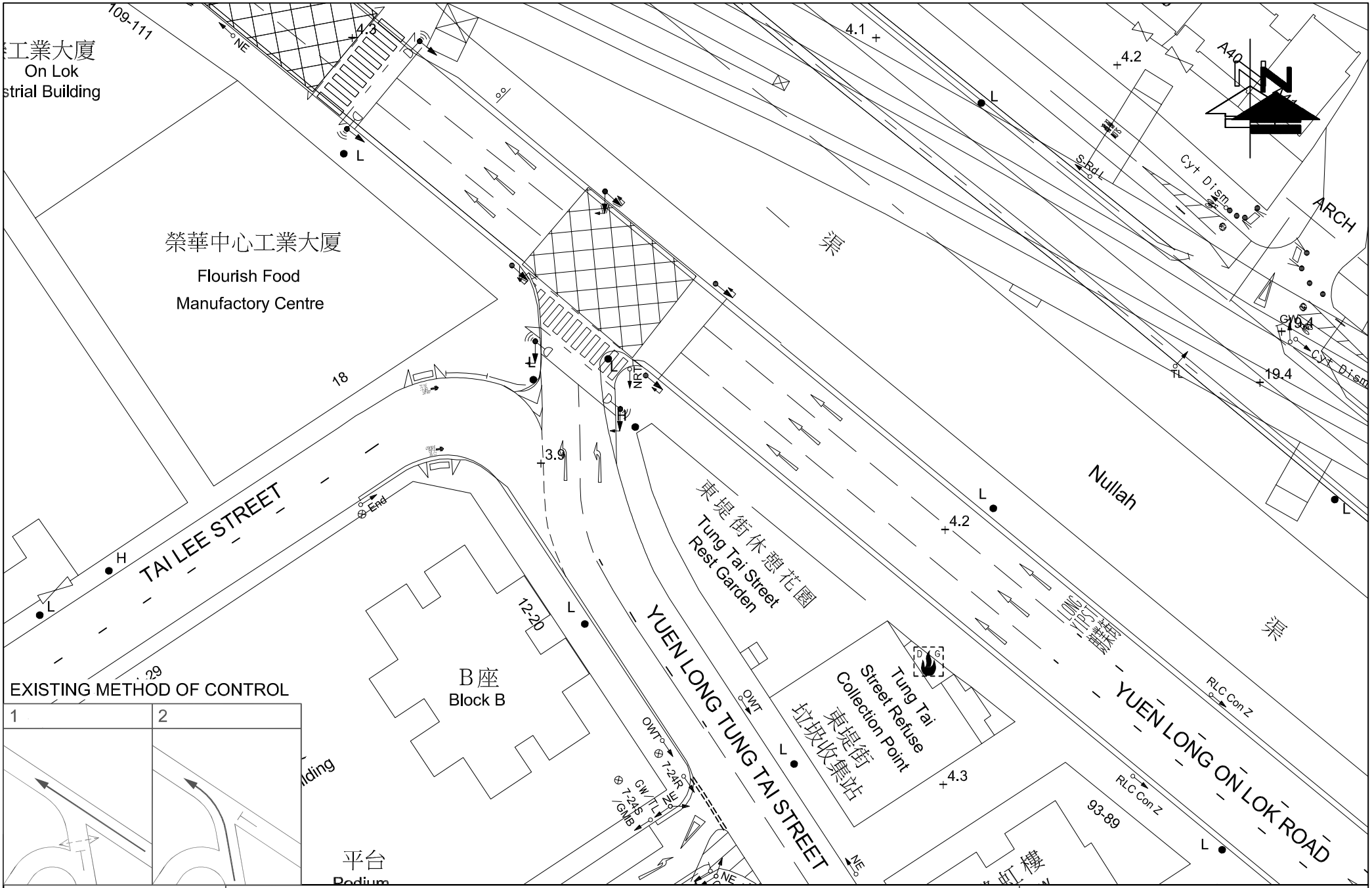

FIGURE NO.: 3.7	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120		
PROJECT NO.: 23122HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YUEN LONG ON LOK ROAD / YUEN LONG TUNG TAI STREET (F)		
SCALE: 1 : 500 @A4	DATE: 23 JUL 2024		

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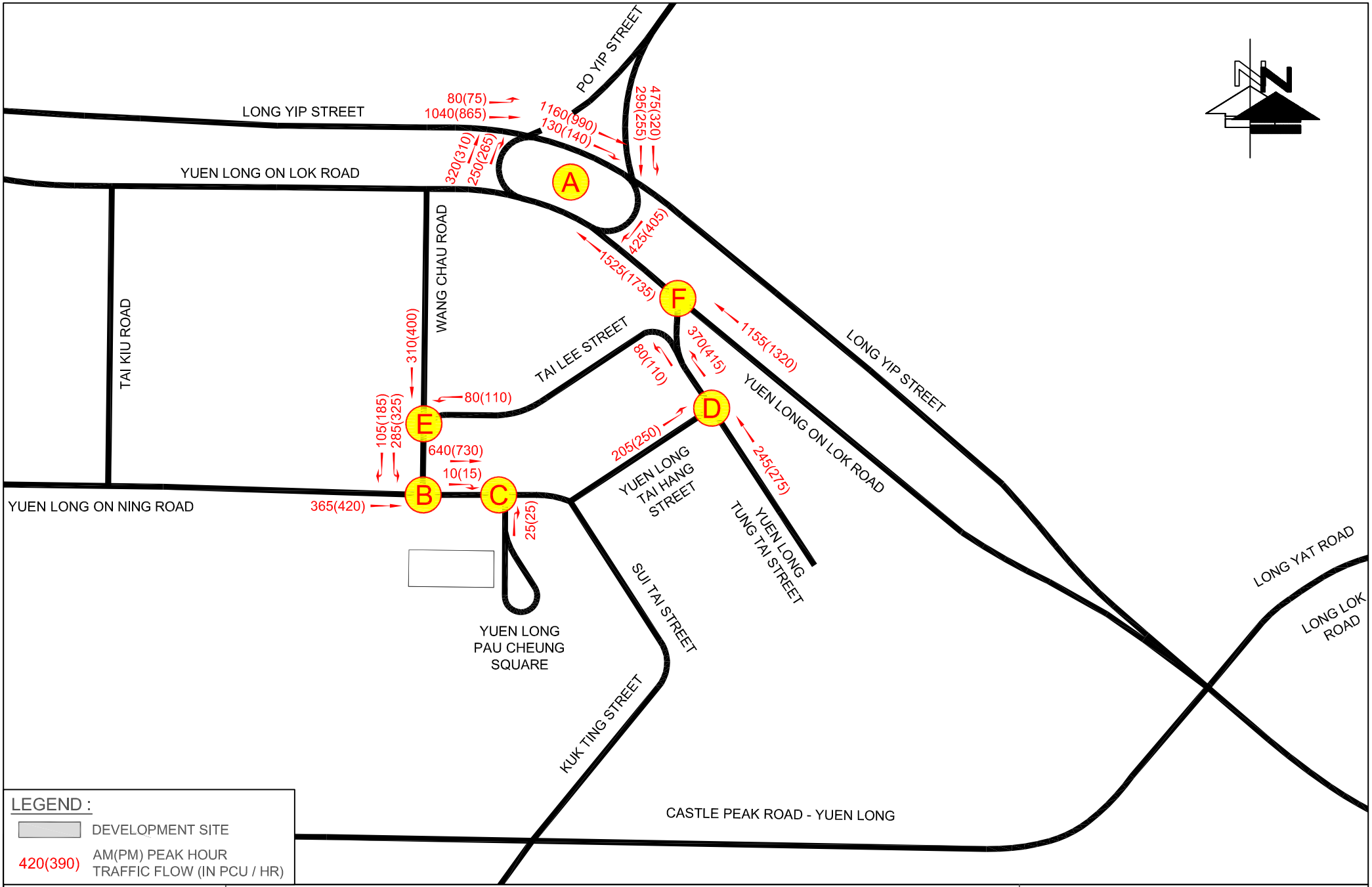

LEGEND :

DEVELOPMENT SITE

420(390) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 3.8	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2024 OBSERVED TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 24 JUL 2024		

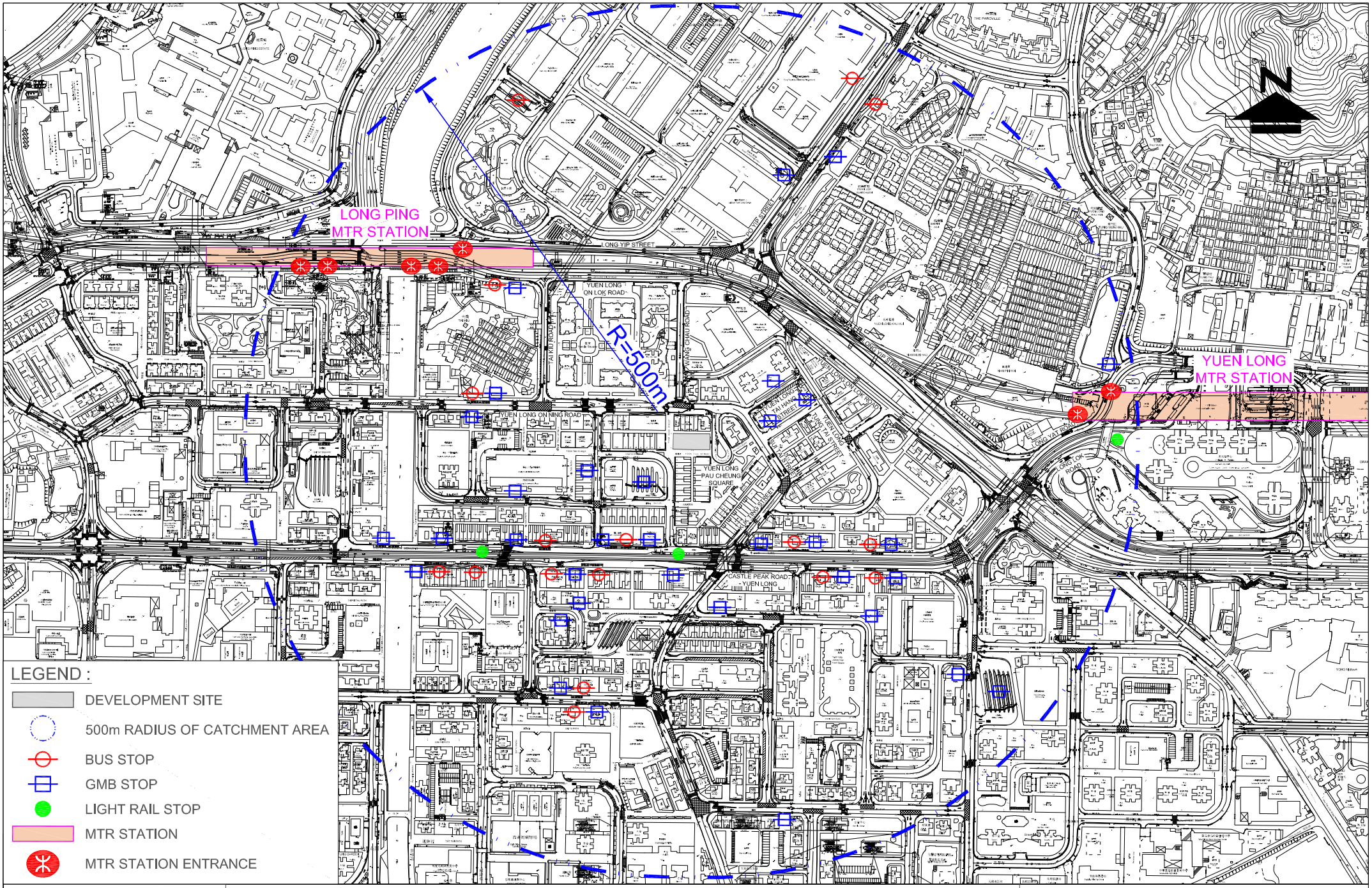

FIGURE NO.: 3.13	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK	DRAWING TITLE: PUBLIC TRANSPORT SERVICES IN THE VICINITY	
SCALE: 1 : 5800 @A4	DATE: 30 JUL 2024	

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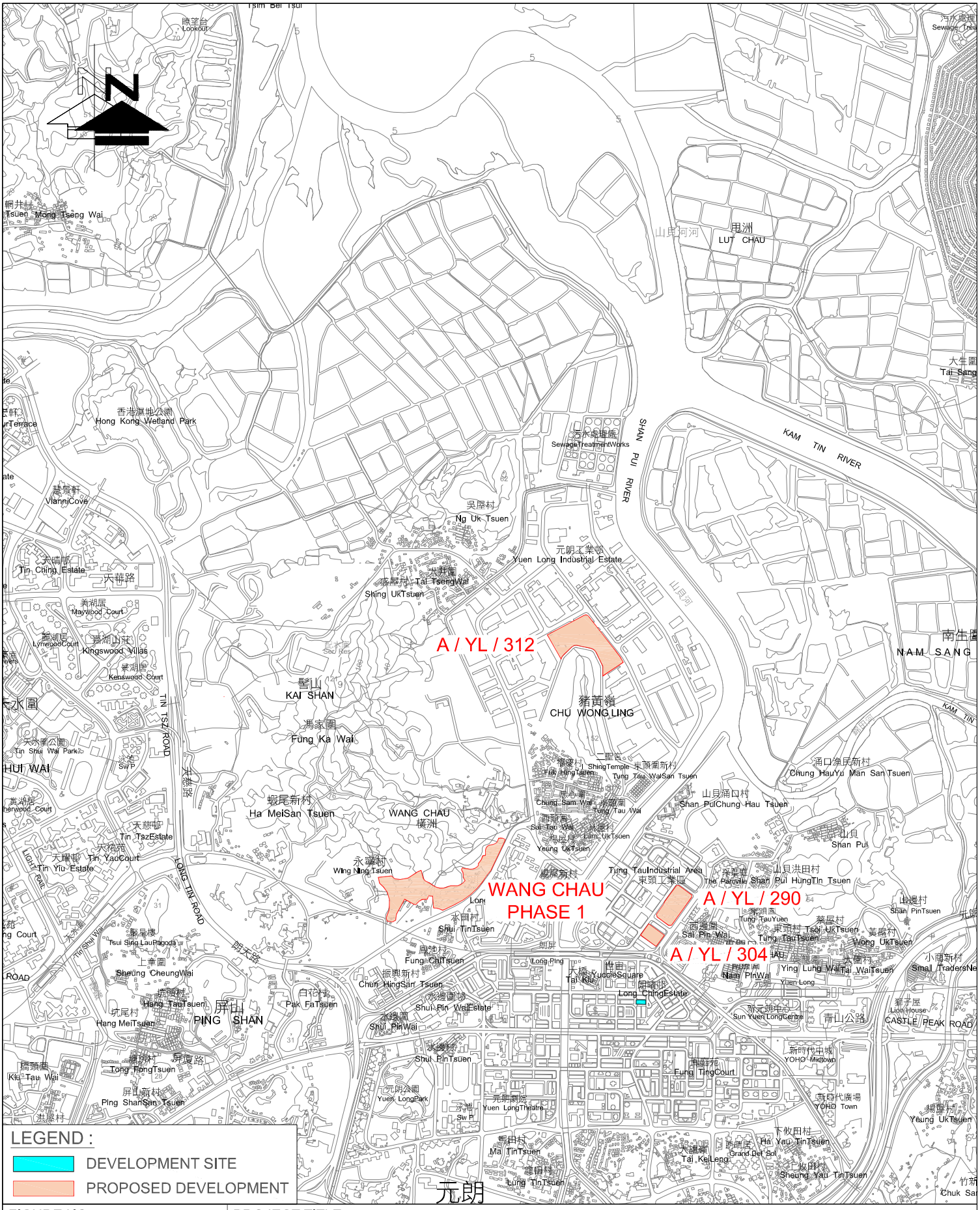

FIGURE NO.: 4.1 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: PLANNED COMMITTED FUTURE DEVELOPMENT IN THE VICINITY
SCALE: 1 : 22000 @A4	DATE: 29 JUL 2024

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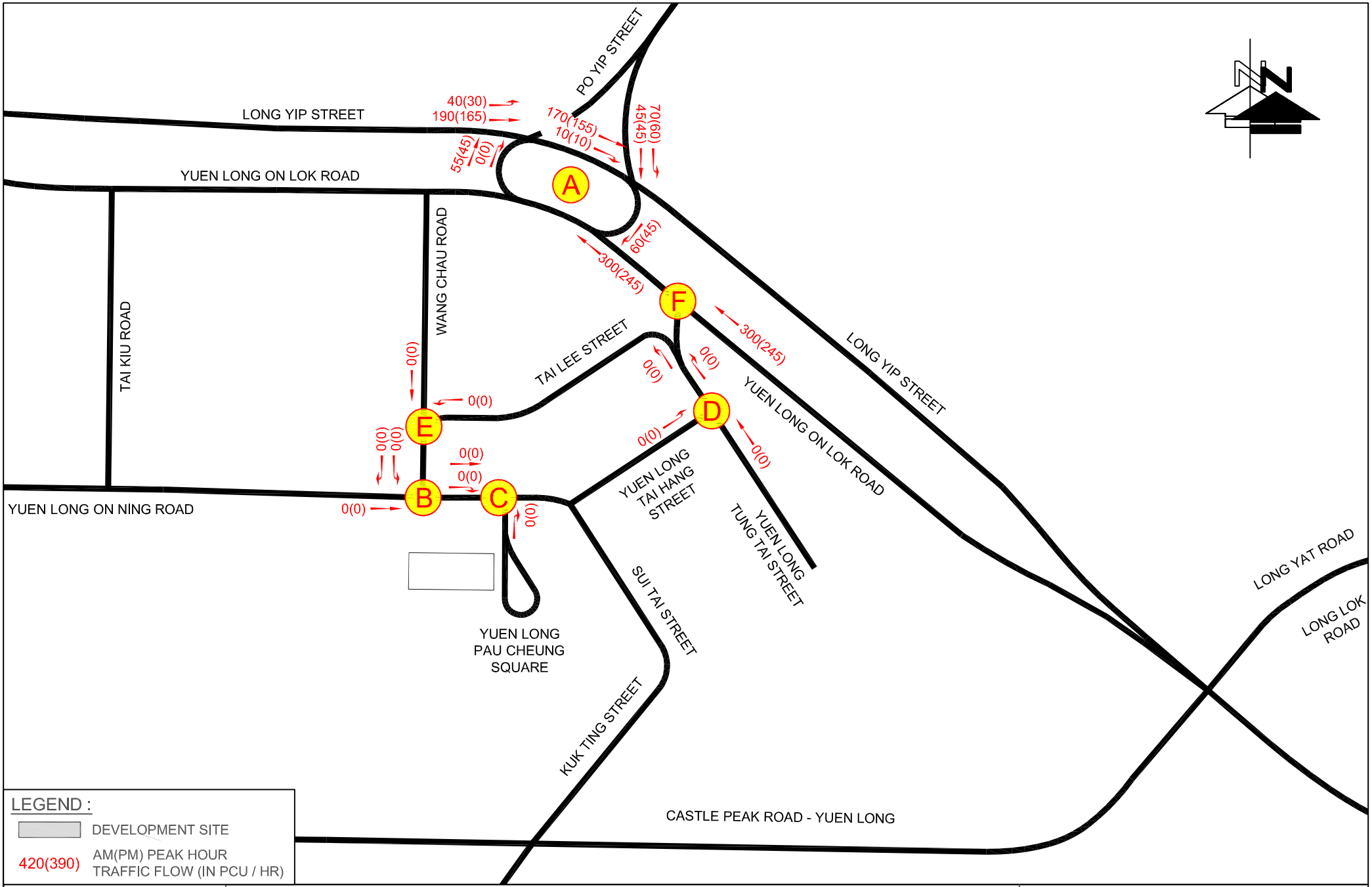

FIGURE NO.: 4.2 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: TRAFFIC FLOW GENERATED AND ATTRACTED BY ADJACENT DEVELOPMENTS	
SCALE: N.T.S. @A4 / DATE: 24 JUL 2024		

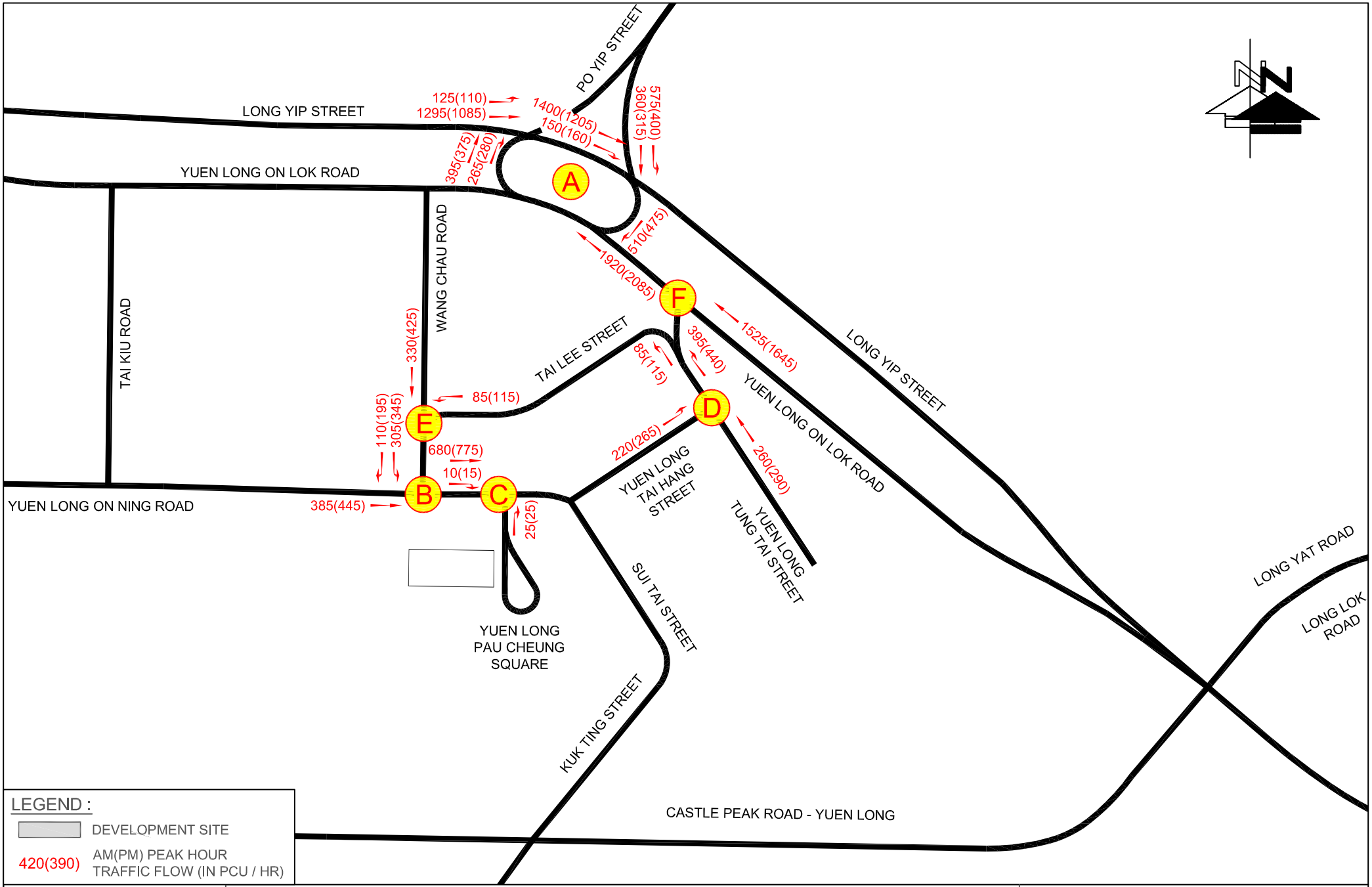

FIGURE NO.: 4.3	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 REFERENCE TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 25 JUL 2024		

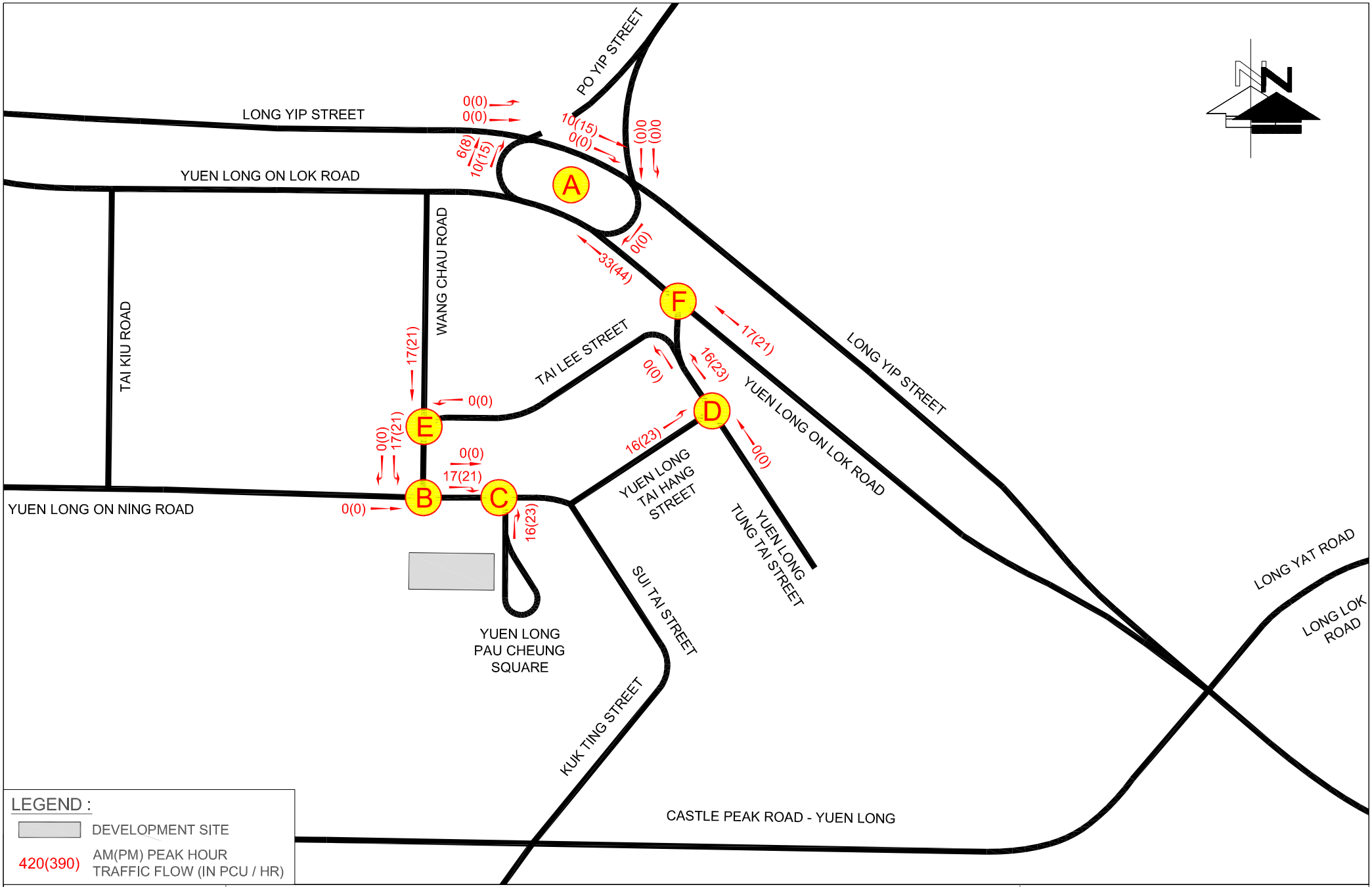

FIGURE NO.: 4.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: TRAFFIC FLOW GENERATED AND ATTRACTED BY PROPOSED DEVELOPMENTS	
SCALE: N.T.S. @A4 / DATE: 27 JUL 2024		

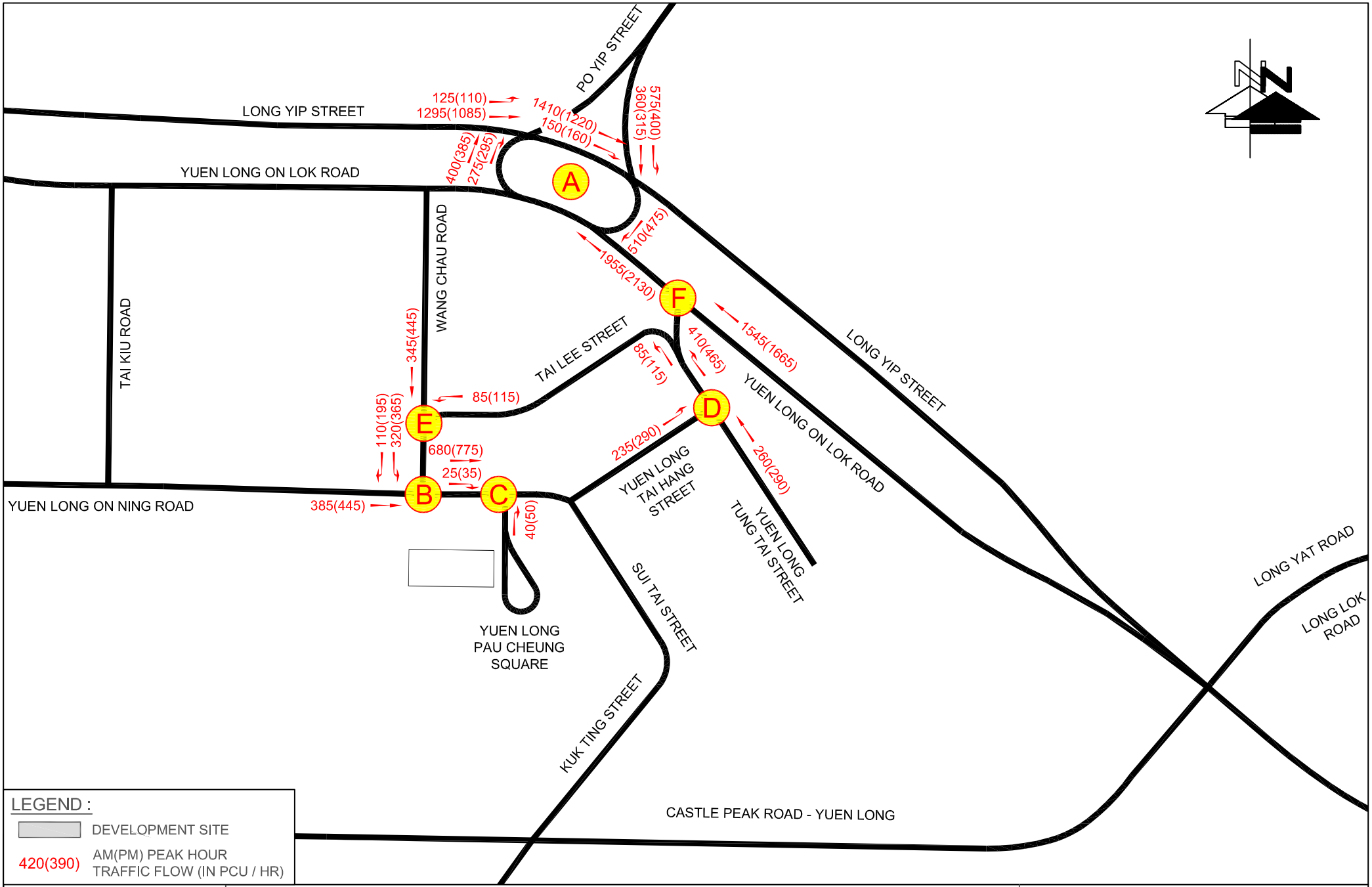

FIGURE NO.: 4.5	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 DESIGN TRAFFIC FLOWS	
SCALE: N.T.S. @A4 / DATE: 24 JUL 2024		

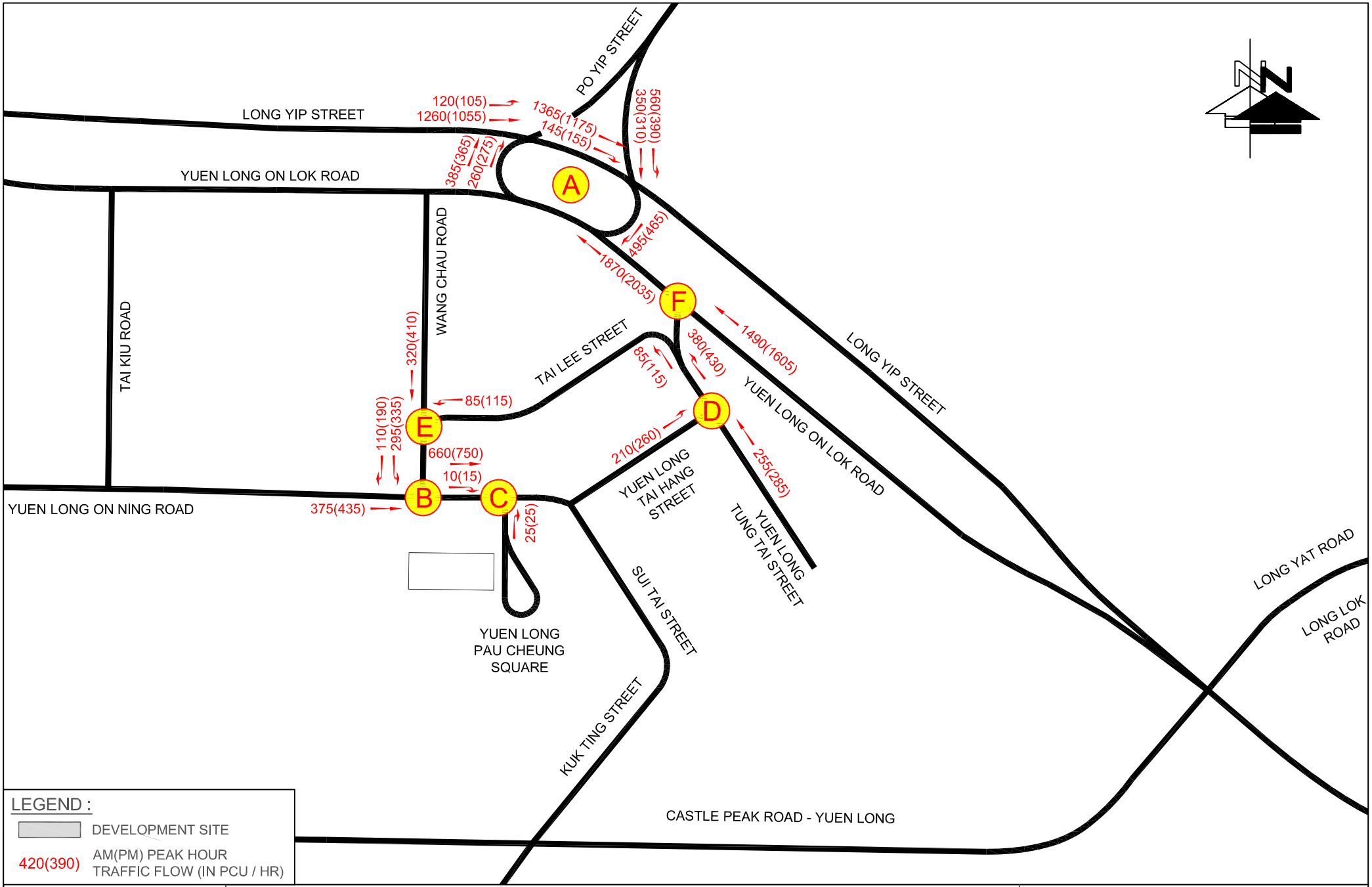

FIGURE NO.: 5.1 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2027 REFERENCE TRAFFIC FLOWS DURING THE CONSTRUCTION PERIOD	
SCALE: N.T.S. @A4	DATE: 24 JUL 2024	

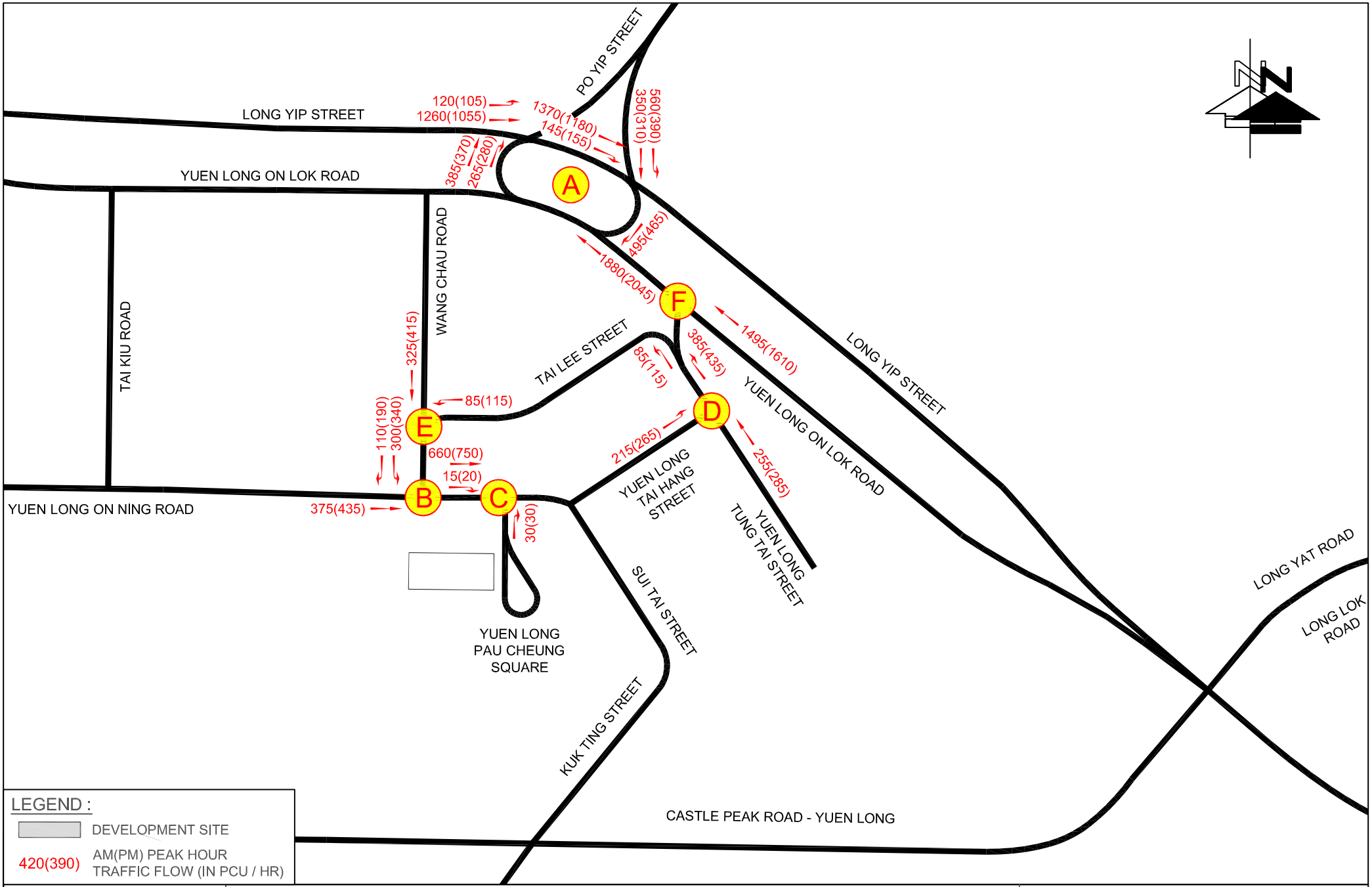

FIGURE NO.: 5.2 (REV A)	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: 2027 DESIGN TRAFFIC FLOWS DURING THE CONSTRUCTION PERIOD	
SCALE: N.T.S. @A4 / DATE: 25 JUL 2024		

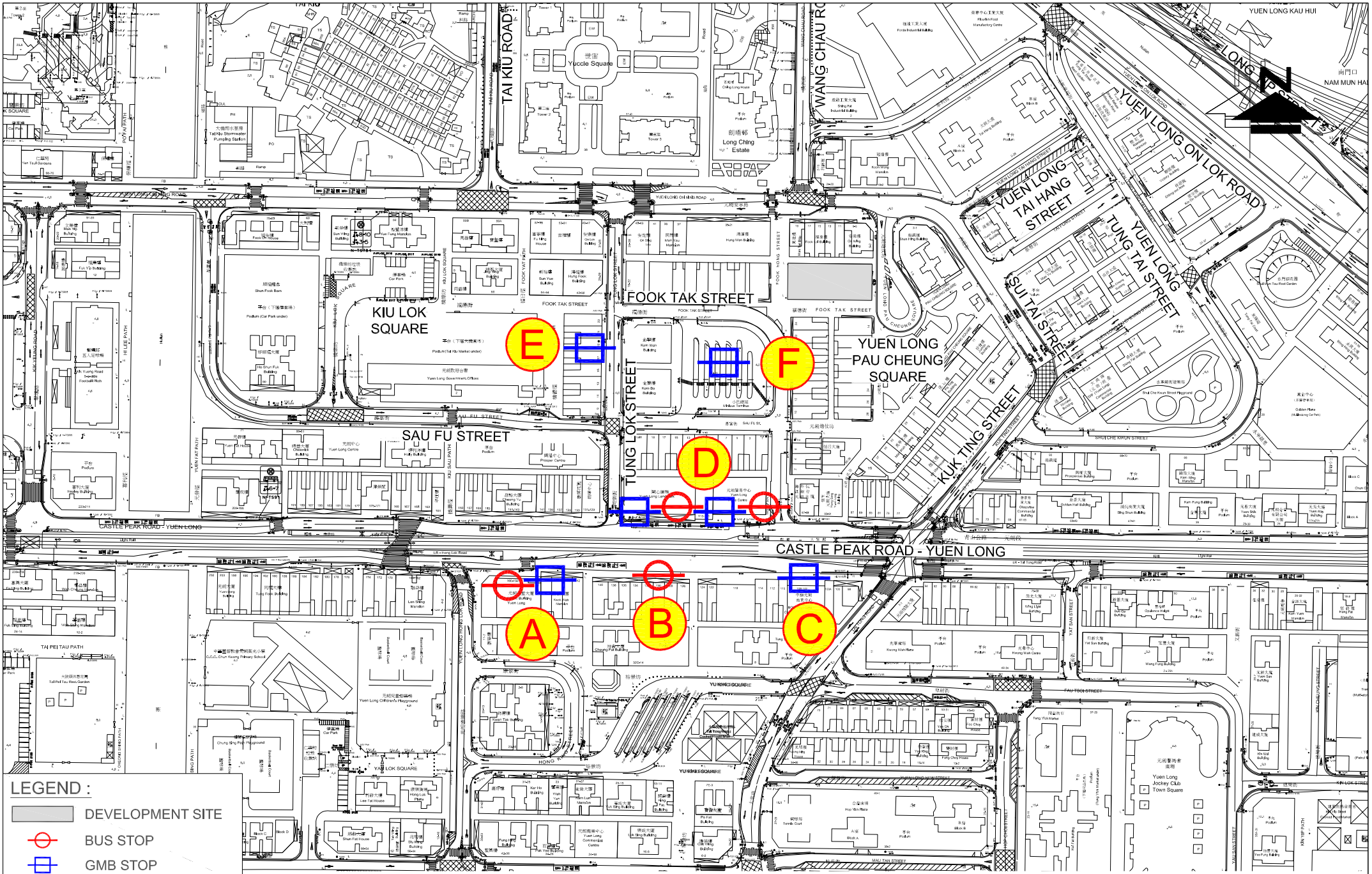

FIGURE NO.: 6.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: PUBLIC TRANSPORT SERVICES SURVEY LOCATION	
SCALE: 1 : 250 @A4 / DATE: 27 SEP 2024		

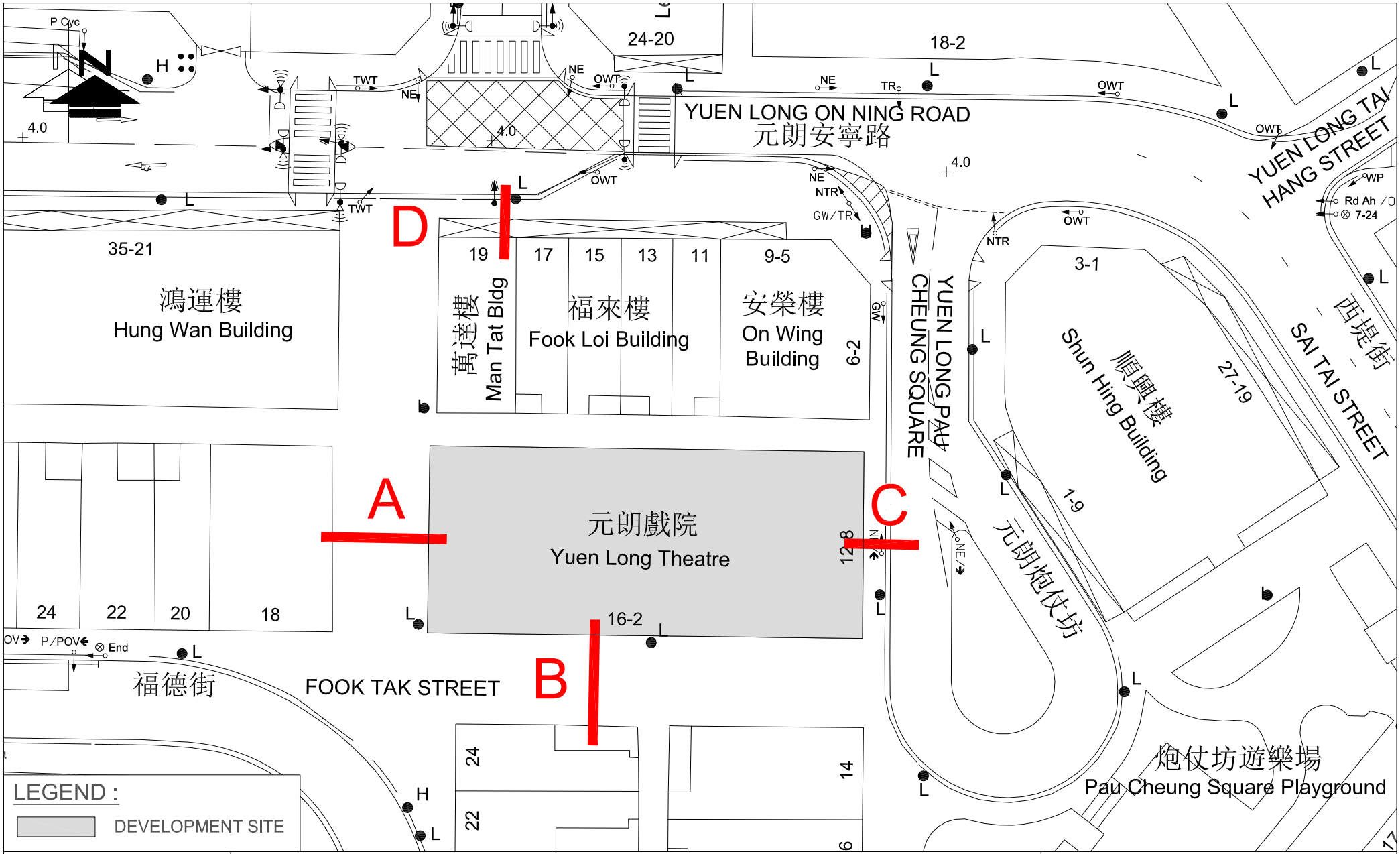

FIGURE NO.: 7.1	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120
PROJECT NO.: 23122HK	DRAWING TITLE: INDEX PLAN FOR PEDESTRIAN ASSESSMENT
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024

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FIGURE NO.: 7.2	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120	
PROJECT NO.: 23122HK	DRAWING TITLE: 2024 OBSERVED PEDESTRIAN FLOW	
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024	

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FIGURE NO.: 7.3	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120		
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 REFERENCE PEDESTRIAN FLOW		
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024		

CTA Consultants Limited
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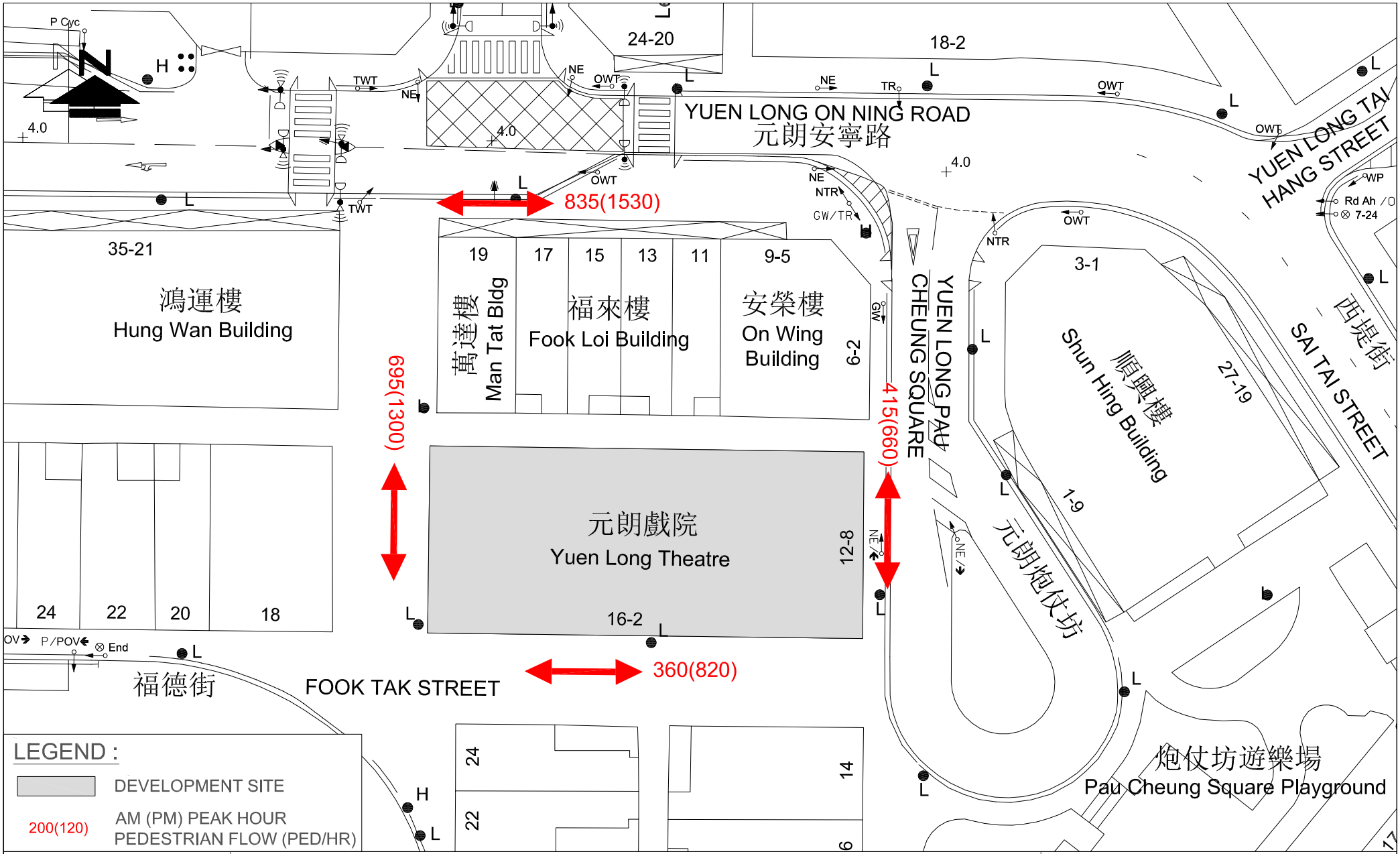


FIGURE NO.: 7.4	PROJECT TITLE: Yuen Long Theatre Lot 3678 DD120		
PROJECT NO.: 23122HK	DRAWING TITLE: 2030 DESIGN PEDESTRIAN FLOW		
SCALE: 1 : 500 @ A4	DATE: 27 SEP 2024		

CTA Consultants Limited
志達顧問有限公司

APPENDIX 1

JUNCTION CALCULATION SHEETS

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2024 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Site Factor	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	1	0%	0%	2035	6035	2035	2035	6035	6035	389	0.191		445	0.219	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	403	0.191		460	0.219	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	1	0%	0%	1895	0	1895	1895	0	0	363	0.191		414	0.219	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	1	100%	100%	1985	4110	1845	1845	3850	3850	177	0.096		199	0.108	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	1	100%	100%	2125	0	2005	2005	0	0	193	0.096		216	0.108	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	1	0%	0%	1915	6125	1915	1915	6125	6125	477	0.249		542	0.283	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	524	0.249		596	0.283	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	524	0.249		596	0.283	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	1	100%	100%	2105	2583.8	2035	2035	2495	2495	347	0.170	0.170	322	0.158	0.158
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	78	0.170		73	0.158	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	242	0.127		181	0.095	
Long Yip Street	E	→	A	1	3.5	55.0	0	0	1	89%	71%	2105	0	2055	2065	0	0	261	0.127		195	0.095	
Long Yip Street	E	→	A	1	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	267	0.127		199	0.095	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	553	1.240		472	1.059	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	607	1.240		518	1.059	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	130	0.286		140	0.308	
Long Yip Street	E	→	B	2	3.1	65.0	0	1	1	23%	25%	1925	6115	1915	1915	6105	6105	351	0.183	0.183	295	0.154	0.154
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	384	0.183		323	0.154	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	384	0.183		323	0.154	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0.244	0%	0%	479.46	2584.5	480	480	2505	2500	109	0.228	0.228	110	0.230	0.230
Po Yip Street	N	↱	C	3,4	3.5	0.0	20	0	1	54%	57%	2105	0	2025	2020	0	0	461	0.228		465	0.230	

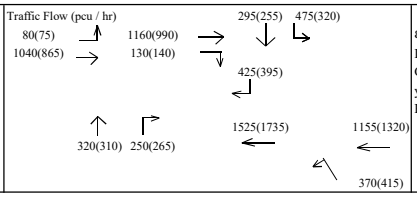
Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

(Nil)

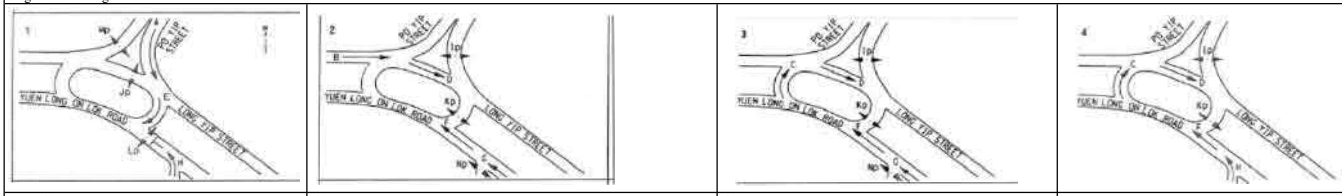
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.581
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	32%

PM Peak Check Phase	
εy	0.542
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	41%

Stage / Phase Diagrams



AM: I/G = 8	I/G = 6	I/G = 7	
PM: I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2030 Reference Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Site Factor	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	1	0%	0%	2035	6035	2035	2035	6035	6035	514	0.253		555	0.273	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	532	0.253		574	0.273	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	1	0%	0%	1895	0	1895	1895	0	0	479	0.253		517	0.273	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	1	100%	100%	1985	4110	1845	1845	3850	3850	189	0.103		211	0.114	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	1	100%	100%	2125	0	2005	2005	0	0	206	0.103		229	0.114	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	1	0%	0%	1915	6125	1915	1915	6125	6125	600	0.313		652	0.340	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	660	0.313		717	0.340	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	660	0.313		717	0.340	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	1	100%	100%	2105	2583.8	2035	2035	2495	2495	416	0.204	0.204	387	0.190	0.190
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	94	0.204		88	0.190	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	294	0.154		225	0.118	
Long Yip Street	E	→	A	1	3.5	55.0	0	0	1	89%	72%	2105	0	2055	2065	0	0	317	0.154		243	0.118	
Long Yip Street	E	→	A	1	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	324	0.154		248	0.118	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	668	1.497		575	1.288	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	732	1.497		630	1.288	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	150	0.330		160	0.352	
Long Yip Street	E	→	B	2	3.1	65.0	0	1	1	28%	29%	1925	6115	1915	1910	6105	6100	445	0.232	0.232	374	0.196	0.196
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	487	0.233		410	0.196	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	487	0.233		410	0.196	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0.244	0%	0%	479.46	2584.5	480	480	2510	2505	126	0.263	0.263	125	0.261	0.261
Po Yip Street	N	↱	C	3,4	3.5	0.0	20	0	1	50%	53%	2105	0	2030	2025	0	0	534	0.263		530	0.262	

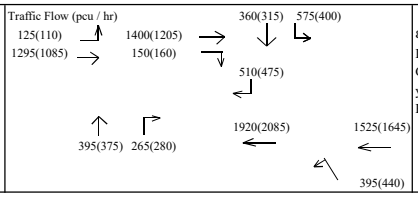
Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

(Nil)

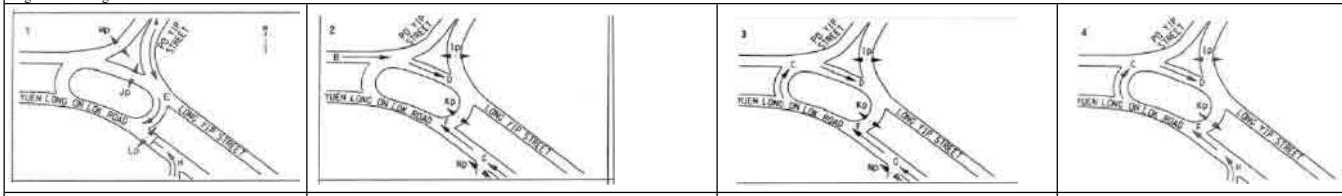
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.700
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	9%

PM Peak Check Phase	
εy	0.648
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	18%

Stage / Phase Diagrams



AM: I/G = 8	I/G = 6	I/G = 7	
PM: I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Site Factor	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	1	0%	0%	2035	6035	2035	2035	6035	6035	521	0.256		563	0.277	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	539	0.256		582	0.277	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	1	0%	0%	1895	0	1895	1895	0	0	485	0.256		524	0.277	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	1	100%	100%	1985	4110	1845	1845	3850	3850	199	0.108		223	0.121	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	1	100%	100%	2125	0	2005	2005	0	0	216	0.108		242	0.121	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	1	0%	0%	1915	6125	1915	1915	6125	6125	611	0.319		666	0.348	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	672	0.319		732	0.348	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	672	0.319		732	0.348	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	1	100%	100%	2105	2583.8	2035	2035	2495	2495	416	0.204	0.204	387	0.190	0.190
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	94	0.204		88	0.190	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	294	0.154		225	0.118	
Long Yip Street	E	→	A	1	3.5	55.0	0	0	1	89%	72%	2105	0	2055	2065	0	0	317	0.154		243	0.118	
Long Yip Street	E	→	A	1	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	324	0.154		248	0.118	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	675	1.513		582	1.304	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	740	1.513		638	1.304	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	150	0.330		160	0.352	
Long Yip Street	E	↑→	B	2	3.1	65.0	0	1	1	28%	29%	1925	6115	1915	1910	6105	6100	445	0.232	0.232	374	0.196	0.196
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	487	0.233		410	0.196	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	487	0.233		410	0.196	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0.244	0%	0%	479.46	2584.5	480	480	2510	2505	131	0.273	0.273	130	0.271	0.271
Po Yip Street	N	↱	C	3,4	3.5	0.0	20	0	1	51%	54%	2105	0	2030	2025	0	0	554	0.273		550	0.271	

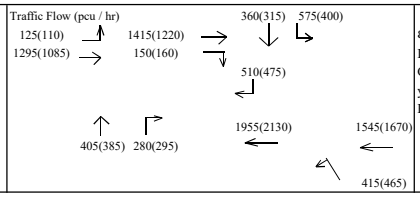
Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

(Nil)

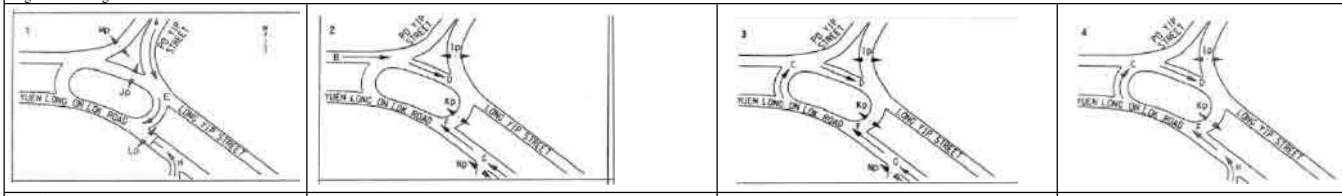
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.710
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	8%

PM Peak Check Phase	
εy	0.658
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	16%

Stage / Phase Diagrams



AM: I/G = 8	I/G = 6	I/G = 7	
PM: I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2027 Reference Traffic Flow (Construction)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Site Factor	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	1	0%	0%	2035	6035	2035	2035	6035	6035	502	0.247		541	0.266	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	520	0.247		560	0.266	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	1	0%	0%	1895	0	1895	1895	0	0	468	0.247		504	0.266	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	1	100%	100%	1985	4110	1845	1845	3850	3850	182	0.099		206	0.112	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	1	100%	100%	2125	0	2005	2005	0	0	198	0.099		224	0.112	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	1	0%	0%	1915	6125	1915	1915	6125	6125	585	0.305		636	0.332	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	643	0.305		699	0.332	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	643	0.305		699	0.332	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	1	100%	100%	2105	2583.8	2035	2035	2495	2495	404	0.198	0.198	379	0.186	0.186
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	91	0.198		86	0.186	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	286	0.150		220	0.115	
Long Yip Street	E	→	A	1	3.5	55.0	0	0	1	89%	72%	2105	0	2055	2065	0	0	308	0.150		238	0.115	
Long Yip Street	E	→	A	1	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	316	0.150		242	0.115	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	651	1.460		560	1.256	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	714	1.460		615	1.256	
Po Yip Street	E	↓	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	145	0.319		155	0.341	
Long Yip Street	E	↑→	B	2	3.1	65.0	0	1	1	28%	29%	1925	6115	1915	1910	6105	6100	433	0.226	0.226	364	0.190	0.190
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	474	0.226		398	0.190	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	474	0.226		398	0.190	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0.244	0%	0%	479.46	2584.5	480	480	2510	2505	123	0.257	0.257	123	0.255	0.255
Po Yip Street	N	↱	C	3,4	3.5	0.0	20	0	1	50%	53%	2105	0	2030	2025	0	0	522	0.257		517	0.256	

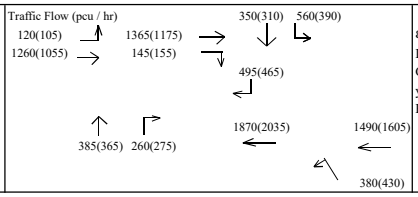
Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

(Nil)

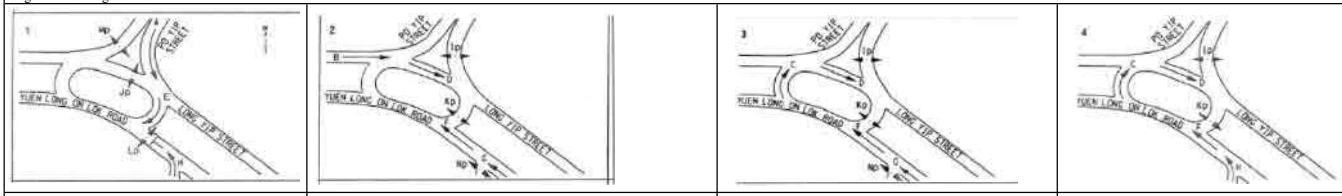
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.681
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	12%

PM Peak Check Phase	
εy	0.632
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	21%

Stage / Phase Diagrams



AM: I/G = 8	I/G = 6	I/G = 7	
PM: I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction A - Po Yip Street / Long Yip Street / Yuen Long On Lok Road** Year: 2024

Description: **2027 Design Traffic Flow (Construction)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Site Factor	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
On Lok Road	NW	←	G	2,3	2.8	0.0	0	0	1	0%	0%	2035	6035	2035	2035	6035	6035	504	0.248		543	0.267	
On Lok Road	NW	←	G	2,3	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	521	0.248		562	0.267	
On Lok Road	NW	←	G	2,3	2.8	0.0	0	1	1	0%	0%	1895	0	1895	1895	0	0	469	0.248		506	0.267	
Tung Tai Street	N	↰	H	1,4	3.7	20.0	0	1	1	100%	100%	1985	4110	1845	1845	3850	3850	185	0.100		208	0.113	
Tung Tai Street	N	↰	H	1,4	3.7	25.0	0	0	1	100%	100%	2125	0	2005	2005	0	0	201	0.100		227	0.113	
On Lok Road	NW	←	F	2,3,4	3.0	0.0	0	1	1	0%	0%	1915	6125	1915	1915	6125	6125	588	0.307		639	0.334	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	646	0.307		703	0.334	
On Lok Road	NW	←	F	2,3,4	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	646	0.307		703	0.334	
Long Yip Street	S	↰	E	1	3.5	0.0	43	0	1	100%	100%	2105	2583.8	2035	2035	2495	2495	404	0.198	0.198	379	0.186	0.186
Long Yip Street	S	↰	E	1	3.0	0.0	40	1	0.25	100%	100%	478.75	0	460	460	0	0	91	0.198		86	0.186	
Long Yip Street	E	→	A	1	3.5	52.0	0	1	1	100%	100%	1965	6175	1910	1910	6070	6080	286	0.150		220	0.115	
Long Yip Street	E	→	A	1	3.5	55.0	0	0	1	89%	72%	2105	0	2055	2065	0	0	308	0.150		238	0.115	
Long Yip Street	E	→	A	1	3.5	0.0	0	0	1	0%	0%	2105	0	2105	2105	0	0	316	0.150		242	0.115	
Po Yip Street	E	→	D	2,3,4	3.5	0.0	0	1	0.227	0%	0%	446.055	935.24	446.055	446.06	935.24	935.24	653	1.465		563	1.262	
Po Yip Street	E	→	D	2,3,4	4.0	0.0	0	0	0.227	0%	0%	489.185	0	489.185	489.19	0	0	717	1.465		617	1.262	
Po Yip Street	E	↘	D	2,3,4	4.0	0.0	20	0	0.227	100%	100%	489.185	489.19	455	455	455	455	145	0.319		155	0.341	
Long Yip Street	E	↑→	B	2	3.1	65.0	0	1	1	28%	29%	1925	6115	1915	1910	6105	6100	433	0.226	0.226	364	0.190	0.190
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	474	0.226		398	0.190	
Long Yip Street	E	→	B	2	3.4	0.0	0	0	1	0%	0%	2095	0	2095	2095	0	0	474	0.226		398	0.190	
Po Yip Street	N	↑	C	3,4	3.5	0.0	0	1	0.244	0%	0%	479.46	2584.5	480	480	2510	2505	124	0.259	0.259	124	0.257	0.257
Po Yip Street	N	↱	C	3,4	3.5	0.0	20	0	1	50%	54%	2105	0	2030	2025	0	0	526	0.259		521	0.258	

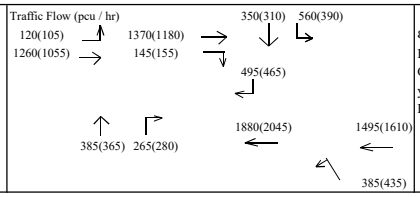
Pedestrian Crossing

Ip	2,3,4	Min. Crossing Time =9Gm + 10FGm =19s
Jp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Kp	2,3,4	Min. Crossing Time = 10Gm + 12FGm =22s
Lp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Mp	1	Min. Crossing Time = 8Gm + 9FGm =17s
Np	2,3	Min. Crossing Time = 10Gm + 12FGm =22s

Notes:

(Nil)

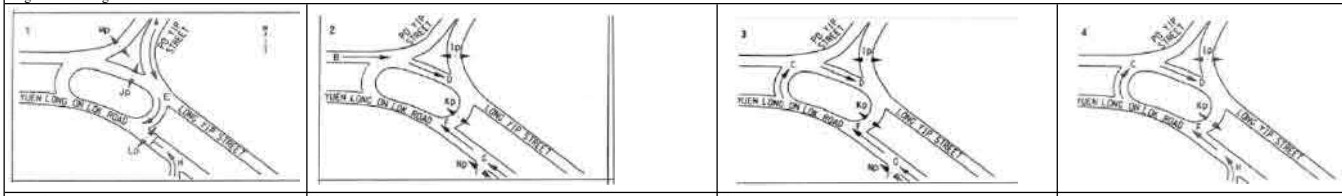
Traffic Flow (pcu / hr)



AM Peak Check Phase	
εy	0.683
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	12%

PM Peak Check Phase	
εy	0.634
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	21%

Stage / Phase Diagrams



AM: I/G = 8	I/G = 6	I/G = 7	
PM: I/G = 8	I/G = 6	I/G = 7	

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

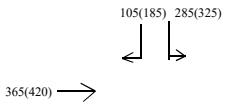
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2024 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wang Chau Street	S		1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	285	0.163	0.163	325	0.186	0.186
Wang Chau Street	S		1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	105	0.054		185	0.094	
Yuen Long On Ning Road	E		2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	365	0.171	0.171	420	0.197	0.197

Pedestrian Crossing
Cp B,C Min. Crossing Time =8Gm + 8FGm =16s
Dp A,C Min. Crossing Time = 6Gm + 8FGm =14s

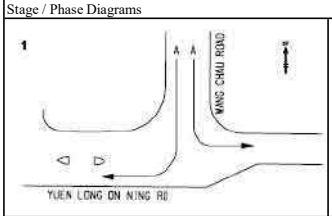
Notes:
(Nil)

Traffic Flow (pcu / hr)

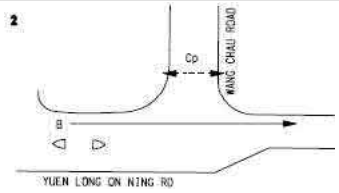


AM Peak Check Phase		PM Peak Check Phase	
εy	0.334	εy	0.382
L (sec)	32	L (sec)	32
C (sec)	108	C (sec)	108
y pract.	0.633	y pract.	0.633
R.C. (%)	90%	R.C. (%)	66%

Stage / Phase Diagrams



I/G = 5



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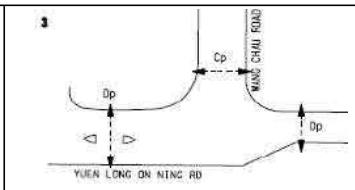


I/G = 22

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

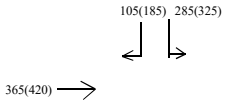
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2030 Reference Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wang Chau Street	S		1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	305	0.174	0.174	345	0.197	0.197
Wang Chau Street	S		1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	110	0.056		195	0.099	
Yuen Long On Ning Road	E		2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	385	0.180	0.180	445	0.208	0.208

Pedestrian Crossing
Cp B,C Min. Crossing Time =8Gm + 8FGm =16s
Dp A,C Min. Crossing Time = 6Gm + 8FGm =14s

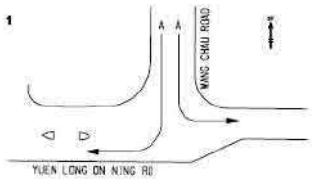
Notes:
(Nil)

Traffic Flow (pcu / hr)



AM Peak Check Phase		PM Peak Check Phase	
εy	0.355	εy	0.406
L (sec)	32	L (sec)	32
C (sec)	108	C (sec)	108
y pract.	0.633	y pract.	0.633
R.C. (%)	79%	R.C. (%)	56%

Stage / Phase Diagrams



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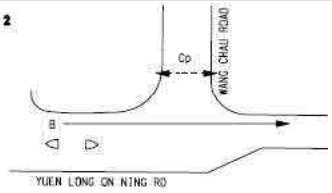

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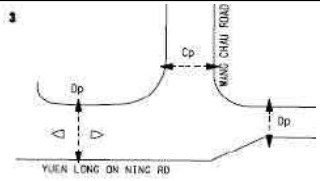

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TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

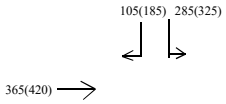
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wang Chau Street	S		1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	325	0.186	0.186	370	0.211	0.211
Wang Chau Street	S		1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	110	0.056		195	0.099	
Yuen Long On Ning Road	E		2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	385	0.180	0.180	445	0.208	0.208

Pedestrian Crossing
Cp B,C Min. Crossing Time =8Gm + 8FGm =16s
Dp A,C Min. Crossing Time = 6Gm + 8FGm =14s

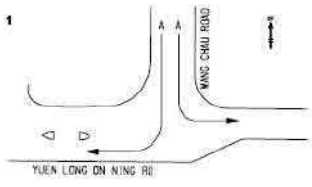
Notes:
(Nil)

Traffic Flow (pcu / hr)



AM Peak Check Phase		PM Peak Check Phase	
εy	0.366	εy	0.420
L (sec)	32	L (sec)	32
C (sec)	108	C (sec)	108
y pract.	0.633	y pract.	0.633
R.C. (%)	73%	R.C. (%)	51%

Stage / Phase Diagrams



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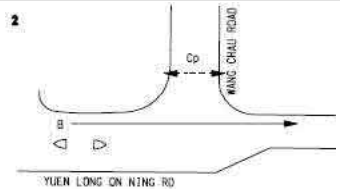

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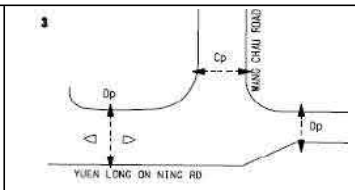

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TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

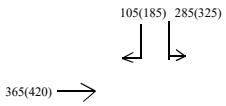
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2027 Reference Traffic Flow (Construction)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Wang Chau Street	S		1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	295	0.169	0.169	335	0.191	0.191
Wang Chau Street	S		1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	110	0.056		190	0.097	
Yuen Long On Ning Road	E		2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	375	0.176	0.176	435	0.204	0.204

Pedestrian Crossing
Cp B,C Min. Crossing Time =8Gm + 8FGm =16s
Dp A,C Min. Crossing Time = 6Gm + 8FGm =14s

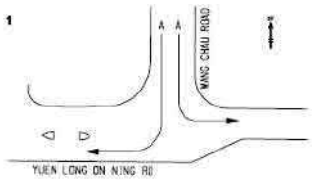
Notes:
(Nil)

Traffic Flow (pcu / hr)



AM Peak Check Phase		PM Peak Check Phase	
εy	0.344	εy	0.395
L (sec)	32	L (sec)	32
C (sec)	108	C (sec)	108
y pract.	0.633	y pract.	0.633
R.C. (%)	84%	R.C. (%)	60%

Stage / Phase Diagrams



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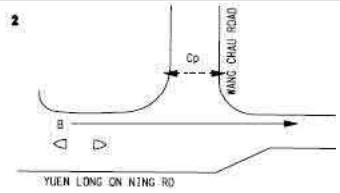

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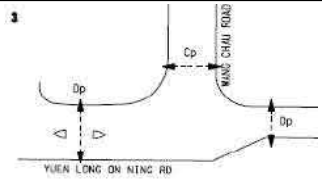


I/G = 22

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

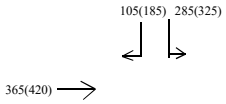
Junction: **Junction B - Wang Chau Street/ Yuen Long On Ning Road**
Description: **2027 Design Traffic Flow (Construction)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Wang Chau Street	S		1	A	4.0	10.0	0	1	100%	100%	2015	2015	1750	1750	1750	1750	300	0.171	0.171	340	0.194	0.194
Wang Chau Street	S		1	A	4.0	0.0	15	0	100%	100%	2155	2155	1960	1960	1960	1960	110	0.056		190	0.097	
Yuen Long On Ning Road	E		2	B	5.2	0.0	0	1	0%	0%	2135	2135	2135	2135	2135	2135	375	0.176	0.176	435	0.204	0.204

Pedestrian Crossing
Cp B,C Min. Crossing Time =8Gm + 8FGm =16s
Dp A,C Min. Crossing Time = 6Gm + 8FGm =14s

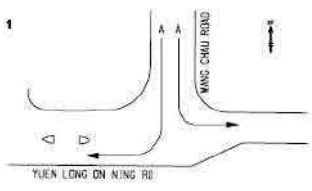
Notes:
(Nil)

Traffic Flow (pcu / hr)



AM Peak Check Phase		PM Peak Check Phase	
εy	0.347	εy	0.398
L (sec)	32	L (sec)	32
C (sec)	108	C (sec)	108
y pract.	0.633	y pract.	0.633
R.C. (%)	82%	R.C. (%)	59%

Stage / Phase Diagrams



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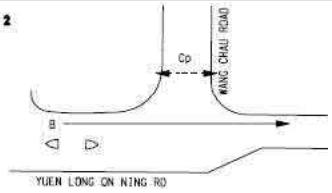

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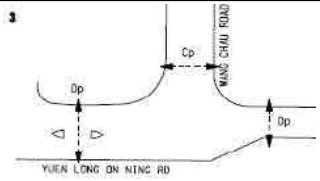

I/G = 22

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: 23122HK_Junction C.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678 \Cal\Junction\2024-09-27
Report generation date: 30/9/2024 15:25:14

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
JUNCTION C - CONSTRUCTION DESIGN								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.06	7.61	0.06	A	0.07	7.82	0.06	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.03	6.12	0.02	A	0.03	6.17	0.03	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
JUNCTION C - CONSTRUCTION REFERENCE								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.05	7.51	0.05	A	0.05	7.72	0.05	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	6.07	0.02	A	0.03	6.12	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
JUNCTION C - DESIGN								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.10	7.98	0.09	A	0.12	8.35	0.10	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.05	6.28	0.05	A	0.07	6.39	0.07	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
JUNCTION C - OBSERVED								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.05	7.47	0.05	A	0.05	7.67	0.05	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	6.07	0.02	A	0.03	6.12	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
JUNCTION C - REFERENCE								
Stream B-C	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream B-A	0.05	7.55	0.05	A	0.05	7.77	0.05	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	6.07	0.02	A	0.03	6.12	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - OBSERVED, AM " model duration: 8:00 - 9:30
"D2 - OBSERVED, PM" model duration: 8:00 - 9:30
"D3 - REFERENCE, AM" model duration: 8:00 - 9:30
"D4 - REFERENCE, PM" model duration: 8:00 - 9:30
"D5 - DESIGN, AM" model duration: 8:00 - 9:30
"D6 - DESIGN, PM" model duration: 8:00 - 9:30
"D7 - CONSTRUCTION REFERENCE, AM" model duration: 8:00 - 9:30
"D8 - CONSTRUCTION REFERENCE, PM" model duration: 8:00 - 9:30
"D9 - CONSTRUCTION DESIGN, AM" model duration: 8:00 - 9:30
"D10 - CONSTRUCTION DESIGN, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 30/9/2024 15:25:07

File summary

Title	JUNCTION B
Location	
Site Number	
Date	18/1/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

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

Units

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

JUNCTION C - OBSERVED, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.07	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	650.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	640.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.47	0.05	A
C-A	-	-	-	-
C-B	0.02	6.07	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	727.05	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	506.89	0.049	0.05	7.463	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.97	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	506.87	0.049	0.05	7.469	A
C-A	640.00	640.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - OBSERVED, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.09	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	745.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	730.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.67	0.05	A
C-A	-	-	-	-
C-B	0.02	6.12	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.81	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	494.07	0.051	0.05	7.667	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.73	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	494.04	0.051	0.05	7.674	A
C-A	730.00	730.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.13	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	690.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	680.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.99	0.01	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.55	0.05	A
C-A	-	-	-	-
C-B	0.02	6.07	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.96	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	501.83	0.050	0.05	7.543	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.88	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	501.81	0.050	0.05	7.549	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.15	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	790.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	775.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.77	0.05	A
C-A	-	-	-	-
C-B	0.02	6.12	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.70	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	488.38	0.051	0.05	7.762	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.62	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	488.36	0.051	0.05	7.769	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.30	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	45.00	100.000
C	FLAT	✓	710.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	45.000	0.000	0.000
	C	680.000	30.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.96	0.04	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.09	7.98	0.10	A
C-A	-	-	-	-
C-B	0.05	6.28	0.05	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	719.43	0.000	0.00	0.000	A
B-A	45.00	44.60	0.00	496.09	0.091	0.10	7.967	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	29.79	0.00	602.92	0.050	0.05	6.280	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	719.28	0.000	0.00	0.000	A
B-A	45.00	45.00	0.00	496.03	0.091	0.10	7.981	A
C-A	680.00	680.00	0.00	-	-	-	-	-
C-B	30.00	30.00	0.00	602.92	0.050	0.05	6.282	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.48	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	50.00	100.000
C	FLAT	✓	815.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	50.000	0.000	0.000
	C	775.000	40.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.95	0.05	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.10	8.35	0.12	A
C-A	-	-	-	-
C-B	0.07	6.39	0.07	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	717.00	0.000	0.00	0.000	A
B-A	50.00	49.54	0.00	481.21	0.104	0.11	8.332	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	39.72	0.00	602.92	0.066	0.07	6.389	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	716.82	0.000	0.00	0.000	A
B-A	50.00	50.00	0.00	481.13	0.104	0.12	8.349	A
C-A	775.00	775.00	0.00	-	-	-	-	-
C-B	40.00	40.00	0.00	602.92	0.066	0.07	6.394	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - CONSTRUCTION REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.10	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	670.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	660.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.99	0.01	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.51	0.05	A
C-A	-	-	-	-
C-B	0.02	6.07	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	727.00	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	504.36	0.050	0.05	7.503	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	9.93	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.070	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.93	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	504.34	0.050	0.05	7.509	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	602.92	0.017	0.02	6.073	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - CONSTRUCTION REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.12	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	25.00	100.000
C	FLAT	✓	765.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	25.000	0.000	0.000
	C	750.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.05	7.72	0.05	A
C-A	-	-	-	-
C-B	0.02	6.12	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.76	0.000	0.00	0.000	A
B-A	25.00	24.79	0.00	491.54	0.051	0.05	7.710	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	726.68	0.000	0.00	0.000	A
B-A	25.00	25.00	0.00	491.52	0.051	0.05	7.716	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - CONSTRUCTION DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.11	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	30.00	100.000
C	FLAT	✓	675.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	30.000	0.000	0.000
	C	660.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.98	0.02	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.06	7.61	0.06	A
C-A	-	-	-	-
C-B	0.02	6.12	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.15	0.000	0.00	0.000	A
B-A	30.00	29.75	0.00	502.92	0.060	0.06	7.605	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	14.90	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	725.05	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	502.89	0.060	0.06	7.611	A
C-A	660.00	660.00	0.00	-	-	-	-	-
C-B	15.00	15.00	0.00	602.92	0.025	0.03	6.122	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

JUNCTION C - CONSTRUCTION DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION C	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
C	(untitled)	T-Junction	One-way from C to A	A,B,C	7.16	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		4.23	4.39								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
C	B-A	590.664	0.079	0.201	0.126	0.287
C	B-C	736.124	0.083	0.211	-	-
C	C-B	602.919	0.173	0.173	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	0.00	100.000
B	FLAT	✓	30.00	100.000
C	FLAT	✓	770.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	30.000	0.000	0.000
	C	750.000	20.000	0.000

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

		To		
		A	B	C
From	A	0.33	0.33	0.33
	B	1.00	0.00	0.00
	C	0.97	0.03	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction C (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.06	7.82	0.07	A
C-A	-	-	-	-
C-B	0.03	6.17	0.03	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.86	0.000	0.00	0.000	A
B-A	30.00	29.74	0.00	490.11	0.061	0.06	7.816	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	19.86	0.00	602.92	0.033	0.03	6.172	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.06	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.07	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.07	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.07	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	0.00	0.00	0.00	724.76	0.000	0.00	0.000	A
B-A	30.00	30.00	0.00	490.07	0.061	0.07	7.824	A
C-A	750.00	750.00	0.00	-	-	-	-	-
C-B	20.00	20.00	0.00	602.92	0.033	0.03	6.175	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: 23122HK_Junction D.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678 \Cal\Junction\2024-09-27
Report generation date: 30/9/2024 15:25:05

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	JUNCTION D - CONSTRUCTION DESIGN							
Stream B-AC	0.41	6.82	0.29	A	0.56	7.62	0.36	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION D - CONSTRUCTION REFERENCE							
Stream B-AC	0.39	6.76	0.28	A	0.54	7.54	0.35	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION D - DESIGN							
Stream B-AC	0.48	7.17	0.32	A	0.65	8.06	0.39	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION D - OBSERVED							
Stream B-AC	0.38	6.67	0.28	A	0.51	7.36	0.34	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION D - REFERENCE							
Stream B-AC	0.42	6.90	0.30	A	0.56	7.63	0.36	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - OBSERVED, AM " model duration: 8:00 - 9:30
"D2 - OBSERVED, PM" model duration: 8:00 - 9:30
"D3 - REFERENCE, AM" model duration: 8:00 - 9:30
"D4 - REFERENCE, PM" model duration: 8:00 - 9:30
"D5 - DESIGN, AM" model duration: 8:00 - 9:30
"D6 - DESIGN, PM" model duration: 8:00 - 9:30
"D7 - CONSTRUCTION REFERENCE, AM" model duration: 8:00 - 9:30
"D8 - CONSTRUCTION REFERENCE, PM" model duration: 8:00 - 9:30
"D9 - CONSTRUCTION DESIGN, AM" model duration: 8:00 - 9:30
"D10 - CONSTRUCTION DESIGN, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 30/9/2024 15:24:58

File summary

Title	JUNCTION B
Location	
Site Number	
Date	18/1/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

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

Units

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

JUNCTION D - OBSERVED, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	6.67	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	245.00	100.000
B	FLAT	✓	205.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	245.000
	B	0.000	0.000	205.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	6.67	0.38	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	203.50	0.00	744.46	0.275	0.38	6.636	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	204.99	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	205.00	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	205.00	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	205.00	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	205.00	205.00	0.00	744.46	0.275	0.38	6.672	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	570.59	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	245.00	245.00	0.00	-	-	-	-	-

JUNCTION D - OBSERVED, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.36	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	275.00	100.000
B	FLAT	✓	250.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	275.000
	B	0.000	0.000	250.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	7.36	0.51	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	247.98	0.00	739.30	0.338	0.50	7.299	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	249.99	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	250.00	250.00	0.00	739.30	0.338	0.51	7.356	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	566.63	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	275.00	275.00	0.00	-	-	-	-	-

JUNCTION D - REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	6.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	260.00	100.000
B	FLAT	✓	220.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	260.000
	B	0.000	0.000	220.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	6.90	0.42	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	218.33	0.00	741.88	0.297	0.42	6.854	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	219.99	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	220.00	220.00	0.00	741.88	0.297	0.42	6.897	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

JUNCTION D - REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.63	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	290.00	100.000
B	FLAT	✓	265.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	290.000
	B	0.000	0.000	265.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	7.63	0.56	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	262.78	0.00	736.71	0.360	0.55	7.562	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	264.99	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	736.71	0.360	0.56	7.630	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

JUNCTION D - DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.17	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	260.00	100.000
B	FLAT	✓	240.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	260.000
	B	0.000	0.000	240.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.32	7.17	0.48	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.00	238.11	0.00	741.88	0.324	0.47	7.121	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.00	239.99	0.00	741.88	0.324	0.48	7.172	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.00	240.00	0.00	741.88	0.324	0.48	7.172	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.00	240.00	0.00	741.88	0.324	0.48	7.172	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.00	240.00	0.00	741.88	0.324	0.48	7.172	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	240.00	240.00	0.00	741.88	0.324	0.48	7.172	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	568.61	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	260.00	260.00	0.00	-	-	-	-	-

JUNCTION D - DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	8.06	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	290.00	100.000
B	FLAT	✓	290.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	290.000
	B	0.000	0.000	290.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	8.06	0.65	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	287.44	0.00	736.71	0.394	0.64	7.968	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	289.98	0.00	736.71	0.394	0.64	8.058	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	289.99	0.00	736.71	0.394	0.65	8.058	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	290.00	0.00	736.71	0.394	0.65	8.058	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	290.00	0.00	736.71	0.394	0.65	8.058	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	290.00	290.00	0.00	736.71	0.394	0.65	8.058	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	564.65	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	290.00	290.00	0.00	-	-	-	-	-

JUNCTION D - CONSTRUCTION REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	6.76	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	255.00	100.000
B	FLAT	✓	210.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	255.000
	B	0.000	0.000	210.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	6.76	0.39	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	208.44	0.00	742.74	0.283	0.39	6.719	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	209.99	0.00	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	210.00	0.00	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	210.00	0.00	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	210.00	0.00	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	210.00	210.00	0.00	742.74	0.283	0.39	6.756	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

JUNCTION D - CONSTRUCTION REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.54	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	285.00	100.000
B	FLAT	✓	260.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	285.000
	B	0.000	0.000	260.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.35	7.54	0.54	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	257.85	0.00	737.58	0.353	0.54	7.472	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	259.99	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	260.00	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	260.00	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	260.00	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	260.00	260.00	0.00	737.58	0.353	0.54	7.537	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

JUNCTION D - CONSTRUCTION DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	6.82	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	255.00	100.000
B	FLAT	✓	215.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	255.000
	B	0.000	0.000	215.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	6.82	0.41	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	213.39	0.00	742.74	0.289	0.40	6.780	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	214.99	0.00	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	215.00	0.00	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	215.00	0.00	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	215.00	0.00	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	215.00	215.00	0.00	742.74	0.289	0.41	6.820	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	569.27	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	255.00	255.00	0.00	-	-	-	-	-

JUNCTION D - CONSTRUCTION DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION D	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	(untitled)	T-Junction	One-way from A to C	A,B,C	7.62	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.00		0.00		2.20	50.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	5.00										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	622.329	0.064	0.162	0.102	0.231
D	B-C	786.649	0.068	0.172	-	-
D	C-B	602.919	0.132	0.132	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	285.00	100.000
B	FLAT	✓	265.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	285.000
	B	0.000	0.000	265.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction D (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	7.62	0.56	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	262.79	0.00	737.58	0.359	0.55	7.548	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	264.99	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	265.00	265.00	0.00	737.58	0.359	0.56	7.616	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	565.31	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	285.00	285.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: 23122HK_Junction E.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23122HK (mwy) - Yuen Long Theatre DD120 Lot 3678 \Cal\Junction\2024-09-27
Report generation date: 30/9/2024 15:25:00

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	JUNCTION E - CONSTRUCTION DESIGN							
Stream B-C	0.16	6.67	0.14	A	0.23	7.29	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION E - CONSTRUCTION REFERENCE							
Stream B-C	0.16	6.66	0.14	A	0.23	7.27	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION E - DESIGN							
Stream B-C	0.16	6.72	0.14	A	0.24	7.38	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION E - OBSERVED							
Stream B-C	0.15	6.58	0.13	A	0.22	7.18	0.18	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.02	6.95	0.02	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	JUNCTION E - REFERENCE							
Stream B-C	0.16	6.68	0.14	A	0.23	7.31	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - OBSERVED, AM " model duration: 8:00 - 9:30
"D2 - OBSERVED, PM" model duration: 8:00 - 9:30
"D3 - REFERENCE, AM" model duration: 8:00 - 9:30
"D4 - REFERENCE, PM" model duration: 8:00 - 9:30
"D5 - DESIGN, AM" model duration: 8:00 - 9:30
"D6 - DESIGN, PM" model duration: 8:00 - 9:30
"D7 - CONSTRUCTION REFERENCE, AM" model duration: 8:00 - 9:30
"D8 - CONSTRUCTION REFERENCE, PM" model duration: 8:00 - 9:30
"D9 - CONSTRUCTION DESIGN, AM" model duration: 8:00 - 9:30
"D10 - CONSTRUCTION DESIGN, PM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 30/9/2024 15:24:53

File summary

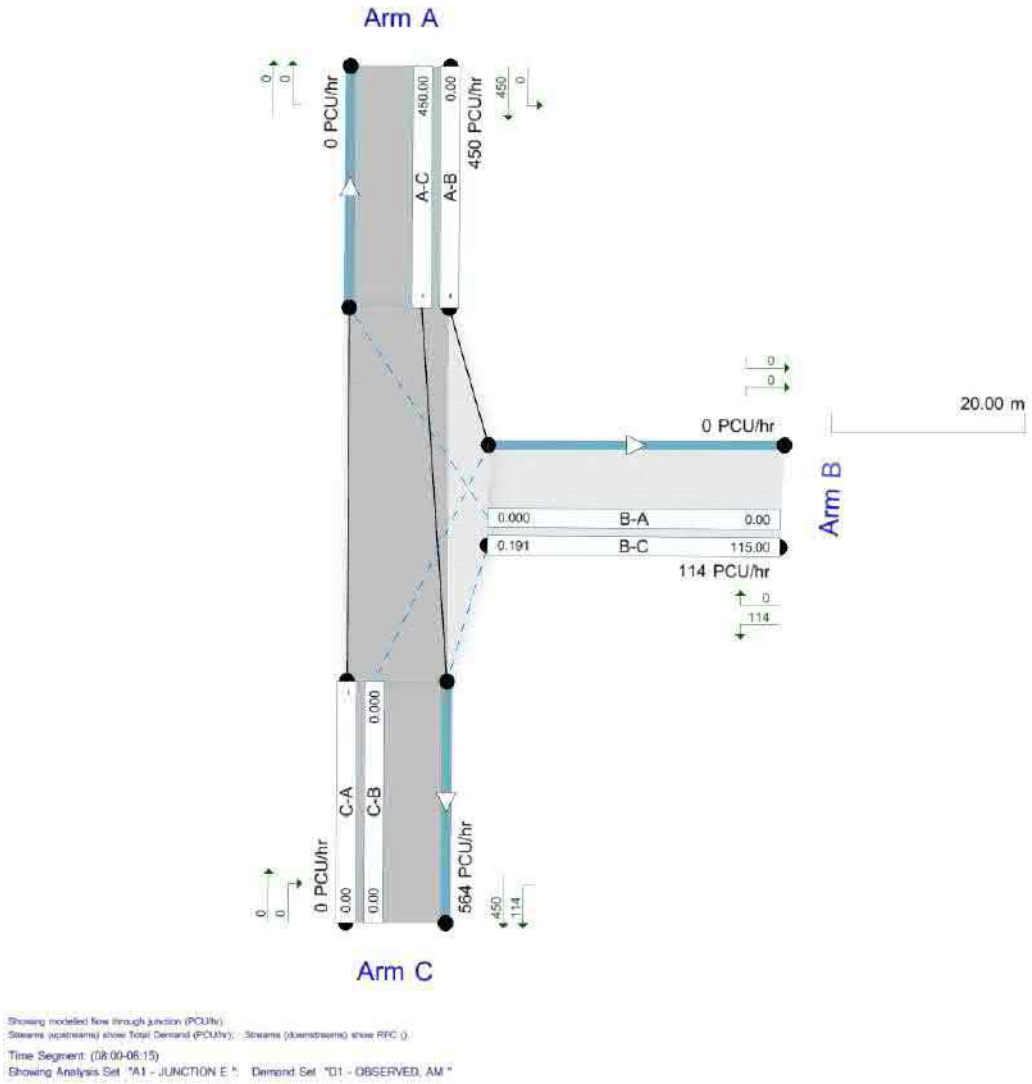
Title	JUNCTION B
Location	
Site Number	
Date	18/1/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

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

Units

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



The junction diagram reflects the last run of ARCADY.

JUNCTION E - OBSERVED, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.62	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	310.00	100.000
B	FLAT	✓	80.00	100.000
C	FLAT	✓	10.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	310.000
	B	0.000	0.000	80.000
	C	0.000	10.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.00	1.00	0.00

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

	To			
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	6.58	0.15	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.02	6.95	0.02	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	79.42	0.00	627.34	0.128	0.14	6.563	A
B-A	0.00	0.00	0.00	476.10	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	9.92	0.00	528.42	0.019	0.02	6.943	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.943	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.943	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.946	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.946	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	80.00	80.00	0.00	627.34	0.128	0.15	6.576	A
B-A	0.00	0.00	0.00	476.08	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	10.00	10.00	0.00	528.42	0.019	0.02	6.946	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	310.00	310.00	0.00	-	-	-	-	-

JUNCTION E - OBSERVED, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.18	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	400.00	100.000
B	FLAT	✓	110.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	400.000
	B	0.000	0.000	110.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	7.18	0.22	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	109.13	0.00	611.64	0.180	0.22	7.153	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	611.64	0.180	0.22	7.175	A
B-A	0.00	0.00	0.00	463.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	515.20	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	400.00	400.00	0.00	-	-	-	-	-

JUNCTION E - REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.68	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	330.00	100.000
B	FLAT	✓	85.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	330.000
	B	0.000	0.000	85.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.68	0.16	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	84.37	0.00	623.85	0.136	0.16	6.667	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	623.85	0.136	0.16	6.680	A
B-A	0.00	0.00	0.00	475.18	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	525.48	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	330.00	330.00	0.00	-	-	-	-	-

JUNCTION E - REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.31	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	425.00	100.000
B	FLAT	✓	115.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	425.000
	B	0.000	0.000	115.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.31	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.07	0.00	607.28	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	607.28	0.189	0.23	7.312	A
B-A	0.00	0.00	0.00	459.92	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	511.52	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	425.00	425.00	0.00	-	-	-	-	-

JUNCTION E - DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.72	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	350.00	100.000
B	FLAT	✓	85.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	350.000
	B	0.000	0.000	85.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.72	0.16	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	84.37	0.00	620.36	0.137	0.16	6.711	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	620.36	0.137	0.16	6.723	A
B-A	0.00	0.00	0.00	471.97	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	522.54	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	350.00	350.00	0.00	-	-	-	-	-

JUNCTION E - DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.38	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	450.00	100.000
B	FLAT	✓	115.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	450.000
	B	0.000	0.000	115.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.38	0.24	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.07	0.00	602.92	0.191	0.23	7.351	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	602.92	0.191	0.23	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	602.92	0.191	0.23	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	602.92	0.191	0.24	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	602.92	0.191	0.24	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	602.92	0.191	0.24	7.377	A
B-A	0.00	0.00	0.00	455.91	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	507.85	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	450.00	450.00	0.00	-	-	-	-	-

JUNCTION E - CONSTRUCTION REFERENCE, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.66	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	320.00	100.000
B	FLAT	✓	85.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	320.000
	B	0.000	0.000	85.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.66	0.16	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	84.38	0.00	625.59	0.136	0.16	6.645	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	625.59	0.136	0.16	6.658	A
B-A	0.00	0.00	0.00	476.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.95	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	320.00	320.00	0.00	-	-	-	-	-

JUNCTION E - CONSTRUCTION REFERENCE, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.27	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	410.00	100.000
B	FLAT	✓	115.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	410.000
	B	0.000	0.000	115.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.27	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.08	0.00	609.89	0.189	0.23	7.247	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.89	0.189	0.23	7.273	A
B-A	0.00	0.00	0.00	462.33	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	513.73	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	410.00	410.00	0.00	-	-	-	-	-

JUNCTION E - CONSTRUCTION DESIGN, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	6.67	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	325.00	100.000
B	FLAT	✓	85.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	325.000
	B	0.000	0.000	85.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.14	6.67	0.16	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	84.38	0.00	624.72	0.136	0.16	6.656	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	85.00	85.00	0.00	624.72	0.136	0.16	6.669	A
B-A	0.00	0.00	0.00	475.99	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	526.21	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	325.00	325.00	0.00	-	-	-	-	-

JUNCTION E - CONSTRUCTION DESIGN, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
JUNCTION E	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
E	Wang Chau Road / Tai Lee Street	T-Junction	One-way from A to C	A,B,C	7.29	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.90		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.92	3.70								50	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
E	B-A	528.198	0.064	0.161	0.101	0.230
E	B-C	681.406	0.069	0.174	-	-
E	C-B	573.963	0.147	0.147	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	415.00	100.000
B	FLAT	✓	115.00	100.000
C	FLAT	✓	0.00	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	0.000	415.000
	B	0.000	0.000	115.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.00	1.00
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction E (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.29	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	114.08	0.00	609.02	0.189	0.23	7.260	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	115.00	115.00	0.00	609.02	0.189	0.23	7.286	A
B-A	0.00	0.00	0.00	461.53	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	512.99	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00	-	-	-	-	-
A-C	415.00	415.00	0.00	-	-	-	-	-

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road** Year: 2024

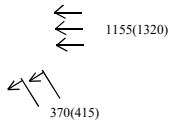
Description: **2024 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tung Tai Street	N	←	2	B	3.7	20	0	1	100%	100%	1985	4110	1845	1845	3850	3850	177	0.096	0.096	199	0.108	0.108
Tung Tai Street	N	←	2	B	3.7	25	0	0	100%	100%	2125	0	2005	2005	0	0	193	0.096		216	0.108	
On Lok Road	NW	←	1	A	2.8	0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	381	0.187	0.187	435	0.214	0.214
On Lok Road	NW	←	1	A	3.5	0	0	0	0%	0%	2105	0	2105	2105	0	0	394	0.187		450	0.214	
On Lok Road	NW	←	1	A	2.8	0	0	0	0%	0%	2035	0	2035	2035	0	0	381	0.187		435	0.214	
Pedestrian Crossing			Cp	A		Min. Crossing Time =53Gm + 7FGm =60s																
			Dp	B		Min. Crossing Time = 7Gm + 10FGm =32s																

Notes:

(Nil)

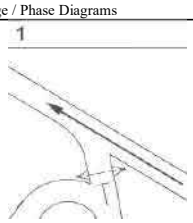
Traffic Flow (pcu / hr)

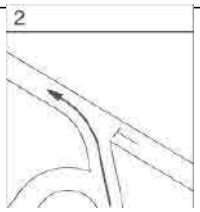


AM Peak Check Phase	
εy	0.283
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	165%

PM Peak Check Phase	
εy	0.322
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	110%

Stage / Phase Diagrams





I/G = 7 I/G = 10

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road** Year: 2024

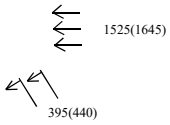
Description: **2030 Reference Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tung Tai Street	N		2	B	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	189	0.103	0.103	211	0.114	0.114
Tung Tai Street	N		2	B	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	206	0.103		229	0.114	
On Lok Road	NW	←	1	A	2.8	0.0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	503	0.247	0.247	542	0.266	0.266
On Lok Road	NW	←	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	520	0.247		561	0.266	
On Lok Road	NW	←	1	A	2.8	0.0	0	0	0%	0%	2035	0	2035	2035	0	0	503	0.247		542	0.266	
Pedestrian Crossing			Cp	A		Min. Crossing Time =53Gm + 7FGm =60s																
			Dp	B		Min. Crossing Time = 7Gm + 10FGm =32s																

Notes:

(Nil)

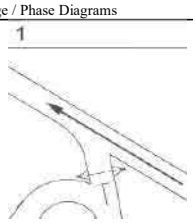
Traffic Flow (pcu / hr)

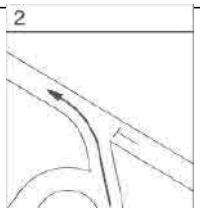


AM Peak Check Phase	
εy	0.350
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	115%

PM Peak Check Phase	
εy	0.381
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	77%

Stage / Phase Diagrams





I/G = 7 I/G = 10

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road** Year: 2024

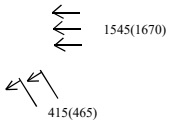
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tung Tai Street	N		2	B	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	199	0.108	0.108	223	0.121	0.121
Tung Tai Street	N		2	B	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	216	0.108		242	0.121	
On Lok Road	NW	←	1	A	2.8	0.0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	509	0.250	0.250	550	0.270	0.270
On Lok Road	NW	←	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	527	0.250		569	0.270	
On Lok Road	NW	←	1	A	2.8	0.0	0	0	0%	0%	2035	0	2035	2035	0	0	509	0.250		550	0.270	
Pedestrian Crossing			Cp	A		Min. Crossing Time =53Gm + 7FGm =60s																
			Dp	B		Min. Crossing Time = 7Gm + 10FGm =32s																

Notes:

(Nil)

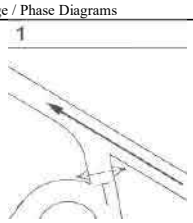
Traffic Flow (pcu / hr)

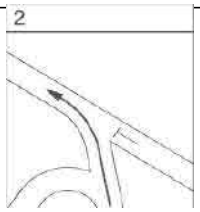


AM Peak Check Phase	
εy	0.358
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	110%

PM Peak Check Phase	
εy	0.391
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	73%

Stage / Phase Diagrams





I/G = 7 I/G = 10

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road** Year: 2024

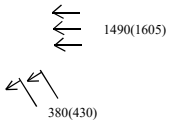
Description: **2030 Reference Traffic Flow - Construction**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tung Tai Street	N		2	B	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	182	0.099	0.099	206	0.112	0.112
Tung Tai Street	N		2	B	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	198	0.099		224	0.112	
On Lok Road	NW	←	1	A	2.8	0.0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	491	0.241	0.241	529	0.260	0.260
On Lok Road	NW	←	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	508	0.241		547	0.260	
On Lok Road	NW	←	1	A	2.8	0.0	0	0	0%	0%	2035	0	2035	2035	0	0	491	0.241		529	0.260	
Pedestrian Crossing			Cp	A		Min. Crossing Time =53Gm + 7FGm =60s																
			Dp	B		Min. Crossing Time = 7Gm + 10FGm =32s																

Notes:

(Nil)

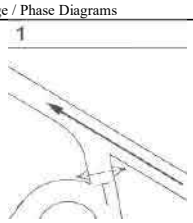
Traffic Flow (pcu / hr)

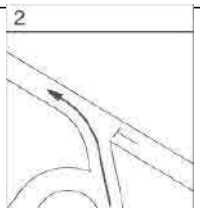


AM Peak Check Phase	
εy	0.340
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	121%

PM Peak Check Phase	
εy	0.372
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	82%

Stage / Phase Diagrams





I/G = 7 I/G = 10

TRAFFIC SIGNALS CALCULATION Job No: 23122HK **CTA Consultants Ltd.**

Junction: **Junction F - Yuen Long Tung Tai Street/ Yuen Long On Lok Road** Year: 2024

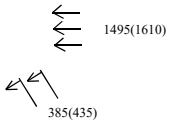
Description: **2030 Design Traffic Flow - Construction**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tung Tai Street	N		2	B	3.7	20.0	0	1	100%	100%	1985	4110	1845	1845	3850	3850	185	0.100	0.100	208	0.113	0.113
Tung Tai Street	N		2	B	3.7	25.0	0	0	100%	100%	2125	0	2005	2005	0	0	201	0.100		227	0.113	
On Lok Road	NW	←	1	A	2.8	0.0	0	0	0%	0%	2035	6175	2035	2035	6175	6175	493	0.242	0.242	531	0.261	0.261
On Lok Road	NW	←	1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	510	0.242		549	0.261	
On Lok Road	NW	←	1	A	2.8	0.0	0	0	0%	0%	2035	0	2035	2035	0	0	493	0.242		531	0.261	
Pedestrian Crossing			Cp	A		Min. Crossing Time =53Gm + 7FGm =60s																
			Dp	B		Min. Crossing Time = 7Gm + 10FGm =32s																

Notes:

(Nil)

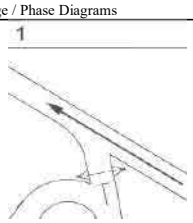
Traffic Flow (pcu / hr)

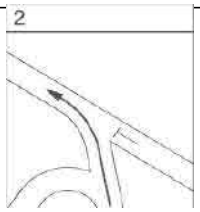


AM Peak Check Phase	
εy	0.342
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	119%

PM Peak Check Phase	
εy	0.374
L (sec)	15
C (sec)	60
y pract.	0.675
R.C. (%)	81%

Stage / Phase Diagrams





I/G = 7 I/G = 10

Appendix 5 ☐

Environmental Statement with Previous Environmental Assessment Reattached

Section 12A Application for Amendment to the
Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27
For Permitted Flat with Shop and Services and Social Welfare Facility Uses
at Lot 3678 in D.D. 120, Yuen Long, New Territories

Environmental Statement

1. INTRODUCTION

This Environmental Statement is to support the Section 12A Application for proposed Amendment to the Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 to rezone the application site from "Residential (Group A)" to "Residential (Group A)9" at Lot 3678 in D.D. 120, Yuen Long, New Territories.

The applicant submitted a development proposal which involves a 21-storey composite building block for about 74 residential flats (from 10/F to 20/F), a RCHE with 170 beds and ancillary facilities (from 3/F to 9/F) and commercial uses (i.e. shop and services) (from G/F to 2/F) with two levels of basement car parks through a Section 16 planning application (case no. A/YL/319). As liaised with the Planning Department, a Section 12A application is however a more appropriate mechanism to facilitate the proposal. Hence, a new S12A application under the same set of scheme and development parameters is now applied.

In support of the said Section 16 planning application (A/YL/319), an Environmental Assessment has been conducted and confirmed the technical feasibility of the proposed development in the aspects of air quality, noise, water quality, waste management and land contamination impacts. With the incorporation of mitigation measures, significant adverse environmental impacts are not anticipated and the Director of Environmental Protection (DEP) has no objection to the application from environmental planning perspective.

2. ENVIRONMENTAL IMPACT

This Environmental Statement is submitted to reaffirm that the scheme and development programme as the basis of the approved Environmental Assessment is remained unchanged for the current Section 12A Application (**Table 1.1** refers).

Table 1.1 Key Development Parameters of the Proposed Development under the Previous Scheme submitted under Section 16 Planning Application and the Current Scheme for Section 12A Application

	Previous Scheme submitted under Section 16 Planning Application (A/YL/319)	**Current Scheme for Section 12A Application**
No. of Storeys	21 storeys and 2 basement floors	21 storeys and 2 basement floors
Total Gross Floor Area (GFA) (about)	9,333m^2	9,333m^2
Building Height	Not more than +82.34 mPD	Not more than +82.34 mPD
Proposed Major Floor Use	B2/F to B1/F: Carpark G/F: Shop and Services, RCHE(s) (Lobby and Lift), Carpark Entrance and Lay-by 1/F to 2/F: Shop and Services and RCHE(s) (lift) 3/F to 7/F: Dormitory for RCHE(s) 8/F to 9/F: Office and Back-of-House for RCHE(s) 10/F to 19/F: Flats 20/F: Clubhouse	B2/F to B1/F: Carpark G/F: Shop and Services, RCHE(s) (Lobby and Lift), Carpark Entrance and Lay-by 1/F to 2/F: Shop and Services and RCHE(s) (lift) 3/F to 7/F: Dormitory for RCHE(s) 8/F to 9/F: Office and Back-of-House for RCHE(s) 10/F to 19/F: Flats 20/F: Clubhouse
Population Size (for Flat only)	208 (Based on an average household size of 2.8)	208 (Based on an average household size of 2.8)
Tentative Population Intake Year	2027/2028	2027/2028
Proposed RCHE		
Total No. of Beds	160 to 220 (The current scheme proposes 170 RCHE beds)	160 to 220 (The current scheme proposes 170 RCHE beds)
Proposed Flats		
Total No. of Flats	74	74

The assessment results and the mitigation measures identified in the approved Environmental Assessment Report are also applicable to the current S.12A application. Therefore, it is evaluated that insurmountable adverse environmental impacts are also not anticipated for the current S.12A application. The same Environmental Assessment Report with relevant wordings updated to “S.12A application” is attached.

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

ENVIRONMENTAL ASSESSMENT REPORT

2 September 2024

Report No.: RT23508-EA-01_v4

Prepared By:

BeeXergy Consulting Limited (BXG)
Phone: (852) 3568-4701
Address: Units 2501, 2503 & 2504, 25/F, AIA Financial Centre
712 Prince Edward Road East
Kowloon, Hong Kong
Email: info@beexergy.com

Project:	PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES ENVIRONMENTAL ASSESSMENT REPORT
Report No.:	RT23508-EA-01_v4

Revision	Issue Date	Description	Author	Checker	Approver
0	27/02/2024	Issued for Comment	RW	ZC	HM
1	17/05/2024	Issued for Comment	TL	YS	HM
2	27/06/2024	Issued for Comment	TL	YS	HM
3	30/07/2024	Issued for Comment	TL	YS	HM
4	02/09/2024	Issued for Comment	TL	YS	HM

Prepared By:

Theo Lai

Senior Consultant

Checked by

Sui Hang Yan

Technical Director

Approved by:

Henry Mak

Director

Disclaimer:

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

TABLE OF CONTENT

FIGURES

APPENDICES

1. INTRODUCTION

1.1. BACKGROUND

1.1.1. The Full Year Limited (the Project Proponent) proposes to develop a 23-storey composite tower (including 2 basement floors) comprising Residential Care Home for the Elderly (RCHE), flats, shop and services, office, clubhouse and carpark in Lot No. 3678 in D.D. 120, Yuen Long (hereafter called "the Proposed Development").

1.1.2. BeeXergy Consulting Limited was commissioned by DeSPACE (International) Limited (the Project Planner) to undertake an Environmental Assessment (EA) in support of its planning application under Section 12A of the Town Planning Ordinance (TPO) for the Proposed Development.

1.2. PROJECT LOCATION

1.2.1. The Project Site is located in Yuen Long Town Centre, with site area of approximately 780m^2. It is currently bounded by mid-rise residential buildings to the north, Yuen Long Pau Cheung Square to the east, Fook Tak Street to the south, and Fook Hong Street to the west. The Project Site is currently zoned as "Residential (Group A)" ("R(A)") under the Approved Yuen Long Outline Zoning Plan No. S/YL/27. **Figure 1.1** shows the location of Project Site and its environs.

1.3. PROJECT DESCRIPTION

1.3.1. The Proposed Development will comprise one 23-storey building (including 2 basement floors) comprising RCHE, flats, shop and services, office, clubhouse and carpark. The key development parameters are summarised in **Table 1.1** and the Master Layout Plan is enclosed in **Appendix 1.1**.

Table 1.1 Key Development Parameters of the Proposed Development

No. of Storeys	21 storeys and 2 basement floors
Total Gross Floor Area (GFA)	Approx. 9,333m^2
Building Height	Not more than +82.34 mPD
Proposed Major Floor Use	B2/F to B1/F: Carpark G/F: Shop and Services, RCHE(s) (Lobby and Lift), Carpark Entrance and Lay-by 1/F to 2/F: Shop and Services and RCHE(s) (lift) 3/F to 7/F: Dormitory for RCHE(s) 8/F to 9/F: Office and Back-of-House for RCHE(s) 10/F to 19/F: Flats 20/F: Clubhouse

Population Size (for Flat only)	208 (Based on an average household size of 2.8)
Tentative Population Intake Year	2027/2028
Proposed RCHE	
Total No. of Beds	160 to 220 (The current scheme proposes 170 RCHE beds)
Proposed Flats	
Total No. of Flats	74

1.3.2. The construction works of the Proposed Development is targeted to commence in May 2024 and be completed by 2027.

1.4. SCOPE OF THE ENVIRONMENTAL ASSESSMENT

1.4.1. This EA Report covers the following key issues arising from the construction and operation of the Proposed Development:

- Air Quality Impact;
- Noise Impact;
- Water Quality Impact;
- Waste Management; and
- Land contamination.

1.5. STRUCTURE OF THE REPORT

1.5.1. This EA Report includes the following sections:

- Section 1 introduces the project background and outlines the scope of this EA;
- Section 2 evaluates the air quality impact;
- Section 3 presents the noise impact assessment;
- Section 4 evaluates the water quality impact;
- Section 5 presents the waste management implications;
- Section 6 presents the land contamination review; and
- Section 7 summarizes the findings of this EA study.

2. AIR QUALITY IMPACT

2.1. INTRODUCTION

2.1.1. This section identifies the potential air quality impact associated with the construction and operation of the Proposed Development. It also recommends practical pollution control and mitigation measures, where necessary.

2.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

2.2.1. The relevant legislation, standards and guidelines applicable to the present review of air quality impact include:

- Air Pollution Control Ordinance (APCO) (Cap. 311);
- Air Pollution Control (Smoke) Regulations (Cap. 311C);
- Air Pollution Control (Fuel Restriction) Regulations (Cap. 311I);
- Air Pollution Control (Construction Dust) Regulation (Cap. 311R);
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (Cap. 311Z);
- Hong Kong Planning Standards and Guidelines (HKPSG); and
- EPD's Guidelines on "Control of Oily Fume and Cooking Odour from Restaurants and Food Business".

Air Quality Objectives

2.2.2. The APCO provides a statutory framework for establishing the Air Quality Objectives (AQOs) and stipulating the anti-pollution requirements for air pollution sources. The AQOs stipulate concentration for a range of pollutants, which are summarized below in **Table 2.1**.

Table 2.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	Concentration Limit [i] ($\mu g/m^3$)	Number of Exceedances Allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	50	3
Respirable Suspended Particulates (PM_{10}) [ii]	24-hour	100	9
	Annual	50	N/A
Fine Suspended Particulates ($PM_{2.5}$) [iii]	24-hour	50	35
	Annual	25	N/A

Pollutant	Averaging Time	Concentration Limit [i] ($\mu g/m^3$)	Number of Exceedances Allowed
Nitrogen Dioxide (NO_2)	1-hour	200	18
	Annual	40	N/A
Ozone (O_3)	8-hour	160	9
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
Lead	Annual	0.5	N/A

Notes:

i All measurements of the concentration of gaseous air pollutants, i.e., SO_2, NO_2, O_3 and CO, are to be adjusted to a reference temperature of 293 K and a reference pressure of 101.325 kPa.

ii PM_{10} means suspended particles in air with a nominal aerodynamic diameter of 10μm or less.

iii $PM_{2.5}$ means suspended particles in air with a nominal aerodynamic diameter of 2.5μm or less.

Hong Kong Planning Standards and Guidelines

2.2.3. Environmental requirements to be considered in land use planning are outlined in Chapter 9 of the HKPSG. The standards and guidelines provide recommendation on suitable locations for developments and sensitive users, provision of environmental facilities and design, layout, phasing and operational controls to minimize adverse environmental impacts. It also lists out environmental factors influencing the land use planning and recommends buffer distances for land uses.

2.2.4. Buffer distances on usage of open space site for active and passive recreational uses are also recommended. Evaluation of potential air quality impact on the Proposed Development due to the open road emissions and industrial emissions shall make reference to the guidelines as stipulated in the HKPSG. The buffer distance requirements in HKPSG are extracted below in **Table 2.2**.

Table 2.2 HKPSG Recommended Buffer Distance

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Roads and Highways	*Type of Road*		
	Trunk Road and Primary Distributor	> 20m	Active and Passive Recreational Uses
		3 – 20m	Passive Recreational Uses
		< 3m	Amenity Areas
	District Distributor	> 10m	Active and Passive Recreational Uses

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Roads and Highways	District Distributor	< 10m	Passive Recreational Uses
	Local Distributor	> 5m	Active and Passive Recreational Uses
		< 5m	Passive Recreational Uses
	Under Flyover	N/A	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
	30 – 40m	> 50m	Active and Passive Recreational Uses
		5 – 50m	Passive Recreational Uses
	> 40m	> 10m	Active and Passive Recreational Uses

Remarks:

a) In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.

b) The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.

c) The guidelines are generally applicable to major industrial areas but not individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.

d) Amenity areas are permitted in any situation.

2.3. BASELINE CONDITION

Existing Ambient Air Quality

2.3.1. The nearest EPD General Air Quality Monitoring Station (AQMS) to the Project Site is the Yuen Long AQMS located at Yuen Long District Office Building, which is approximately 645m southwest to the Project Site. The concentrations of the key air pollutants relevant to the Project in recent five years (2018 – 2022) at Yuen Long AQMS are summarized in **Table 2.3**, which depicts the trend in ambient air quality.

Table 2.3 Air Quality Monitoring Data at Yuen Long General AQMS Station (Year 2018-2022)

Pollutant	Averaging Time	Concentration (μg/m³)					2014-2021 AQOs [1] (μg/m³)	Prevailing AQOs [2] (μg/m³)
		2018	2019	2020	2021	2022		
Nitrogen Dioxide (NO_2)	1-hour (19th highest)	150	161	135	148	122	200	200
	Annual	**43**	**44**	32	40	37	40	40
Respirable Suspended Particulates (PM_{10})	24-hour (10th highest)	75	83	77	73	56	100	100
	Annual	37	37	30	30	25	50	50
Fine Suspended Particulates ($PM_{2.5}$)	24-hour (10th highest)	46	45	36	43	41	75	N/A
	24-hour (36th highest)	34	34	28	31	30	N/A	50
	Annual	20	20	16	17	16	35	25
Sulphur Dioxide (SO_2)	10-minute (4th highest)	52	42	26	24	21	500	500
	24-hour (4th highest)	16	11	10	14	7	125	50
Ozone (O_3)	8-hour (10th highest)	**162**	**200**	154	**178**	**194**	160	160
Carbon Monoxide (CO)	1-hour (1st highest)	1,720	2,150	1,530	2,090	1,700	30,000	30,000
	8-hour (1st highest)	1,574	1,903	1,279	1,591	1,519	10,000	10,000

Notes:

[1] AQOs that were effective from 2014 to 2021.

[2] Prevailing AQOs implemented on 1 January 2022.

[3] Underlined and bolded figures indicate exceedance recorded.

2.3.2. As shown in **Table 2.3**, the monitored air pollutant concentrations from 2018 to 2022

could comply with the prevailing AQOs except for the annual NO_2 concentrations in 2018 and 2019, and the 8-hour average O_3 concentrations in 2018 to 2019 and 2021 to 2022.

Predicted Background Air Quality

2.3.3. Apart from the air quality monitoring data, EPD also provides a set of regional background concentrations for key pollutants in the "Pollutants in the Atmosphere and their Transport over Hong Kong" (PATH) model v3.0. Given that the tentative intake year of the Proposed Development would be in Year 2027 the earliest, the background air quality predicted by PATH v3.0 for Year 2025 will be presented as the future background air quality during the operation phase as a worst-case scenario.

2.3.4. As shown in **Figure 2.1**, the 500m assessment area for this Project is covered by the PATH grids (25,46), (25,47), (26,46) and (26,47). The predicted Year 2025 background concentrations at these grids are summarized in **Table 2.4** and compared against the prevailing AQOs. The predicted background concentrations in Year 2025 are lower than their respective AQOs except for the 8-hour average O_3 concentrations.

Table 2.4 Background Air Pollutant Concentrations Predicted by PATH v3.0 Model in Year 2025

Pollutant	Averaging Time	Concentration (µg/m³)				Prevailing AQOs (µg/m³)
		PATH Grid (25,46)	PATH Grid (25,47)	PATH Grid (26,46)	PATH Grid (26,47)	
Nitrogen Dioxide (NO_2)	1-hour (19th highest)	84.48	88.73	82.6	86.41	200
	Annual	20.03	21.07	19.03	20.06	40
Respirable Suspended Particulates (PM_{10})	24-hour (10th highest)	58.69	58.77	60.72	59.03	100
	Annual	22.05	22.33	22.64	22.51	50
Fine Suspended Particulates ($PM_{2.5}$)	24-hour (36th highest)	30.34	30.28	31.7	30.53	50
	Annual	14.11	14.31	14.61	14.44	25
Sulphur Dioxide (SO_2)	10-minute (4th highest)	24.35	24.55	29.03	27.9	500
	24-hour (4th highest)	7.66	7.63	7.64	7.63	50
Ozone (O_3)	8-hour (10th highest)	**191**	**191.18**	**186.15**	**189.82**	160
Carbon Monoxide (CO)	1-hour (1st highest)	607.76	607.61	611.58	611.49	30,000
	8-hour (1st highest)	590.05	589.8	590.86	591.66	10,000

2.4. AIR SENSITIVE RECEIVERS

2.4.1. Representative air sensitive receivers (ASRs) within 500m assessment area have been identified based on topographic maps supplemented by site surveys, outline zoning plans and other published plans in the vicinity of the Project Site. Within the 500m assessment area, ASRs that are closest to the Project Site are anticipated to be the most affected and therefore considered the most representative ASRs for the worst-case scenario air quality impact assessment, whilst other ASRs located further away from these first-tier representative ASRs are expected to be less impacted. Details of the identified representative ASRs are summarized in **Table 2.5** below and their locations are shown in **Figure 2.1**.

Table 2.5 Representative Air Sensitive Receivers

ASR ID	Description	Use	Existing/ Planned	Approximate Shortest Distance from Project Site, m
A01	Man Tat Building	Residential	Existing	< 5
A02	Fook Loi Building	Residential	Existing	< 5
A03	On Wing Building	Residential	Existing	< 5
A04	Shun Hing Building	Residential	Existing	19
A05	Pau Cheung Square Playground	Recreational	Existing	26
A06	14 Yuen Long Pau Cheung Square	Residential	Existing	9
A07	24 Fook Hong Street	Residential	Existing	8
A08	18 Fook Tak Street	Residential	Existing	10
A09	Hung Wan Building	Residential	Existing	12

2.5. CONSTRUCTION PHASE IMPACT REVIEW

Impact Identification and Evaluation

2.5.1. The potential sources of air quality impact during construction phase would be fugitive dust generated from various construction activities and gaseous emissions from construction machinery. Based on the latest development scheme and information provided by Project Team, deep foundation excavation and large-scale site formation will not be required. The area of excavation is approximately 780m^2, it is expected that only 1 dump truck can be accommodated per time due to the limited site area. The estimated amount of excavated materials to be handled and number of truck trips per

day are summarized in **Table 2.6** below.

Table 2.6 Estimated Total Volume of Excavated / Backfilling Materials and Number of Truck Trips Per Day

Construction Stage	Estimated Total Volume of Excavated / Backfill Material during the Construction Stage	Estimated Number of Truck Trips per Day
Foundation Stage (~12 Months)	353m^3 C&D Material (Inert C&D: 351m^3, Non-inert C&D: 2.5m^3)	<1 Trip per Day
Superstructure Stage (~24 Months)	945m^3 C&D Material (Inert C&D: 749m^3, Non-inert C&D: 187m^3)	1 Trip per Day
Remarks: a) Assumed that there will be 22 working days per month. b) Assumed that the average dump truck capacity will be 7.5m^3 per trip.		

2.5.2. Mitigation measures set out under the Air Pollution Control (Construction Dust) Regulation shall be strictly followed during the construction. Considering that deep foundation and large scale of site formation will not be required while the number of truck trips per day throughout the construction stage is minimal, with the proper implementation of dust mitigation measures, no adverse impact associated with the fugitive dust generated from construction is anticipated.

2.5.3. In addition, there would be on average 3 nos. of Powered Mechanical Equipment (PME) operated simultaneously within the Project Site. Gaseous emissions from PMEs are expected to be limited. Provided that the Air Pollution Control (Fuel Restriction) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Motor Vehicle Idling (Fixed Penalty) Ordinance shall be followed, no adverse air quality impacts associated with gaseous emission from construction is anticipated.

2.5.4. According to the information on the Drainage Services Department's (DSD's) website, Contract No. DC/2022/03 "Yuen Long Barrage and Nullah Improvement Schemes" commenced in May 2023 and is anticipated to be completed by mid-2030, which would overlap with the construction of the Proposed Development. Location of this concurrent project is presented in **Figure 2.2**. This concurrent project is approximately 285m from the Project Site, with mid-rise residential buildings and office buildings in between. Considered that the construction works of this concurrent project is relatively minor in scale (i.e. construction of a sewage pumping station and sewerage improvement works) and the large separation distance between the two sites, the cumulative air quality impact from this concurrent project would be minimal during the concurrent period. In addition, an environmental monitoring and audit (EM&A) programme will be

implemented for this concurrent project during its construction phase to check the effectiveness of the recommended control measures and compliance with the relevant statutory criteria. As shown on the EIA project registry[1], the project is under EP-578/2020 and the EM&A manual[2] has been implemented since the commencement of construction works[3] (i.e., December 2023). Close liaison with the contractor of the concurrent projects shall be conducted to avoid any dusty activities to be taken at the same time to minimize the cumulative air quality impact. With the mitigation measures and good site practices in place, adverse cumulative impact on air quality is not expected.

2.5.5. Based on the latest information on the Highways Department's (HyD's) website, the Proposed Development may overlap with the Construction of Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station. Location of this potential concurrent project is presented in **Figure 2.2**. This project is currently under planning/design and there is no anticipated construction commencement date. In view of the construction works of this potential concurrent project is relatively minor in scale (i.e. construction of a footbridge, drainage improvement works and landscaping works) and the large separation distance (i.e. approximately 310m from the Project Site), the cumulative air quality impact from this potential concurrent project would be minimal during the concurrent period. In addition, an environmental monitoring and audit (EM&A) programme will be implemented for this potential concurrent project during its construction phase to check the effectiveness of the recommended control measures and compliance with the relevant statutory criteria. As shown on the EIA project registry[4], the project is under EP-525/2017 and the EM&A manual[5] will be implemented prior to the commencement of construction works. Close liaison with the contractor of the concurrent projects shall be conducted to avoid any dusty activities to be taken at the same time to minimize the cumulative air quality impact. With the mitigation measures and good site practices in place, adverse cumulative impact on air quality is not expected.

Recommended Mitigation Measures

2.5.6. To ensure that dust and gaseous emissions are minimized during the construction phase of the Project, relevant control requirements stipulated in Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery)

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1 https://www.epd.gov.hk/eia/english/alpha/aspd_665.html

2 https://www.epd.gov.hk/eia/register/report/eiareport/eia_2622020/Webpage/EM&A%20Manual/EM&A%20Manual%20(Issue%202)_PI.pdf

3 https://www.epd.gov.hk/eia/english/register/aep/ep5782020_content.html

4 https://www.epd.gov.hk/eia/english/alpha/aspd_687.html

5 https://www.epd.gov.hk/eia/register/report/eiareport/eia_2412016/html_EIA/EM&A/039-03_FEM&A.pdf

(Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations should be implemented. The proposed suppression measures are listed below.

- The designated haul road should be hard paved to minimize fugitive dust emission;
- During the site formation works, the active works areas should be water sprayed with water browser or sprayed manually hourly during construction period. The Contractor should ensure that the amount of water spraying is just enough to dampen the exposed surfaces without over-watering which could result in surface water runoff;
- Any excavated dusty materials or stockpile of dusty materials should be covered entirely by impervious sheeting or sprayed with water so as to maintain the entire surface wet, and recovered or backfilled or reinstated as soon as possible;
- Dusty materials remaining after a stockpile is removed should be wetted with water;
- The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcore or similar;
- The Contractor(s) shall only transport adequate amount of fill materials to the Project Site to minimize stockpiling of fill materials on-site, thus reducing fugitive dust emission due to wind erosion;
- Should temporary stockpiling of dusty materials be required, it shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides; or sprayed with water so as to maintain the entire surface wet;
- All dusty materials shall be sprayed with water prior to any loading, unloading or transfer operation so as to maintain the dusty material wet;
- Vehicle speed to be limited to 10 kph except on completed access roads;
- The portion of road leading only to a construction site that is within 30 m of a designated vehicle entrance or exit should be kept clear of dusty materials;
- Every vehicle should be washed to remove any dusty materials from its body and wheels immediately before leaving the construction site;
- The load of dusty materials carried by vehicle leaving the construction site should be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
- The working area of excavation should be sprayed with water immediately

before, during and immediately after (as necessary) the operations so as to maintain the entire surface wet;

- Restricting height from which materials are to be dropped as far as practicable to minimize the fugitive dust arising from loading/unloading activities;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- Cement, pulverized fuel ash or any other dusty materials collected by fabric filters or other air pollution control system or equipment shall be disposed of in totally enclosed containers;
- Electric power supply shall be provided for on-site machinery as far as practicable;
- Regular maintenance of construction equipment deployed on-site should be conducted to minimize gaseous emission and prevent black smoke emission;
- Hoarding of not less than 2.4m high from ground level shall be provided along the site boundary except for a site entrance or exit to minimise dust nuisance to the nearby sensitive receivers. For locations with ASRs in immediate proximity to the Project Site, higher hoarding shall be erected; and
- Regular site audit shall be conducted to ensure all the mitigation measures are properly implemented.

2.5.7. With the implementation of above mitigation measures, no adverse construction phase air quality impact is anticipated.

2.6. OPERATION PHASE IMPACT REVIEW

Impact Identification and Evaluation

Vehicular Emission

2.6.1. Vehicular emission from existing open roads is the potential air pollution source to the Proposed Development during operation phase.

2.6.2. In order to comply with the buffer distance requirements as stipulated in the HKPSG, the air sensitive uses at the Proposed Development have been positioned away from Yuen Long On Ning Road, Fook Tak Street and Yuen Long Pau Cheung Square. The required buffer distances from the surrounding roads are summarized in **Table 2.776** and illustrated in **Figure 2.3**. No air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zones. Enquiry on the agreement of road type classification to

Transport Department can be found in **Appendix 2.1**.

Table 2.7 Relevant Buffer Distance Requirements

Road Name	Road Type	Recommended Buffer Distance in HKPSG	Buffer Distance allowed for the Proposed Development
Yuen Long On Ning Road	District Distributor [1]	10m	>10m
Fook Tak Street	Local Distributor [2]	5m	>5m
Yuen Long Pau Cheung Square	Local Distributor [2]	5m	>5m

Notes:

[1] Reference from the Annual Traffic Census 2022 published by the Transport Department.

[2] Road classification not identified in the Annual Traffic Census 2022 have been confirmed with the Transport Department as presented in **Appendix 2.1**.

2.6.3. As the required buffer distances between ASRs and the surrounding roads could be achieved, no adverse air quality impact associated with vehicular emission on the Proposed Development is anticipated. Although there is a minibus terminus located approximately 18m away from the southwest of Project Site, all motor vehicles are regulated by Motor Vehicle Idling (Fixed Penalty) Ordinance (the Ordinance) (Cap. 611) and idling motor vehicles are prohibited. Moreover, the minibus terminus is an open air design and located at a relatively open area which could disperse any air pollutant easily. Meanwhile, air sensitive uses of the Proposed Development will be located away from this minibus terminus as far as practicable. Thus, no adverse air quality impact associated with vehicular emission on the Proposed Development is anticipated.

Chimney Emission

2.6.4. Based on desktop study and verification by site survey conducted on 11 December 2023, no chimney is identified within 200m area from the Project boundary. No air/odour impact is detected around the site boundary of the proposed development. Therefore, no adverse air/odour quality impact arising from chimney emission on the Proposed Development is anticipated.

Odour from Nullah

2.6.5. Yuen Long Town Nullah is situated approximately 300m from the Project Site. Location of the nullah can be found in Figure 4.1. It is a stormwater nullah connecting to Shan Pui River. Given the nature is a stormwater nullah and adequate separation distance between the nullah and the Proposed Development, any odour will be dispersed, and no adverse odour impact arising from the nullah on the proposed development is

anticipated.

Emission from the Proposed Carpark

2.6.6. There will be an underground carpark on the B2/F and B1/F of the Proposed Development. The proposed carpark will be designed in accordance with EPD's Practice Note for Professional Persons ProPECC PN 2/96 "Control of Air Pollution in Car Parks" so as to ensure the exhaust air discharged to the atmosphere from the carpark would not cause adverse air quality impact to neighbouring air sensitive uses. The exhaust outlets of the carpark will be located away from the nearby ASRs as far as practicable. Proposed carpark exhaust outlet is shown in **Figure 2.4**. Therefore, no adverse air quality impact arising from the proposed carpark on the nearby ASRs is anticipated.

Emission from the Kitchen within the Proposed Development

2.6.7. There will be a kitchen on 8/F of the Proposed Development. The exhaust outlets of the kitchen will be located away from the nearby ASRs as far as practicable. Proposed kitchen exhaust outlet is shown in **Figure 2.4**. Oily fume and cooking odour emissions from cooking processes are controlled under the APCO. The best practical control measures recommended in EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be adopted to minimize the gaseous and odour emissions from kitchen operation. In view of the above, no adverse air quality impact associated with kitchen operation is anticipated.

Recommended Mitigation Measures

2.6.8. The following mitigation measures are recommended for kitchen operation during the operation phase of the Proposed Development:

- Exhaust outlets of the kitchen should be located away from any nearby ASRs as far as practicable;
- Air pollution control equipment (e.g. electrostatic precipitators, air washers, scrubbers, etc.) should be installed at the exhaust system serving the cooking stoves or other cooking appliances, where appropriate; and
- Regular maintenance of the exhaust system and air pollution control equipment.

2.7. CONCLUSION

Construction Phase

2.7.1. Fugitive dust emission is the major source of air pollution during the construction phase of the Project. Through proper implementation of control measures as required under the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel

Restriction) Regulations, construction dust and gaseous emissions can be controlled at source to acceptable levels. Therefore, air quality impact during construction phase is not anticipated to be adverse.

Operation Phase

2.7.2. The potential operation phase air quality impact due to vehicular emission from the surrounding roads and industrial chimney emission have been evaluated. Since the HKPSG buffer distance requirements could be complied and there is no chimney identified within 200m area from the Project boundary, no adverse operation phase air quality impact on the Proposed Development is expected.

2.7.3. The potential air quality impact associated with the operation of the carpark and kitchen within the Proposed Development have also been reviewed. The proposed carpark will be designed in accordance with ProPECC PN 2/96 and its exhaust outlets will be located away from the nearby ASRs as far as practicable. As for the kitchen, the exhaust outlets will also be located away from the nearby ASRs as far as practicable and the recommended mitigation measures stated in the EPD's Guideline "Control of Oily Fume and Cooking Odour from Restaurants and Food Business" will be followed for the design of exhaust system. As such, no adverse air quality impact arising from the operation of the proposed carpark and kitchen is envisaged.

3. NOISE IMPACT

3.1. INTRODUCTION

3.1.1. The Project will have potential noise impacts during the construction and operation phases. During the construction phase, potential construction airborne noise impact may be generated due to the use of powered mechanical equipment (PME) for various construction works including demolition, site formation, foundation and superstructure. During the operation phase of the Project, noise impact due to road traffic and fixed noise sources have been assessed.

3.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

3.2.1. The relevant legislation, standards and guidelines applicable to the present noise impact assessment include:

- Noise Control Ordinance (NCO) (Cap. 400);
- Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM);
- Technical Memorandum on Noise from Construction Work Other Than Percussive Piling (GW-TM);
- Technical Memorandum on Noise from Construction Work in Designated Areas (DA-TM);
- Technical Memorandum on Noise from Percussive Piling (PP-TM);
- Hong Kong Planning Standards and Guidelines (HKPSG);
- Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN 1/24 "Minimizing Noise from Construction Activities";
- Good Practices on Pumping System Noise Control; and
- Good Practices on Ventilation System Noise Control.

Construction Phase

Noise Standards for Construction Works during Non-restricted Hours

3.2.2. There is no statutory control for noise arising from construction activities (except for percussive piling and the use of hand-held percussive breakers and air compressors) during non-restricted hours (i.e. 0700 to 1900 hours from Monday to Saturday, not including general holidays). However, ProPECC PN 1/24 provides the assessment criteria for construction works during non-restricted hours. The recommended daytime construction noise levels for uses rely on openable windows for ventilation are summarized in **Table 3.1** below.

Table 3.1 Noise Standards for Construction Works during Non-restricted Hours

Uses	$L_{eq\ (30\ mins)}$, dB(A)
All domestic premises Temporary housing accommodation Hostels Convalescences homes Homes for the aged	75
Places of public worship Courts of law Hospitals and medical clinics	70
Educational institutions (including kindergartens and nurseries)	70 (65 during examination)
Note: The above standards apply to uses which rely on opened windows for ventilation and are assessed at 1m from the external façade.	

Noise Standards for Construction Works during Restricted Hours

3.2.3. Noise impacts arising from construction activities (excluding percussive piling) conducted during the restricted hours (1900 to 0700 hours on any day and anytime on Sunday and general holiday) are governed by the NCO.

3.2.4. All the proposed construction works are expected to be carried out during non-restricted hours. In case of any construction activities during restricted hours, it is the Contractor's responsibility to ensure compliance with the NCO and the relevant technical memoranda. The Contractor will be required to submit a construction noise permit (CNP) application to the Noise Control Authority and abide by any conditions stated in the CNP, should one be issued. It should be noted that description made in this report does not guarantee that a CNP will be granted for the project construction. The Noise Control Authority would take into account the contemporary condition of adjoining land uses and other considerations when processing the CNP application based on the NCO and relevant technical memoranda issued under the NCO. The findings in this report shall not bind the Noise Control Authority in making the decision.

3.2.5. According to the latest Noise Control Designated Area Plan (Plan No. EPD/AN/NT-01), the Project Site falls within the Designated Area (DA). The construction works should comply with the requirements stipulated in the GW-TM and DA-TM.

Noise Standards for Percussive Piling

3.2.6. Noise impact arising from percussive piling at any time is also governed by the NCO. The noise criteria and the assessment procedures for issuing a CNP for percussive

piling are specified in the PP-TM. Separate application to EPD for a CNP is required.

3.2.7. No percussive piling is anticipated for the Project. Notwithstanding, should percussive piling be required, the requirements in the PP-TM shall be followed.

Operation Phase

Noise Standards for Road Traffic Noise Impact Assessment

3.2.8. Table 4.1 of Chapter 9 of the HKPSG provides the assessment criteria for road traffic noise impact at noise sensitive uses which rely on opened windows for ventilation. **Table 3.2** summarizes the adopted road traffic noise criteria for noise sensitive uses with openable windows at the Proposed Development.

Table 3.2 Road Traffic Noise Criteria for Noise Sensitive Uses

Location	Use	$L_{10\ (1\ hour)}$, dB(A)
3/F – 7/F	Dormitory for RCHE	70
3/F	Nursing Station & Medical Consultation Room [2]	70
3/F	Rehabilitation Room & Store [2]	70
9/F	Staff Common Room / Rest Room	70
9/F	Office	70
9/F	Conference Room	70
9/F	Reception	70
10/F – 19/F	Residential Units	70

Notes:

[1] The above standards apply to noise sensitive uses which rely on opened windows for ventilation and should be viewed as the maximum permissible noise levels assessed at 1m from the external façade.

[2] As confirmed by the Project Team, no medical operation and/or diagnostic activities will be carried out in the concerned rooms. Therefore, the noise planning standard of 70 dB(A) for offices as stipulated in Table 4.1 of Chapter 9 of the HKPSG has been selected.

[3] As confirmed by the Project Team, fixed glazing with mechanical ventilation will be provided for the Clubhouse on 20/F of the Proposed Development. As such, the Clubhouse is not considered as noise sensitive uses and excluded from the assessment.

Noise Standards for Fixed Noise Impact Assessment

3.2.9. IND-TM stipulates the appropriate Acceptable Noise Level (ANL) for fixed noise sources. The ANL is dependent on the area sensitivity rating of a noise sensitive receivers (NSR), as defined in Table 1 of the IND-TM (reproduced in **Table 3.3**). The area sensitivity rating of a NSR is determined by the type of area where the NSR is located and the presence of any influencing factors (IFs) such as major roads and

industrial areas.

Table 3.3 Area Sensitivity Ratings

Type of Area Containing NSR	Degree to which NSR is affected by IF		
	Not Affected	Indirectly Affected	Directly Affected
Rural area, including country parks or village type developments	A	B	B
Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
Urban area	B	C	C
Area other than those above	B	B	C

3.2.10. The HKPSG also states that in order to plan for a better environment, all planned fixed noise sources should be located and designed that when assessed in accordance with the IND-TM, the level of the intruding noise at the façade of the nearest existing sensitive use should be at least 5 dB(A) below the appropriate ANL shown in Table 2 of IND-TM or, in the case of the background being 5 dB(A) lower than the ANL, should not be higher than the background. The ANLs stipulated in the IND-TM are provided in **Table 3.4**.

Table 3.4 Acceptable Noise Levels

Time Period	Area Sensitivity Rating		
	A	B	C
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

3.2.11. The Project Site is located in an area contains mainly residential and village type developments, with some Government, Institution or Community (G/IC) uses, industrial buildings and open spaces in the vicinity. In view of this, the type of area where the existing and future NSRs are located is classified as “area other than those above”. According to the Annual Traffic Census 2022 published by the Transport Department, Long Yip Street and Yuen Long On Lok Road are classified as Primary Distributors with an annual average daily traffic (AADT) in excess of 30,000. Hence, Long Yip Street and Yuen Long On Lok Road are considered as major roads under the IND-TM and thereby an influencing factor. As the planned NSRs within the Proposed Development will be surrounded by mid-rise residential buildings, they will not be affected by these two major roads. As such, Area Sensitivity Rating of “B” has been assigned for the

NSRs.

3.2.12. Though the details of the fixed plant to be installed within the Proposed Development are not available at this stage, as a rule of thumb for future detail design, any noise emission from planned fixed plant noise sources within the Proposed Development should be designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG, which are detailed in Section 3.2.10 above.

3.3. BASELINE CONDITION

3.3.1. The existing noise conditions at the Project Site is mainly contributed by road traffic noise from the nearby roads. Road traffic along Long Yip Street and Yuen Long On Lok Road as Primary Distributors are considered to be the major sources of background noise to that area.

3.4. NOISE SENSITIVE RECEIVERS

3.4.1. Existing NSRs and planned/committed noise sensitive uses identified on the relevant Outline Zoning Plans, Development Permission Area Plans, Outline Development Plans, Layout Plans and other relevant published land use plans, including plans and drawings published by the Lands Department and any land use and development applications approved by the Town Planning Board have been identified. The first layer of representative NSRs within the 300m assessment area are listed in **Table 3.5** below and their locations are illustrated in **Figure 3.1**.

Table 3.5 Representative Noise Sensitive Receivers

NSR ID	Description	Nature of Use	Existing/ Planned	Approximate Shortest Distance from Project Site, m
N01	Man Tat Building	Residential	Existing	<5
N02	Fook Loi Building	Residential	Existing	<5
N03	On Wing Building	Residential	Existing	<5
N04	Shun Hing Building	Residential	Existing	19
N05	14 Yuen Long Pau Cheung Square	Residential	Existing	9
N06	24 Fook Hong Street	Residential	Existing	8
N07	18 Fook Tak Street	Residential	Existing	10
N08	Hung Wan Building	Residential	Existing	12

3.5. CONSTRUCTION PHASE IMPACT REVIEW

Impact Identification and Evaluation

3.5.1. The potential source of noise impact during the construction phase would be the use of PME for various construction activities. The key construction works would include:

- Site clearance, including demolition of existing structures and tree removal;
- Site formation;
- Foundation; and
- Construction of superstructure.

3.5.2. No construction works will be carried out during restricted hours and no percussive piling work is expected. Should restricted hours works be required, the Contractor shall apply for a CNP and ensure full compliance with the NCO.

3.5.3. As the Project Site is flat, minimal site formation works would be required. The construction activities would be constructed section by section and temporary in nature such that the construction noise arising from the use of PME would be in short-term only. On top of that, it is anticipated that less than 20 number of construction plant would be in operation during each construction activity due to the limited space for construction works. With the implementation of the recommended mitigation measures, the construction noise impact on the nearby NSRs would be minimized.

Recommended Mitigation Measures

3.5.4. Standard construction noise control measures such as adoption of quieter construction method, use of quality PME (QPME) with lower sound power level (SWL), use of movable noise barriers and noise enclosures to screen noise from PME, and implementation of good site practices to limit noise emissions at source are recommended.

3.5.5. Good site practices and noise management can further minimize the potential construction noise impact. The following good site practices are recommended for implementation during construction phase:

- Contractor shall devise and execute working methods that will minimize the noise impact on the surrounding environment; and shall provide experienced personnel with suitable training to ensure these methods are properly implemented;
- Noisy activities should be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background

noise (such as during peak traffic hours);

- The Contractor should arrange construction activities with care so that concurrent construction activities are avoided as much as possible;
- Only well-maintained plant should be operated on-site and plant will be serviced regularly during the construction phase;
- Machines and plant that may be in intermittent use should be shut down between work periods or throttled down to a minimum;
- Silencers or mufflers on construction equipment should be utilized and properly maintained during the construction phase;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from NSRs;
- Mobile plants should be sited as far away from NSRs as possible;
- Plant known to emit noise strongly in one direction should be orientated so that the noise is directed away from the nearby NSRs; and
- Material stockpiles and other structures should be effectively utilized in screening noise from on-site construction activities.

3.6. OPERATION PHASE IMPACT REVIEW

Road Traffic Noise

Impact Identification

3.6.1. The Project Site is bounded by Yuen Long On Ning Road to the north, Yuen Long Pau Cheung Square to the east, and Fook Tak Street to the southwest. The key noise impact during operation phase would be road traffic noise from the abovementioned roads and other local roads.

Noise Sensitive Uses

3.6.2. Noise assessment points have been provided for all noise sensitive uses with openable windows at the Proposed Development. The respective criteria for all types of noise sensitive uses with openable windows have been listed in **Table 3.2**. The locations of all NSRs for road traffic noise impact assessment are shown in **Figures 3.2a** to **3.2e**.

Assessment Methodology

3.6.3. The Road Noise Module 2.7.2 of NoiseMap Enterprise Edition has been used to assess the road traffic noise impact from the existing and planned road network within 300m assessment area on the future NSRs within the Proposed Development. The road traffic noise model adopts the methodology outlined in the Calculation of Road Traffic Noise (CRTN) developed by the UK Department of Transport. The road traffic noise

would be presented in terms of noise levels exceeded for 10% of the one-hour period for the hour having the peak traffic flow $L_{10(1hour)}$ under various traffic forecast scenarios. Representative NAPs, key building structures with noise screening effects, topographical contours and road segments with traffic flow data have been inputted into the NoiseMap model in predicting the potential traffic noise impacts.

3.6.4. Traffic flow of the existing and planned roads within 300m assessment area have been forecasted by the traffic consultant of the Project. As stated in CRTN, the traffic flow used for assessment shall be the maximum traffic projection within 15 years upon occupancy of the development. The assessment has been undertaken based on the projected AM peak hourly traffic flows in Year 2042, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the Proposed Development, i.e. Year 2027. The traffic forecast data is enclosed in **Appendix 3.1**. The traffic forecasting methodology for producing the adopted traffic data has been submitted to the Transport Department (TD) for endorsement.

Predicted Road Traffic Noise Impact on the Proposed Development under Base Case Scenario

3.6.5. Predicted peak hourly road traffic noise levels at all NSRs within the Proposed Development are summarized in **Table 3.6** below. Detailed breakdown of the road traffic noise impact assessment results under base case scenario are presented in **Appendix 3.2**.

Table 3.6 Summary of Predicted Road Traffic Noise Levels (Base Case Scenario)

Floor	NSR ID	Facility / Room	Noise Criteria, dB(A)	Predicted Maximum $L_{10\ (1\ hour)}$, dB(A)
3/F – 7/F	3F_N01 to 3F_N11 4F_N01 to 4F_N16 5F_N01 to 5F_N16 6F_N01 to 6F_N16 7F_N01 to 7F_N16	Dormitory for RCHE	70	67
3/F	3F_N12	Nursing Station & Medical Consultation Room	70	61
3/F	3F_N13 to 3F_N16	Rehabilitation Room & Store	70	65
9/F	9F_N01 to 9F_N03	Staff Common Room / Rest Room	70	65
9/F	9F_N04 to 9F_N08	Office	70	65
9/F	9F_N10 to 9F_N11	Conference Room	70	64
9/F	9F_N12	Reception	70	64

Floor	NSR ID	Facility / Room	Noise Criteria, dB(A)	Predicted Maximum $L_{10\ (1\ hour)}$, dB(A)
10/F – 19/F	10F-19F_A1 10F-19F_B1-B6 10F-19F_C1-C2 10F-19F_D1-D2 10F-19F_E1-E2 10F-19F_F1-F5 10F-19F_G1-G2	Residential Units	70	66

3.6.6. The assessment results revealed that all NSRs within the Proposed Development could comply with the respective noise criteria under the base case scenario. Hence, no adverse road traffic noise impact on the Proposed Development is anticipated and no road traffic noise mitigation measure is required.

Fixed Noise Impact on the Proposed Development

Identification of Fixed Noise Sources

3.6.7. A number of existing fixed noise sources have been identified within 300m assessment area through desktop study and site visit conducted on 11 December 2023. **Figure 3.3** indicates the locations of existing major fixed noise sources with details summarized in **Table 3.7**.

Table 3.7 Information of the Identified Fixed Noise Sources

Location	Source ID	Equipment	Approximate Shortest Horizontal Distance to the Project Site
On Lok Road Substation	S01 – S05	Transformers	240m
Hang Seng Yuen Long Building	S06 – S07	Air-cooled Chillers	103m
Yuen Long Trade Centre	S08 – S11	Air-cooled Chillers	96m
Yuen Long Government Offices	S12 – S13	VRV	180m
BOC Yuen Long Commercial Centre	S14	VRV	154m

3.6.8. Given the large separation distance between the identified major fixed noise sources and the Project Site (i.e. approximately 100m or above) and no noticeable fixed noise was observed at the Project Site during site visit, no adverse fixed noise impact to the

Proposed Development is expected.

Fixed Noise Impact from the Proposed Development

Impact Identification and Evaluation

3.6.9. According to the latest development scheme, potential fixed noise sources within the Proposed Development include the transformer room, lift machine room, pump rooms, E&M rooms, and ventilation systems of the kitchen and carpark.

3.6.10. To ensure the fixed plant noise generated by the Proposed Development would not cause excessive impact to neighbouring noise sensitive uses, potential fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG.

3.6.11. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary. As such, it is anticipated that the fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Development will not exceed the relevant noise criteria under the HKPSG and NCO.

Recommended Mitigation Measures

3.6.12. The following noise mitigation measures are recommended to control noise emissions from planned fixed plant noise sources within the Proposed Development:

- Select quieter plant / equipment during procurement; and
- Provide suitable at source noise control measures with reference to EPD's "Good Practices on Ventilation System Noise Control" and "Good Practices on Pumping System Noise Control" such as silencers and acoustic linings when necessary.

Railway Noise Impact

Impact Identification

3.6.13. MTR Tuen Ma Link (TML) viaduct is located at 171m to the north and northeast of project site boundary with existing residential buildings located in between. The line-of-sight from proposed development to TML is screened by surrounding building structures such as Flourish Food Manufactory Centre and Forda Industrial Building. Adverse railway noise impact is not anticipated. **Figure 3.4** illustrate the separation between proposed development and the TML and indicative section between proposed redevelopment and TML.

3.6.14. According to site visit dated 11 December 2023 at project site, operational noise of TML was not noticeable at project site even during non-traffic peak hours.

3.6.15. To conclude, no adverse railway noise impact is anticipated due to MTR Tuen Ma Link

operations. No mitigation measure against railway noise impact is required.

3.7. CONCLUSION

Construction Phase

3.7.1. Evaluation on construction noise impact associated with the use of PME for different construction activities has been conducted. With the implementation of practical mitigation measures including good site management practices, use of quieter construction methods and equipment, and use of movable noise barriers and noise enclosures, the construction noise impact on the nearby NSRs would be minimized.

Operation Phase

Road Traffic Noise

3.7.2. Operational road traffic noise impact on the planned noise sensitive uses within the Proposed Development has been assessed. The assessment results revealed that all noise sensitive uses within the Proposed Development could comply with the respective noise criteria under the base case scenario. No adverse road traffic noise impact is envisaged.

Fixed Noise

3.7.3. A number of existing fixed noise sources have been identified within 300m assessment area. In view of the large separation distance between the identified fixed noise sources and the Project Site and no noticeable fixed noise was observed at the Project Site, no adverse fixed noise impact to the Proposed Development is expected.

3.7.4. To ensure the fixed plant noise generated by the Proposed Development would not cause excessive impact to neighbouring noise sensitive uses, potential fixed noise sources within the Proposed Development shall be properly designed to meet the relevant noise criteria as stipulated in Chapter 9 of the HKPSG. Provisions shall be made to control the fixed noise sources by suitable at source noise control measures such as silencers and acoustic linings when necessary. As such, it is anticipated that the fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Development will not exceed the relevant noise criteria under the HKPSG and NCO.

Railway Noise

3.7.5. Railway noise impact from open track viaduct to the east of Long Ping Station has been considered. In view of the separation of above 171m, noise screening provided by existing buildings in between and site observation, no adverse noise impact due to TML operation is anticipated.

4. WATER QUALITY IMPACT

4.1. INTRODUCTION

4.1.1. This section identifies the potential water quality impact that could arise from the Project during its construction and operation phases. It also recommends the corresponding measures to pre-empt and mitigate potential impacts as necessary.

4.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

4.2.1. The relevant legislation, standards and guidelines applicable to the present environmental review of water quality impacts include:

- Water Pollution Control Ordinance (WPCO) (Cap. 358);
- Water Pollution Control (General) Regulations (Cap. 358D);
- Water Pollution Control (Sewerage) Regulation (Cap. 358AL);
- Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS);
- Hong Kong Planning Standards and Guidelines (HKPSG);
- Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN 1/23 “Drainage Plans subject to Comment by the Environmental Protection Department – Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations”; and
- Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN 2/23 “Construction Site Drainage”.

4.2.2. Under the WPCO, Hong Kong waters are divided into ten Water Control Zones (WCZs) and four supplementary water control zones. Corresponding statements of Water Quality Objectives (WQOs) are stipulated for different water regimes (marine waters, inland waters, bathing beaches subzones, secondary contact recreation subzones and fish culture subzones) in each of the WCZ based on their beneficial uses. The Project Site falls within the Deep Bay WCZ and the respective WQOs shall be followed.

4.3. WATER SENSITIVE RECEIVERS

4.3.1. The assessment area for water quality is defined by a distance of 500m from the Project Site boundary. Water sensitive receiver (WSR) located within 500m assessment area is listed in **Table 4.1** and its location is shown in **Figure 4.1**.

Table 4.1 Water Sensitive Receiver

WSR ID	Description
W01	Yuen Long Town Nullah

4.4. CONSTRUCTION PHASE IMPACT REVIEW

Impact Identification and Evaluation

4.4.1. The major water quality concerns during the construction phase shall be the on-site runoff from dust suppression activities and rainfall, sewage effluent from construction workforce, and chemical spillage. The key pollutants would be suspended solids from surface runoff and other pollutants would include fuel and lubricant oil from the construction vehicles and powered mechanical equipment (PME) on-site.

4.4.2. The Contractor is required to apply discharge license for the discharge of effluent from the construction site under the WPCO and all discharges during the construction should comply with the TM-DSS issued under the WPCO.

4.4.3. During the construction of the Project, the workforce on-site will generate sewage effluents, which are characterized by high levels of Biochemical Oxygen Demand (BOD), ammonia and *E. coli* counts. Potential water quality impacts upon the local drainage and freshwater system may arise from these sewage effluents, if uncontrolled. The construction sewage should be handled by interim sewage treatment facilities, such as portable chemical toilets. Appropriate number of portable toilets should be provided by a licensed contractor to serve the large number of construction workers over the construction site. Provided that sewage is not discharged directly into the storm drains or watercourses adjacent to the construction site, and temporary sanitary facilities are used and properly maintained, it is unlikely that sewage generated from the Project Site would have a significant water quality impact.

4.4.4. A large variety of chemicals may be used during construction activities. These may include petroleum products, surplus adhesives, spent lubrication oil, grease and mineral oil, spent acid and alkaline solutions/solvent and other chemicals. The use of these chemicals and their storage as waste materials has the potential to create impacts on the water quality of adjacent watercourses or storm drains if spillage occurs. Waste oil may infiltrate into the surface soil layer, or runoff into local watercourses, increasing hydrocarbon levels. The potential impact could however be mitigated by practical mitigation measures and good site practices as given in the Waste Disposal Ordinance (Cap. 354), its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) and the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.

Recommended Mitigation Measures

4.4.5. To mitigate the water quality impact during construction phase, construction practices outlined in the ProPECC PN 2/23, where applicable, shall be implemented. Typical relevant wastewater control measures include:

- Surface runoff from construction sites should be discharged into storm water

drains via adequately designed sand/silt removal facilities such as sand traps, silt traps, sedimentation tanks and sediment basins. Channels or earth bunds or sand bag barriers should be provided on site to properly direct surface runoff to such silt removal facilities. Perimeter channels at site boundaries should be provided where necessary to intercept surface run-off from outside the site so that it will not wash across the site. Catchpits and perimeter channels should be constructed in advance of site formation works and earthworks;

- Silt removal facilities, channels and manholes should be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times;
- Construction works should be programmed to minimize soil excavation works in rainy seasons (generally from April to September). If soil excavation works could not be avoided in these months or at any time of year when rainstorms are likely, for the purpose of preventing soil erosion, temporarily exposed slope surfaces should be covered (e.g. by tarpaulin), and temporary access roads should be protected by crushed stone or gravel, as excavation proceeds. Intercepting channels should be provided (e.g. along the crest/edge of excavation) to prevent surface runoff from washing across exposed soil surfaces. Arrangements should always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm;
- Earthworks final surfaces should be well compacted and the subsequent permanent works or surface protection works should be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels should be provided where necessary;
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites should be covered with tarpaulin or similar impermeable fabric during rainstorms. Measures should be taken to prevent washing away construction materials, soil, silt or debris into any drainage system;
- Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent surface runoff from getting into foul sewers. Discharge of surface runoff into foul sewers must always be prevented in order not to unduly overload the foul sewerage system;
- Wastewater generated from the washing down of mixer trucks and drum mixers and similar equipment should wherever practicable be recycled. The discharge

of wastewater should be kept to a minimum;

- All vehicles and plants should be cleaned before they leave a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. A wheel washing bay should be provided at every site exit if practicable and wash-water should have sand and silt settled out or removed before discharging into storm water drains. The section of construction road between the wheel washing bay and the public road should be paved to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains;
- Before commencing any demolition works, all sewer and drainage connections should be sealed to prevent building debris, soil, sand, etc. from entering public sewers/drains;
- Wastewater generated from building construction activities including concreting, plastering, internal decoration, cleaning of works and similar activities should not be discharged into the storm water drainage system;
- Sewage from toilets, kitchens and similar facilities should be discharged into a foul sewer. If there is no foul sewer in the vicinity, chemical toilets, a septic tank and soakaway system will have to be provided as appropriate;
- Vehicle and plant servicing areas, vehicle wash bays and lubrication bays should as far as possible be located within roofed areas. The drainage in these covered areas should be connected to the foul sewer via petrol interceptor(s). Oil leakage or spillage should be contained and cleaned up immediately. Waste oil should be collected and stored for recycling or disposal in accordance with the Waste Disposal Ordinance (Cap. 354);
- Sufficient number of chemical toilets shall be provided by a licensed contractor and properly maintained; and
- The construction solid waste, debris and rubbish on-site should be collected, handled and disposed of properly to avoid causing any water quality impacts.

4.4.6. By adopting the above mitigation measures with best management practices, the impacts arisen during the construction phase would be reduced to an acceptable level and adverse water quality impacts would not be anticipated.

4.5. OPERATION PHASE IMPACT REVIEW

Impact Identification and Evaluation

4.5.1. During operation phase, stormwater runoff from paved surfaces within the Project Site would be directed to a managed stormwater drainage system following the requirements in the ProPECC PN 1/23. Runoff from the roofs of buildings and road surfaces within the Project Site may carry suspended solids and other pollutants such

as fuel, oils and heavy metals that could enter nearby surface water bodies or storm drains if uncontrolled. With implementation of stormwater best management practices including provision of trapped gullies and catchpits, adverse impact to the water quality is not anticipated.

4.5.2. Effluent discharge from the kitchen within the Proposed Development during operation phase is also governed by the WPCO. All restaurants and food processing factories are required to install grease traps so that greasy materials will be separated from wastewater before passing to communal sewers. The operator shall ensure that the grease traps are properly designed, constructed and maintained so as to effectively remove greasy materials from wastewater before discharge to the sewerage system. Materials removed from a grease trap shall be handled and disposed of properly in order to maintain kitchen hygiene and protect Hong Kong's environment. “Grease Traps for Restaurants and Food Processors” published by the EPD detailed the requirements of such discharge.

4.5.3. Sewage discharge would be the major water pollution source throughout the operation phase of the Proposed Development. Sewage generated from the Proposed Development with an ADWF of 171.35 m^3/day would be collected and conveyed to the nearest public sewerage system, which is the Long Ping Sewage Pumping Station and Yuen Long Sewage Treatment Works, via proper connections. No sewage will be released to the environment without treatment.

Recommended Mitigation Measures

4.5.4. The following mitigation measures are recommended to avoid causing any water quality impacts during the operation phase:

- Grease traps should be properly designed and constructed so as to effectively remove greasy materials from the kitchen wastewater before discharge to the sewerage system;
- Grease traps should be properly maintained so that it can continue to function as an effective grease removal device; and
- Materials removed from a grease trap should be handled and disposed of properly.

4.6. CONCLUSION

Construction Phase

4.6.1. During construction, water quality impacts can be properly controlled with the implementation of good site practices, provision of sufficient chemical toilets on-site with regular maintenance, and proper handling and disposal of waste materials. The effluent shall be pre-treated to comply with WPCO requirements before any discharge.

Effluent discharge shall be sited away from natural water courses. Provided these measures are properly implemented, it is unlikely that any adverse water quality impact will be induced during the construction of the Proposed Development.

Operation Phase

4.6.2. During operation phase, stormwater runoff from paved surfaces within the Project Site would be directed to a managed stormwater drainage system following the requirements in the ProPECC PN 1/23. With implementation of stormwater best management practices including provision of trapped gullies and catchpits, adverse impact to the water quality is not anticipated.

4.6.3. Effluent discharge from the kitchen within the Proposed Development is governed by the WPCO. Grease traps shall be installed to separate greasy materials from wastewater prior to discharge. Provided that the grease traps are properly designed, constructed and maintained, no adverse water quality impact is anticipated due to the operation of the kitchen.

4.6.4. Sewage generated from the Proposed Development would be collected and conveyed to the nearest public sewerage system, which is the Long Ping Sewage Pumping Station and Yuen Long Sewage Treatment Works, via proper connections. No sewage will be released to the environment without treatment.

5. WASTE MANAGEMENT

5.1. INTRODUCTION

5.1.1. This section aims to assess the potential environmental impacts that may be resulted from the waste generation during the construction and operation of the Proposed Development. Options of reuse, minimization, recycling, treatment, storage, collection, transport and disposal of such wastes were examined. Where appropriate, procedures for waste reduction and management were considered, with environmental control measures to avoid or to minimize the impacts.

5.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

5.2.1. The Waste Disposal Ordinance (WDO) (Cap. 354) prohibits unauthorized disposal of wastes, with waste defined as any substance that is abandoned. All wastes should be properly stored and disposed in accordance with relevant waste management regulations and guidelines listed below:

- Waste Disposal Ordinance (Cap. 354);
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C);
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N);
- Waste Disposal (Clinical Waste) (General) Regulation (Cap. 354O);
- Land (Miscellaneous Provisions) Ordinance (Cap. 28);
- Public Health and Municipal Services Ordinance (Cap. 132);
- Public Cleansing and Prevention of Nuisances Regulation (Cap. 132BK);
- Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes; and
- Code of Practice for the Management of Clinical Waste – Small Clinical Waste Producers.

5.3. CONSTRUCTION PHASE IMPACT REVIEW

5.3.1. The construction activities to be carried out for the Proposed Development would result in the generation of a variety of wastes (i.e. construction and demolition (C&D) materials, chemical waste and general refuse). These C&D materials and wastes if not properly stored, handled and disposed of would give rise to environmental impacts, such as dust, odour, water quality and visual impacts.

5.3.2. Waste disposal during the construction phase would follow the trip ticket system and

comply with legislation requirements including:

- Application for a billing account in accordance with the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N); and
- Registration as a Chemical Waste Producer and storage/disposal of chemical wastes in accordance with the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C).

Construction and Demolition Materials

5.3.3. C&D materials would be generated from the demolition and construction activities. All C&D materials generated shall be sorted into inert (i.e. excavated soil, rock, broken concrete) and non-inert C&D materials (i.e. vegetation, wood, plastics, packaging materials, etc). Based on the latest construction scheme and best available project information, it is estimated that a total of 1,289m^3 of C&D materials will be generated during the construction phase. A summary of the estimated generation of the C&D materials is provided in **Table 5.11.**

Table 5.1 Summary of Estimated Generation of C&D Materials during Construction Phase

Type of C&D Materials		**Volume (m^3)**
Inert C&D materials	Total generation	1,100
	On-site reuse (ie backfilling)	110
	Transferred to surplus at public fill reception facilities	990
Non-inert C&D materials		189
	Total	1,289

5.3.4. Inert C&D material reused on-site shall be encouraged to minimize material volumes requiring off-site transport. On-site reuse opportunities for inert materials will be identified prior to delivery to public fill reception facilities. Non-inert C&D materials should be reused or recycled, and landfill disposal should be considered as the last resort for waste handling. Outlets for each of the identified construction waste are summarized in below **Table 5.2.**

Table 5.2 Government Waste Facilities for Construction Waste

Government Waste Facilities	Type of Construction Waste Accepted
Public fill reception facilities	Consisting entirely of inert C&D materials [(a)]
Sorting facilities	Containing more than 50% by weight inert C&D materials [(a)]
Landfills [(b)]	Containing not more than 50% by weight of inert C&D materials [(a)]
Outlying Islands Transfer Facilities [(b)]	Containing any percentage of inert C&D materials [(a)]

Notes:

(a) Inert C&D materials means rock, rubble, boulder, earth, soil, sand, concrete, asphalt, brick, tile, masonry or used bentonite.

(b) If a load of waste contains construction waste and other wastes, that load will be regarded as consisting entirely of construction waste for the purpose of calculating the applicable charge.

Chemical Waste

5.3.5. The maintenance and servicing of the construction plants and vehicles may generate a small amount of chemical waste, such as cleaning fluids, solvents, lubrication oil and fuels.

5.3.6. Chemical waste arising during the construction phase may pose environmental, health and safety hazards if not stored and disposed of appropriately as outlined in the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) and the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. The potential hazards include:

- Toxic effects on the construction workforce;
- Adverse impact on air quality and water quality due to spills; and
- Fire hazards.

5.3.7. Chemical waste may be generated any time throughout the construction phase of the Project (i.e. 36 months). The amount of chemical waste that will arise from the construction activities will be highly dependent on the Contractor's on-site maintenance activities and the quantity of plant and equipment utilised. With respect to the scale of the construction activities, it is anticipated that the quantity of chemical waste to be generated will be small (less than a hundred litres per month). The chemical waste will be properly stored on site and will be collected by licensed chemical waste collectors regularly for disposal at the licensed chemical waste treatment facilities (i.e. Chemical Waste Treatment Centre (CWTC) in Tsing Yi). Reuse

and recycle shall be prioritized, where disposal shall be the last resort for waste handling.

5.3.8. Storage, handling, transport and disposal of chemical waste should be arranged in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Waste published by the EPD. A trip-ticket system should be operated in accordance with the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) to monitor all movements of chemical wastes which would be collected by licensed chemical waste collectors to a licensed facility for final treatment and disposal.

5.3.9. Provided that the chemical waste is properly stored, handled, transported and disposed of, no adverse environmental impact would result from a minimal quantity of chemical waste arising from the Project.

General Refuse

5.3.10. The construction workforce would generate refuse comprising food scraps, paper waste, empty containers, etc. It is estimated that a maximum of about 10 construction workers will be working on site at any one time during the construction phase of the Project. With a general refuse generation rate of 0.93 kg per worker per day, the maximum amount of general refuse to be generated will be about 9.3kg per day. General refuse will be produced any time throughout the construction phase of the Project (i.e. 36 months). Such refuse will be properly stored in a designated area prior to collection and disposal. Disposal of refuse at site other than approved waste transfer or disposal facilities is prohibited. Effective collection of the on-site waste will prevent waste materials being blown around by wind, or creating an odour nuisance or pest and vermin problems. Waste storage areas will be well maintained and cleaned regularly.

5.3.11. The daily generation of general refuse during the construction phase would be minimal and those waste generated could be effectively controlled by normal measures. With the implementation of good waste management practices on-site, adverse environmental impacts are not expected to arise from the storage, handling and transportation of general refuse.

5.4. OPERATION PHASE IMPACT REVIEW

General Refuse

5.4.1. General refuse is anticipated during the operation of the Proposed Development. It would be generated from the daily activities of elders, staff and visitors. General refuse would include food waste, paper waste and domestic waste. It is estimated that a maximum of 422 residents, 312 workers and visitors will be occupied in the development. With a general refuse generation rate of 0.93kg per person per day, the maximum amount of general refuse to be generated will be about 682.6kg per day

during the operation phase. The storage of general refuse has potential to give rise to adverse environmental impacts. These include odour if waste is not collected frequently, windblown litter and visual impact. The Proposed Development may also attract pests and vermin if the waste storage area is not well maintained and cleaned regularly.

5.4.2. General refuse generated during the operation phase will be collected at the refuse collection point provided within the Proposed Development for further collection. The waste management practice will comply with the statutory requirements.

5.4.3. With the implementation of good waste management practices on-site, the environmental impacts caused by storage, handling, transportation and disposal of general refuse are expected to be minimal.

Other Waste

5.4.4. Small amount of chemical waste (e.g. lubricant generated from maintenance of equipment) and clinical waste (e.g. cartridges, ampoules, surgical dressings, swabs) may be generated during operation when the need arises. With a chemical waste generation rate of 0.004kg/day and a clinic waste generation rate of 0.002kg/day, it is anticipated that the maximum amount of other waste to be generated will be about 4.4kg per day during the operation phase. The handling, storage, transportation and disposal of chemical and clinical waste shall comply with the requirements stipulated in the following legislation and code of practice:

- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C);
- Waste Disposal (Clinical Waste) (General) Regulation (Cap. 354O);
- Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes; and
- Code of Practice for the Management of Clinical Waste – Small Clinical Waste Producers.

5.4.5. Provided that relevant legislation and code of practice are strictly followed during the handling, storage, transportation and disposal of chemical waste and clinical waste, no adverse environmental impact is anticipated.

5.5. WASTE MANAGEMENT STRATEGIES

5.5.1. In line with Government's position on waste minimization, the practice of avoiding and minimizing waste generation and waste recycling should be adopted. It is recommended that waste reduction and management would be implemented, including the provision of recycling bins and adequate space to facilitate separation, collection and storage of recyclable materials for recycling in the refuse storage and

material recovery chamber.

Waste Management Hierarchy

5.5.2. The various waste management options are categorised in terms of preference from an environmental viewpoint. The options considered to be most preferable have the least environmental impacts and are more sustainable in the long term. The waste management hierarchy is as follows:

- Avoidance and reduction;
- Re-use of materials;
- Recovery and recycling; and
- Treatment and disposal.

5.5.3. The above hierarchy is used to evaluate and select waste management options. The aim is to reduce waste generation and reduce waste handling and disposal costs. Good site practices and mitigation measures recommended shall be implemented:-

- Nomination of approved personnel to be responsible for good site practices, arrangements for collection and effective disposal to an appropriate facility of all wastes generated at the site;
- Training of site personnel in proper waste management and chemical handling procedures;
- Provision of sufficient waste disposal points and regular collection for disposal;
- Adoption of appropriate measures to reduce windblown/ floating litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;
- Separation of chemical wastes for special handling and appropriate treatment at the Chemical Waste Treatment Centre; and
- A recording system for the amount of wastes generated, recycled and disposed of and the disposal sites.

Waste Reduction Measures

5.5.4. Good management and control can prevent the generation of significant amount of waste. Waste reduction is best achieved at the planning and design stage, as well as by ensuring the implementation of good site practices. Recommendations to achieve waste reduction include:

- Segregation and storage of different types of waste in different containers, skips or stockpiles to enhance re-use or recycling of waste materials and their

proper disposal;

- Encourage collection of aluminum cans and waste paper by individual collectors during construction with separate labelled bins provided to segregate these wastes from other general refuse by the workforce;
- Any unused chemicals, and those with remaining functional capacity, shall be prioritized to recycle;
- Use of reusable non-timber formwork to reduce the amount of C&D materials;
- Prior to disposal of C&D materials, wood, steel and other metals will be separated, to the extent practical for re-use and/or recycling to reduce the quantity of waste to be disposed in a landfill;
- Proper storage and site practices to reduce the potential for damage or contamination of construction materials; and
- Plan and stock construction materials carefully to reduce amount of waste generated and avoid unnecessary generation of waste.

Measures for Management of C&D Materials

5.5.5. C&D materials will be segregated on-site into public fill and non-inert C&D materials and stored in different containers or skips to facilitate re-use of the public fill and proper disposal of the non-inert C&D materials. Specific areas within the construction sites will be designated for such segregation and storage, if immediate re-use is not practicable. The C&D materials generated during the construction phase will be transported by trucks with cover or enclosed containers to minimize the potential environmental impact.

Measures for Management of Chemical Waste & Other Waste

5.5.6. The Contractor will register as a chemical waste producer with the EPD. Chemical waste will be handled in accordance with the *Code of Practice on the Packaging, Handling and Storage of Chemical Wastes* as listed below.

5.5.7. Containers used for storage of chemical wastes will:

- Be suitable for the substance they are holding, resistant to corrosion, maintained in a good condition, and securely closed;
- Have a capacity of less than 450L unless the specifications have been approved by the EPD; and
- Display a label in English and Chinese in accordance with instructions

prescribed in Schedule 2 of the Regulations.

5.5.8. The storage area for chemical wastes will:

- Be clearly labelled and used solely for the storage of chemical waste;
- Be enclosed on at least 3 sides;
- Have an impermeable floor and bunding, of capacity to accommodate 110% of the volume of the largest container or 20% by volume of the chemical waste stored in that area, whichever is the greatest;
- Have adequate ventilation;
- Be covered to prevent rainfall entering (water collected within the bund must be tested and disposed of as chemical waste, if necessary); and
- Be arranged so that incompatible materials are appropriately separated.

5.5.9. Chemical waste will be disposed of:

- Via a licensed waste collector; and
- To a facility licensed to receive chemical waste, such as the CWTC which also offers a chemical waste collection service and can supply the necessary chemical waste storage containers.

Measures for Management of General Refuse

5.5.10. General refuse will be stored in enclosed bins separately from C&D materials and chemical wastes. General refuse will be delivered separately from C&D materials and chemical wastes for offsite disposal on a daily basis to reduce odour, pest and litter impacts.

5.5.11. Recycling bins will be provided at strategic locations within the construction site to facilitate recovery of recyclable materials (including aluminium can, waste paper, glass bottles and plastic bottles) from the construction site. Materials recovered will be sold for recycling.

5.5.12. Recycling bins will be provided at strategic locations in the Proposed Development to facilitate recovery of recyclable materials (including aluminium can, waste paper, glass bottles and plastic bottles) during operation stage. Materials recovered will be collected by the recyclers appointed by the facility management team.

5.6. CONCLUSION

5.6.1. The potential impacts of wastes arising from construction and operation of the Proposed Development have been assessed. With the recommended procedures/ measures in place, the wastes generated/ disposed of during the construction and

operation phases should not be result in any adverse environmental impacts.

6. LAND CONTAMINATION

6.1. INTRODUCTION

6.1.1. The potential environmental issues associated with land contamination have been reviewed and are presented in this section. The implications of land contamination for the proposed land uses in the Project Site have been assessed.

6.2. RELEVANT LEGISLATION, STANDARDS AND GUIDELINES

6.2.1. The relevant legislation, standards and guidelines applicable to the present review of land contamination include:

- Guidance Note for Contaminated Land Assessment and Remediation;
- Practice Guide for Investigation and Remediation of Contaminated Land;
- Guidance Manual for Use of Risk-based Remediation Goals for Contaminated Land Management.

6.3. ACQUISITION OF LOCAL AUTHORITY

6.3.1. The following HKSAR Government Departments have been enquired on the latest update on the availability of land use status and records of land contamination and/or spillage for the site. The summary of correspondence is presented in **Table 6.1** below. Copy of the letters replied from various Government Departments are included in **Appendix 6.1** for reference.

Table 6.1 Enquiries and Responses on Land Contamination Related Records

Consultant's Letter Ref.	Department	Response Letter Ref.	Response Date	Summary
W23508/24-0002	Environmental Protection Department	EP910/E6/1	8 May 2024	No record of chemical spillage/ leakage at the concerned area in the past three years. No record of registered chemical waste producers was found on 30/7/2024 during the visit to the EPD Territory Control Office.
W23508/24-0001	Fire Services Department	(70) in FSD GR 6-5/4 R Pt. 53	17 May 2024	No record of dangerous goods license, fire incidents, incident of spillage/leakage of dangerous goods was found.

6.4. SITE HISTORY

6.4.1. Selected historical aerial photographs between year 1924 and 2023 of the Project Site have been reviewed in order to ascertain any historical land uses with the potential for land contamination. The historical photographs in 1924, 1956, 1961, 1990, 2007 and 2023 are provided in **Figure 6.1** to indicate the past land use. Referring to **Table 6.2**, the Project Site was vacant land covered with vegetation in the 1920s'. Later, the land use was vacant and surrounded by buildings in the late 1940s till the 1950s. Yuen Long Theatre was then constructed on the Project Site in 1961. Afterwards, the Yuen Long Theatre underwent 2 renovations in 1990 and 2007 but no major changes were observed from the exteriors. The Yuen Long Theatre was demolished in 2023.

6.4.2. Yuen Long Theatre was a cinema with auditoriums and stalls. No potentially polluting activities were expected in the Project Site. Thus, no land contamination potential due to the land uses and its changes were anticipated.

Table 6.2 Chronological Changes in Land Use Activities of the Project Site

Year	Land Use Condition/ Activities
1924	acant land covered with vegetation
1956	acant land
1961	Completion of Yuen Long Theatre construction
1990	Renovation of Yuen Long Theatre
2007	Renovation of Yuen Long Theatre
2023	Demolition of Yuen Long Theatre

6.5. SITE OBSERVATION

6.5.1. The Consultant visited the Subject Site on 25 June 2024. During the site visit, it was observed that the entire site is currently vacant. Debris and a vacant container from the previous contractor were found. No stressed vegetation, chemical stains and unidentified odour of any sort are observed. No visual sign of land contamination observed in the Project Site. Hence, no land contamination potential is anticipated. Photo record taken on the site visit showing the existing site condition can be found from **Appendix 6.2**. The site walkover checklist is provided in **Appendix 6.3**.

6.6. CONCLUSION

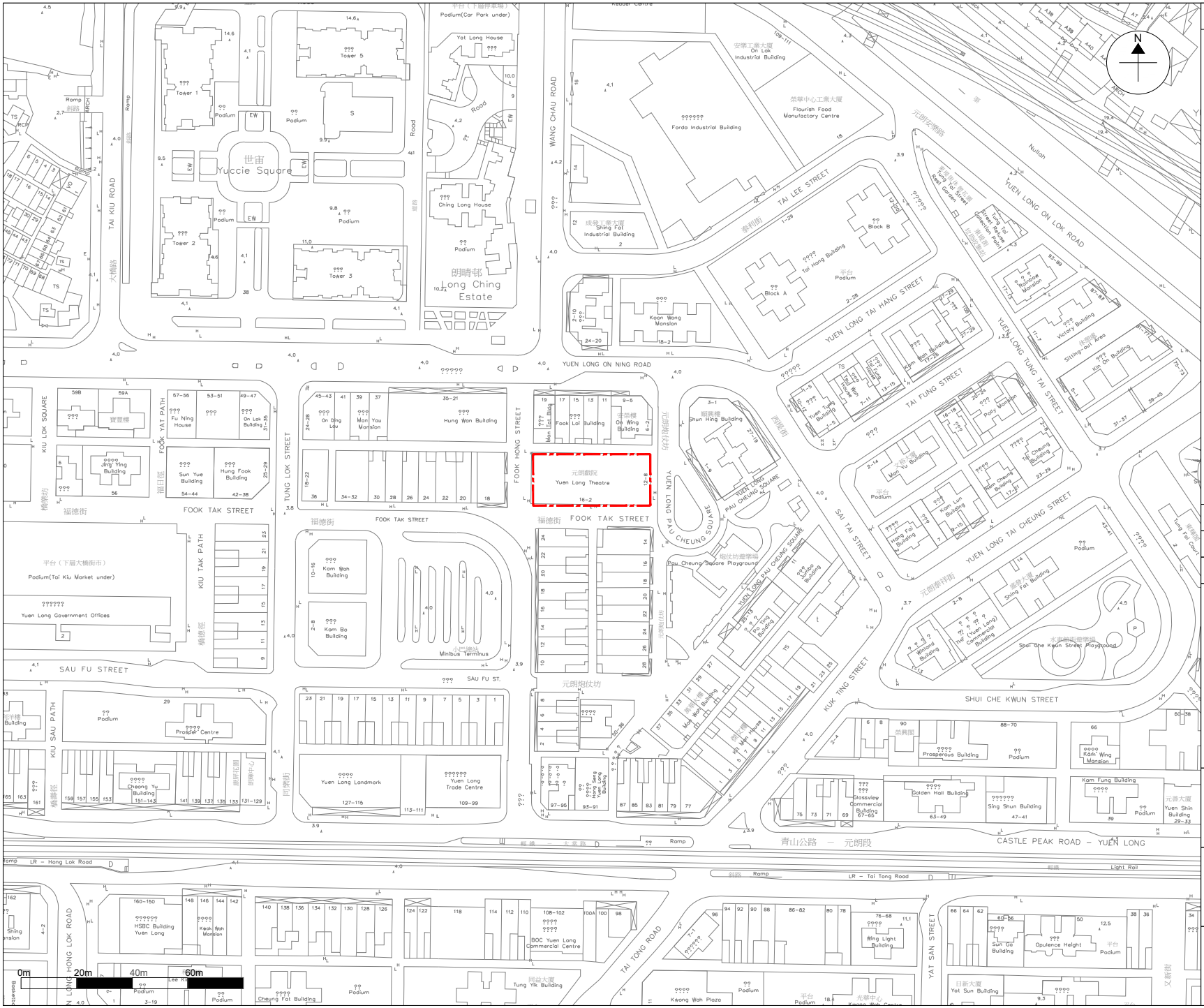
6.6.1. The potential issues on land contamination of the Proposed Development have been assessed. Based on the aerial photographs and responses from HKSAR Government Departments, the Project Site should unlikely to have any previous land contamination history. Hence, it is anticipated that no potentially contaminating activities have been carried out and no potential sources and signs of contamination have been discovered.

7. CONCLUSION

7.1.1. The Project is to construct a 23-storey composite tower comprising RCHE, flats, shop and services, office, clubhouse and carpark in Lot No. 3678 in D.D. 120, Yuen Long. This EA Report addressed the potential environmental issues arising from the construction and operation of the Proposed Development, which include the air quality, noise, water quality,waste management and land contamination.

7.1.2. With the recommended environmental mitigation measures in place, no unacceptable environmental impact on or arising from the Proposed Development is anticipated.

FIGURE 1.1
LOCATION OF PROJECT SITE



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LEGEND:

Project Site

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240226	20240226	20240226

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Location of Project Site

Figure No.	**Rev.**
Figure 1.1	0

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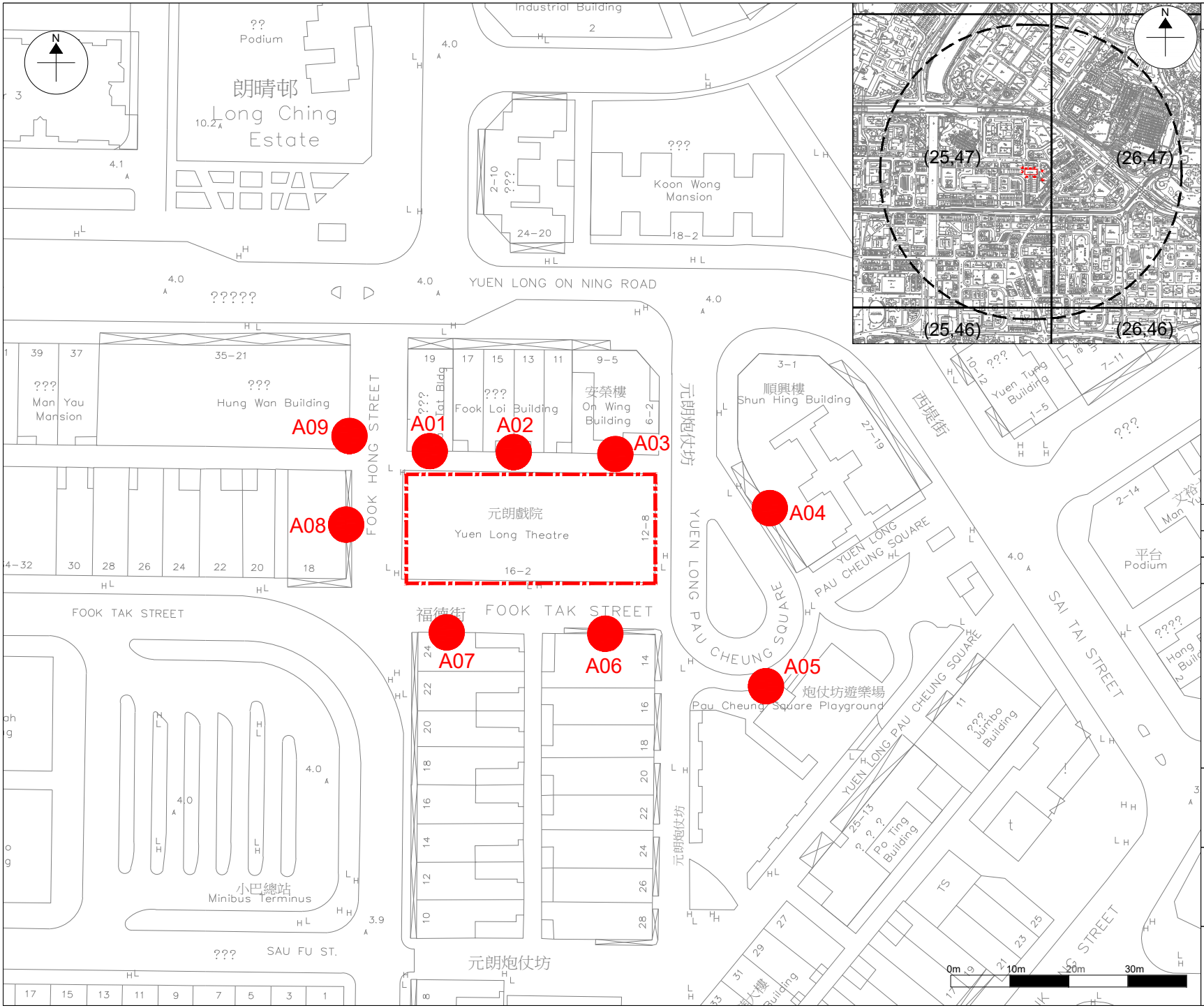
\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE & Residential Development at Yuen Long Theatre (W23508)\PREP\EA Report\RT23508-EA-01_v0\Figure\Working\Figure 1.1 Site Location.dwg

FIGURE 2.1
LOCATION OF REPRESENTATIVE AIR SENSITIVE RECEIVERS



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LEGEND:

- Project Site
- 500m Assessment Area for Air Quality
- Representative Air Sensitive Receivers
- (xx,xx) PATH Grid

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240226	20240226	20240226

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Location of Representative Air Sensitive Receivers

Figure No.	**Rev.**
Figure 2.1	0

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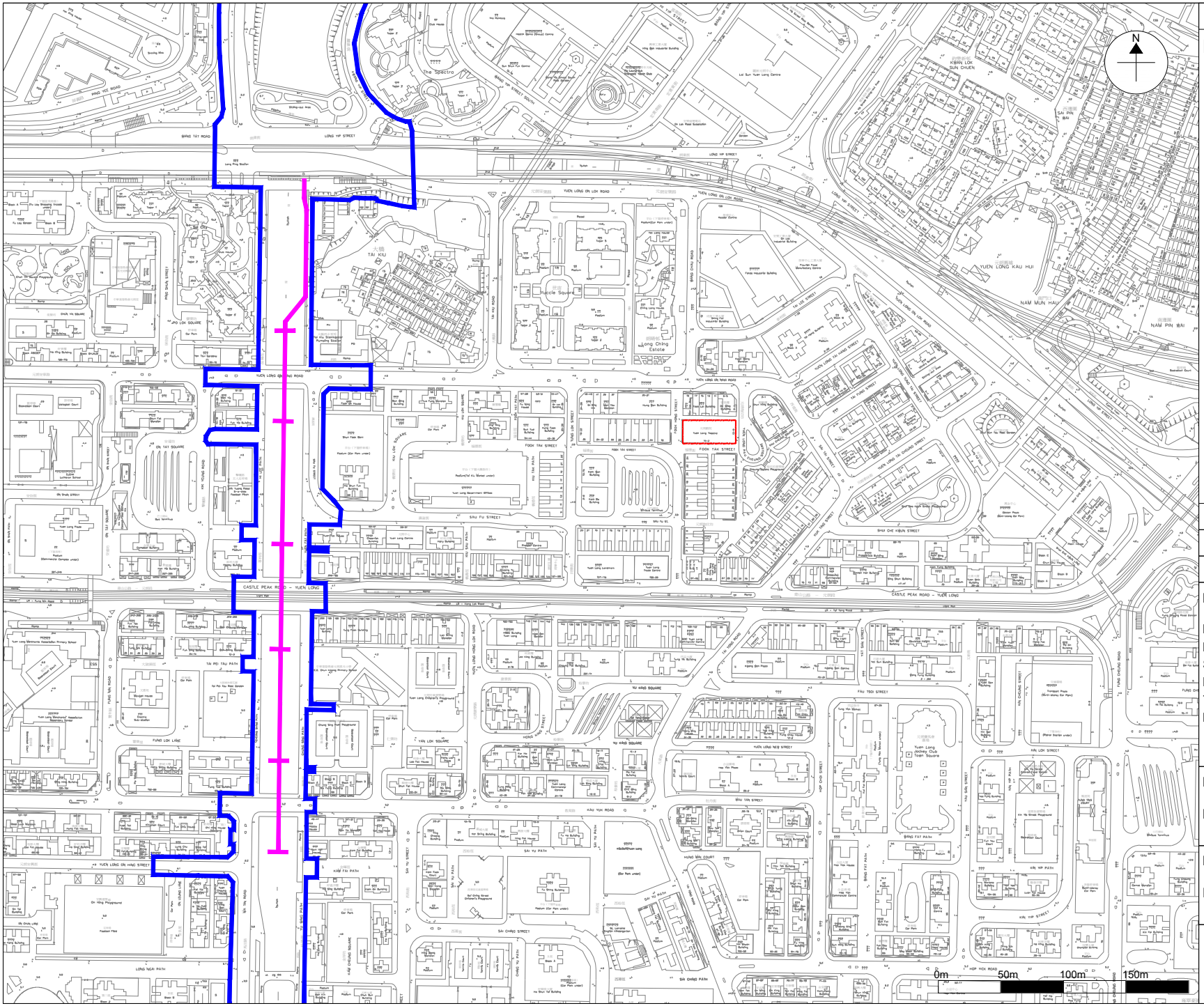
\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE & Residential Development at Yuen Long Theatre (W23508)\PREP\EA Report\RT23508-EA-01_v0\Figure\Working\Figure 2.1 ASRs.dwg

FIGURE 2.2
LOCATION OF CONCURRENT PROJECTS



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LEGEND:

- Project Site
- Project Site of Contract No. DC/2022/03 “Yuen Long Barrage and Nullah Improvement Schemes”
- Project Site of Construction of Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240122	20240122	20240122

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Location of Concurrent Projects

Figure No.	**Rev.**
Figure 2.2	0

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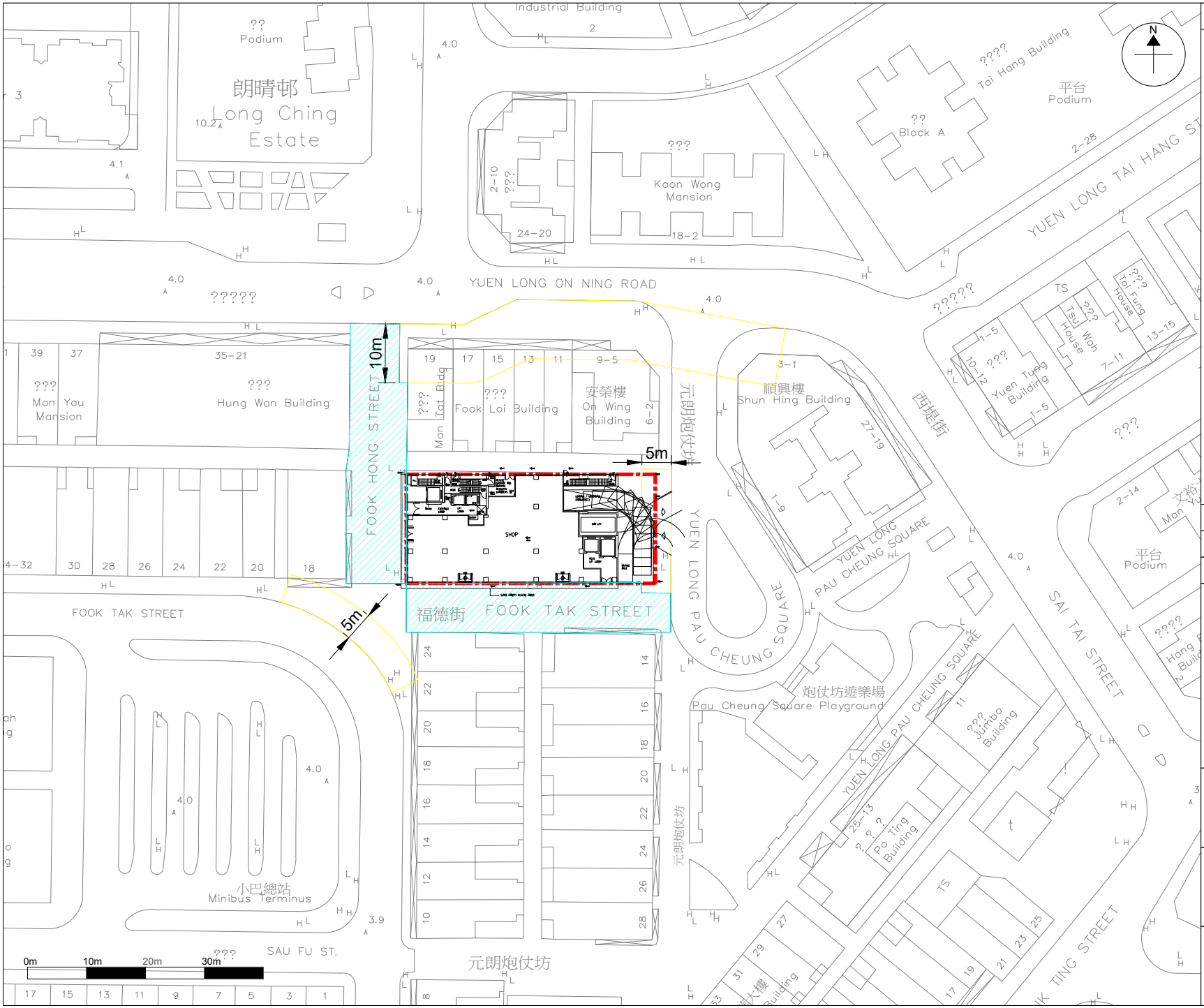
\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE & Residential Development at Yuen Long Theatre (W23508)\PREP\EA Report\RT23508-EA-01_v0\Figure\Working\Figure 2.2 Concurrent Projects.dwg

FIGURE 2.3

BUFFER DISTANCE BETWEEN THE PROPOSED DEVELOPMENT AND THE NEARBY ROAD NETWORK



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LEGEND:

- Project Site
- Required Buffer Distance*
- Pedestrian walkway/ footpath with no buffer distance requirement

*: No air-sensitive uses including openable window, fresh air intake and recreational uses in open space shall be located within the buffer zones.

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240430	20240430	20240430

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Buffer Distance between the Proposed Development and the Nearby Road Network

Figure No.	Rev.
Figure 2.3	1

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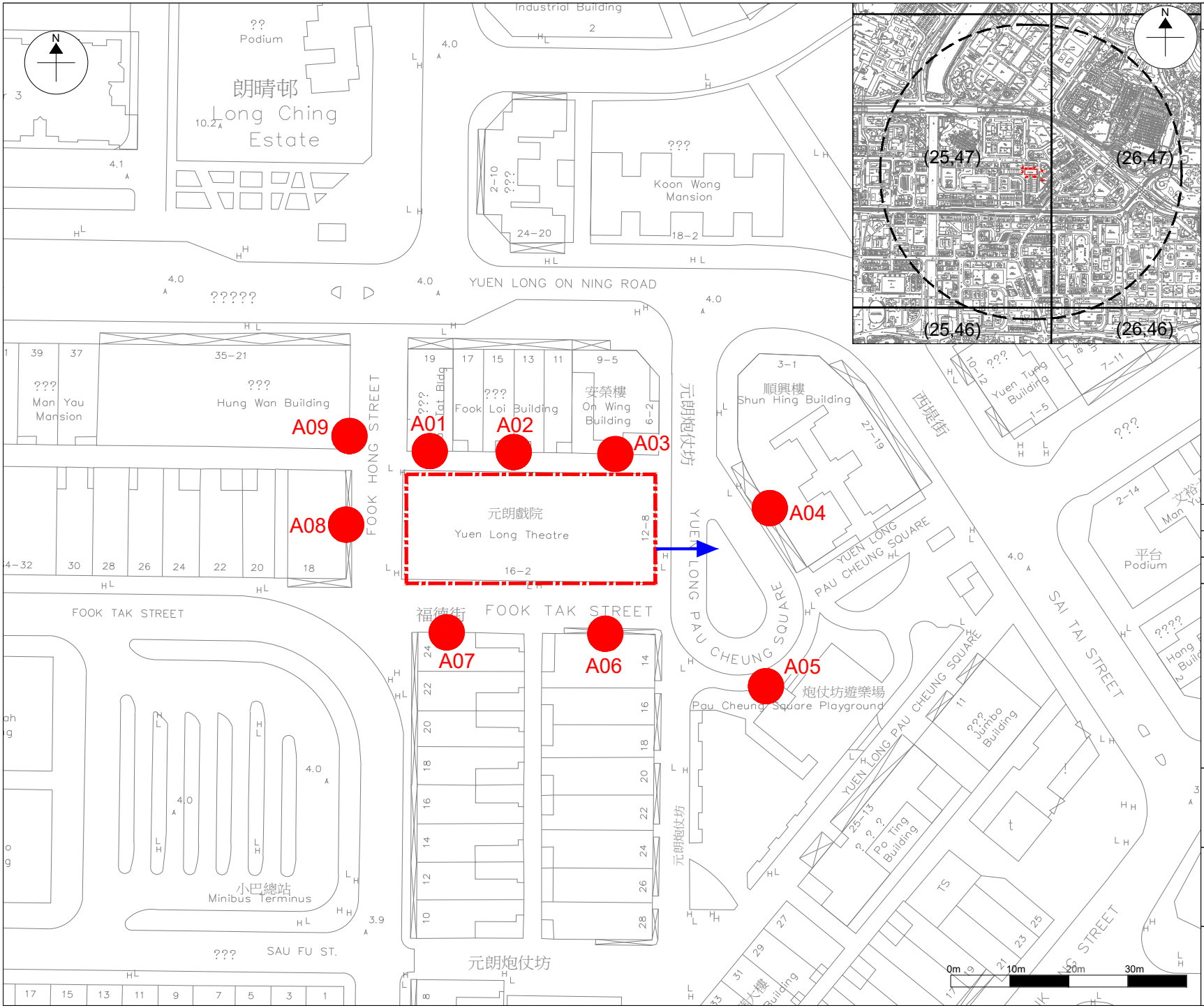
C:\Users\user\Desktop\Working\EA\DeSpace - YL Theatre (23508)\Deliverables\EA Report\RT23508-EA-01_v1\Figure\Working\Figure 2.3 Buffer Distances.dwg

FIGURE 2.4
LOCATION OF CARPARK AND KITCHEN EXHAUST



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LEGEND:

- Project Site
- 500m Assessment Area for Air Quality
- Representative Air Sensitive Receivers
- (xx,xx) PATH Grid
- Carpark & Kitchen Exhaust

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240426	20240426	20240426

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Proposed location of the carpark and kitchen exhaust

Figure No.	**Rev.**
Figure 2.4	0

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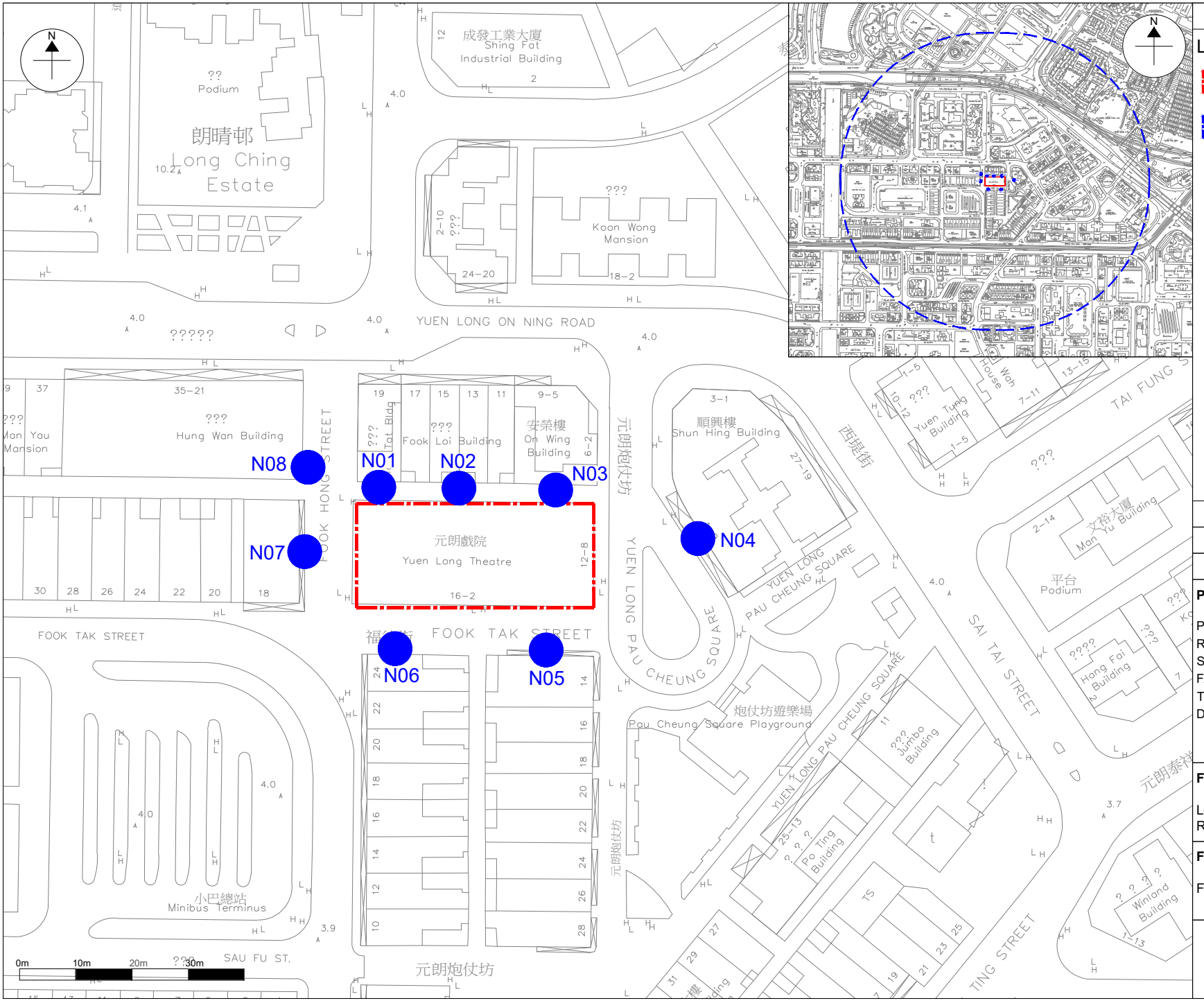
C:\Users\user\Desktop\Working\EA\DeSpace - YL Theatre (23508)\EA Report\RT23508-EA-01_v1\Figure\Working\Figure 2.4 Carpark & Kitchen Exhuast.dwg

FIGURE 3.1
LOCATION OF REPRESENTATIVE NOISE SENSITIVE RECEIVERS



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LEGEND:

- Project Site
- 300m Assessment Area for Noise
- Representative Noise Sensitive Receiver

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240122	20240122	20240122

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Location of Representative Noise Sensitive Receivers

Figure No.	Rev.
Figure 3.1	0

BeeXergy Consulting Limited

\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE & Residential Development at Yuen Long Theatre (W23508)\PREP\EA Report\RT23508-EA-01_v0\Figure\Working\Figure 3.1 NSRs.dwg

FIGURE 3.2A – 3.2E
LOCATION OF NOISE SENSITIVE RECEIVERS FOR ROAD TRAFFIC NOISE ASSESSMENT

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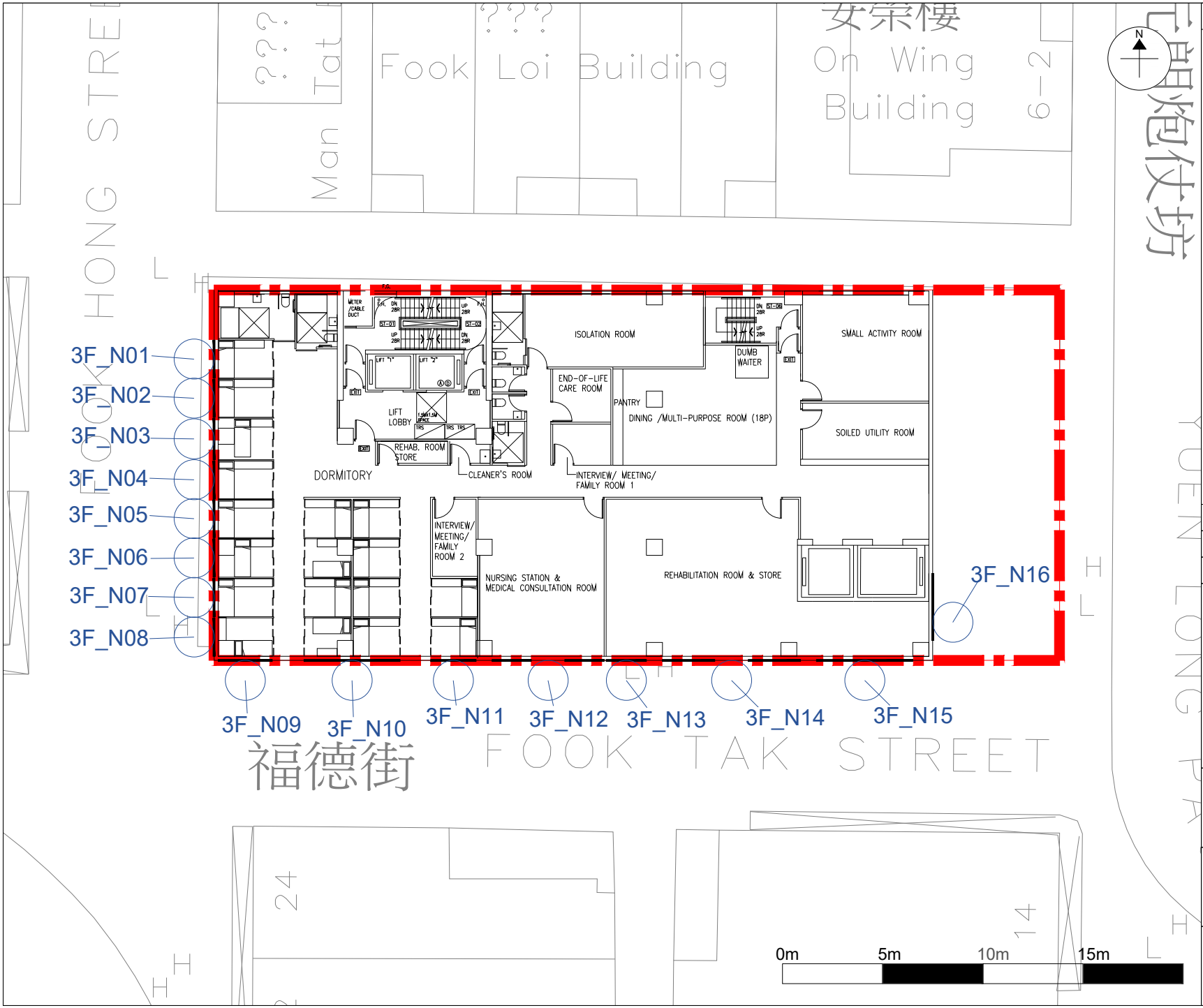

LEGEND:

- Project Site
- NSR_ID — Noise Sensitive Receiver

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20240516	20240516	20240516

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Location of Noise Sensitive Receivers for Road Traffic Noise Assessment (3/F)

Figure No.	**Rev.**
Figure 3.2a	0

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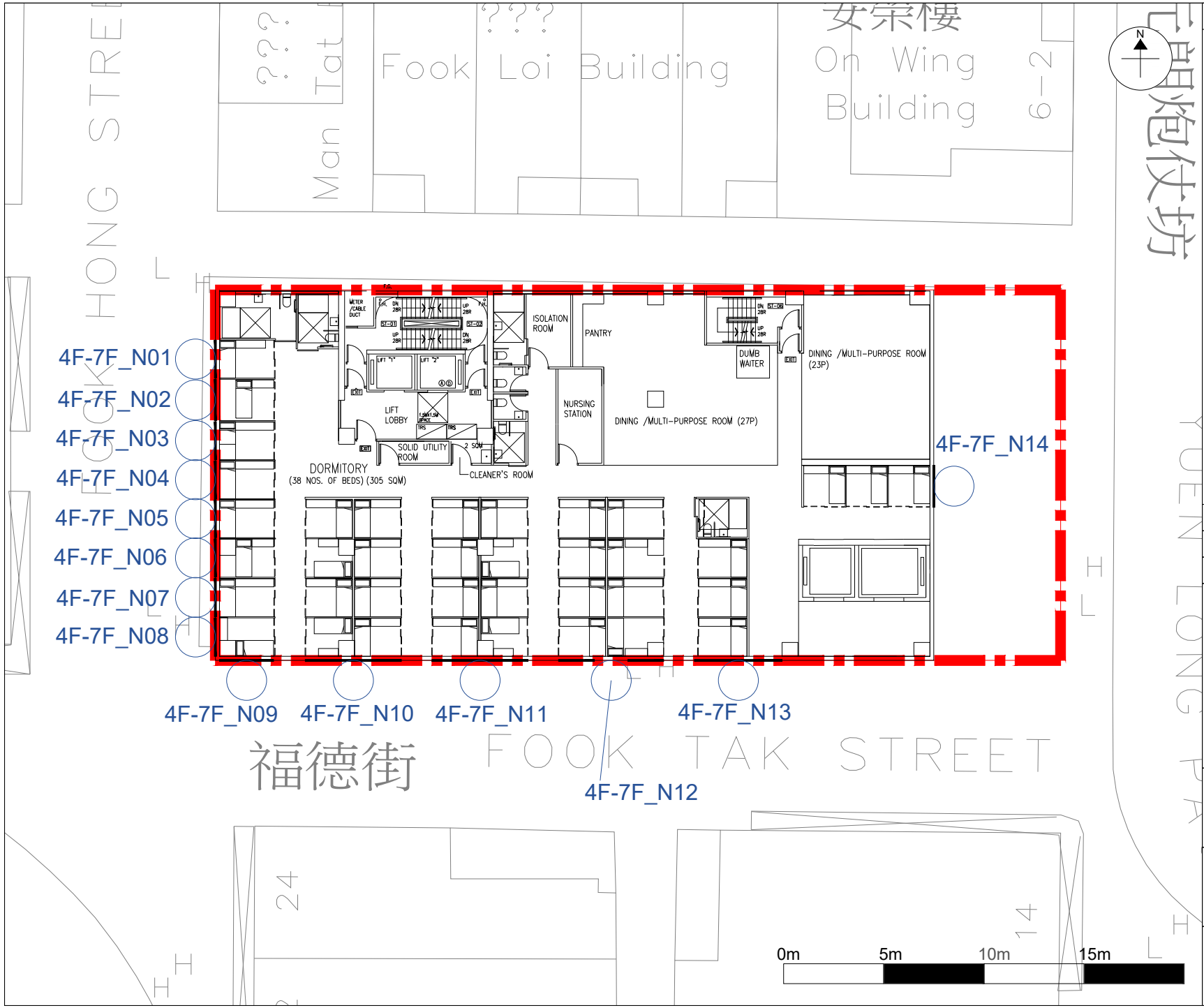

LEGEND:

- Project Site
- NSR_ID Noise Sensitive Receiver

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20240516	20240516	20240516

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Location of Noise Sensitive Receivers for Road Traffic Noise Assessment (4/F - 7/F)

Figure No.	Rev.
Figure 3.2b	0

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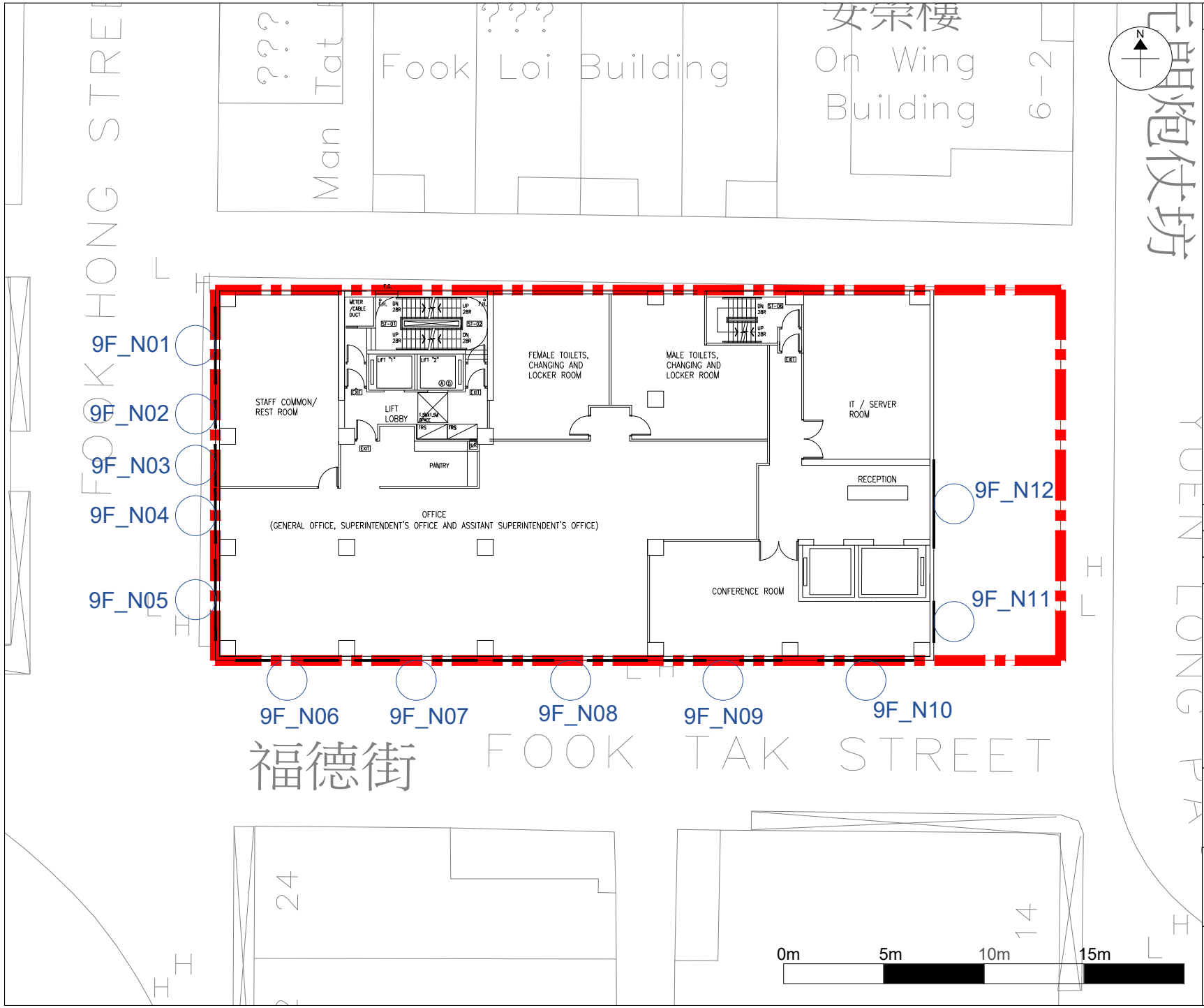

LEGEND:

Project Site

NSR_ID Noise Sensitive Receiver

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20240516	20240516	20240516

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Location of Noise Sensitive Receivers for Road Traffic Noise Assessment (9/F)

Figure No.	**Rev.**
Figure 3.2c	0

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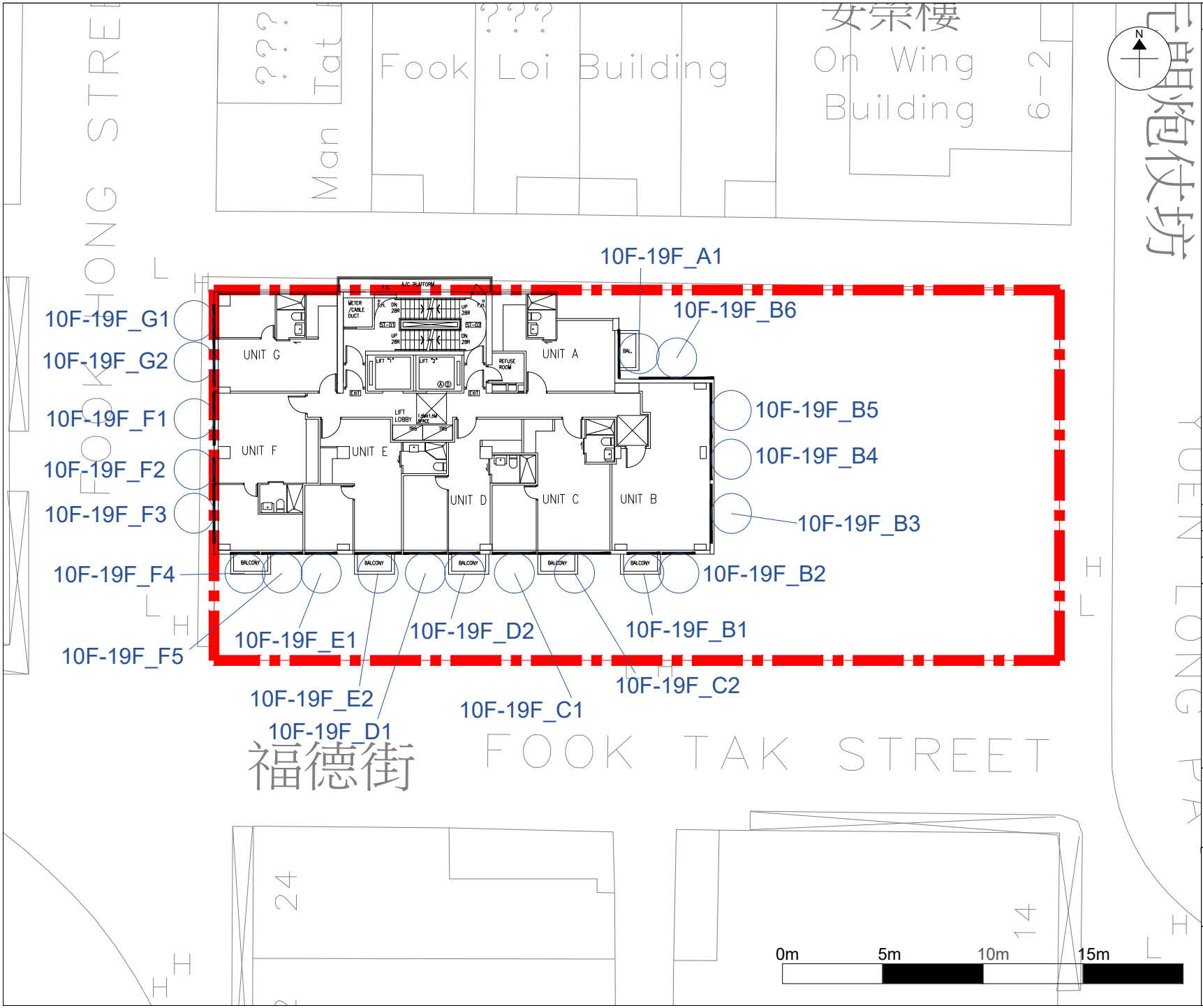


LEGEND:

Project Site

NSR_ID Noise Sensitive Receiver

	Prepared	Checked	Approved
Initial	LY	YS	HM
Date	20240516	20240516	20240516

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

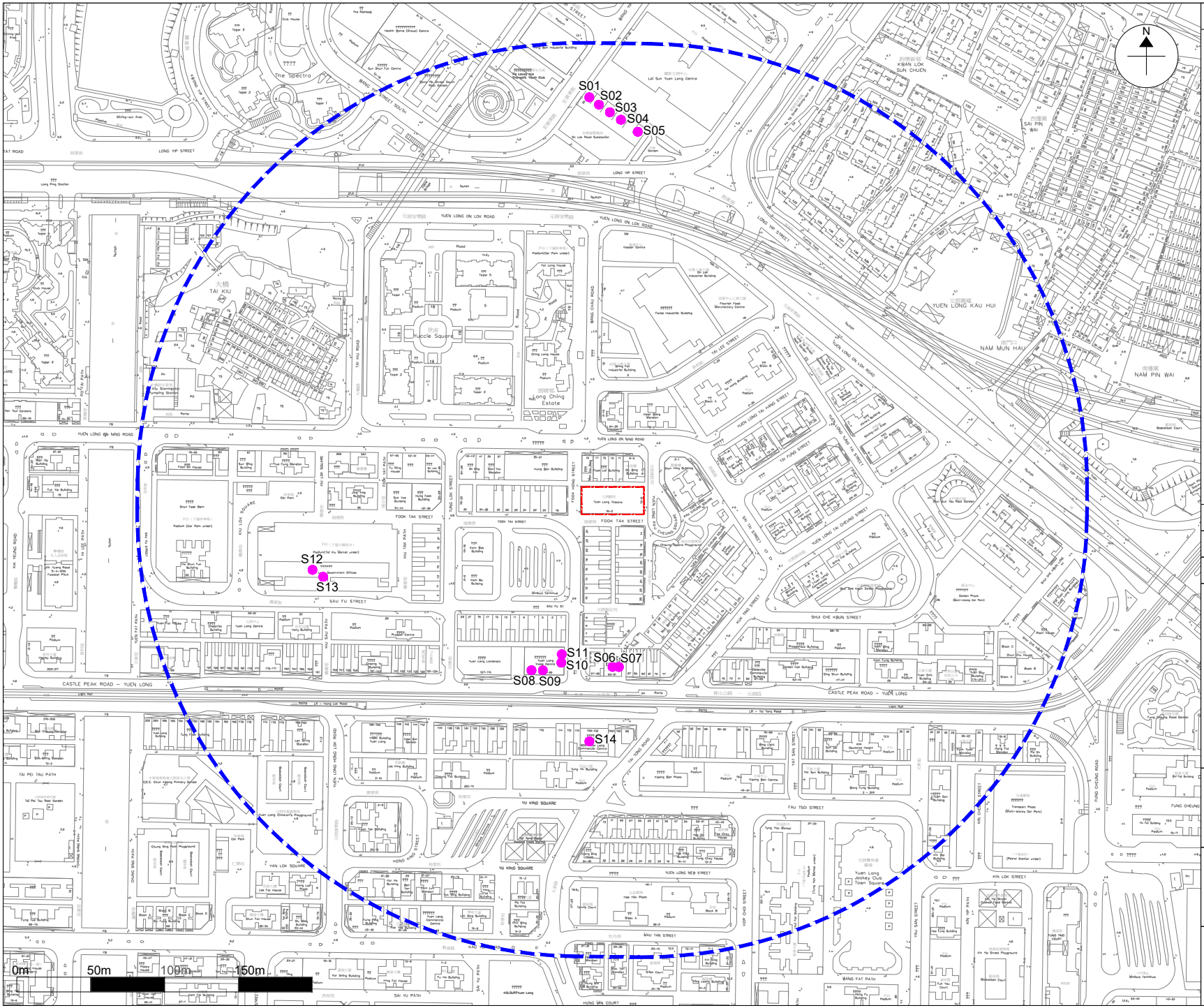
Location of Noise Sensitive Receivers for Road Traffic Noise Assessment (10/F-19/F)

Figure No.	**Rev.**
Figure 3.2d	0

BeeXergy Consulting Limited

\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE & Residential Development at Yuen Long Theatre (W23508)\PREP\Deliverables\EA Report\RT23508-EA-01_v1\Figure\Working\Figure 3.2a-e NSRs for TNIA.dwg

FIGURE 3.3
LOCATION OF MAJOR FIXED NOISE SOURCES



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LEGEND:

- Project Site
- 300m Assessment Area for Noise
- Major Fixed Noise Sources

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240122	20240122	20240122

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

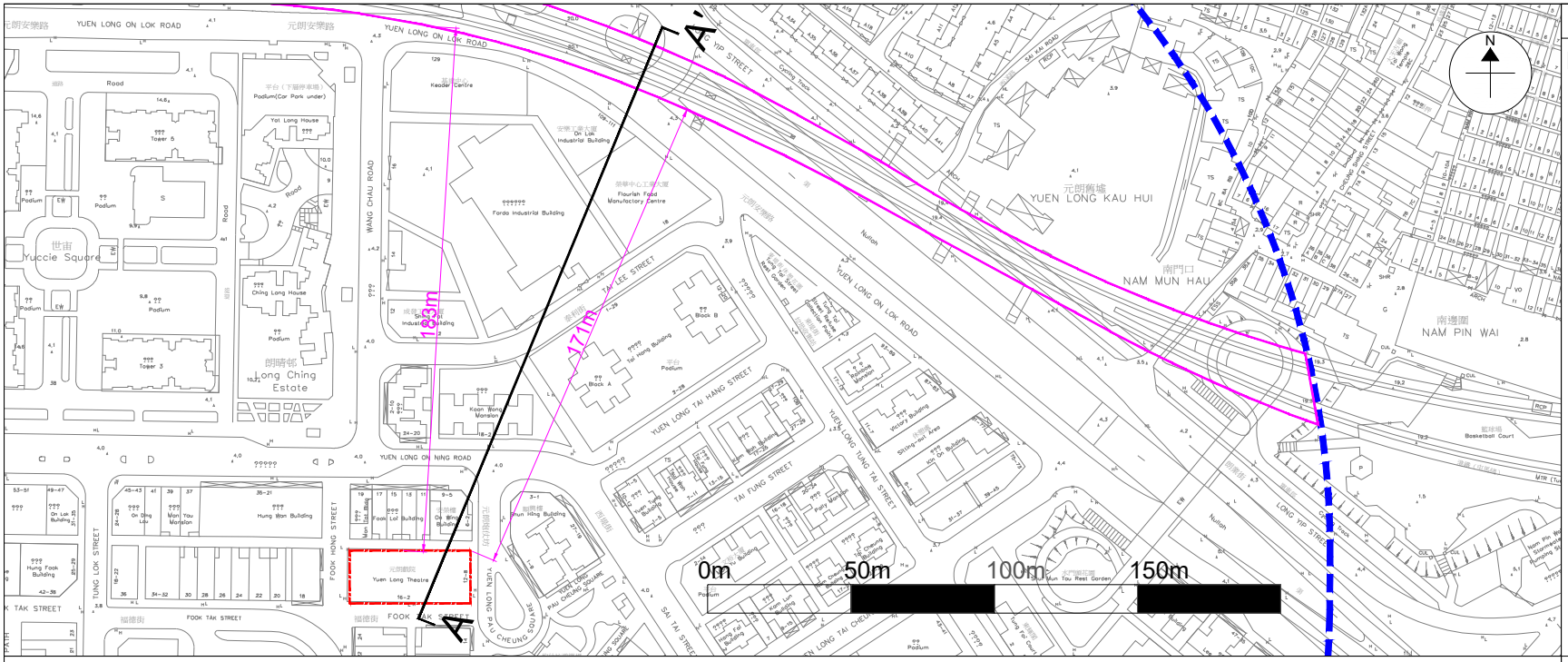
Location of Major Fixed Noise Sources

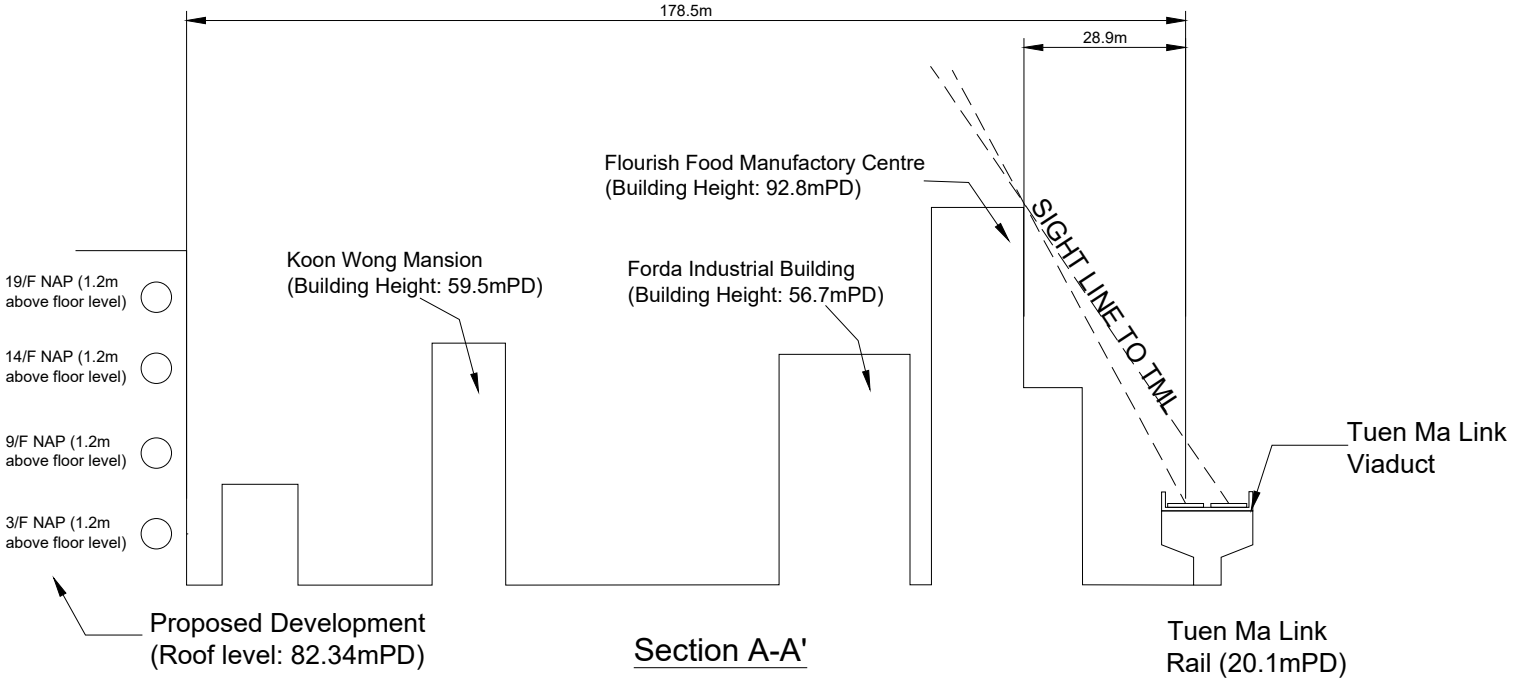
Figure No.	**Rev.**
Figure 3.3	0

BeeXergy Consulting Limited

\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE & Residential Development at Yuen Long Theatre (W23508)\PREP\EA Report\RT23508-EA-01_v0\Figure\Working\Figure 3.3 Fixed Noise Sources.dwg

FIGURE 3.4
LINE OF SIGHT FROM PROPOSED DEVELOPMENT TO TML





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LEGEND:

- Project Site
- 300m Assessment Area for Noise
- Tuen Ma Link viaduct

	Prepared	Checked	Approved
Initial	TL	YS	HM
Date	20240513	20240513	20240513

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

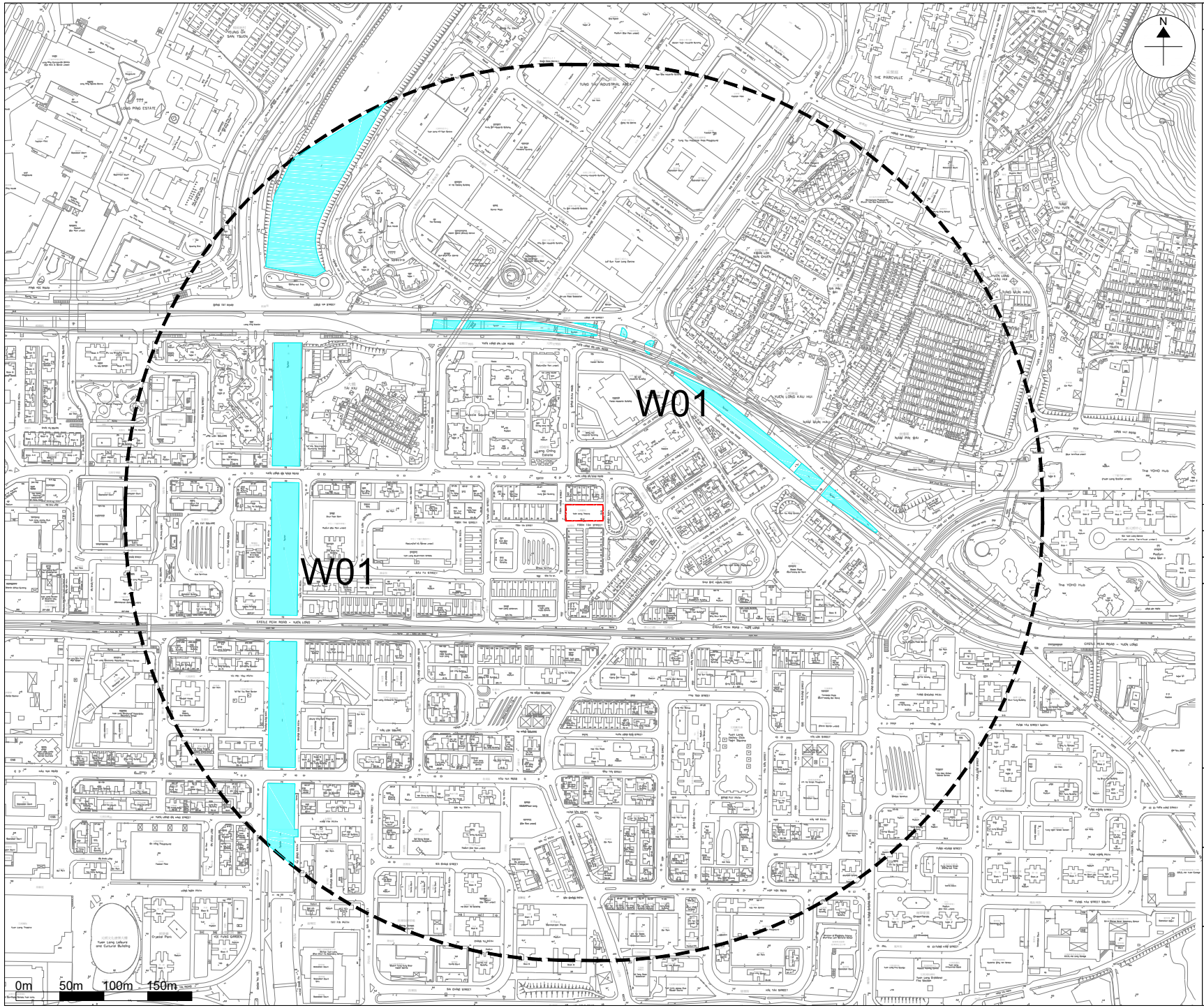
Line of Sight from the Proposed Development to TML

Figure No.	**Rev.**
Figure 3.4	0

BeeXergy Consulting Limited

C:\Users\user\Desktop\Working\EA\DeSpace - YL Theatre (23508)\Deliverables\EA Report\RT23508-EA-01_v1\Figure\Working\Figure 3.4 RNIA.dwg

FIGURE 4.1
LOCATION OF WATER SENSITIVE RECEIVER



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LEGEND:

- Project Site
- 500m Assessment Area for Water Quality
- Water Sensitive Receiver

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240226	20240226	20240226

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Location of Water Sensitive Receiver

Figure No.	**Rev.**
Figure 4.1	0

BeeXergy Consulting Limited

\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE & Residential Development at Yuen Long Theatre (W23508)\PREP\EA Report\RT23508-EA-01_v0\Figure\Working\Figure 4.1 WSR.dwg

FIGURE 6.1
AERIAL PHOTOGRAPHS

Copyright by BeeXergy Consulting Limited

LEGEND:

Project Site

N

	Prepared	Checked	Approved
Initial	TL	YS	HM
Date	20240502	20240502	20240502

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Aerial Photos

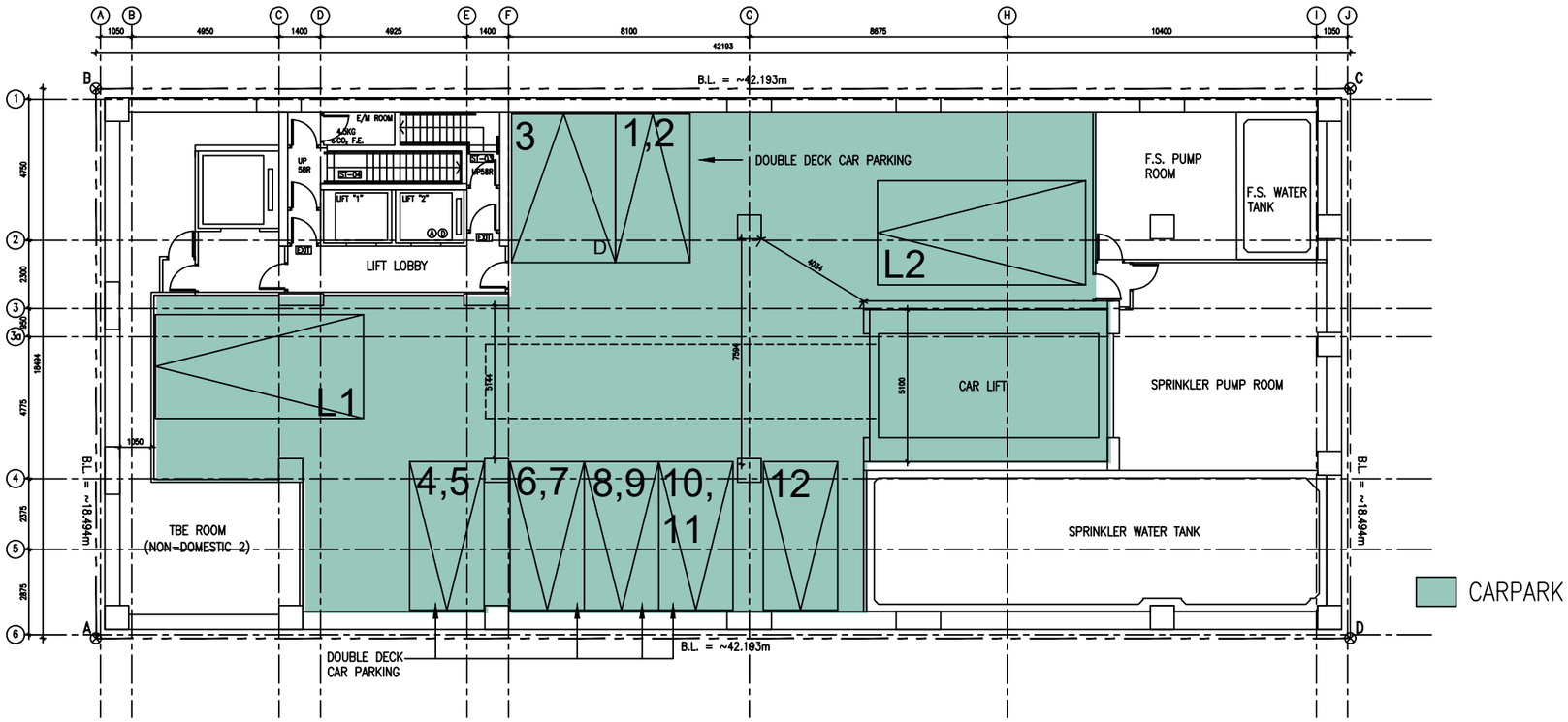
Figure No.	**Rev.**
Figure 6.1	0

BXG

BeeXergy Consulting Limited

C:\Users\user\Desktop\Working\EA\DeSpace - YL Theatre (23508)\Deliverables\EA Report\RT23508-EA-01_v1\Figure\Working\Figure 7.1 aerial photo.dwg

APPENDIX 1.1
MASTER LAYOUT PLAN



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- Read this drawing in conjunction with the specifications and all other related drawings.
- Notify the Architect immediately of any discrepancy found herein.

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

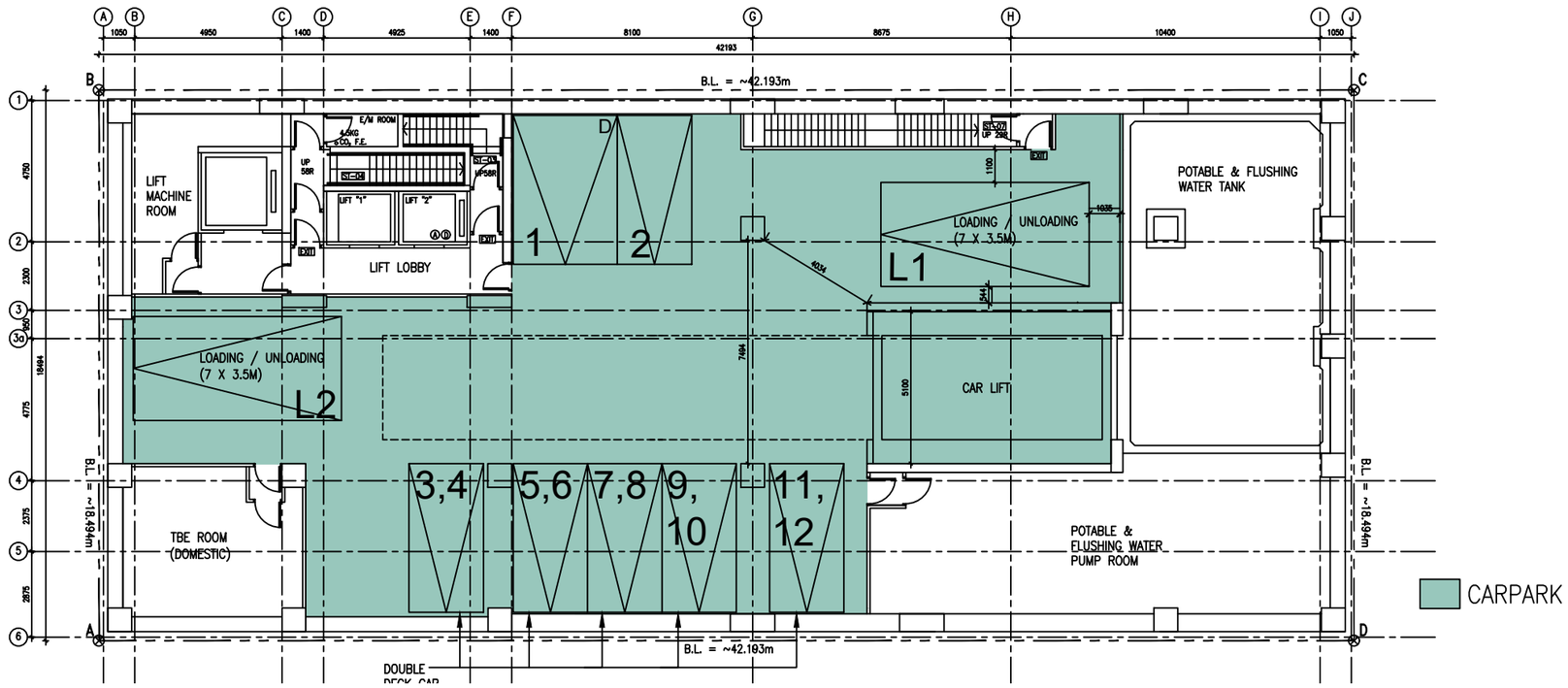
B2/F LAYOUT PLAN

Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number

GBP001

Revision Letter



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Rev.	Date	Description

Project Name:

Redevelopment of
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Planning Consultant :
DeSPACE (International) Limited

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I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

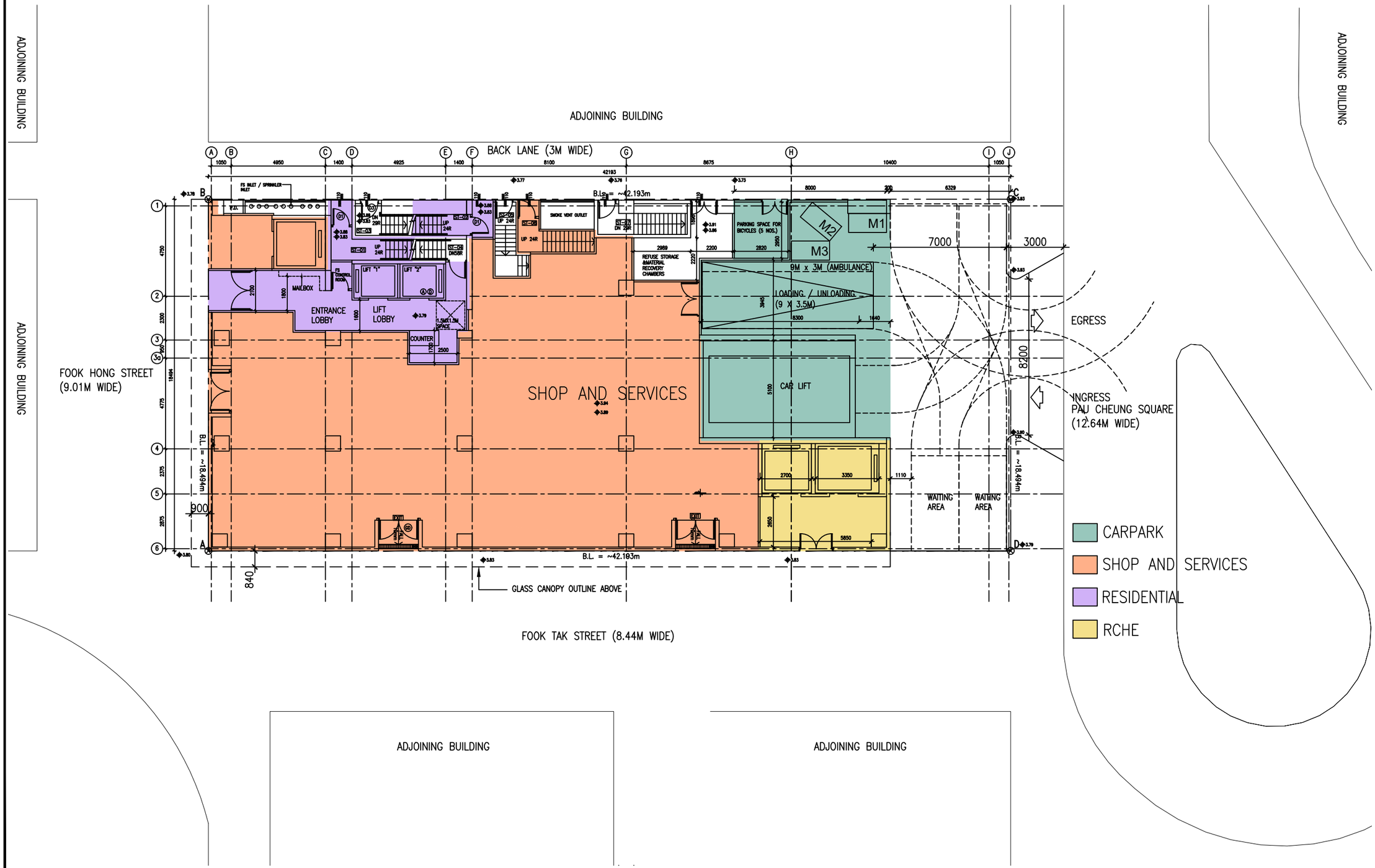
B1/F LAYOUT PLAN

Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number

GBP002

Revision Letter



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Project Name:

Redevelopment of
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DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

G/F LAYOUT PLAN

Designed by:	JODY
Drawn by:	JODY
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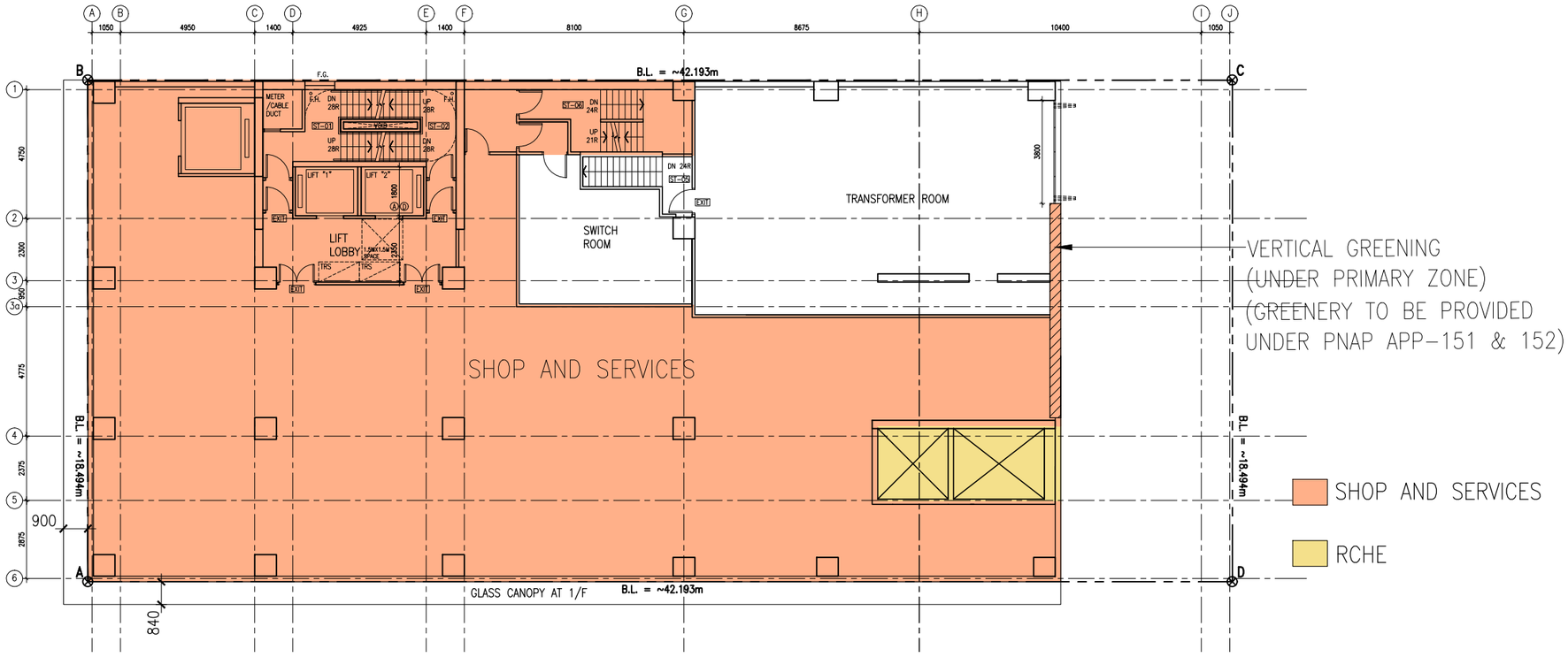
Scale: 1 : 200	Paper: A3

Drawing Number
GBP003

Revision Letter



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Project Name:

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Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

1/F LAYOUT PLAN

Designed by:	JODY
Drawn by:	JODY
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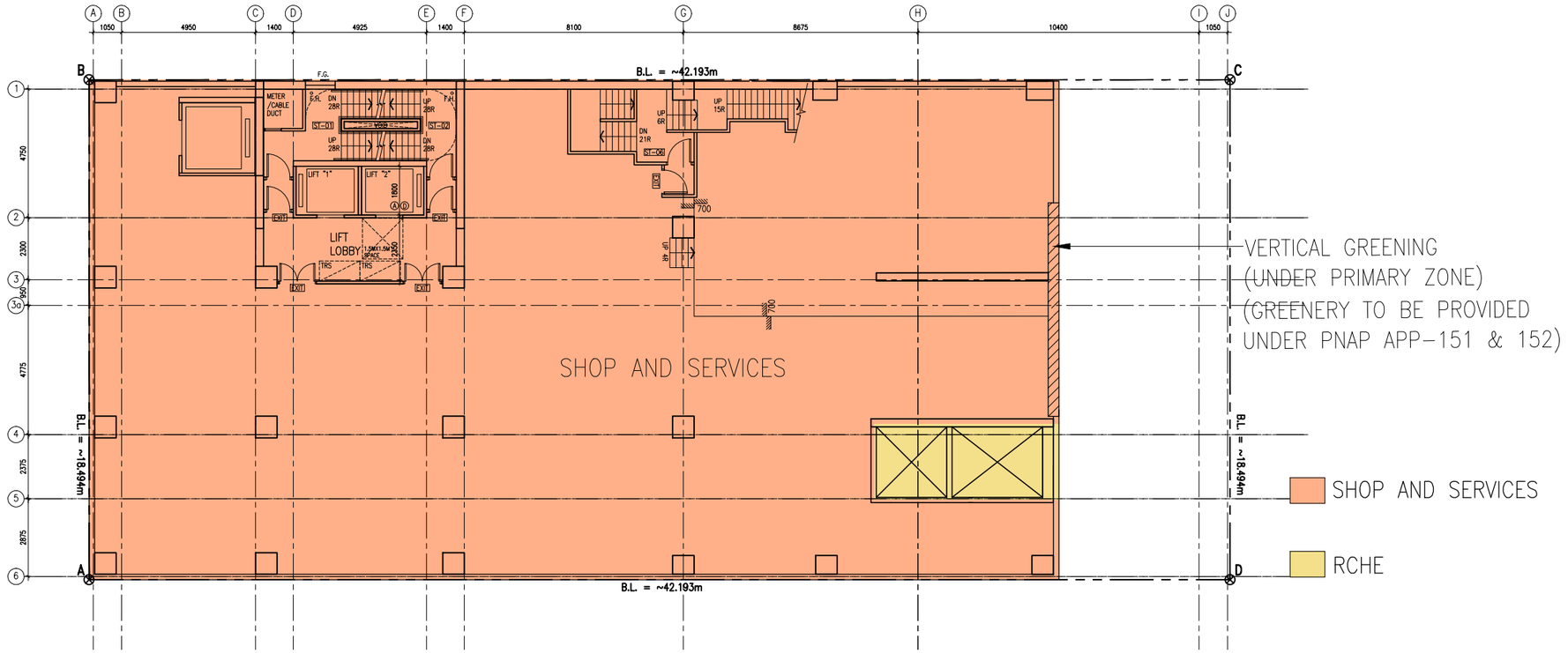
Scale: 1 : 200	Paper: A3

Drawing Number

GBP004A

Revison Letter



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Project Name:

Redevelopment of
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Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

2/F LAYOUT PLAN

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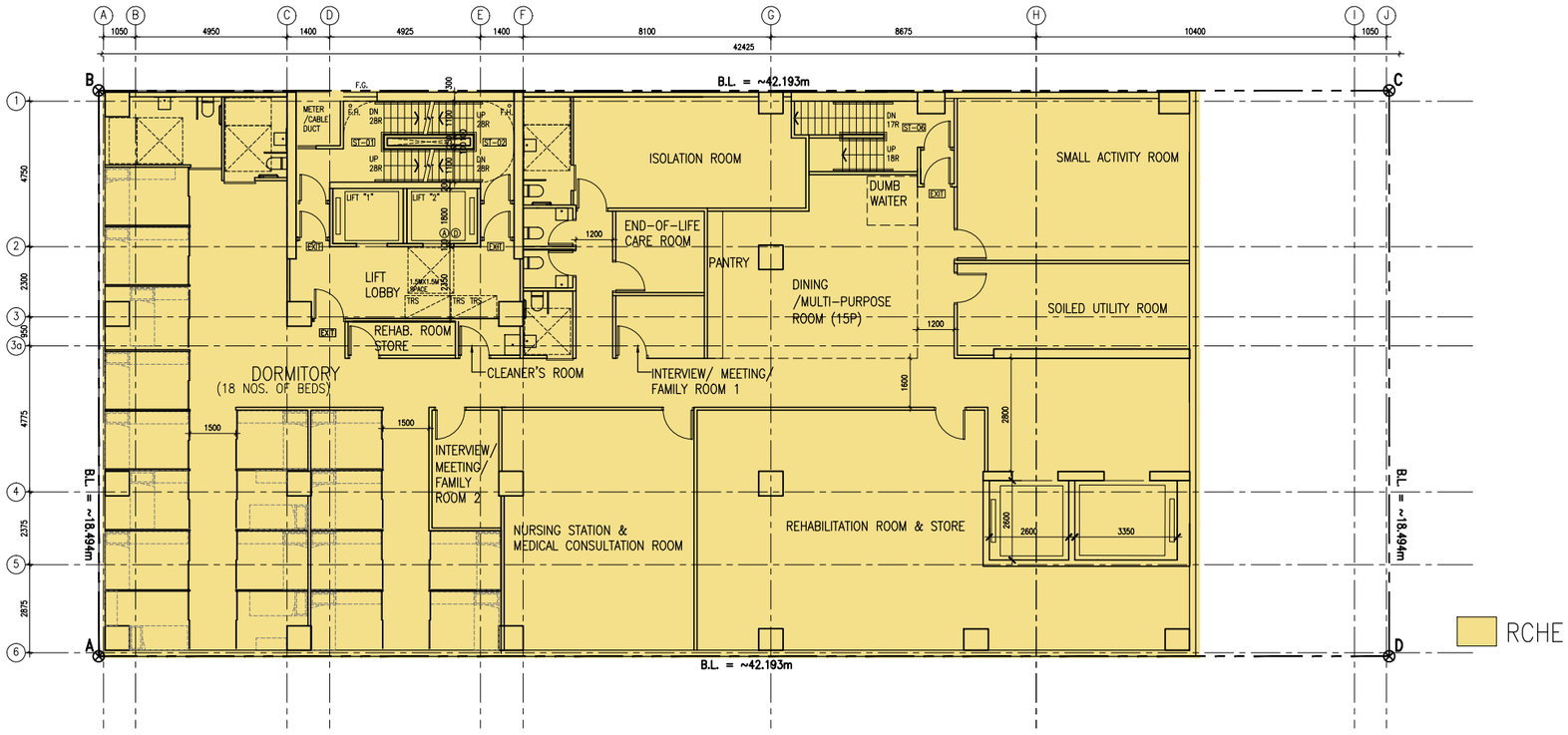
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number

GBP004B

Revision Letter



3/F LAYOUT PLAN
(DORMITORY FOR RCHE)

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Rev.	Date	Description

Project Name:

Redevelopment of
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at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

3/F LAYOUT PLAN

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Drawn by:	JODY
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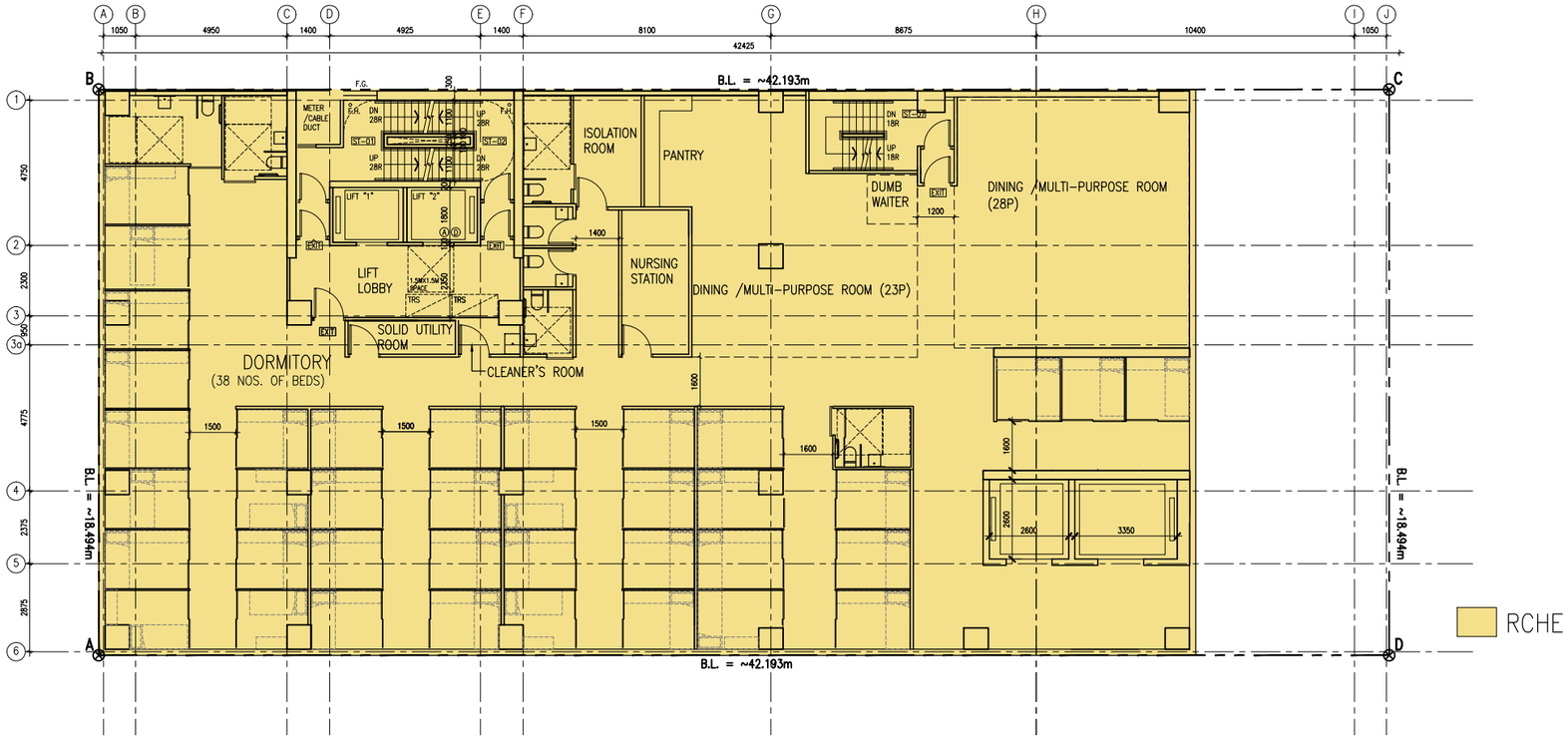
Scale: 1 : 200	Paper: A3

Drawing Number

GBP005

Revision Letter



4/F TO 7/F LAYOUT PLAN
(DORMITORY FOR RCHE)

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Rev.	Date	Description

Project Name:

Redevelopment of
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Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

4/F TO 7/F LAYOUT PLAN

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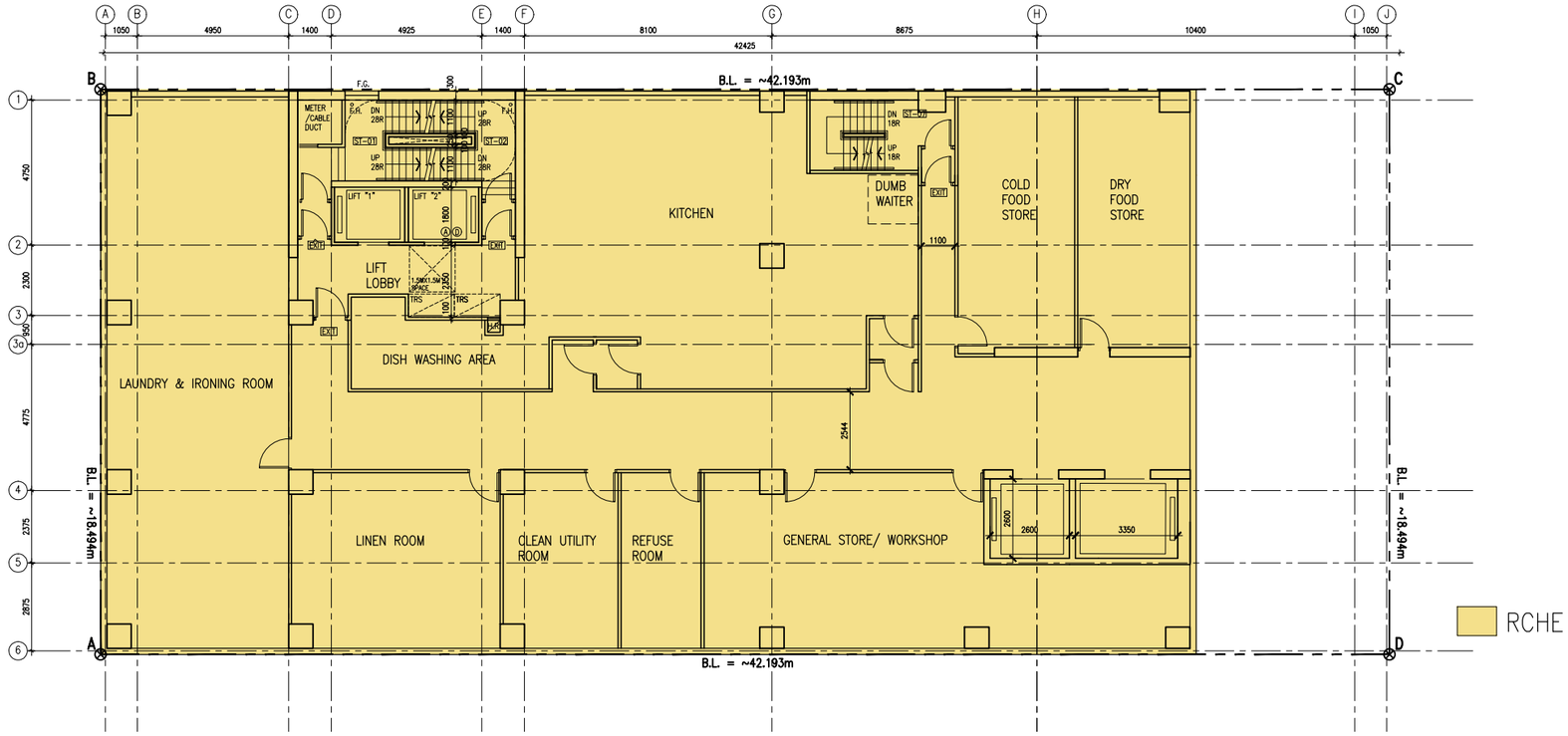
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number

GBP006

Revision Letter



8/F LAYOUT PLAN
(OFFICE & BOH FOR RCHE)

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Rev.	Date	Description

Project Name:

Redevelopment of
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Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

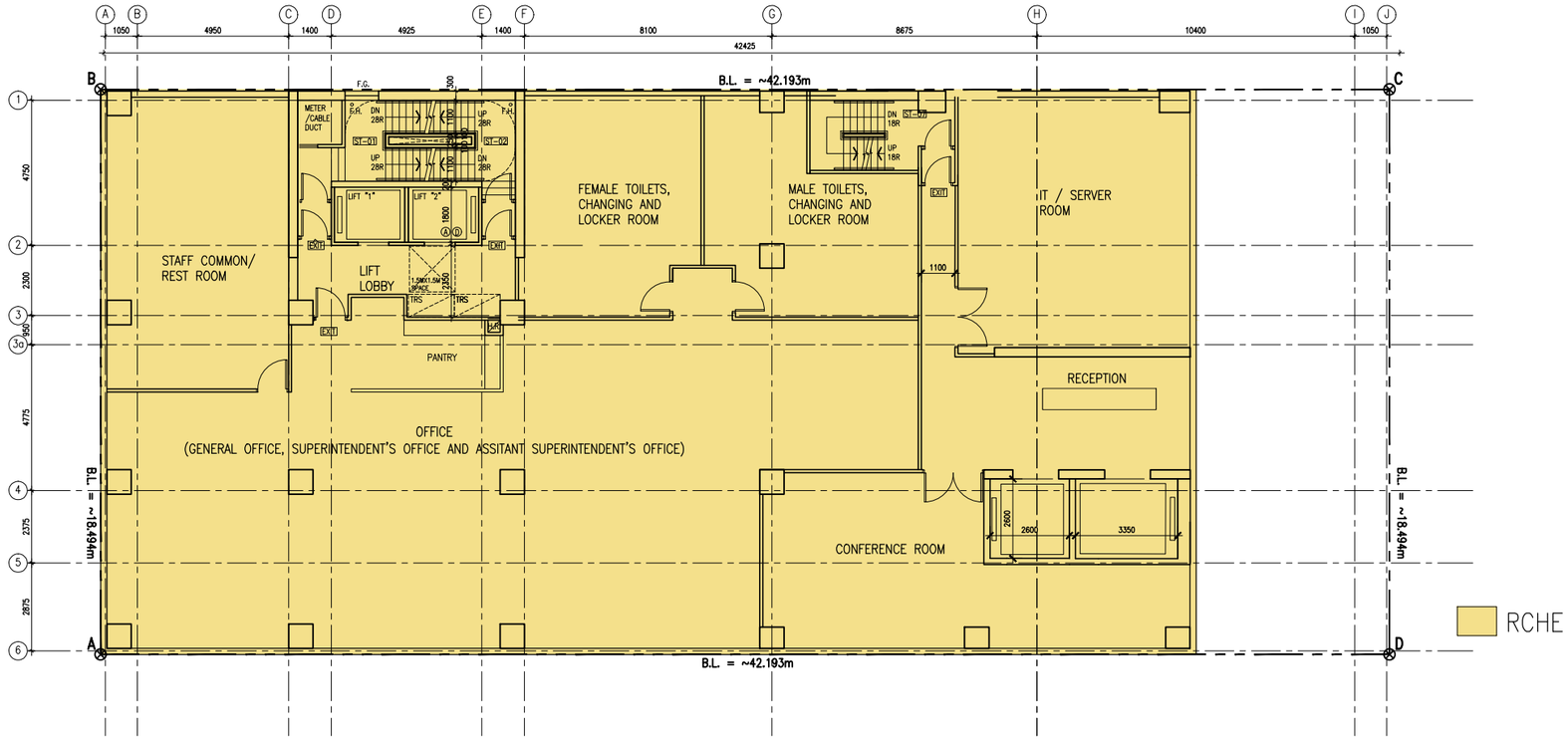
8/F LAYOUT PLAN

Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number

GBP007

Revision Letter



9/F LAYOUT PLAN
(OFFICE & BOH FOR RCHE)

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Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
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Planning Consultant :
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I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

9/F LAYOUT PLAN

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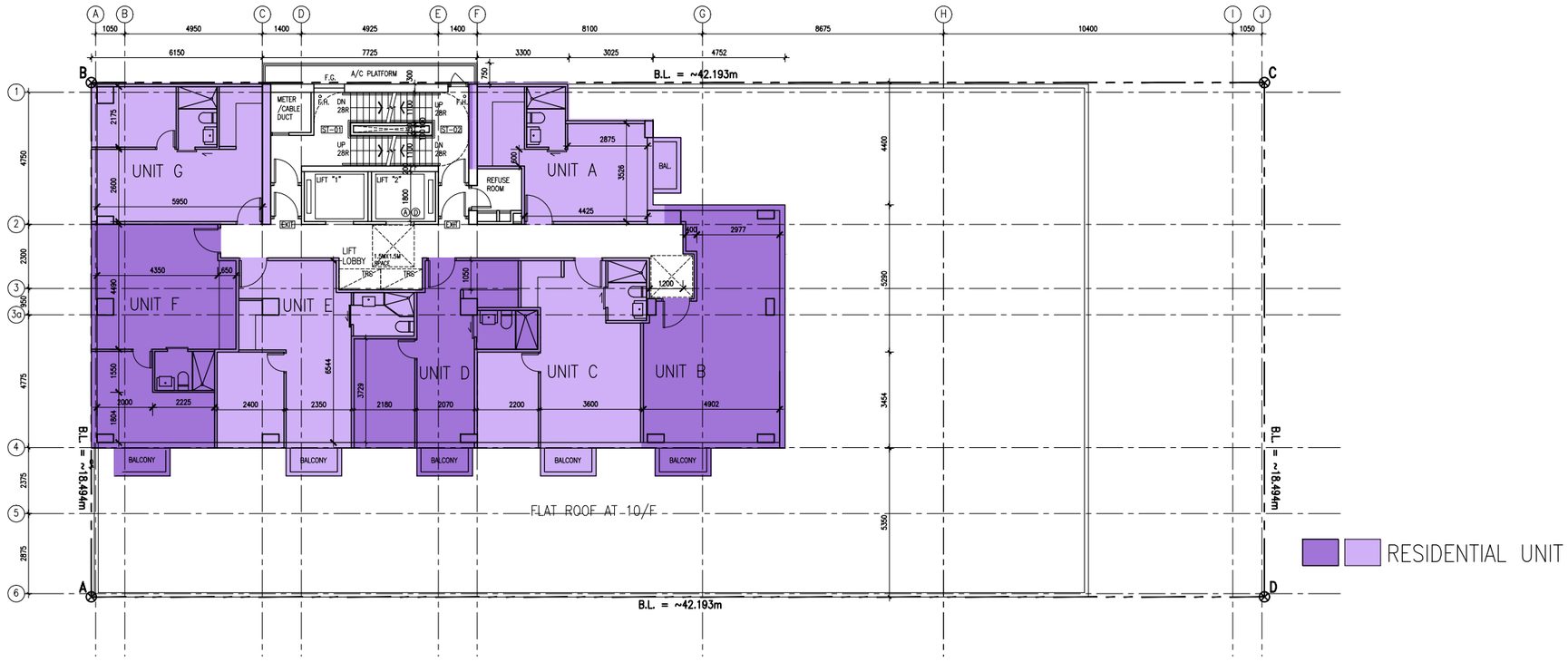
Scale: 1 : 200	Paper: A3

Drawing Number

GBP008

Revision Letter



10/F TO 19/F LAYOUT PLAN

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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

10/F TO 17/F LAYOUT PLAN

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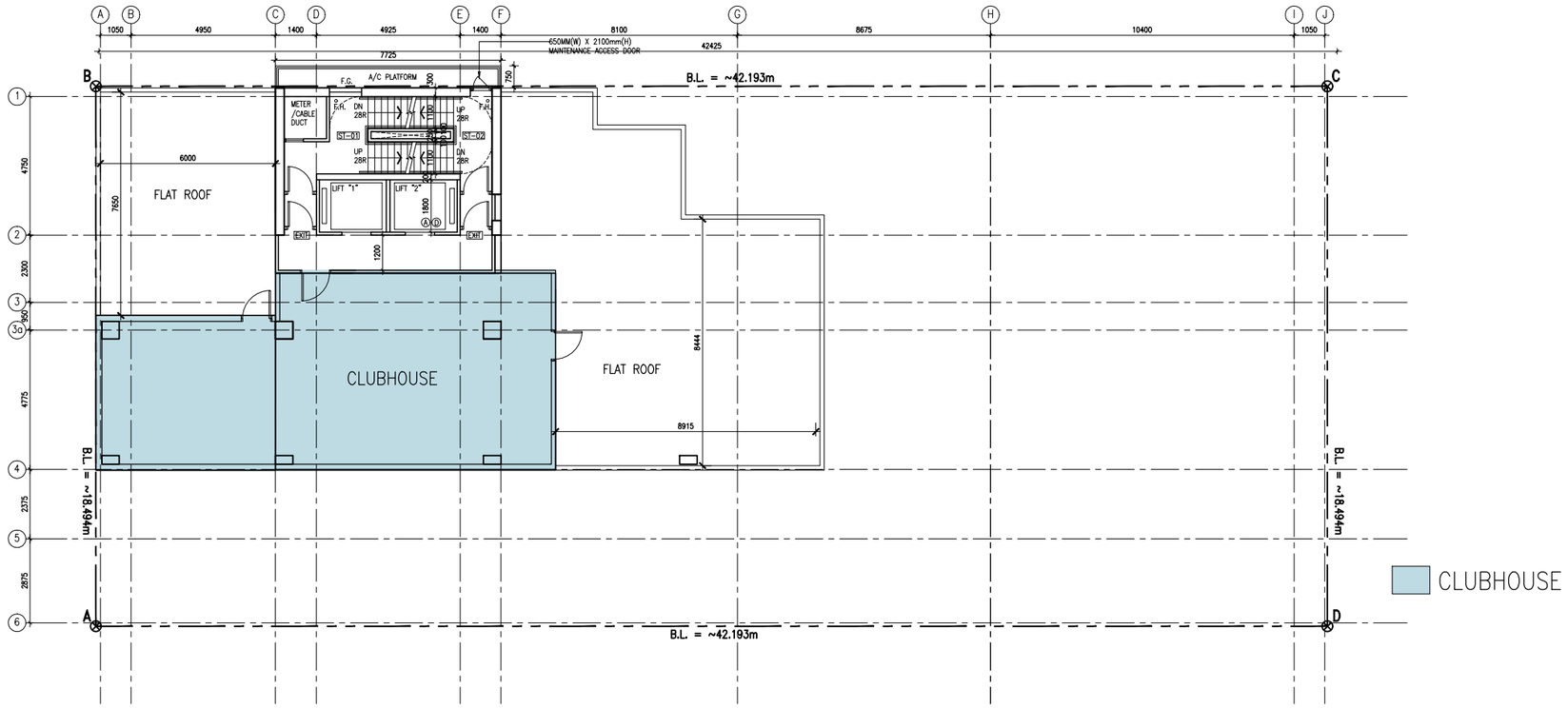
Scale: 1 : 200	Paper: A3

Drawing Number

GBP009

Revision Letter



20/F (CLUBHOUSE) LAYOUT PLAN

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Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

20/F (CLUBHOUSE)
LAYOUT PLAN

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Drawn by:	JODY
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Scale: 1 : 200	Paper: A3

Drawing Number

GBP011

Revision Letter

APPENDIX 2.1
ENQUIRY TO TRANSPORT DEPARTMENT

Claudia Yim

寄件者: Sai Tung CHAN <saitungchan@td.gov.hk>
寄件日期: Thursday, 23 May 2024 3:31 pm
收件者: Claudia Yim
副本: kelvinleung@ctaconsultants.com; Kevin Ki Yiu NG
主旨: Re: 回覆: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

Dear Claudia,

I have no comment on the road classification.

Best regards,
Sarita ST CHAN
E/YLC, NTW, TD
Tel: 2399 2191

From: "Claudia Yim " <claudiayim@ctaconsultants.com>
To: "'Sai Tung CHAN'" <saitungchan@td.gov.hk>
Cc: <kelvinleung@ctaconsultants.com>
Date: 23/05/2024 15:16
Subject: 回覆: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

---

Dear Ms Chan,

It's typo. Sorry for the inconvenience caused.

Below is the revised table. We would like to seek for your confirmation and endorsement of the classification road types for both Fook Tak Street and Yuen Long Pau Cheung Square as follows:

Road Link	Road Name	Proposed Road Type	Justification for Road Type
41	Fook Tak Street	Local Distributor	Connects to Yuen Long On Ning Road (ATC5837) and others developments
36	Yuen Long Pau Cheung Square	Local Distributor	Connects to Yuen Long On Ning Road (ATC 6032) and others developments

Thanks and regards,

Claudia Yim

CTA Consultants Limited
Unit 2108, 21/F, Westlands Centre, 20 Westlands Road, Quarry Bay, Hong Kong
Tel: (852) 2214 0849 Fax: (852) 2214 0817
Email : cta@ctaconsultants.com

寄件者: Sai Tung CHAN [mailto:saitungchan@td.gov.hk]
寄件日期: Thursday, 23 May 2024 2:34 pm
收件者: Claudia Yim <claudiayim@ctaconsultants.com>
副本: kelvinleung@ctaconsultants.com
主旨: Re: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

Dear Claudia,

The road link and the road name is not consistent with the attached map, Fook Tak Street should be road link 41 and Yuen Long Pau Cheung Square should be road link 36 as indicated in map? Please clarify.

Best regards,
Sarita ST CHAN
E/YLC, NTW, TD
Tel: 2399 2191

From: "Claudia Yim " <claudiayim@ctaconsultants.com>
To: "'Sai Tung CHAN"' <saitungchan@td.gov.hk>
Cc: <kelvinleung@ctaconsultants.com>
Date: 16/05/2024 18:07
Subject: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

---

Dear Ms Chan,

We, CTA Consultants Ltd (CTA) are commissioned by the Applicant as the traffic consultant of the captioned project.

According to the comments from EPD issued on 16/04/2024, classification of road types for Fook Tak Street and Yuen Long Pau Cheung Square are required to be endorsed by TD. Comments from EPD is attached and highlighted for your reference.

Hence, we would like to seek for your confirmation and endorsement of the classification road types for both Fook Tak Street and Yuen Long Pau Cheung Square as follows:

Road Link	Road Name	Proposed Road Type	Justification for Road Type
70,40,71,68	Fook Tak Street	Local Distributor	Connects to Yuen Long On Ning Road (ATC5837) and others developments
34	Yuen Long Pau Cheung Square	Local Distributor	Connects to Wang Chau Road (ATC 5011) and others developments

Thanks and regards,

Claudia Yim

CTA Consultants Limited
Unit 2108, 21/F, Westlands Centre, 20 Westlands Road, Quarry Bay, Hong Kong
Tel: (852) 2214 0849 Fax: (852) 2214 0817
Email : cta@ctaconsultants.com

[attachment "20240416 A_YL_319_Departmental Comments to Applicant EPD.PDF" deleted by Sai Tung CHAN/TD/HKSARG] [attachment "FIG 1 - INDEX PLAN FOR TNIA.PDF" deleted by Sai Tung CHAN/TD/HKSARG]

APPENDIX 3.1
TRAFFIC FORECAST FOR YEAR 2042

Our Ref: 23122HK/kvl/mwy/01

By E-mail & Post
(E-mail: saitungchan@td.gov.hk)

29th April 2024

Transport Department,
NT Regional Office,
Traffic Engineering (NTW) Division
Yuen Long 2 Section
7/F, Mong Kok Government Office,
30 Luen Wan Street, Mong Kok,
Kowloon

Attn: Ms Chan Sai Tung (Engr/ Yuen Long Central)

Dear Ms Chan,

S16 Town Planning Application Planning Application
Yuen Long Theatre Lot 3678 DD 120

Technical Note on Methodology for Estimating Traffic Forecast for Traffic Noise Impact Assessment (TNIA)

We, CTA Consultants Ltd, are commissioned as the Traffic Consultant for the captioned project.

The Traffic Noise Impact Assessment has already been submitted by the environmental consultant to Environmental Protection Department (EPD). Written endorsement from your department on the use of predicted traffic flow adopted for TNIA is required. Yet, we are pleased to submit herewith a technical note. It summarises the methodology and traffic result forecast for the TNIA for your consideration and approval.

The proposed development is planned to be occupied by 2027. The 2042 traffic forecast (i.e. OP of the proposed development at year 2027+15 years) is required for TNIA.

Thank you very much for your kind attention and we are looking forward to receive your favourable reply at your earliest convenience. Should you have any queries or require further information, please do not hesitate to contact Ms Claudia Yim or the undersigned at 2214 0849.

Yours faithfully,
For and on behalf of
CTA Consultants Limited

Kelvin Leung
CEO
Encl

CTA Consultants Limited 志達顧問有限公司
Unit 2108, 21/F, Westlands Centre, 20 Westlands Road, Quarry Bay, Hong Kong
香港鰂魚涌華蘭路 20 號華蘭中心 21 樓 2108 室
Tel: (852) 2214 0849 / Fax: (852) 2214 0817
Email: cta@ctaconsultants.com / website: www.ctaconsultants.com

23122HK

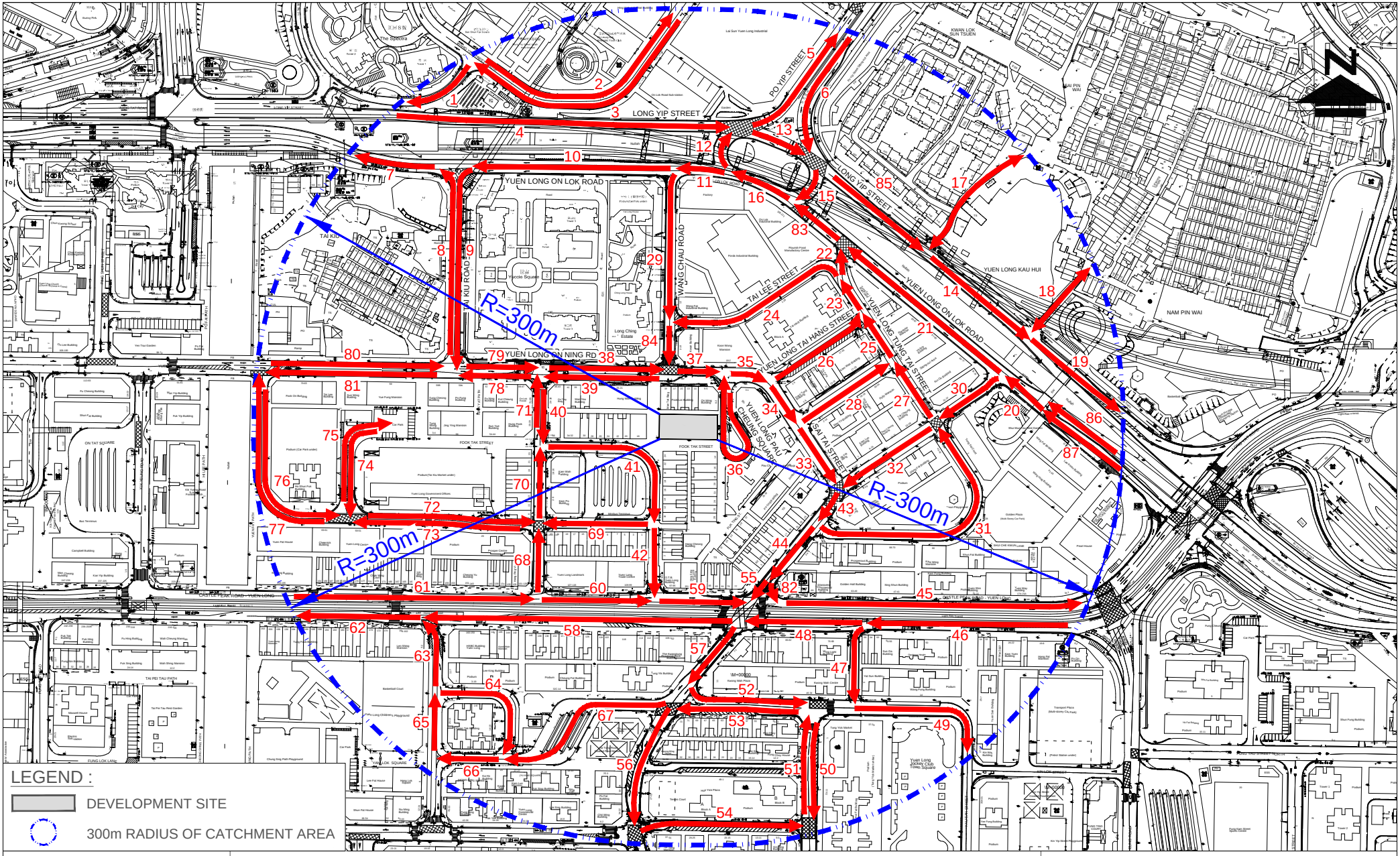
Yuen Long Theatre DD 120 Lot 3678

TRAFFIC FORECAST FOR TRAFFIC NOISE IMPACT ASSESSMENT

CTA Consultants Limited 志達顧問有限公司

Link No.	Road Name	Speed	Direction	Year 2042			
				AM Peak		PM Peak	
				Traffic Flow (veh/hr)	HV%	Traffic Flow (veh/hr)	HV%
1	Kwong Yip Street	50	WB	30	18%	30	19%
2	Wang Yip Street South / Wang Yip Street East	50	NB	50	24%	80	10%
3	Wang Yip Street South / Wang Yip Street East	50	WB	30	36%	60	12%
4	Long Yip Street	50	EB	2,450	22%	2,030	13%
5	Po Yip Street	50	NB	480	22%	450	17%
6	Po Yip Street	50	SB	1,340	32%	1,040	13%
7	Yuen Long On Lok Road	50	WB	2,340	25%	2,310	15%
8	Tai Kiu Road	50	NB	280	44%	310	28%
9	Tai Kiu Road	50	SB	390	14%	380	14%
10	Yuen Long On Lok Road	50	WB	2,420	19%	2,380	13%
11	Yuen Long On Lok Road	50	WB	2,740	19%	2,830	13%
12	Yuen Long On Lok Road/Long Yip Street	50	Roundabout	630	22%	630	16%
13	Long Yip Street	50	Roundabout	2,600	22%	2,180	13%
14	Long Yip Street	50	EB	3,280	26%	2,600	14%
15	Yuen Long On Lok Road/Long Yip Street	50	Roundabout	680	22%	650	12%
16	Yuen Long On Lok Road	50	Roundabout	3,370	23%	3,460	15%
17	Sai Kai Road	50	2-way	50	15%	50	12%
18	Cheung Shing Street	50	2-way	50	13%	50	11%
19	Long Yip Street	50	EB	3,310	24%	2,620	10%
20	Yuen Long On Lok Road	50	WB	2,520	18%	2,640	11%
21	Yuen Long On Lok Road	50	WB	2,300	19%	2,350	13%
22	Yuen Long Tung Tai Street	50	NB	390	20%	460	14%
23	Yuen Long Tung Tai Street	50	NB	490	20%	550	13%
24	Tai Lee Street	50	WB	100	25%	90	18%
25	Yuen Long Tung Tai Street	50	NB	250	24%	280	17%
26	Yuen Long Tai Hang Street	50	EB	240	16%	270	10%
27	Yuen Long Tung Tai Street	50	NB	200	26%	210	16%
28	Tai Fung Street	50	EB	50	24%	70	17%
29	Wang Chau Road	50	SB	320	15%	450	10%
30	Yuen Long Tai Cheung Street	50	WB	220	26%	290	22%
31	Shui Che Kwun Street	50	NB	210	35%	230	25%
32	Yuen Long Tai Cheung Street	50	WB	230	34%	300	20%
33	Sai Tai Street	50	SB	400	19%	460	10%
34	Sai Tai Street	50	SB	450	17%	530	10%
35	Yuen Long On Ning Road	50	EB	690	17%	790	10%
36	Yuen Long Pau Cheung Square	50	NB	80	10%	60	10%
37	Yuen Long On Ning Road	50	EB	610	17%	730	10%
38	Yuen Long On Ning Road	50	EB	580	17%	660	10%
39	Yuen Long On Ning Road	50	WB	490	15%	490	10%
40	Tung Lok Street	50	SB	150	30%	230	22%
41	Fook Tak Street	50	SB	150	30%	230	22%
42	Fook Hong Street	50	SB	60	20%	90	25%
43	Kuk Ting Street	50	WB	630	25%	760	16%
44	Kuk Ting Street	50	WB	420	20%	530	12%
45	Castle Peak Road - Yuen Long	50	EB	550	53%	570	32%
46	Castle Peak Road - Yuen Long	50	WB	870	36%	690	32%
47	Yat San Street	50	SB	90	41%	130	18%
48	Castle Peak Road - Yuen Long	50	WB	780	36%	560	34%
49	Fau Tsoi Street/Yau San Street	50	SB	410	37%	500	23%
50	Hop Choi Street	50	SB	5	75%	20	10%
51	Hop Choi Street	50	NB	260	17%	290	6%
52	Fau Tsoi Street	50	EB	130	35%	80	26%
53	Fau Tsoi Street	50	WB	60	10%	90	17%
54	Mau Tan Street	50	EB	420	25%	350	22%
55	Kuk Ting Street	50	SB	360	17%	440	11%
56	Tai Tong Road	50	SB	290	16%	360	10%
57	Tai Tong Road	50	SB	610	22%	760	16%
58	Castle Peak Road - Yuen Long	50	WB	510	40%	470	44%
59	Castle Peak Road - Yuen Long	50	EB	490	58%	480	37%

Link No.	Road Name	Speed	Direction	Year 2042			
				AM Peak		PM Peak	
				Traffic Flow (veh/hr)	HV%	Traffic Flow (veh/hr)	HV%
60	Castle Peak Road - Yuen Long	50	EB	430	55%	390	31%
61	Castle Peak Road - Yuen Long	50	EB	460	52%	400	29%
62	Castle Peak Road - Yuen Long	50	WB	650	38%	630	36%
63	Yuen Long Hong Lok Road	50	NB	140	29%	160	20%
64	Hong King Street	50	SB	50	23%	50	10%
65	Yuen Long Hong Lok Road	50	NB	120	34%	150	12%
66	Hong King Street	50	WB	130	34%	180	23%
67	Yu King Square	50	WB	80	36%	130	24%
68	Tung Lok Street	50	NB	30	33%	10	17%
69	Sau Fu Street	50	WB	90	48%	140	26%
70	Tung Lok Street	50	NB	200	39%	250	18%
71	Tung Lok Street	50	NB	180	26%	230	16%
72	Sau Fu Street	50	EB	130	34%	160	12%
73	Sau Fu Street	50	WB	150	34%	150	23%
74	Kiu Lok Square	50	SB	50	18%	50	15%
75	Kiu Lok Square	50	NB	50	15%	50	15%
76	Sau Fu Street	50	EB	170	11%	200	17%
77	Sau Fu Street	50	NB	180	23%	180	14%
78	Yuen Long On Ning Road	50	WB	340	28%	260	10%
79	Yuen Long On Ning Road	50	EB	400	10%	430	10%
80	Yuen Long On Ning Road	50	EB	520	23%	570	15%
81	Yuen Long On Ning Road	50	WB	550	19%	560	10%
82	Kuk Ting Street	50	SB	60	22%	90	14%
83	Yuen Long On Lok Road	50	WB	2,690	22%	2,810	15%
84	Wang Chau Road	50	SB	420	16%	540	11%
85	Long Yip Street	50	EB	3260	28%	2570	16%
86	Castle Peak Road - Yuen Long Section (Elevated)	50	WB	1950	18%	1940	10%
87	Castle Peak Road - Yuen Long Section (at grade)	50	WB	570	20%	700	18%



LEGEND :

DEVELOPMENT SITE

300m RADIUS OF CATCHMENT AREA

FIGURE NO.: 1	PROJECT TITLE: Yuen Long Theatre DD120 Lot 3678	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 23122HK	DRAWING TITLE: INDEX PLAN FOR TNIA	
SCALE: 1 : 3750 @A4	DATE: 20 FEB 2024	

APPENDIX 3.2

PREDICTED ROAD TRAFFIC NOISE LEVELS FOR AM PEAK HOUR (BASE CASE SCENARIO)

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3/F	3F_N01	Dormitory	+15.14	+16.3	70	65	Yes
	3F_N02	Dormitory			70	65	Yes
	3F_N03	Dormitory			70	65	Yes
	3F_N04	Dormitory			70	65	Yes
	3F_N05	Dormitory			70	65	Yes
	3F_N06	Dormitory			70	66	Yes
	3F_N07	Dormitory			70	66	Yes
	3F_N08	Dormitory			70	67	Yes
	3F_N09	Dormitory			70	66	Yes
	3F_N10	Dormitory			70	64	Yes
	3F_N11	Dormitory			70	62	Yes
	3F_N12	Nursing Station & Medical Consultation Room			70	61	Yes
	3F_N13	Rehabilitation Room & Store			70	61	Yes
	3F_N14	Rehabilitation Room & Store			70	61	Yes
	3F_N15	Rehabilitation Room & Store			70	61	Yes
	3F_N16	Rehabilitation Room & Store			70	65	Yes
4/F	4F_N01	Dormitory	+18.29	+19.5	70	65	Yes
	4F_N02	Dormitory			70	65	Yes
	4F_N03	Dormitory			70	65	Yes
	4F_N04	Dormitory			70	65	Yes
	4F_N05	Dormitory			70	65	Yes
	4F_N06	Dormitory			70	65	Yes
	4F_N07	Dormitory			70	66	Yes
	4F_N08	Dormitory			70	66	Yes
	4F_N09	Dormitory			70	66	Yes
	4F_N10	Dormitory			70	63	Yes
	4F_N11	Dormitory			70	61	Yes
	4F_N12	Dormitory			70	61	Yes
	4F_N13	Dormitory			70	60	Yes
	4F_N14	Dormitory			70	65	Yes
5/F	5F_N01	Dormitory	+21.44	+22.6	70	65	Yes
	5F_N02	Dormitory			70	65	Yes
	5F_N03	Dormitory			70	65	Yes
	5F_N04	Dormitory			70	65	Yes
	5F_N05	Dormitory			70	65	Yes
	5F_N06	Dormitory			70	65	Yes
	5F_N07	Dormitory			70	66	Yes
	5F_N08	Dormitory			70	66	Yes
	5F_N09	Dormitory			70	65	Yes
	5F_N10	Dormitory			70	63	Yes
	5F_N11	Dormitory			70	61	Yes
	5F_N12	Dormitory			70	61	Yes
	5F_N13	Dormitory			70	60	Yes
	5F_N14	Dormitory			70	65	Yes
6/F	6F_N01	Dormitory	+24.59	+25.8	70	65	Yes
	6F_N02	Dormitory			70	65	Yes
	6F_N03	Dormitory			70	65	Yes
	6F_N04	Dormitory			70	65	Yes
	6F_N05	Dormitory			70	65	Yes
	6F_N06	Dormitory			70	65	Yes
	6F_N07	Dormitory			70	65	Yes
	6F_N08	Dormitory			70	66	Yes
	6F_N09	Dormitory			70	65	Yes
	6F_N10	Dormitory			70	64	Yes
	6F_N11	Dormitory			70	62	Yes
	6F_N12	Dormitory			70	61	Yes
	6F_N13	Dormitory			70	60	Yes
	6F_N14	Dormitory			70	64	Yes
7/F	7F_N01	Dormitory	+27.74	+28.9	70	65	Yes
	7F_N02	Dormitory			70	65	Yes
	7F_N03	Dormitory			70	65	Yes
	7F_N04	Dormitory			70	65	Yes
	7F_N05	Dormitory			70	65	Yes
	7F_N06	Dormitory			70	65	Yes
	7F_N07	Dormitory			70	65	Yes
	7F_N08	Dormitory			70	66	Yes
	7F_N09	Dormitory			70	65	Yes
	7F_N10	Dormitory			70	64	Yes
	7F_N11	Dormitory			70	62	Yes
	7F_N12	Dormitory			70	61	Yes
	7F_N13	Dormitory			70	61	Yes
	7F_N14	Dormitory			70	64	Yes

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
9/F	9F_N01	Staff Common / Rest Room	+37.04	+38.2	70	65	Yes
	9F_N02	Staff Common / Rest Room			70	65	Yes
	9F_N03	Staff Common / Rest Room			70	65	Yes
	9F_N04	Office			70	65	Yes
	9F_N05	Office			70	65	Yes
	9F_N06	Office			70	64	Yes
	9F_N07	Office			70	63	Yes
	9F_N08	Office			70	62	Yes
	9F_N09	Conference Room			70	61	Yes
	9F_N10	Conference Room			70	61	Yes
	9F_N11	Conference Room			70	64	Yes
	9F_N12	Reception			70	64	Yes
10/F	10F_A1	Residential Unit A	+41.84	+43.0	70	58	Yes
	10F_B1	Residential Unit B			70	56	Yes
	10F_B2	Residential Unit B			70	56	Yes
	10F_B3	Residential Unit B			70	55	Yes
	10F_B4	Residential Unit B			70	55	Yes
	10F_B5	Residential Unit B			70	55	Yes
	10F_B6	Residential Unit B			70	58	Yes
	10F_C1	Residential Unit C			70	56	Yes
	10F_C2	Residential Unit C			70	56	Yes
	10F_D1	Residential Unit D			70	56	Yes
	10F_D2	Residential Unit D			70	56	Yes
	10F_E1	Residential Unit E			70	57	Yes
	10F_E2	Residential Unit E			70	57	Yes
	10F_F1	Residential Unit F			70	65	Yes
	10F_F2	Residential Unit F			70	65	Yes
	10F_F3	Residential Unit F			70	65	Yes
	10F_F4	Residential Unit F			70	59	Yes
	10F_F5	Residential Unit F			70	57	Yes
	10F_G1	Residential Unit G			70	65	Yes
	10F_G2	Residential Unit G			70	65	Yes
11/F	11F_A1	Residential Unit A	+45.34	+46.5	70	61	Yes
	11F_B1	Residential Unit B			70	61	Yes
	11F_B2	Residential Unit B			70	61	Yes
	11F_B3	Residential Unit B			70	61	Yes
	11F_B4	Residential Unit B			70	60	Yes
	11F_B5	Residential Unit B			70	60	Yes
	11F_B6	Residential Unit B			70	62	Yes
	11F_C1	Residential Unit C			70	61	Yes
	11F_C2	Residential Unit C			70	61	Yes
	11F_D1	Residential Unit D			70	61	Yes
	11F_D2	Residential Unit D			70	61	Yes
	11F_E1	Residential Unit E			70	62	Yes
	11F_E2	Residential Unit E			70	62	Yes
	11F_F1	Residential Unit F			70	65	Yes
	11F_F2	Residential Unit F			70	65	Yes
	11F_F3	Residential Unit F			70	65	Yes
	11F_F4	Residential Unit F			70	62	Yes
	11F_F5	Residential Unit F			70	62	Yes
	11F_G1	Residential Unit G			70	65	Yes
	11F_G2	Residential Unit G			70	65	Yes

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
12/F	12F_A1	Residential Unit A	+48.84	+50.0	70	62	Yes
	12F_B1	Residential Unit B			70	62	Yes
	12F_B2	Residential Unit B			70	62	Yes
	12F_B3	Residential Unit B			70	62	Yes
	12F_B4	Residential Unit B			70	61	Yes
	12F_B5	Residential Unit B			70	62	Yes
	12F_B6	Residential Unit B			70	63	Yes
	12F_C1	Residential Unit C			70	62	Yes
	12F_C2	Residential Unit C			70	62	Yes
	12F_D1	Residential Unit D			70	62	Yes
	12F_D2	Residential Unit D			70	62	Yes
	12F_E1	Residential Unit E			70	62	Yes
	12F_E2	Residential Unit E			70	62	Yes
	12F_F1	Residential Unit F			70	65	Yes
	12F_F2	Residential Unit F			70	65	Yes
	12F_F3	Residential Unit F			70	65	Yes
	12F_F4	Residential Unit F			70	63	Yes
	12F_F5	Residential Unit F			70	63	Yes
	12F_G1	Residential Unit G			70	65	Yes
	12F_G2	Residential Unit G			70	65	Yes
13/F	13F_A1	Residential Unit A	+52.34	+53.5	70	63	Yes
	13F_B1	Residential Unit B			70	62	Yes
	13F_B2	Residential Unit B			70	62	Yes
	13F_B3	Residential Unit B			70	63	Yes
	13F_B4	Residential Unit B			70	63	Yes
	13F_B5	Residential Unit B			70	63	Yes
	13F_B6	Residential Unit B			70	64	Yes
	13F_C1	Residential Unit C			70	63	Yes
	13F_C2	Residential Unit C			70	62	Yes
	13F_D1	Residential Unit D			70	63	Yes
	13F_D2	Residential Unit D			70	63	Yes
	13F_E1	Residential Unit E			70	63	Yes
	13F_E2	Residential Unit E			70	63	Yes
	13F_F1	Residential Unit F			70	65	Yes
	13F_F2	Residential Unit F			70	65	Yes
	13F_F3	Residential Unit F			70	65	Yes
	13F_F4	Residential Unit F			70	64	Yes
	13F_F5	Residential Unit F			70	63	Yes
	13F_G1	Residential Unit G			70	65	Yes
	13F_G2	Residential Unit G			70	65	Yes
14/F	14F_A1	Residential Unit A	+55.84	+57.0	70	64	Yes
	14F_B1	Residential Unit B			70	63	Yes
	14F_B2	Residential Unit B			70	63	Yes
	14F_B3	Residential Unit B			70	64	Yes
	14F_B4	Residential Unit B			70	63	Yes
	14F_B5	Residential Unit B			70	63	Yes
	14F_B6	Residential Unit B			70	64	Yes
	14F_C1	Residential Unit C			70	63	Yes
	14F_C2	Residential Unit C			70	63	Yes
	14F_D1	Residential Unit D			70	63	Yes
	14F_D2	Residential Unit D			70	63	Yes
	14F_E1	Residential Unit E			70	64	Yes
	14F_E2	Residential Unit E			70	63	Yes
	14F_F1	Residential Unit F			70	65	Yes
	14F_F2	Residential Unit F			70	65	Yes
	14F_F3	Residential Unit F			70	65	Yes
	14F_F4	Residential Unit F			70	64	Yes
	14F_F5	Residential Unit F			70	64	Yes
	14F_G1	Residential Unit H			70	65	Yes
	14F_G2	Residential Unit H			70	65	Yes

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
15/F	15F_A1	Residential Unit A	+59.34	+60.5	70	64	Yes
	15F_B1	Residential Unit B			70	63	Yes
	15F_B2	Residential Unit B			70	63	Yes
	15F_B3	Residential Unit B			70	64	Yes
	15F_B4	Residential Unit B			70	64	Yes
	15F_B5	Residential Unit B			70	64	Yes
	15F_B6	Residential Unit B			70	64	Yes
	15F_C1	Residential Unit C			70	64	Yes
	15F_C2	Residential Unit C			70	63	Yes
	15F_D1	Residential Unit D			70	64	Yes
	15F_D2	Residential Unit D			70	64	Yes
	15F_E1	Residential Unit E			70	64	Yes
	15F_E2	Residential Unit E			70	64	Yes
	15F_F1	Residential Unit F			70	65	Yes
	15F_F2	Residential Unit F			70	65	Yes
	15F_F3	Residential Unit F			70	65	Yes
	15F_F4	Residential Unit F			70	64	Yes
	15F_F5	Residential Unit F			70	64	Yes
	15F_G1	Residential Unit G			70	65	Yes
	15F_G2	Residential Unit G			70	65	Yes
16/F	16F_A1	Residential Unit A	+62.84	+64.0	70	64	Yes
	16F_B1	Residential Unit B			70	64	Yes
	16F_B2	Residential Unit B			70	64	Yes
	16F_B3	Residential Unit B			70	65	Yes
	16F_B4	Residential Unit B			70	64	Yes
	16F_B5	Residential Unit B			70	64	Yes
	16F_B6	Residential Unit B			70	65	Yes
	16F_C1	Residential Unit C			70	64	Yes
	16F_C2	Residential Unit C			70	64	Yes
	16F_D1	Residential Unit D			70	64	Yes
	16F_D2	Residential Unit D			70	64	Yes
	16F_E1	Residential Unit E			70	64	Yes
	16F_E2	Residential Unit E			70	64	Yes
	16F_F1	Residential Unit F			70	65	Yes
	16F_F2	Residential Unit F			70	65	Yes
	16F_F3	Residential Unit F			70	65	Yes
	16F_F4	Residential Unit F			70	64	Yes
	16F_F5	Residential Unit F			70	64	Yes
	16F_G1	Residential Unit G			70	66	Yes
	16F_G2	Residential Unit G			70	65	Yes
17/F	17F_A1	Residential Unit A	+66.34	+67.5	70	64	Yes
	17F_B1	Residential Unit B			70	64	Yes
	17F_B2	Residential Unit B			70	64	Yes
	17F_B3	Residential Unit B			70	65	Yes
	17F_B4	Residential Unit B			70	65	Yes
	17F_B5	Residential Unit B			70	64	Yes
	17F_B6	Residential Unit B			70	65	Yes
	17F_C1	Residential Unit C			70	64	Yes
	17F_C2	Residential Unit C			70	64	Yes
	17F_D1	Residential Unit D			70	64	Yes
	17F_D2	Residential Unit D			70	64	Yes
	17F_E1	Residential Unit E			70	64	Yes
	17F_E2	Residential Unit E			70	64	Yes
	17F_F1	Residential Unit F			70	65	Yes
	17F_F2	Residential Unit F			70	65	Yes
	17F_F3	Residential Unit F			70	66	Yes
	17F_F4	Residential Unit F			70	64	Yes
	17F_F5	Residential Unit F			70	64	Yes
	17F_G1	Residential Unit G			70	66	Yes
	17F_G2	Residential Unit G			70	65	Yes

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
18/F	18F_A1	Residential Unit A	+69.84	+71.0	70	65	Yes
	18F_B1	Residential Unit B			70	64	Yes
	18F_B2	Residential Unit B			70	65	Yes
	18F_B3	Residential Unit B			70	65	Yes
	18F_B4	Residential Unit B			70	65	Yes
	18F_B5	Residential Unit B			70	65	Yes
	18F_B6	Residential Unit B			70	65	Yes
	18F_C1	Residential Unit C			70	64	Yes
	18F_C2	Residential Unit C			70	64	Yes
	18F_D1	Residential Unit D			70	64	Yes
	18F_D2	Residential Unit D			70	64	Yes
	18F_E1	Residential Unit E			70	64	Yes
	18F_E2	Residential Unit E			70	64	Yes
	18F_F1	Residential Unit F			70	65	Yes
	18F_F2	Residential Unit F			70	65	Yes
	18F_F3	Residential Unit F			70	66	Yes
	18F_F4	Residential Unit F			70	65	Yes
	18F_F5	Residential Unit F			70	64	Yes
	18F_G1	Residential Unit G			70	66	Yes
	18F_G2	Residential Unit G			70	66	Yes
19/F	19F_A1	Residential Unit A	+73.34	+74.5	70	65	Yes
	19F_B1	Residential Unit B			70	65	Yes
	19F_B2	Residential Unit B			70	65	Yes
	19F_B3	Residential Unit B			70	66	Yes
	19F_B4	Residential Unit B			70	65	Yes
	19F_B5	Residential Unit B			70	65	Yes
	19F_B6	Residential Unit B			70	66	Yes
	19F_C1	Residential Unit C			70	64	Yes
	19F_C2	Residential Unit C			70	64	Yes
	19F_D1	Residential Unit D			70	65	Yes
	19F_D2	Residential Unit D			70	64	Yes
	19F_E1	Residential Unit E			70	65	Yes
	19F_E2	Residential Unit E			70	65	Yes
	19F_F1	Residential Unit F			70	65	Yes
	19F_F2	Residential Unit F			70	65	Yes
	19F_F3	Residential Unit F			70	66	Yes
	19F_F4	Residential Unit F			70	65	Yes
	19F_F5	Residential Unit F			70	65	Yes
	19F_G1	Residential Unit G			70	66	Yes
	19F_G2	Residential Unit G			70	66	Yes

[illegible]	
Total No. of NAPs	284
Total No. of NAPs with exceedance	0
Compliance Rate	100%

APPENDIX 6.1
ENQUIRIES TO GOVERNMENTAL AUTHORITY

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.** : (70) in FSD GR 6-5/4 R Pt. 53
來函檔號 **YOUR REF.** : W23508/24-0001
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2988 1196
電 話 **TEL NO.** : 2733 7570

17 May 2024

BeeXergy Consulting Limited
Units 2501, 2503 & 2504, 25/F.,
AIA Financial Centre,
712 Prince Edward Road East,
Kowloon, Hong Kong.
(Attn: Ms. Theo LAI, Senior Consultant)

Dear Ms. LAI,

Proposed Minor Relaxation of Plot Ratio Restriction
for Permitted Flat with Shop and Services and Social Welfare Facility
(Residential Care Home for the Elderly)
Uses in Lot 3678 in D.D. 120, Yuen Long, New Territories
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 2.5.2024 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(LAI Kin-man)
for Director of Fire Services

Our Ref.: W23508/24 0001
2 May 2024

By fa (2739 5879) & email

Fire Services Department
3rd Floor Fire Services Head uarters Building
1 Hong Chong Road
Tsim Sha Tsui East owloon

Dear Sir/Madam

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in Lot 3678 in D.D. 120, Yuen Long, New Territories
Request for Information of Registered Dangerous Goods Records and Historical Records of Chemical Spillage / Leakage

We are commissioned by Full Year Limited to conduct Environmental Assessment to support the Planning Application No. A/YL/319 at the captioned location (as shown in the enclosed location plan). Information of the project location is as follows:

Lot No.:	Lot No. 3678 in D.D.120
Street Number:	8 12 Yuen Long Pau Cheung S uare & 2 16 Fook Tak Street
Building Name:	Yuen Long Theatre

We would be grateful if the following information of the Project Site can be provided:

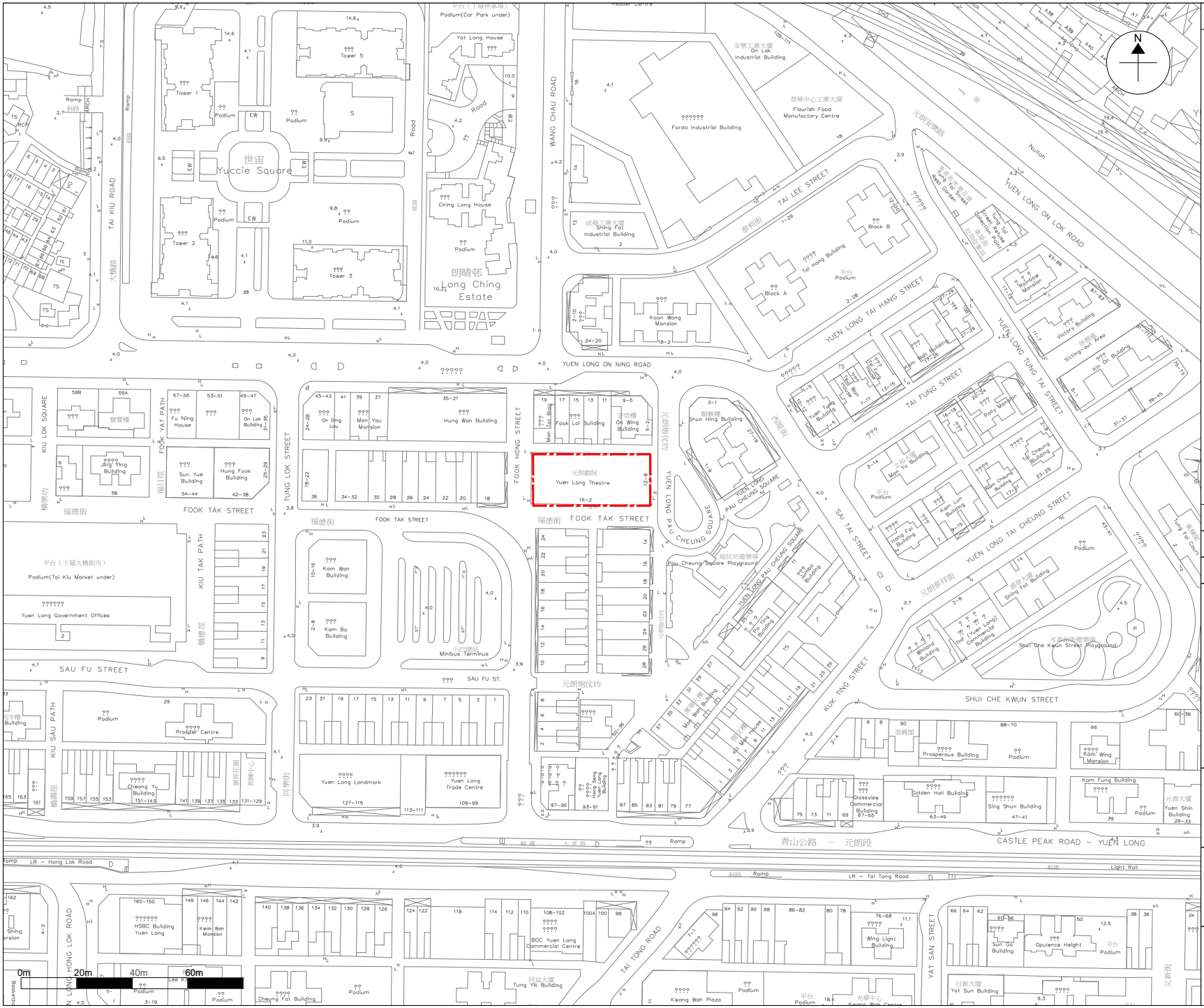
i. Current and past registration of dangerous goods records and
ii. Historical records of dangerous goods spillage / leakage.

Due to the tight programme it is highly appreciated if your reply to the above re uest could be available by 9 May 2024.

Thank you for your kind assistance. Should you have any ueries please feel free to contact the undersigned at (852) 3568 4701 or through email: theo.lai bee ergy.com

Yours sincerely

Ms. Theo Lai
Senior Consultant
BeeXergy Consulting Limited



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LEGEND:

Project Site

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240226	20240226	20240226

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Location of Project Site

Figure No.	**Rev.**
Figure 1.1	0

BeeXergy Consulting Limited

\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE & Residential Development at Yuen Long Theatre (W23508)\PREP\EA Report\RT23508-EA-01_v0\Figure\Working\Figure 1.1 Site Location.dwg

本署檔案
OUR REF : ( ) EP910/E6/1
來函檔案
YOUR REF : W23508/24-0002
電 話
TEL NO : 2158 5728
圖文傳真
FAX NO : 2650 6033
網 址
HOMEPAGE : http://www.epd.gov.hk/

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Government Offices,
1 Sheung Wo Che Road,
Sha Tin, New Territories,
Hong Kong.

環境保護署
環保法規管理科
區域辦事處 (北)
香港新界沙田
上禾輋路一號
沙田政府合署 10 樓

By Email and Fax (3568 4704)

8 May 2024

BeeXergy Consulting Limited
Units 2501, 2503 & 2504, 25/F, AIA Financial Centre,
712 Prince Edward Road East, Kowloon, Hong Kong
(Attn: Ms. Theo Lai, Senior Consultant)

Dear Ms Lai,

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in Lot 3678 in D.D.120, Yuen Long, New Territories
Request for Information of Registered Chemical Waste Producers Records and Historical Records of Chemical Spillage / Leakage

I refer your letter dated 2 May 2024 on the captioned subject.

According to our records, this Regional Control Office has no record of chemical spillage / leakage at the concerned area in the past three years. You may need to check with other relevant parties/departments for such information as appropriate.

In addition, a registry is available at our Territory Control Office at Wan Chai for the register of Chemical Waste Producers. Please contact our Chief Environmental Protection Inspector (CI[TC]5), Mr. C.K. TSANG, at Tel: 2835 1017 for details when necessary.

While we have made a reasonable effort to ensure the completeness and accuracy of the information provided, you should comprehend that the information is provided as is and EPD is not responsible or liable for any claim, loss or damage resulting from the use of this information. Should you have any queries on the matter, please contact the undersigned at 2158 5728.

Yours faithfully,

(CHEUNG Pui-ming)
Regional Office (North)
for Director of Environmental Protection

Our Ref.: W23508/24 0002
2 May 2024

By fa (2685 1155) & email

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
Yuen Long
10th floor Shatin Government Offices
No.1 Sheung Wo Che Road Sha Tin New Territories

(Attn.: Mr. Dominic Lui)

Dear Mr. Lui

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in Lot 3678 in D.D. 120, Yuen Long, New Territories
Request for Information of Registered Chemical Waste Producers Records and Historical Records of Chemical Spillage / Leakage

We are commissioned by Full Year Limited to conduct Environmental Assessment to support the Planning Application No. A/YL/319 at the captioned location (as shown in the enclosed location plan). Information of the project location is as follows:

Lot No.:	Lot No. 3678 in D.D.120
Street Number:	8 12 Yuen Long Pau Cheung S uare & 2 16 Fook Tak Street
Building Name:	Yuen Long Theatre

We would be grateful if the following information of the Project Site can be provided:

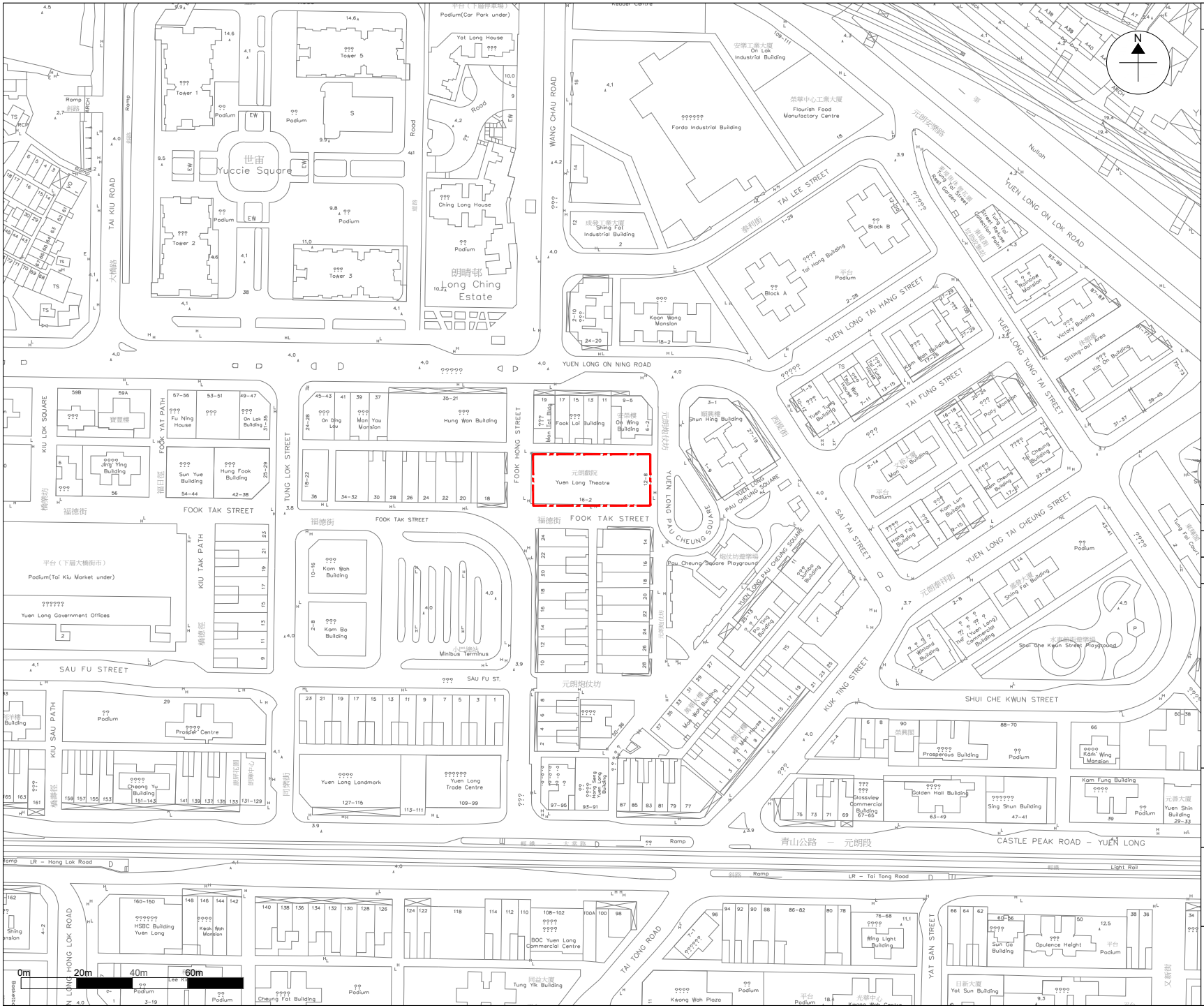
i. Current and past registration of registered chemical waste producer and
ii. Historical records of dangerous goods spillage / leakage.

Due to the tight programme it is highly appreciated if your reply on the above re uest could be available by 9 May 2024.

Thank you for your kind assistance. Should you have any ueries please feel free to contact the undersigned at (852) 3568 4701 or through email: theo.lai bee ergy.com

Yours sincerely

Ms. Theo Lai
Senior Consultant
BeeXergy Consulting Limited



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LEGEND:

Project Site

	Prepared	Checked	Approved
Initial	RW	ZC	HM
Date	20240226	20240226	20240226

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

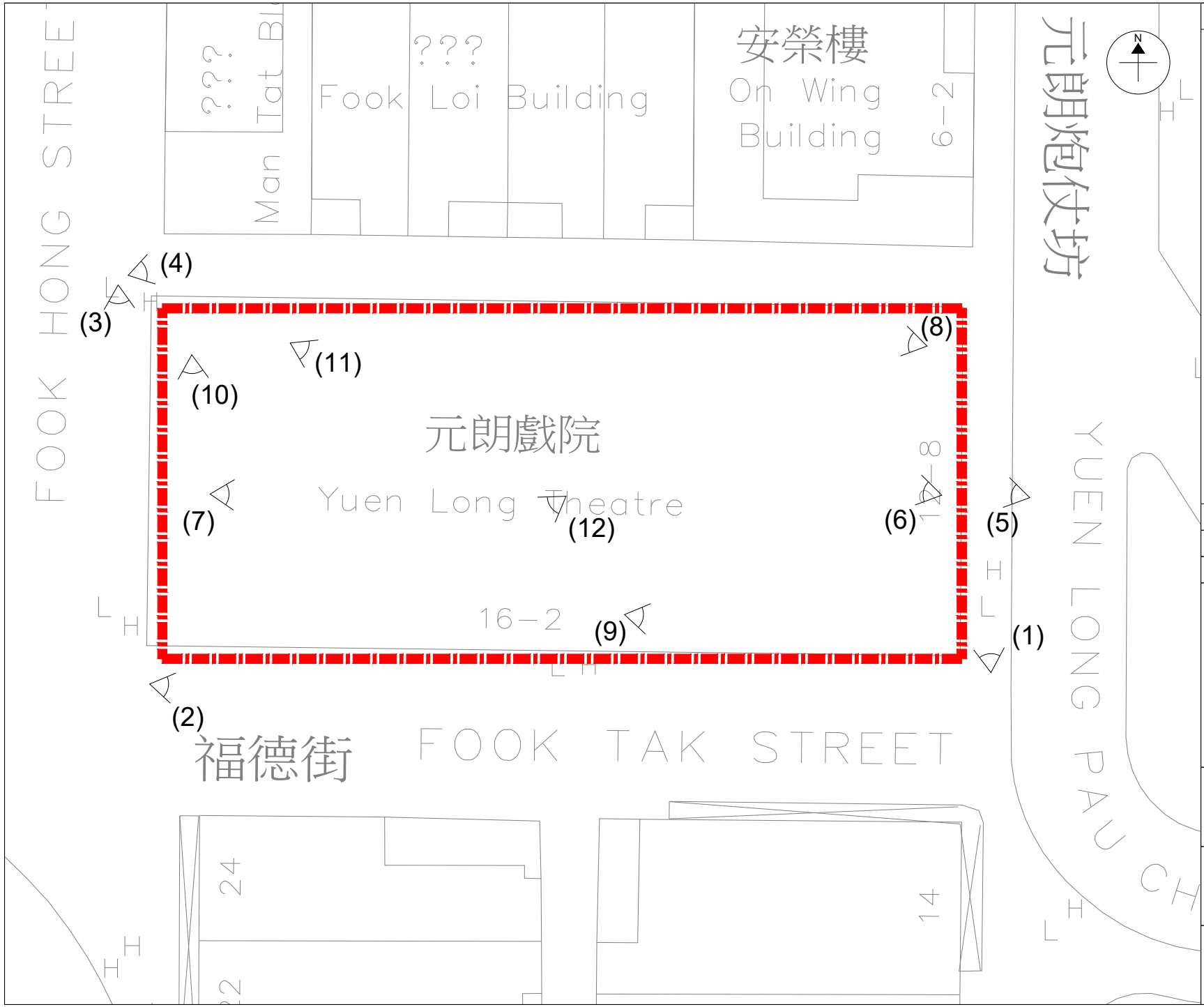
Location of Project Site

Figure No.	**Rev.**
Figure 1.1	0

BeeXergy Consulting Limited

\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - EA for RCHE & Residential Development at Yuen Long Theatre (W23508)\PREP\EA Report\RT23508-EA-01_v0\Figure\Working\Figure 1.1 Site Location.dwg

APPENDIX 6.2
PHOTO RECORDS OF SITE SURVEY ON 25 JUNE 2024



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LEGEND:

Project Site

Viewpoint

	Prepared	Checked	Approved
Initial	TL	YS	HM
Date	20240626	20240626	20240626

Project Title

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Figure Title

Viewpoint of photo record

Figure No.	**Rev.**
Figure 6.2	0

BXG

BeeXergy Consulting Limited

C:\Users\user\Desktop\Working\EA\DeSpace - YL Theatre (23508)\Deliverables\EA Report\RT23508-EA-01_v2\Figure\Working\Figure 6.1 Site Photo.dwg

Photo Record of Site Survey (25/06/2024)

Photo 1: Site perimeter at Yuen Long Pau Cheung S uare

Photo 2: Site perimeter at Fuk Tak Street

Photo 3: Site perimeter at Fook Hong Street

Photo 4: Site perimeter at the pedestrian between the Site and Man Tat Building

Photo 5: Site entrance

Photo 6: general view of the site

Photo 7: General view of the site

Photo 8: The site was vacant with plants covered at the northeast of the site

Photo 9: Debris was observed near the site entrance and a vacant container is found in the southeast of the site

Photo 10: Temporary storage of H beam at the southwest of the site

Photo 11: Stagnant water with moss and no oil stain is observed at the southwest of the site

Photo 12: No oil stain is observed on the ground

APPENDIX 6.3
SITE WALKOVER CHECKLIST

Site Walkover Checklist (25 June 2024)

GENERAL SITE DETAILS

SITE OWNER/CLIENT	The Full Year Limited
PROPERTY ADDRESS	8 – 12 Yuen Long Pau Cheung Square, 2 – 16 Fook Tak Street

PERSON CONDUCTING THE QUESTIONNAIRE

NAME	Hins Chan
POSITION	Assistant Consultant (Beexergy Consulting Limited)

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME	Wong Kwok Sum
POSITION	Manager
TELEPHONE	2385 2385

SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/chemicals/materials handled.

Obtain a flow schematic if possible.

Number of employees:	Full-time:	Not applicable
	Part-time:	Not applicable
	Temporary/Seasonal:	Not applicable
Maximum no. of people on site at any time:		Not applicable
Typical hours of operation:		Not applicable
Number of shifts:		Not applicable
Days per week:		Not applicable
Weeks per year:		Not applicable
Scheduled plant shut-down:		Not applicable

Detail the main sources of energy at the site:

Gas	~~Yes~~/No
Electricity	~~Yes~~/No
Coal	~~Yes~~/No
Oil	~~Yes~~/No
Other	~~Yes~~/No

SITE DESCRIPTION

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area: Approximately 780sqm

What area of the site is covered by buildings (%): Not Applicable

Please list all current and previous owners/occupiers if possible. The Full Year Limited

Is a site plan available? If yes, please attach. ~~Yes~~/No

Are there any other parties on site as tenants or sub-tenants? ~~Yes~~/No

If yes, identify those parties: _____

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

North: Pedestrian and residential buildings

South: Fook Tak Street and residential buildings

East: Yuen Long Pau Cheung Square and residential buildings

West: Fook Hong Street and residential buildings

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

The site is a flat terrain in general.

State the size and location of the nearest residential communities.

The site is surrounded by residential building, size ranged from 3-storey to 7-storey.

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

No

Questionnaire with Existing/Previous Site Owner or Occupier

Ref.		Yes/No	Notes
1.	What are the main activities/operations at the above address?	No	
2.	How long have you been occupying the site?	No	
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy?)	No	
4.	Prior to your occupancy, who occupied the site?	No	
5.	What were the main activities/operations during their occupancy?	No	
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	No	
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	-	
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	-	
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	-	
10	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	No	
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	No	
	• Where do you store these chemicals?	-	Not applicable
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	-	Not applicable
13.	Has the facility produced a separate hazardous substance inventory?	No	
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)	No	
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns,	No	

	vaults and cylinders)?		
16.	Do you have any underground storage tanks? (If yes, please provide details.)	No	
	▪ How many underground storage tanks do you have on site?	No	
	▪ What are the tanks constructed of?	No	
	▪ What are the contents of these tanks?	No	
	▪ Are the pipelines above or below ground?	No	
	▪ If the pipelines are below ground, has any leak and integrity testing been performed?	No	
	▪ Have there been any spills associated with these tanks?	No	
17.	Are there any disused underground storage tanks?	No	
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	-	Not applicable
19.	How are the wastes disposed of?	-	Not applicable
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	No	
21.	Have any spills occurred on site? (If yes, please provide details.)	No	
	• When did the spill occur?	-	
	• What were the substances spilled?	-	
	• What was the quantity of material spilled?	-	
	• Did you notify the relevant departments of the spill?	-	
	• What were the actions taken to clean up the spill?	-	
	• What were the areas affected?	-	
22.	Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	No	
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	-	Not applicable
24.	Are there any known contaminations on site? (If yes, please provide details.)	-	
25.	Has the site ever been remediated? (If yes, please provide details.)	-	

Observations

1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	N/A	No chemical storage area
2.	What are the conditions of the bund walls and floors?	N/A	No chemical storage area
3.	Are any surface water drains located near to drum storage and unloading areas?	No	
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	
5.	Is there a storage site for the wastes?	No	
6.	Is there an on-site landfill?	No	
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	No	
9.	Are there any potential off-site sources of contamination?	No	
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	No	
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	
12.	Any noticeable odours during site walkover?	No	
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	No	

Appendix 6 ☐

Sewerage Statement with Previous Sewerage Impact Assessment Reattached

Section 12A Application for Amendment to the
Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27
For Permitted Flat with Shop and Services and Social Welfare Facility Uses
at Lot 3678 in D.D. 120, Yuen Long, New Territories

Sewerage Statement

1. INTRODUCTION

This Sewerage Statement is to support the Section 12A Application for proposed Amendment to the Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27 to rezone the application site from Residential (Group A)□ to Residential (Group A)9□ at Lot 3678 in D.D. 120, Yuen Long, New Territories.

The applicant submitted a development proposal which involves a 21-storey composite building block for about 74 residential flats (from 10/F to 20/F), a RCHE with 170 beds and ancillary facilities (from 3/F to 9/F) and commercial uses (i.e. shop and services) (from G/F to 2/F) with two levels of basement car parks through a Section 16 planning application (case no. A/YL/319). As liaised with the Planning Department, a Section 12A application is however a more appropriate mechanism to facilitate the proposal. Hence, a new S12A application under the same set of scheme and development parameters is now applied.

In support of the said Section 16 planning application (A/YL/319), a Sewerage Impact Assessment (SIA) has been conducted and confirmed the technical feasibility of the proposed development in sewerage aspects. With the incorporation of mitigation measures, significant adverse sewerage impacts are not anticipated and the Director of Environmental Protection (DEP) has no objection to the application from environmental planning perspective.

2. SEWERAGE IMPACT

This Sewerage Statement is submitted to reaffirm that the scheme and development programme as the basis of the approved SIA is remained unchanged for the current Section 12A Application (**Table 1.1** refers).

Table 1.1 Key Development Parameters of the Proposed Development under the Previous Scheme submitted under Section 16 Planning Application and the Current Scheme for Section 12A Application

	Previous Scheme submitted under Section 16 Planning Application (A/YL/319)	**Current Scheme for Section 12A Application**
No. of Storeys	21 storeys and 2 basement floors	21 storeys and 2 basement floors
Total Gross Floor Area (GFA) (about)	9,333m^2	9,333m^2
Building Height	Not more than +82.34 mPD	Not more than +82.34 mPD
Proposed Major Floor Use	B2/F to B1/F: Carpark G/F: Shop and Services, RCHE(s) (Lobby and Lift), Carpark Entrance and Lay-by 1/F to 2/F: Shop and Services and RCHE(s) (lift) 3/F to 7/F: Dormitory for RCHE(s) 8/F to 9/F: Office and Back-of-House for RCHE(s) 10/F to 19/F: Flats 20/F: Clubhouse	B2/F to B1/F: Carpark G/F: Shop and Services, RCHE(s) (Lobby and Lift), Carpark Entrance and Lay-by 1/F to 2/F: Shop and Services and RCHE(s) (lift) 3/F to 7/F: Dormitory for RCHE(s) 8/F to 9/F: Office and Back-of-House for RCHE(s) 10/F to 19/F: Flats 20/F: Clubhouse
Population Size (for Flat only)	208 (Based on an average household size of 2.8)	208 (Based on an average household size of 2.8)
Tentative Population Intake Year	2027/2028	2027/2028
Proposed RCHE		
Total No. of Beds	160 to 220 (The current scheme proposes 170 RCHE beds)	160 to 220 (The current scheme proposes 170 RCHE beds)
Proposed Flats		
Total No. of Flats	74	74

The assessment results and the mitigation measures identified in the approved SIA Report are also applicable to the current S.12A application. Therefore, it is evaluated that insurmountable adverse sewerage impacts are also not anticipated for the current S.12A application. The same SIA Report with relevant wordings updated to S.12A application is attached.

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

SEWERAGE IMPACT ASSESSMENT REPORT

AUGUST 2024

Table of Contents

List of Appendices

1. INTRODUCTION

1.1 PROJECT BACKGROUND

The Full Year Limited (the Applicant) proposes to develop a 23-storey composite building (including 2 basement floors) comprising mainly flat with shop and services and social welfare facility (Residential Care Home(s) for the Elderly) (RCHE(s)) in Lot No. 3678 in D.D. 120, Yuen Long, New Territories (the proposed development/the Site).

DeSPACE (International) Limited has been engaged to prepare a Sewerage Impact Assessment (SIA) Report for the Section 12A Planning Application under the Town Planning Ordinance of the proposed development.

1.2 PROJECT LOCATION

The Site is located at south of Yuen Long Pau Cheung Square and is surrounded by composite buildings. It was formerly the site of an old theatre with around 60 years of history which was closed in 2020 and demolished. **Appendix 1** shows the location of the Site.

1.3 PROPOSED LAND USE

The master layout plan is provided in **Appendix 2**. The Site area, of approximately 780m^2, is expected to comprise a 23-storey composite building (including 2 basement floors) with mainly flat with shop and services and RCHE(s) in "Residential (A)" ("R(A)") zone within the approved Yuen Long Outline Zoning Plan No. S/YL/27 (the OZP). The anticipated year of the population intake is 2027/2028.

1.4 OBJECTIVE OF THE REPORT

The objective of this SIA Report is to assess whether the capacity of the sewerage networking is sufficient to cope with the peak sewage flow arising from the proposed Development during its operation stage and to recommend appropriate mitigation measures to alleviate unacceptable sewerage impact, if any.

2. BACKGROUND

2.1 EXISTING CONDITION

With reference to the drainage records obtained from the Drainage Services Department's drainage record plans, the sewage discharged from the application premises discharged via the public sewer (Manhole No. FMH1048046) along the north of the Site (Please refer to **Appendix 3**).

The collected sewage will flow along the 150mm diameter sewer underneath the north of the Site, then further flow via the 150mm diameter sewer at Manhole No. FMH1018371 underneath the Yuen Long Pau Cheung Square with the discharge from catchment from the south side.

2.2 SEWAGE IMPACT DURING OPERATION OF PROPOSED REDEVELOPMENT

Sewage during operation is mainly generated by the residents of the residential units and RCHE and the customers and staff of the shop and services. Sewage will be collected by internal sewage system within the Site and discharge to the municipal sewerage system via Manhole No. FMH1048046, then flow along the original sewerage pipe to downstream.

Sewage generated from the Proposed Development would be collected and conveyed to the nearest public sewerage system, which is the Ping Shun Street Sewage Pumping Station and San Wai Sewage Treatment Works, via proper connections. No sewage will be released to the environment without treatment.

3. SEWERAGE ANALYSIS

3.1 ASSUMPTION

In order to assess the acceptability of the sewerage impact arising from the operation of the proposed development, the sewage generation has been estimated based on the assumptions shown in **Table 3.1**.

Table 3.1 Summary of Parameters for Estimating Sewage Generation from the Proposed Development

Parameters	**Value**	**Justification**
Population		
RCHE Dormitory at 3/F to 7/F	220 persons	There will be a range of 160-220 beds according to the

		supplementary planning statement, 220 persons is adopted for conservation approach. (NB: The current scheme proposes 170 RCHE beds)
Unit Flow Factors		
Car Park at B2/F, B1/F and G/F	0.18 m^3/day	GESF (Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.1 (J3 Transport, Storage & Communication)
Management Office for Residential Unit at G/F (Employee)	0.28 m^3/day	GESF (Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (Community, Social & Personal Service)
Shop and Services at G/F to 2/F	0.28 m^3/day	GESF (Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) + 0.2 (Wholesale & Retail)
RCHE at G/F, 3/F to 9/F (Resident)	0.19 m^3/day	GESF (Table T-1) - UFF for Institutional and Special Class
RCHE at G/F, 3/F to 9/F (Employee)	0.28 m^3/day	GESF (Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (Community, Social & Personal Service)
Kitchen for RCHE at 8/F (Employee)	1.58 m^3/day	GESF (Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +1.5 (Restaurants & Hotel)
Flat at 10/F to 20/F (clubhouse at 20/F)	0.37 m^3/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Clubhouse at 20/F (Employee)	0.28 m^3/day	GESF (Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) + 0.2 (Community, Social & Personal Services)

Catchment Inflow Factor		
P_{CIF}	1.00	Catchment Inflow Factor = 1 for vicinity located in 'Yuen Long' based on EPD's GESF Table T-4.
Peaking Factor		
P	8	Peaking factor = 8 for contributing population <1,000 for sewer (including storm water allowance) based on EPD's GESF Table T-5
Roughness Values (k_s)		
Existing Pipes	0.6mm	Conservation value of 'Sewers slimed to about half depth; velocity, when flowing half full, approximately 1.2 m/s – Clayware' was adopted based on the Sewerage Manual (Part 1) Table 5

3.2 METHODOLOGY

Evaluation of the capacity of sewers has been conducted by estimating the sewage/ wastewater generation from the upstream and downstream catchments of the receiving sewers, and to further study the acceptability of the sewerage impact arising from operation of the proposed development.

The capacities of the downstream sewers have been calculated by Colebrook-White Equation for circular pipes flowing full, assuming full bore flow with no surcharge, as follows:

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

Where

v=mean velocity, m/s
g=gravitational acceleration, m/s^2
D=internal pipe diameter, m
ks=hydraulic pipeline roughness, m
v=kinematic viscosity of fluid, m^2/s
s=hydraulic gradient (energy loss per unit length due to friction)

The flow capacity of sewer from Manhole FMH1018375 to Manhole FMH1018369 has been assessed to ensure the downstream section have sufficient capacity for the sewage flowing from all the section upstream, provided that the capacity of the upstream sections is not exceeded. Therefore, if the sewerage system can provide sufficient receiving capacity for the cumulative sewage quantities, there would be no unacceptable impact on the downstream sewerage system.

3.3 Assessment Results & Discussion

Detailed calculations of sewage flow generation and hydraulic capacity are provided in **Appendices 4 to 7**. The estimated cumulative peak discharge of all downstream sewerage of the proposed Site account for no more than 100% of the hydraulic capacity of the concerned sewer. No exceedance of hydraulic capacity for all cumulative peak discharge is anticipated under the proposed sewerage network with upgraded pipework.

3.4 Assessment Summary

To summarize, there will be one sewer discharge point from the Site to the inlet of proposed sewer terminal manhole which will then be connected to the public sewer manhole along the Yuen Long Pau Cheung Square. In view of the proposed development and the vicinity, the following proposed upgraded pipe works are recommended:

- Proposed upgraded pipe works for the Pipes FWD1019560, FWD1019561, FWD1062247, FWD1019559 and FWD1019558 by new 200 mm, 200 mm, 225 mm, 500 mm and 500 mm diameter sewers respectively.

According to the estimated sewage generation calculations, it is anticipated that the proposed sewerage will have sufficient capacity to cater for the sewage generated from the proposed Site. No adverse sewerage impact associated with the proposed Development is anticipated.

Detailed alignment and the design of the connecting sewer will be subject to the detailed design of the Project[1]. The Applicant shall be responsible for appointing a qualified engineer for properly design and construct of the connecting sewers, likely at the design stage of Project. Agreement and approval from relevant government departments, including DSD, shall be obtained in due course.

[1] The cover level(s) of the terminal manhole(s) should be higher than that of the downstream public manholes(s).

4. CONCLUSION

The potential sewerage impact due to the application site has been quantitatively addressed. Based on the estimated sewage flow for the Site presented in **Appendix 4**, the total peak sewage flow projected for the Site is about 161.59 m^3/day.

All sewage generated from the Site will be conveyed to the public sewerage system via the proposed sewer terminal manhole. The sewage generation calculations on the proposed sewerage system have indicated that the proposed upgraded pipe works for the Pipes FWD1019560, FWD1019561, FWD1062247, FWD1019559 and FWD1019558 by new 200 mm, 200 mm, 225 mm, 500 mm and 500 mm diameter sewers respectively, will have sufficient capacity to cater for sewage discharged from the Site and surrounding catchments

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

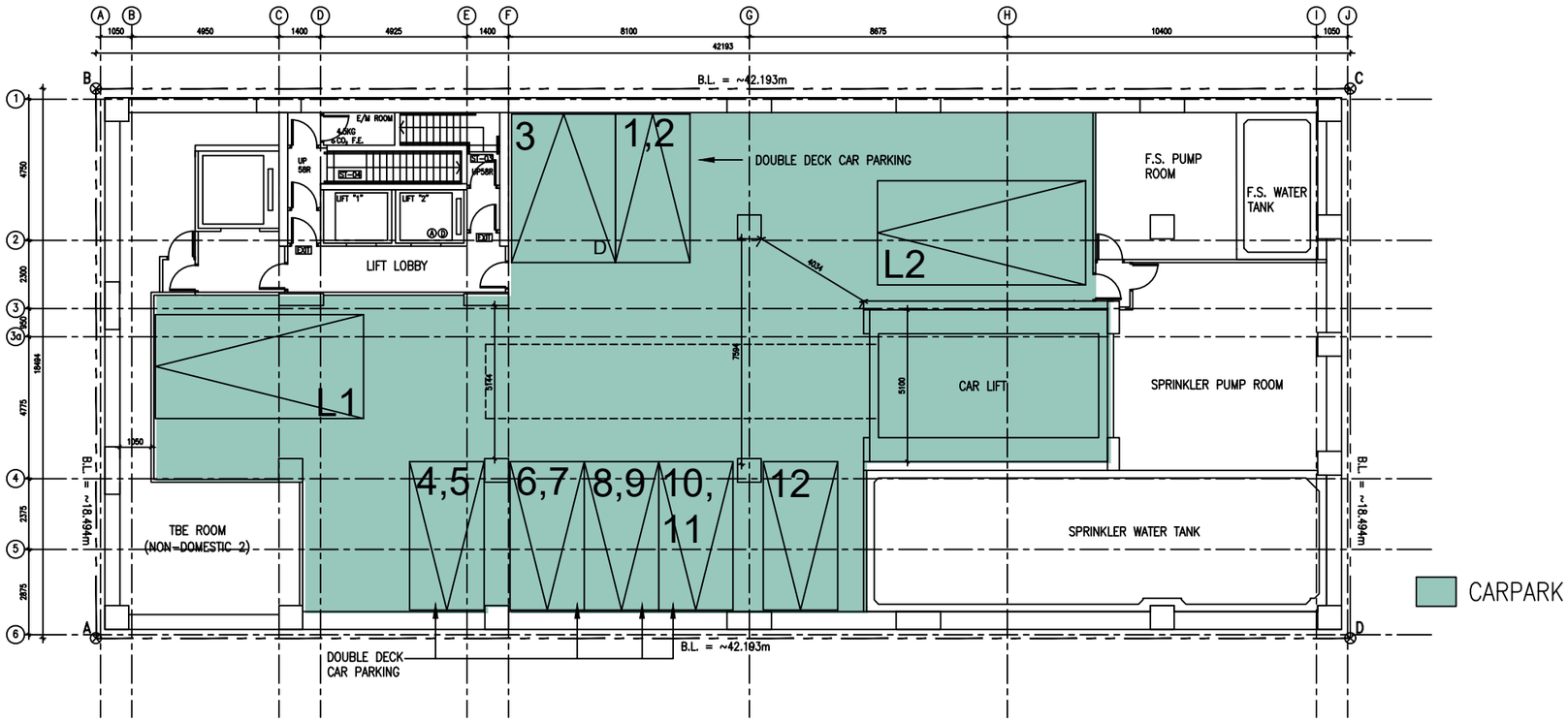
Appendix 1

Location Plan

LEGEND: Application Site	FIGURE NO. 1	FIGURE TITLE: Location Plan	PROJECT NAME: Redevelopment of Yuen Long Theatre at Lot No. 3678 in D.D. 120, Yuen Long, New Territories	PREPARED BY: DeSPACE (International) Limited
	SCALE: A4 - 1:900			
	DATE: 14.5.2024			

Appendix 2

Proposed Development Scheme



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Project Name:

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Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
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Structural and Geotechnical Engineer :
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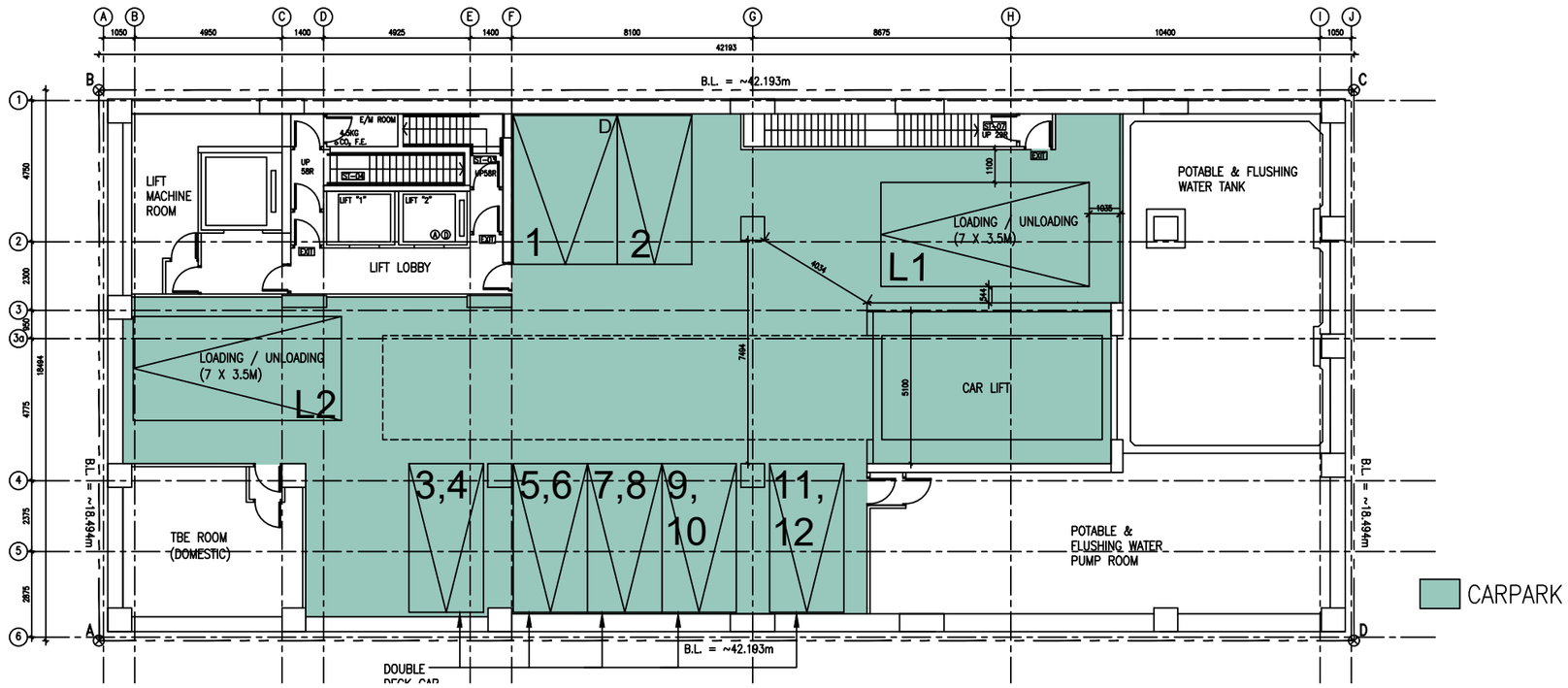

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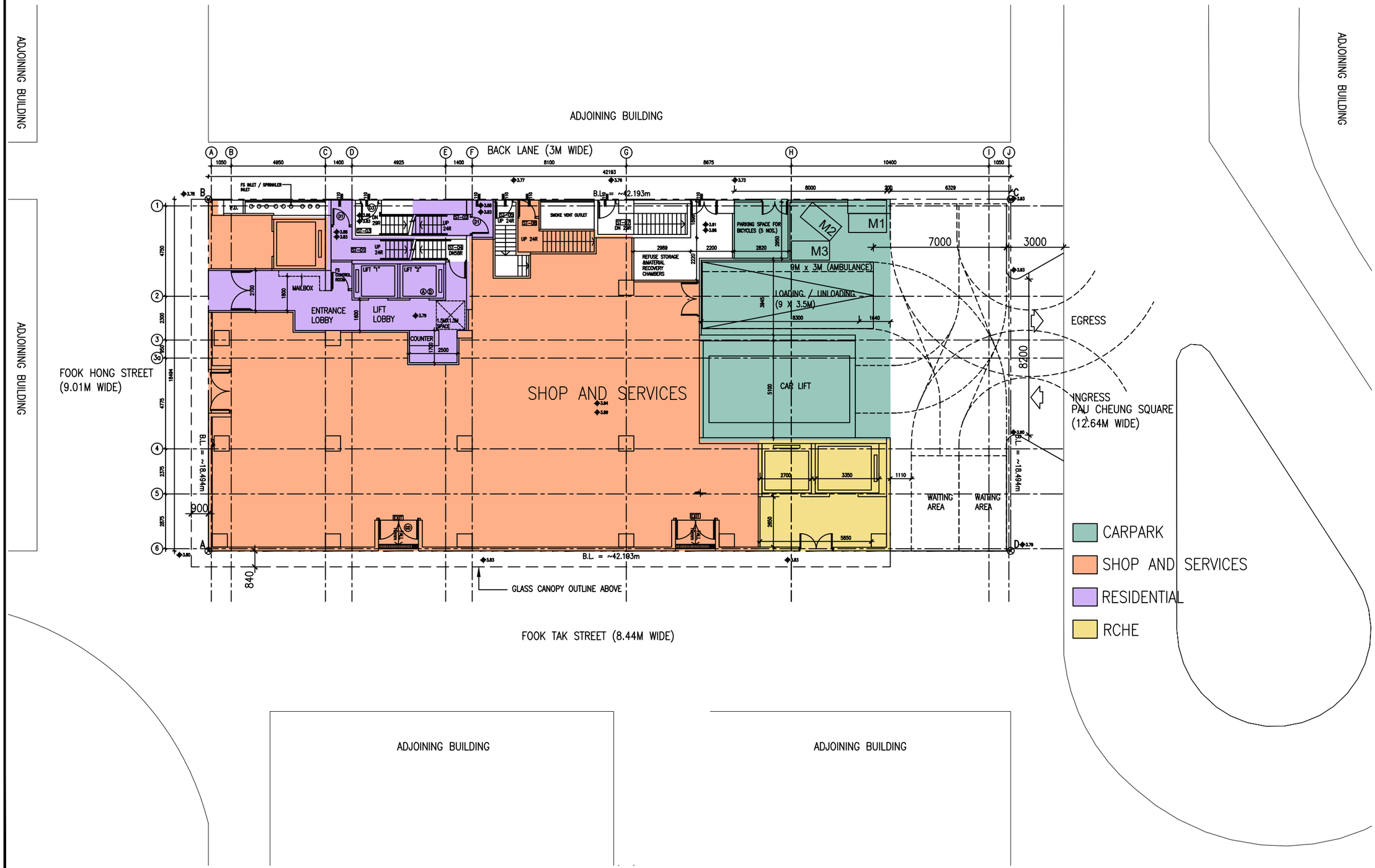

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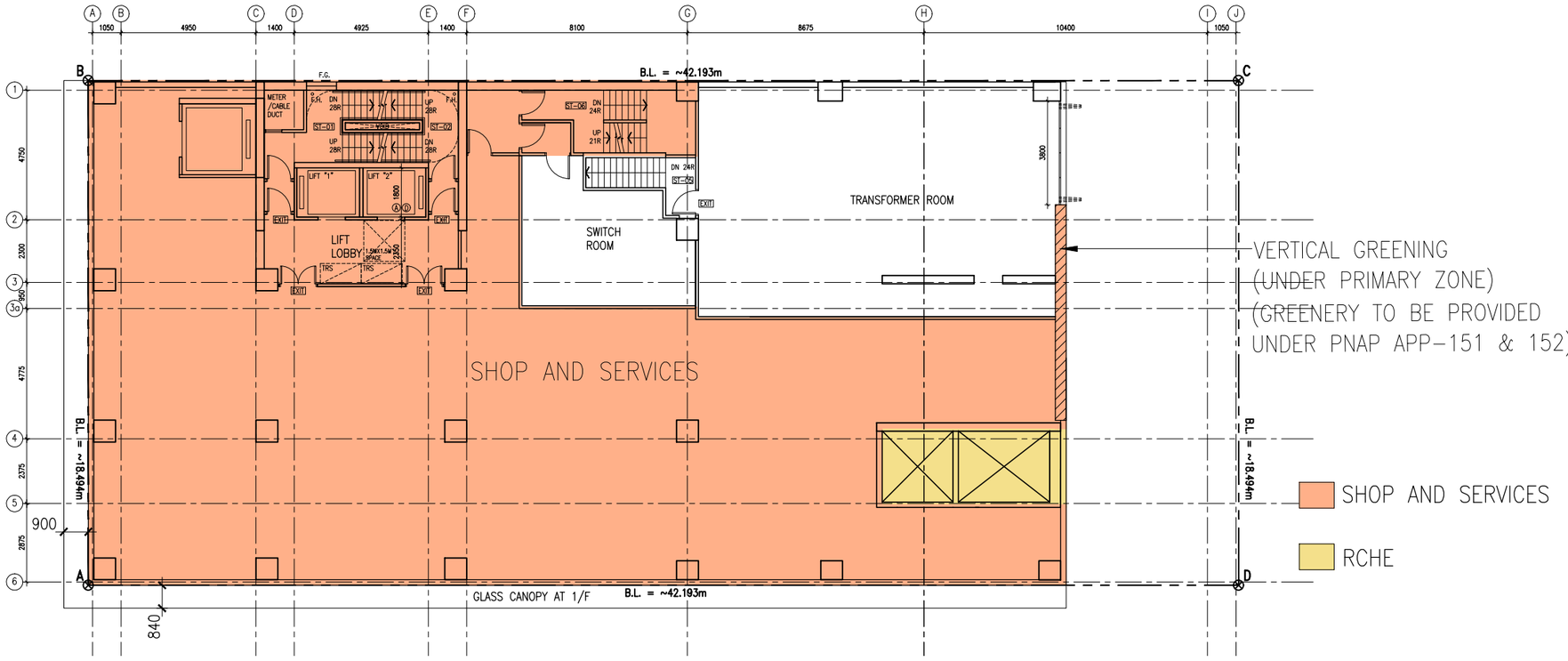

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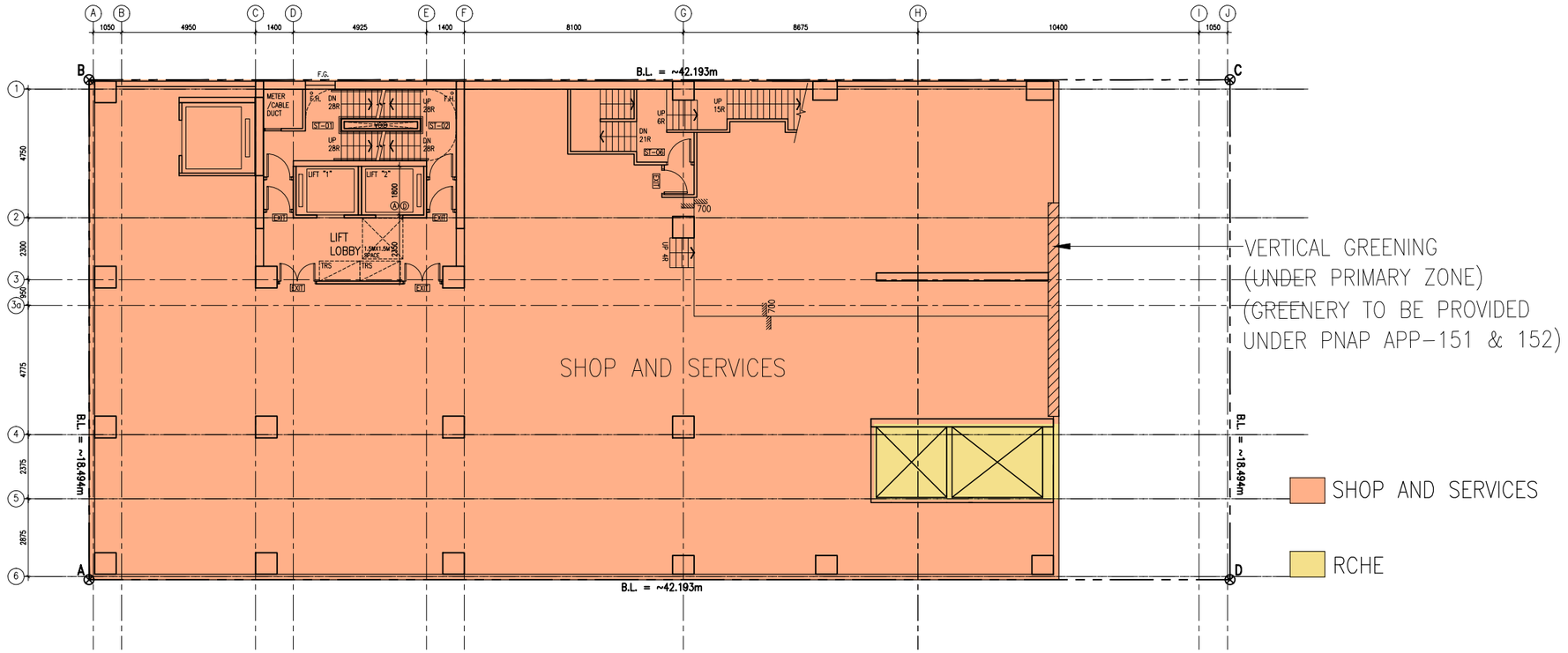

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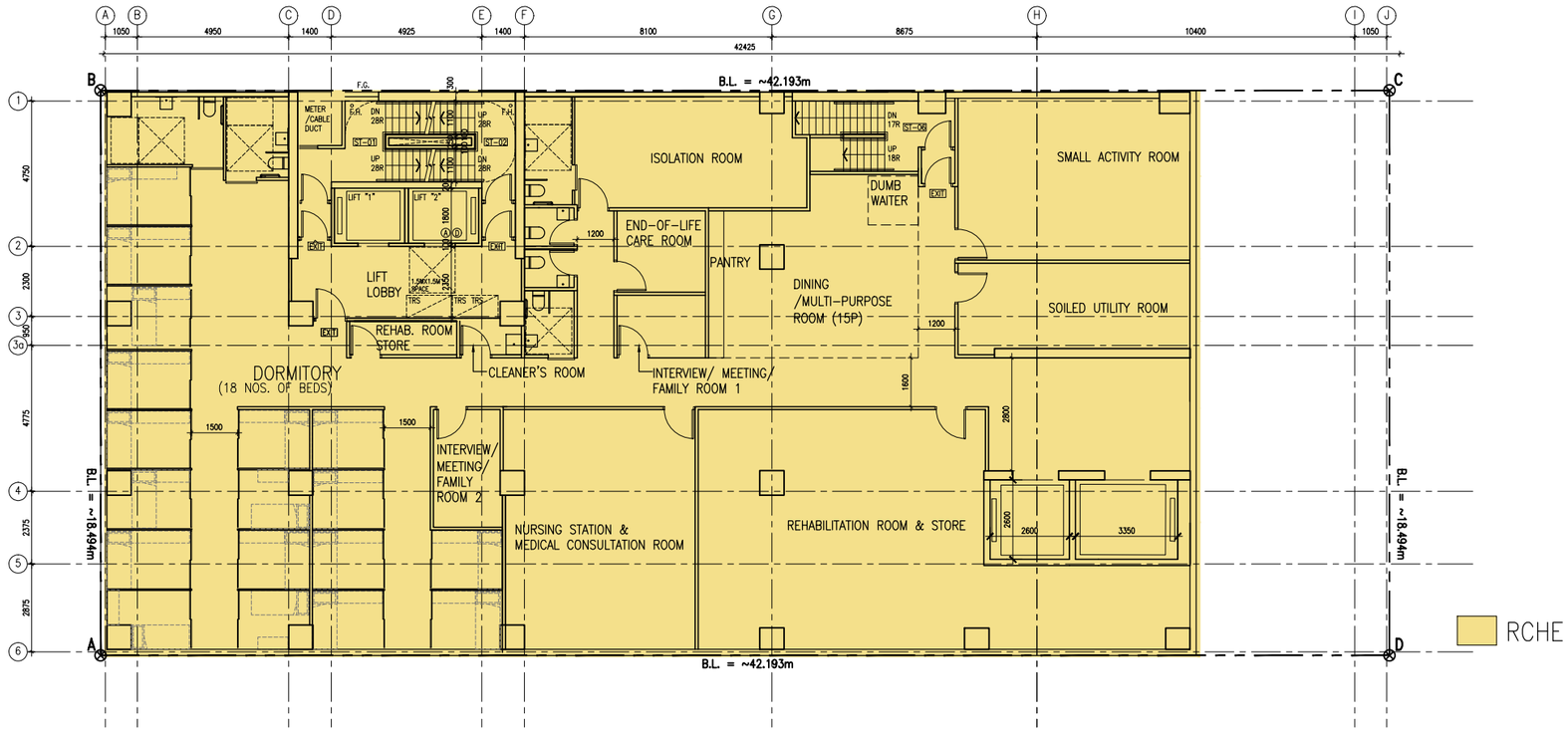

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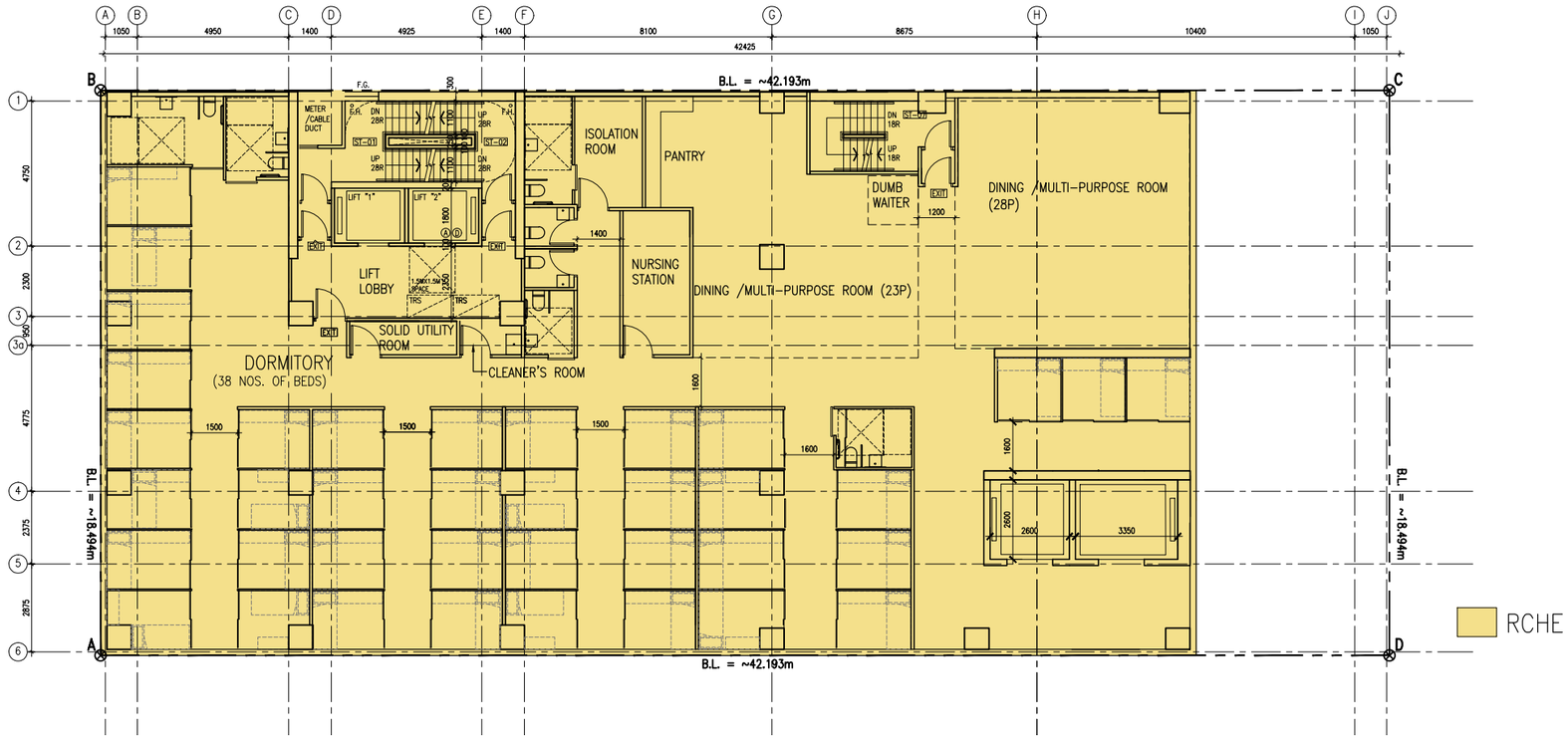

4/F TO 7/F LAYOUT PLAN
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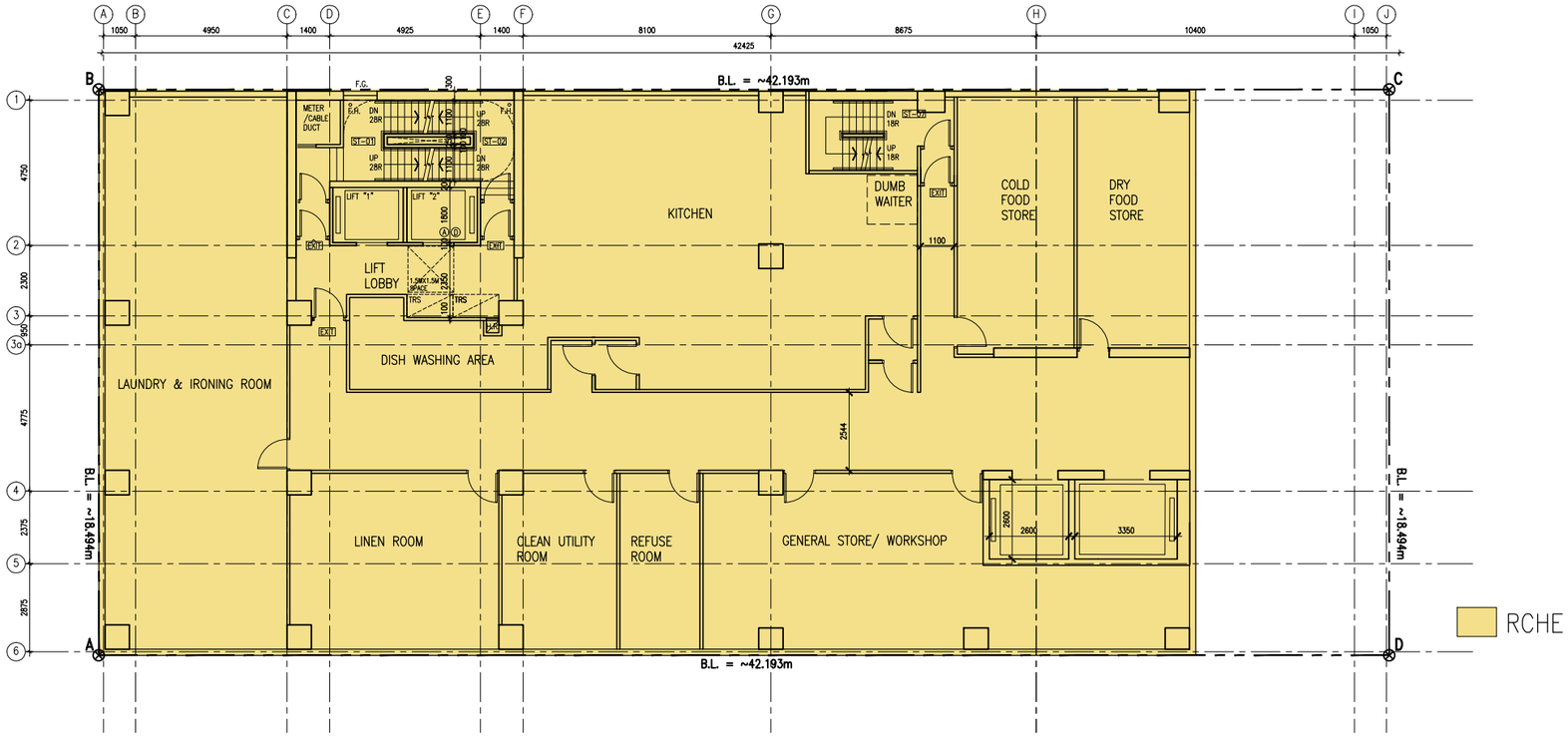

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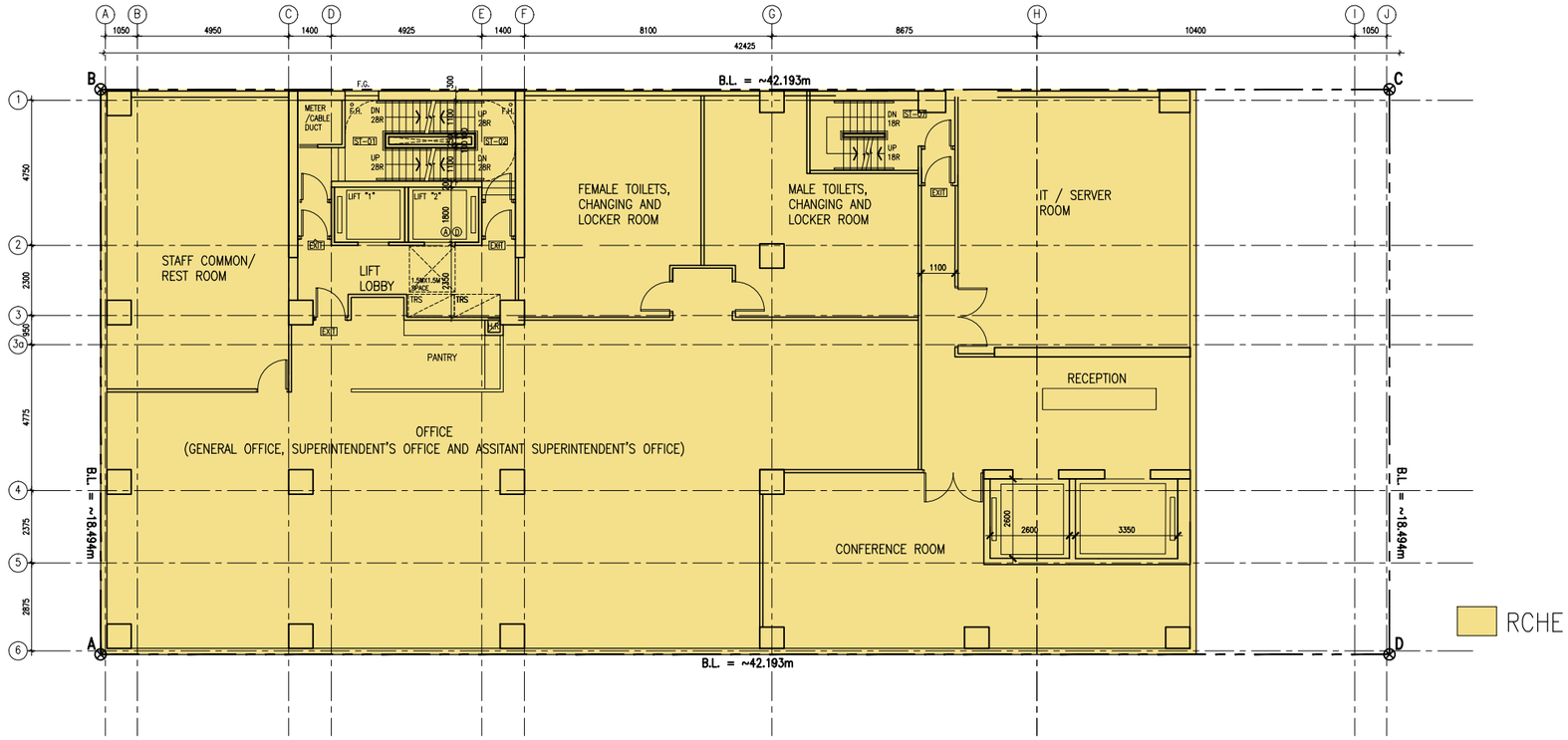

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9/F LAYOUT PLAN

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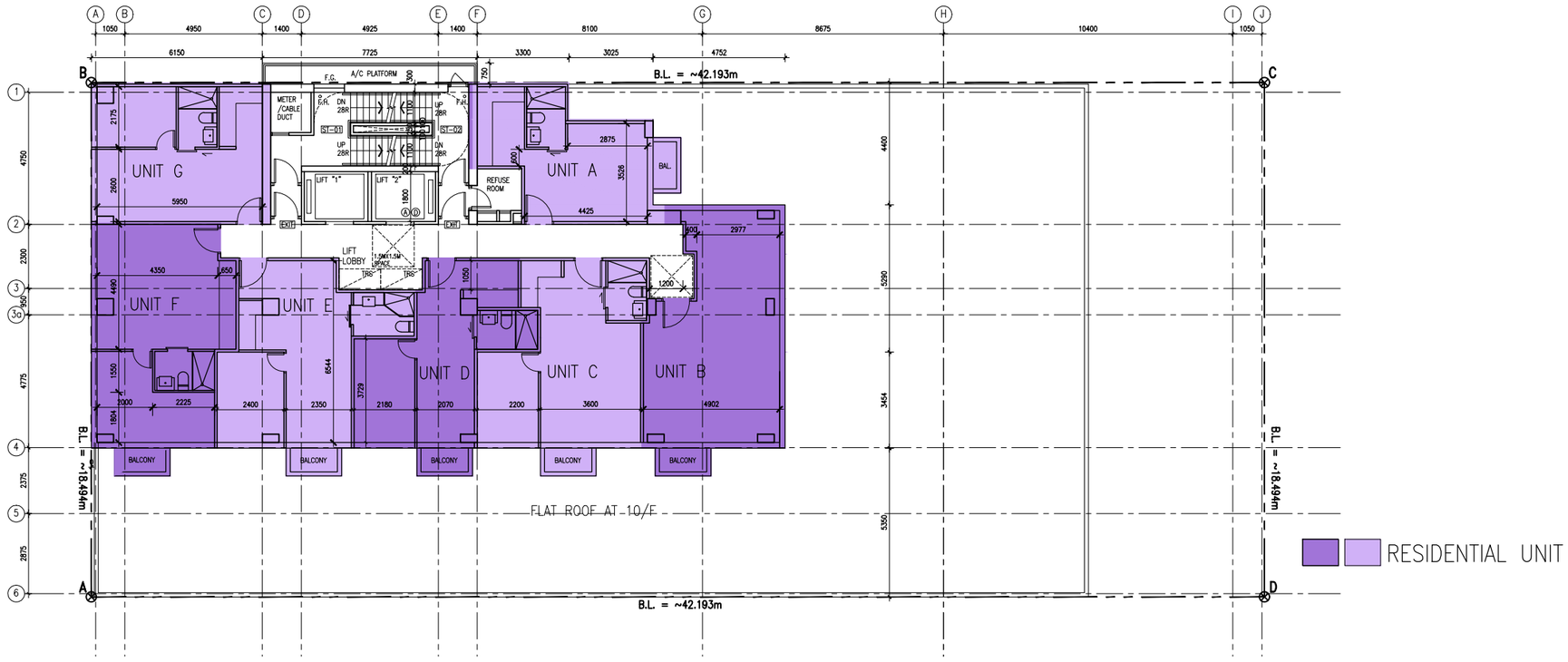

10/F TO 19/F LAYOUT PLAN

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10/F TO 17/F LAYOUT PLAN

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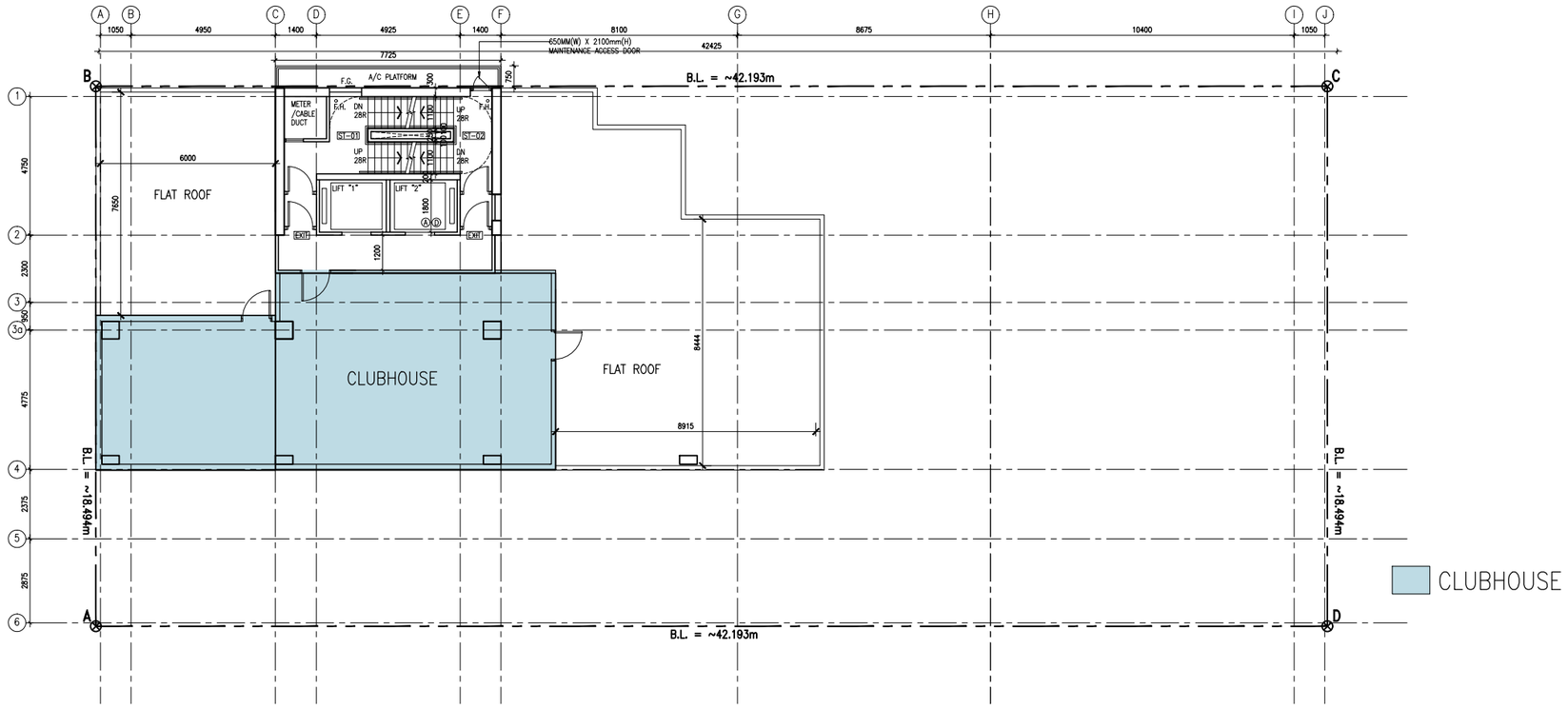

20/F (CLUBHOUSE) LAYOUT PLAN

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20/F (CLUBHOUSE)
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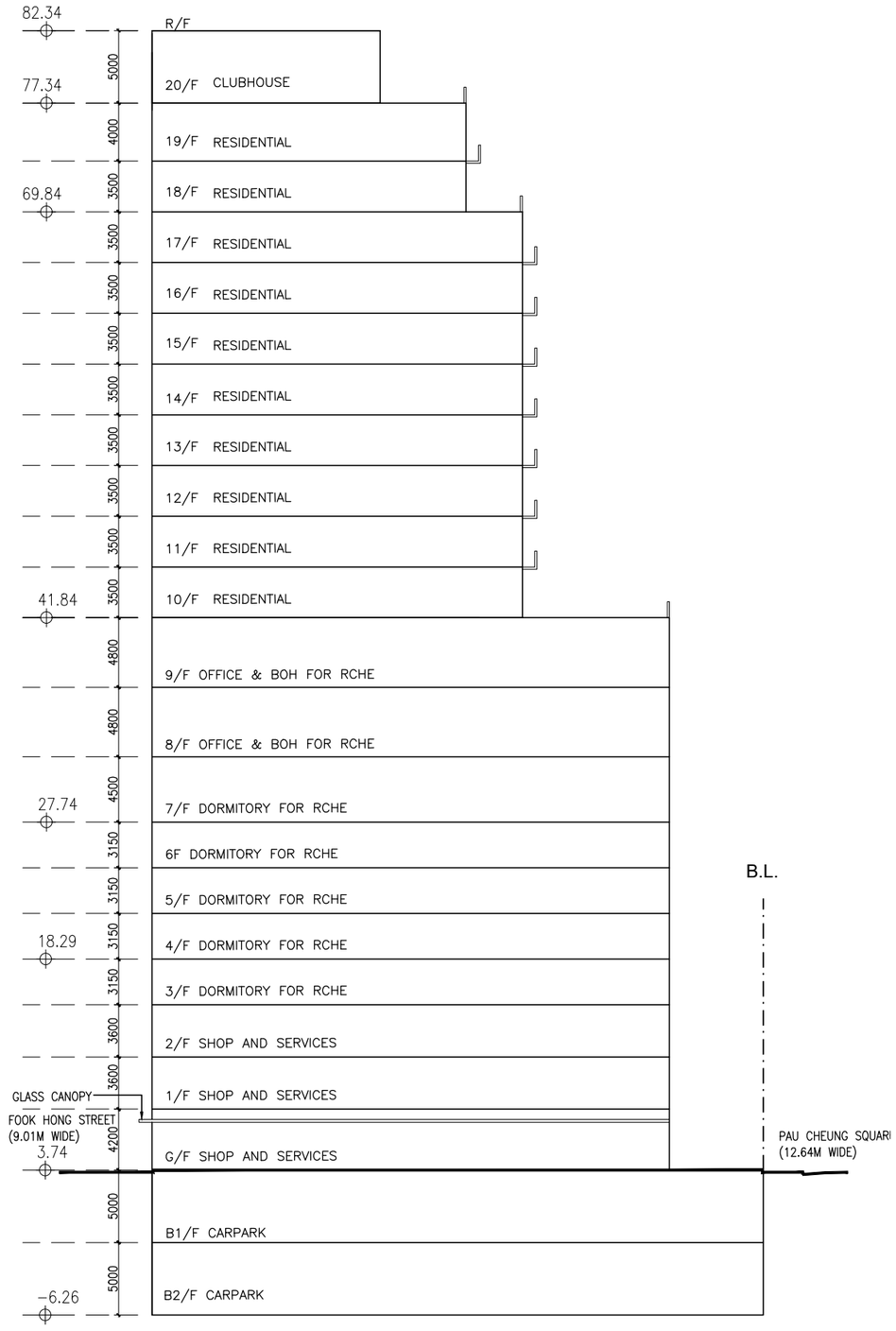
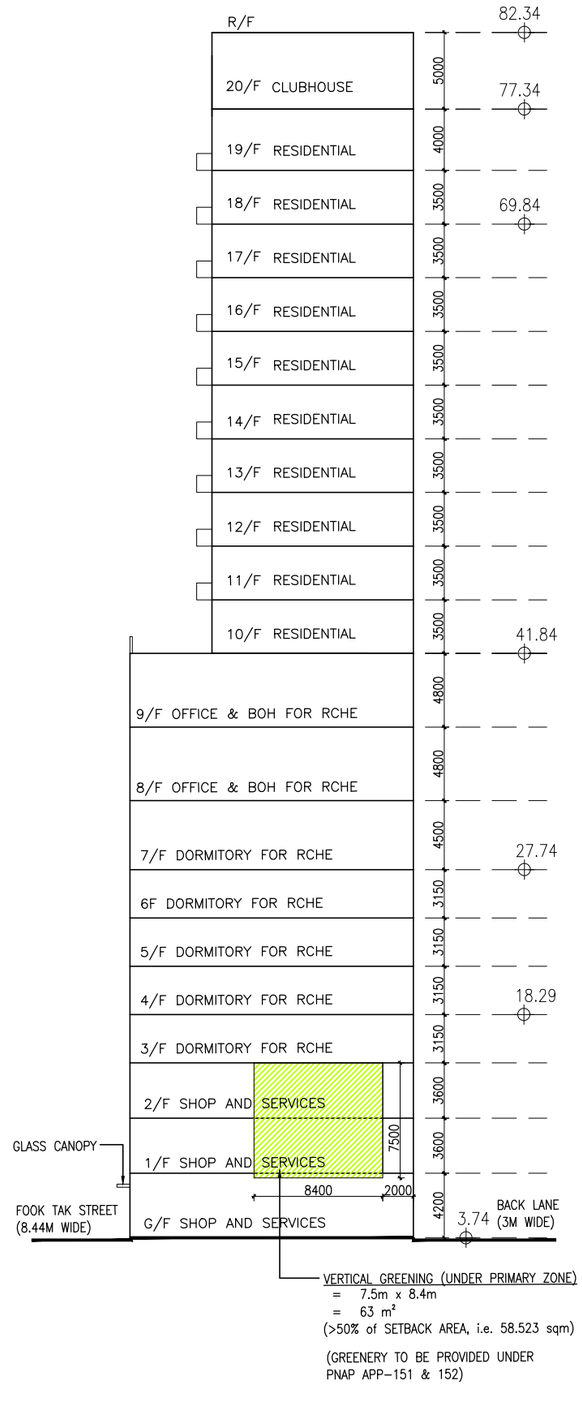


SCHEMATIC SECTION
(FACING FOOK TAK STREET)



SCHEMATIC ELEVATION
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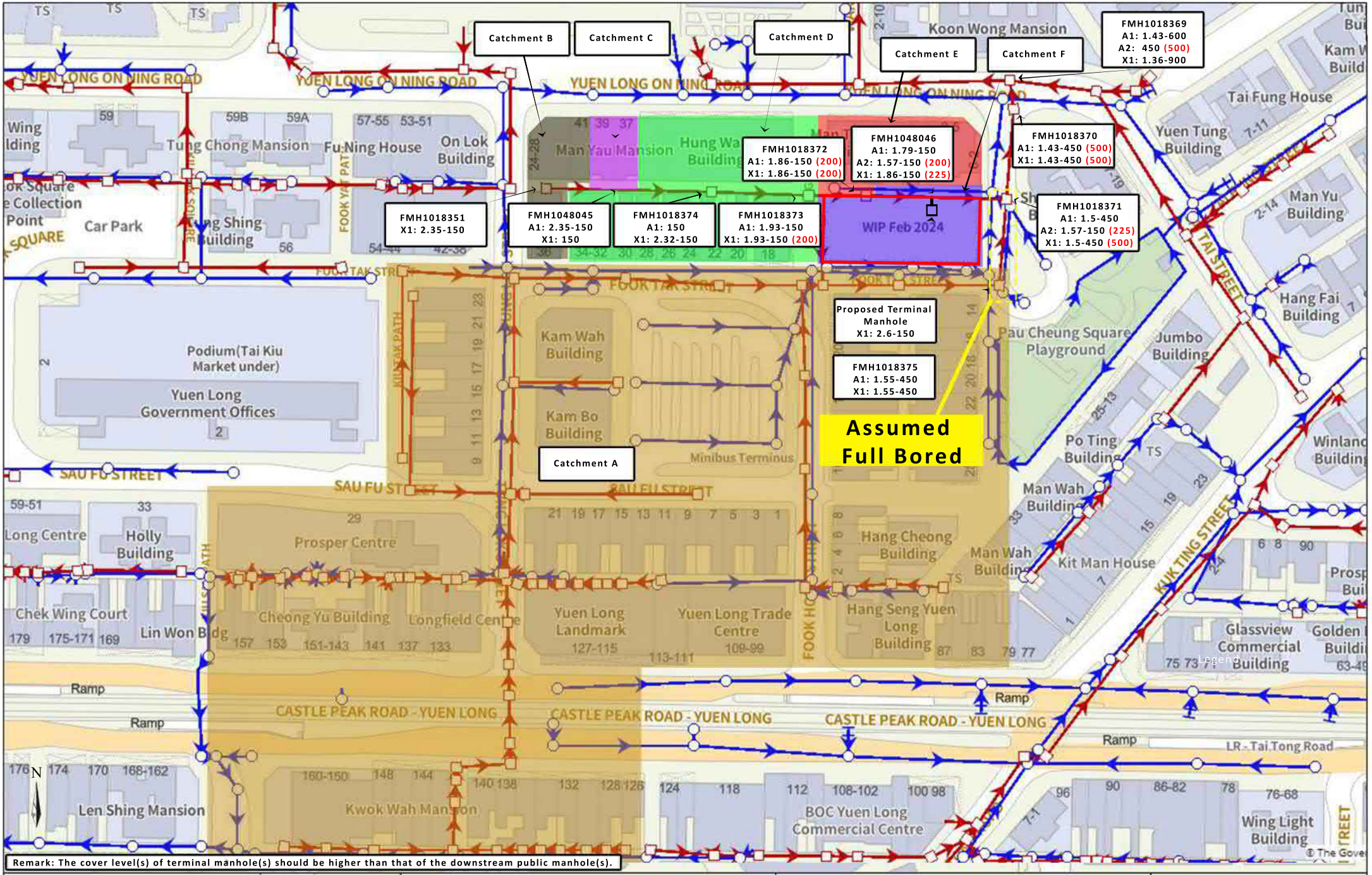
Appendix 3

Existing Sewerage Plan



LEGEND: Application Site (400) Proposed Mitigation	FIGURE NO. 1 SCALE: A4 - 1:1300 DATE: 14.5.2024	FIGURE TITLE: Existing and Proposed Sewerage Plan	PROJECT NAME: Redevelopment of Yuen Long Theatre at Lot No. 3678 in D.D. 120, Yuen Long, New Territories	PREPARED BY: DeSPACE (International) Limited

Appendix 4

Calculation of Sewage Generation from the Proposed Development

Calculation of Sewage Generation from the Proposed Development

1. YLT - Car Park at B1 and B2		
Total GFA	958	m^2
Area/Employee	26.32	CIFSUS (Table 8) - Worker Density 3.8 (Transport)
Estimated Population	36	
Unit Flow Factor	0.18	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.1 (J3 Transport, Storage & Communication)
Estimated Dry Weather Flow	6.55	m^3/day
2. YLT - Management Office for Residential Unit at G/F (Employee)		
Total GFA	4.25	m^2
Total number of employees	1.0	Based on the proposed operation for management office
Unit Flow Factor	0.28	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (Community, Social & Personal Service)
Estimated Dry Weather Flow	0.28	m^3/day
3. YLT - Shop at G/F to 2/F		
Total GFA	1546	m^2
Area/Employee	28.571	CIFSUS (Table 8) - Worker Density 3.5 (Retail Trade)
Estimated Population	54.11	
Unit Flow Factor	0.28	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) + 0.2 (Wholesale & Retail)
Estimated Dry Weather Flow	15.15	m^3/day
4. YLT- RCHE at G/F, 3/F to 9/F (Resident)		
Total number of beds	220	
Unit Flow Factor	0.19	GESF(Table T-1) - UFF for Institutional and Special Class
Estimated Dry Weather Flow	41.8	m^3/day
5. YLT- RCHE at G/F, 3/F to 9/F (Employee)		
Total GFA	1187	m^2
Area/Employee	30.3030303	CIFSUS (Table 8) - Worker Density 3.3 (Community, Social & Personal Service)
Estimated Population	39.171	
Unit Flow Factor	0.28	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (Community, Social & Personal Service)
Estimated Dry Weather Flow	10.96788	m^3/day
6. YLT - Kitchen for RCHE at 8/F (Employee)		
Total GFA	116	m^2
Area/Employee	19.60784314	CIFSUS (Table 8) - Worker Density 5.1 (Restaurants)
Total number of employees	5.9	
Unit Flow Factor	1.58	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +1.5 (Restaurants & Hotel)
Estimated Dry Weather Flow	9.34728	m^3/day
7. YLT - Flat at 10/F to 20/F		
Total number of units	74	
Total number of residents	207.2	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	76.664	m^3/day
8. YLT - Clubhouse at 20/F (Employee)		
Total GFA	89.1	m^2
Area/Employee	30.3030303	CIFSUS (Table 8) - Worker Density 3.3 (Community, Social & Personal Services)
Total number of employees	2.9	
Unit Flow Factor	0.28	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) + 0.2 (Community, Social & Personal Services)
Estimated Dry Weather Flow	0.823284	m^3/day
Total Flow from Proposed Development		
Total Average Daily Dry Weather Flow	161.59	m^3/day

Appendix 5

Calculation of Sewage Generation from Upstream and Downstream Catchments

Calculation of Sewage Generation from Upstream and Downstream Catchments			Remarks
Catchment A			
Assumed Full Bored			
Catchment B			
36 Fook Tak St, Yuen Long	G/F to M/F		
Total GFA	177.276	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	6.20466		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	1.74	m^3/day	
36 Fook Tak St, Yuen Long	2/F to 5/F		
Total number of units	10	units	
Total number of residents	28	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	10.36	m^3/day	
On Ting Building, 41-45 On Ning Road	G/F to M/F		
Total GFA	289.476	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	10.13166		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	2.84	m^3/day	
On Ting Building, 41-45 On Ning Road	2/F to 5/F		
Total number of units	16	units	
Total number of residents	44.8	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	16.576	m^3/day	
Catchment C			
Man Yau Building, 37-39 On Ning Road	G/F to M/F		
Total GFA	223.584	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	7.82544		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	2.19	m^3/day	
Man Yau Building, 37-39 On Ning Road	2/F to 5/F		
Total number of units	10	units	
Total number of residents	28	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	10.36	m^3/day	
Catchment D			
20-34 Fook Tak St, Yuen Long	G/F to M/F		
Total GFA	865.98	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	30.3093		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	8.49	m^3/day	
20-34 Fook Tak St, Yuen Long	2/F to 5/F		
Total number of units	40	units	
Total number of residents	112	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	41.44	m^3/day	
Hung Wan Building, 21-35 On Ning Road	G/F to M/F		
Total GFA	762.96	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	26.7036		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	7.48	m^3/day	

Hung Wan Building, 21-35 On Ning Road	2/F to 5/F		
Total number of units	36	units	
Total number of residents	100.8	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	37.296	m^3/day	
18 Fook Tak St, Yuen Long	G/F to M/F		
Total GFA	177.48	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	6.2118		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	1.74	m^3/day	
18 Fook Tak St, Yuen Long	2/F to 5/F		
Total number of units	10	units	
Total number of residents	28	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	10.36	m^3/day	
Catchment E			
C1(i).Man Tat Building, 19 On Ning Rd	G/F to M/F		
Total GFA	133.722	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	4.68027		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	1.3104756	m^3/day	
C1(ii).Man Tat Building, 19 On Ning Rd	2/F to 5/F		
Total number of units	8	units	
Total number of residents	22.4	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	8.288	m^3/day	
Fook Loi Building, 11-17 On Ning Road	G/F to M/F		
Total GFA	338.538	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	11.84883		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	3.3176724	m^3/day	
Fook Loi Building, 11-17 On Ning Road	2/F to 5/F		
Total number of units	30	units	
Total number of residents	84	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	31.08	m^3/day	
C3(i).On Wing Building, 5-9 On Ning Road	G/F to M/F		
Total GFA	252.96	m^2	
Area/Employee	28.57		3.5 (Retail)
Estimated Population	8.8536		
Unit Flow Factor	0.28	m^3/person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.2 (J4 Wholesale & Retail)
Estimated Dry Weather Flow	2.479008	m^3/day	
C3(ii).On Wing Building, 5-9 On Ning Road	2/F to 5/F		
Total number of units	20	units	
Total number of residents	56	people	Average Household Size of 2.8 in Yuen Long from 2022 Population and Household Statistics Analysed by District Council District
Unit Flow Factor	0.37	m^3/person/day	GESF(Table T-1) - UFF for Domestic Flow 0.370 (R3 Private Development)
Estimated Dry Weather Flow	20.72	m^3/day	
Catchment F			
The Subject Site			
Estimated Dry Weather Flow	161.59	m^3/day	Refer to Appendix 5

Appendix 6

Total Estimated Peak Flow After Development

Total Estimated Peak Flow After Development

After Development

Catchment	From the Most Upstream	Total Estimated Dry Weather Flow (m^3/day)	Catchment Inflow Factor[1]	Cumulative Average Dry Weather Flow (m^3/day)	Contributing Population[2]	Peaking Factor [3]	Total Estimated Peak Flow (m^3/day)	Total Estimated Peak Flow (L/s)
B	36 Fook Tak St, Yuen Long	12.10	1	12.10	44.80	8	96.78	1.12
	On Ting Building, 41-45 On Ning Road	19.41	1	31.51	116.70	8	252.08	2.92
B to C	Man Yau Building, 37-39 On Ning Road	12.55	1	44.06	163.19	8	352.49	4.08
B to C to D	20-34 Fook Tak St, Yuen Long	49.93	1	93.99	348.10	8	751.90	8.70
	Hung Wan Building, 21-35 On Ning Road	44.77	1	138.76	513.93	8	1110.09	12.85
	18 Fook Tak St, Yuen Long	12.10	1	150.86	558.74	8	1206.88	13.97
B to C to D to E	Man Tat Building, 19 On Ning Rd	9.60	1	160.46	594.29	8	1283.67	14.86
	Fook Loi Building, 11-17 On Ning Road	34.40	1	194.86	721.69	8	1558.85	18.04
	On Wing Building, 5-9 On Ning Road	23.20	1	218.06	807.61	8	1744.44	20.19
B to C to D to E to F	**The Subject Site**	161.59	1	379.64	1406.08	6	2277.85	26.36
B to C to D to E to F to A	Assumed Full Bored							

Remarks:

[1] Catchment Inflow Factor = 1.00 (Yuen Long) based on EPD's GESF Table T-4

[2] Based on the equation from GESF: $\text{Contributing Population} = \frac{\text{Calculated total average flow } (m^3/day)}{0.27\ (m^3/person/day)}$

[3] Peaking Factor=8 for population <1000, and 6 for population 1000-5000 (including stormwater allowance) base on EPD's GESF Table T-5

Appendix 7

Calculation of Flow Capacity

Calculation of Flow Capacity

Proposed Building (Without Mitigation Measures)

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	s	g (m/s^2)	k_s (m)	v (m^2/s)	V (m/s)	Area (m^2)	Q_c (m^3/s)	Accumulated ADWF (m^3/day)	P_c	P	Catchment	Sewer Capacity (L/s)	Sewage Flow (L/s)		% of Peak Flow to		% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															Before Development	After Development	Before Development	After Development		
FWD1019563	FMH1018375	FMH1018371	23	1.55	1.5	0.45	0.225	0.002	9.810	0.00060	0.0000011	0.940	0.159	0.134	Assumed full bored	Assumed full bored	8	A	134.50	134.50	134.50	100%	100%	100%	Assumed full bored
FWD1019541	FMH1018351	FMH1048045	18	2.41	2.35	0.15	0.075	0.003	9.810	0.00060	0.0000011	0.573	0.018	0.009	31.51	116.70	8	B	9.12	2.92	2.92	31.99%	31.99%	31.99%	
FWD1062244[note 3]	FMH1048045	FMH1018374	27	2.35	2.32	0.15	0.075	0.001	9.810	0.00060	0.0000011	0.326	0.018	0.005	44.06	163.19	8	B+C	5.18	4.08	4.08	78.72%	78.72%	78.72%	
FWD1019562	FMH1018374	FMH1018373	26.5	2.32	1.93	0.15	0.075	0.015	9.810	0.00060	0.0000011	1.220	0.018	0.019	150.86	558.74	8	B+C+D	19.40	13.97	13.97	72.00%	72.00%	72.00%	
FWD1019561	FMH1018373	FMH1018372	15.5	1.93	1.86	0.15	0.075	0.005	9.810	0.00060	0.0000011	0.670	0.018	0.011	150.86	558.74	8	B+C+D	10.65	13.97	13.97	131.16%	131.16%	131.16%	
FWD1019560	FMH1018372	FMH1048046	15.3	1.86	1.79	0.15	0.075	0.005	9.810	0.00060	0.0000011	0.674	0.018	0.011	218.06	807.61	8	B+C+D+E	10.72	20.19	20.19	188.32%	188.32%	188.32%	
FWD1062247	FMH1048046	FMH1018371	19	1.57	1.5	0.15	0.075	0.004	9.810	0.00060	0.0000011	0.604	0.018	0.010	379.64	1406.08	6	B+C+D+E+site(F)	9.60	20.19	26.36	210.33%	274.65%	274.65%	
FWD1019559	FMH1018371	FMH1018370	24	1.5	1.43	0.45	0.225	0.003	9.810	0.00060	0.0000011	1.091	0.159	0.156	379.64[note 4]	1406.08	6	A+B+C+D+E+site(F)	156.10	154.69	160.86	99.10%	103.05%	103.05%	
FWD1019558[note 3]	FMH1018370	FMH1018369	6.4	1.43	1.36	0.45	0.225	0.011	9.810	0.00060	0.0000011	2.125	0.159	0.304	379.64[note 4]	1406.08	6	A+B+C+D+E+site(F)	304.18	154.69	160.86	50.85%	52.88%	52.88%	

Proposed Building (With Mitigation Measures)

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	s	g (m/s^2)	k_s (m)	v (m^2/s)	V (m/s)	Area (m^2)	Q_c (m^3/s)	Accumulated ADWF (m^3/day)	P_c	P	Catchment	Sewer Capacity (L/s)	Sewage Flow (L/s)		% of Peak Flow to		% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															Before Development	After Development	Before Development	After Development		
FWD1019563	FMH1018375	FMH1018371	23	1.55	1.5	0.45	0.225	0.002	9.810	0.00060	0.0000011	0.940	0.159	0.134	Assumed full bored	Assumed full bored	8	A	134.50	134.50	134.50	100%	100%	100.00%	Assumed full bored
FWD1019541	FMH1018351	FMH1048045	18	2.41	2.35	0.15	0.075	0.003	9.810	0.00060	0.0000011	0.573	0.018	0.009	31.51	116.70	8	B	9.12	2.92	2.92	31.99%	31.99%	31.99%	
FWD1062244[note 3]	FMH1048045	FMH1018374	27	2.35	2.32	0.15	0.075	0.001	9.810	0.00060	0.0000011	0.326	0.018	0.005	44.06	163.19	8	B+C	5.18	4.08	4.08	78.72%	78.72%	78.72%	
FWD1019562	FMH1018374	FMH1018373	26.5	2.32	1.93	0.15	0.075	0.015	9.810	0.00060	0.0000011	1.220	0.018	0.019	150.86	558.74	8	B+C+D	19.40	13.97	13.97	72.00%	72.00%	72.00%	
FWD1019561	FMH1018373	FMH1018372	15.5	1.93	1.86	0.2	0.1	0.005	9.810	0.00060	0.0000011	0.809	0.031	0.023	150.86	558.74	8	B+C+D	22.86	13.97	13.97	61.10%	61.10%	61.10%	
FWD1019560	FMH1018372	FMH1048046	15.3	1.86	1.79	0.2	0.1	0.005	9.810	0.00060	0.0000011	0.814	0.031	0.023	218.06	807.61	8	B+C+D+E	23.01	20.19	20.19	87.73%	87.73%	87.73%	
FWD1062247	FMH1048046	FMH1018371	19	1.57	1.5	0.225	0.1125	0.004	9.810	0.00060	0.0000011	0.787	0.040	0.028	379.64	1406.08	6	B+C+D+E+site(F)	28.17	20.19	26.36	71.68%	93.60%	93.60%	
FWD1019559	FMH1018371	FMH1018370	24	1.5	1.43	0.5	0.25	0.003	9.810	0.00060	0.0000011	1.166	0.196	0.206	379.64[note 4]	1406.08	6	A+B+C+D+E+site(F)	206.01	154.69	160.86	75.09%	78.09%	78.09%	
FWD1019558[note 3]	FMH1018370	FMH1018369	6.4	1.43	1.36	0.5	0.25	0.011	9.810	0.00060	0.0000011	2.271	0.159	0.325	379.64[note 4]	1406.08	6	A+B+C+D+E+site(F)	325.04	154.69	160.86	47.59%	49.49%	49.49%	

Hydraulic Check of the Proposed Connection Sewer

Pipe Name	Manhole Reference		Length (m)	Invert Level (mPD)		d (m)	r (m)	s	g (m/s^2)	k_s (m)	v (m^2/s)	V (m/s)	Area (m^2)	Q_c (m^3/s)	ADWF (m^3/day)	P_c	P	Catchment	Sewer Capacity (L/s)	Sewage Flow (L/s)		% of Peak Flow to		% of capacity %	Remarks
	Upstream	Downstream		Upstream	Downstream															Before Development	After Development	Before Development	After Development		
Proposed Pipe	Proposed Manhole	FMH1048046	4.2	2.6	1.79	0.15	0.075	0.193	9.810	0.00060	0.0000011	4.454	0.018	0.079	161.59	598.47	8	site(F)	78.71	-	14.96	-	19.01%	19.01%	

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

s = slope of the total energy line

k_s = hydraulic pipeline roughness, m

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

Q_c = Flow Capacity (10% sedimentation incorporated), m^3/s

P_c = Contributing Population = ADWF/0.27

P = Peaking Factor (including stormwater allowance)

ADWF = Average Dry Weather Flow, m^3/day

Remarks:

(1) The value of k_s = 0.6mm (for velocities greater than 1.2m/s, otherwise 3mm) is adopted for the calculation of slimed clayware sewer, poor condition (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(2) The mean velocity is calculated using the Colebrook-White Equation.

(3) The invert level of Pipes FWD1062244 (upstream & downstream) and FWD1019558 (downstream) are not found in the Drainage Services Department's drainage record plan. Interpolation is used to calculate the appropriate invert levels.

(4) Since Catchment A is assumed as fully bored, its estimated dry weather flow is negligible for the accumulated ADWF.

Appendix 7 ☐

Landscape Proposal

PROPOSED RELAXATION OF PLOT RATIO RESTRICTION FOR FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

Landscape Proposal

JULY 2024

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List of Appendices

1. INTRODUCTION

1.1 PROJECT BACKGROUND

The Full Year Limited (the Applicant) proposes to develop a 23-storey composite building (including 2 basement floors) with mainly flat with shop and services and social welfare facility (Residential Care Home(s) for the Elderly)(RCHE(s) in Lot No. 3678 in D.D. 120, Yuen Long, New Territories (the proposed development/the Site)

DeSPACE (International) Limited has been engaged to prepare a Landscape Proposal for the Section 16 Planning Application under the Town Planning Ordinance of the proposed development due to the proposed minor relaxation of plot ratio restriction. The proposed development scheme could be referred to the Architect's drawings submitted under the planning application.

1.2 PROJECT LOCATION

The Site is located at south of Yuen Long Pau Cheung Square. It is currently a construction site surrounded by composite buildings. It was formerly the site of an old theatre with around 60 years of history which was closed in 2020 and demolished.

1.3 PROPOSED LAND USE

The Site area, of approximately 780m^2, is expected to comprise a 23-storey composite building (including 2 basement floors) with mainly flat with shop and services and RCHE(s) in "Residential (A)" ("R(A)") zone within the approved Yuen Long Outline Zoning Plan No. S/YL/27 (the OZP). The anticipated year of the population intake is 2027/2028.

1.4 OBJECTIVE OF THE REPORT

The aim of the landscape proposals is to respond to the site conditions, building form and function and to provide a quality landscape scheme.

2. LANDSCAPE PROPOSAL

The landscape design will be provided at the exterior of the premises from G/F to 2/F in the form of patterned hard landscape paving at G/F open space (15% of site coverage)and vertical greening (soft landscape)to soften the existing context and provide more green to the neighborhood. It is accessible to the occupiers and visitors. Due to the need to accommodate vehicle maneuverability, it is not feasible to incorporate an at-grade planting area into the proposed paving area facing Yuen Long Pau Cheung Square. Please refer to the proposed landscape plan and vertical greening schematic section in **Annex 1**. A reference for vertical greening layout intent is provided in **Annex 2**, subject to further refinement and plant species availability upon the detailed design stage.

3. PROPOSED GREENERY PROVISION

The current landscape proposal aims to provide greenery within the site boundary. The calculation of the greening ratio is shown as follows and the common greenery calculation shall refer to Greenery Provision in **Annex 1**:

Required Greenery	
Site Area	780 sq. m.
Proposed Setback Area	About 117 sq. m.
Minimum Greenery Area	About 58.5 sq. m.
Proposed Greenery	
Total Greenery Area	About 63 sq. m.
Total Green Coverage	53.8%

Remarks: Proposed greenery to be provided under PNAP APP-151 and 152.

The proposed greenery is approx. 63 sq. m. which exceeds the required 50% greenery requirement, i.e. 58.5 sq. m..

4. FUTURE MAINTENANCE

Maintenance for the vertical greening within the proposed development area shall be carried out by the management office of the development with maintenance intention as follows (subject to the maintenance contractor):

a. Irrigation: An Irrigation system will be incorporated into the vertical greening and irrigate the potted plants on regular basis per advice of soft landscape contractor.
b. Regular inspection and replacement of dead/diseased plants: Soft landscape contractor will inspect the greening regularly to remove and replace dead/diseased plants. The vertical greening wall is composed by potted plants which allows easy plant replacement.

Annex 1

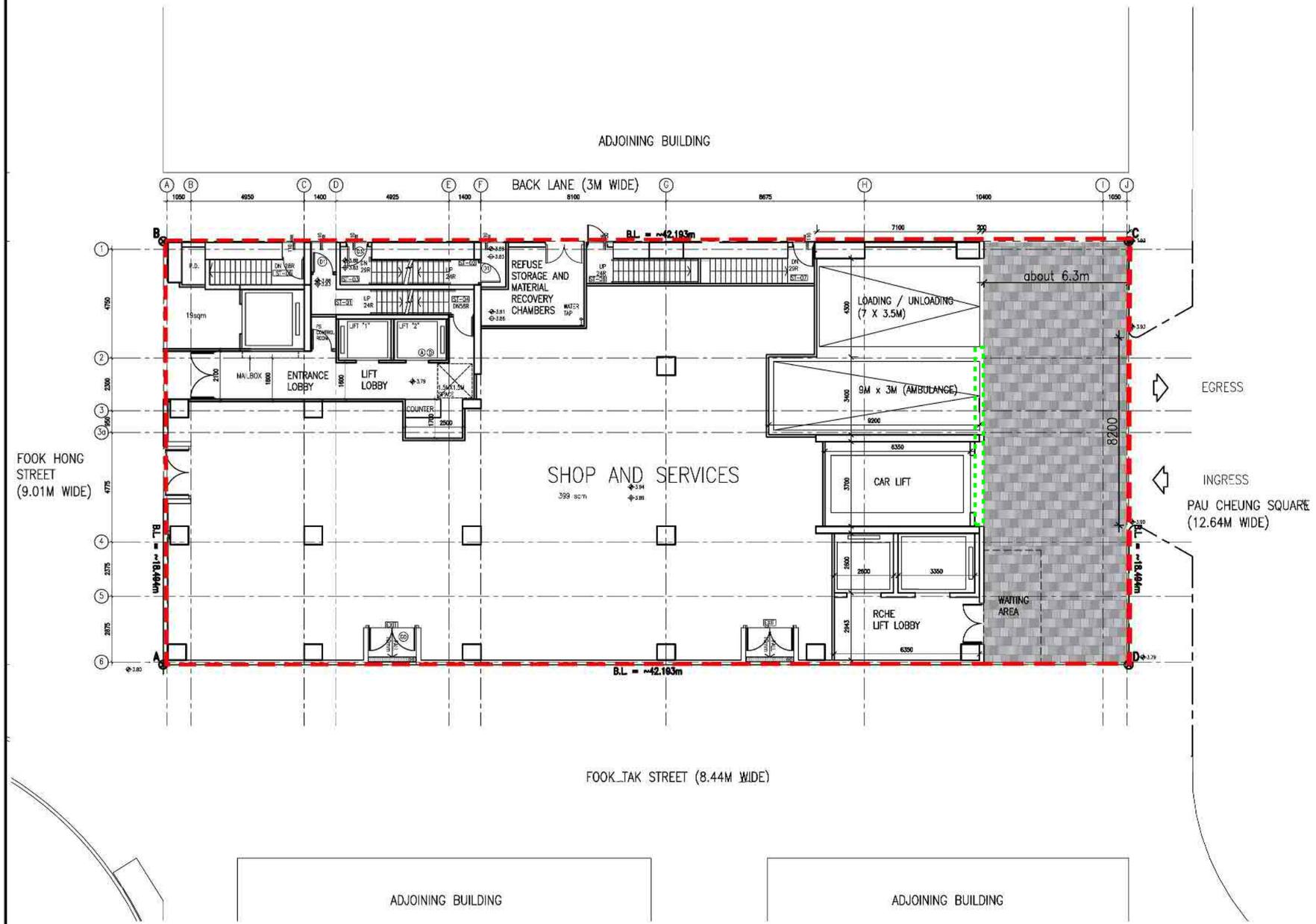
Proposed Landscape Plan and Vertical Greening Schematic Section

LEGEND

SITE BOUNDARY

HARD LANDSCAPE AT SITE SETBACK AREA

VERTICAL GREENING AT FACADE OF 1/F & 2/F
(UNDER PRIMARY ZONE)
(GREENERY TO BE PROVIDED UNDER PNAP APP-151 & 152)



PROPOSED LANDSCAPE PLAN

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- Read this drawing in conjunction with the specifications and all other related drawings.
- Notify the Architect immediately of any discrepancy found herein.

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

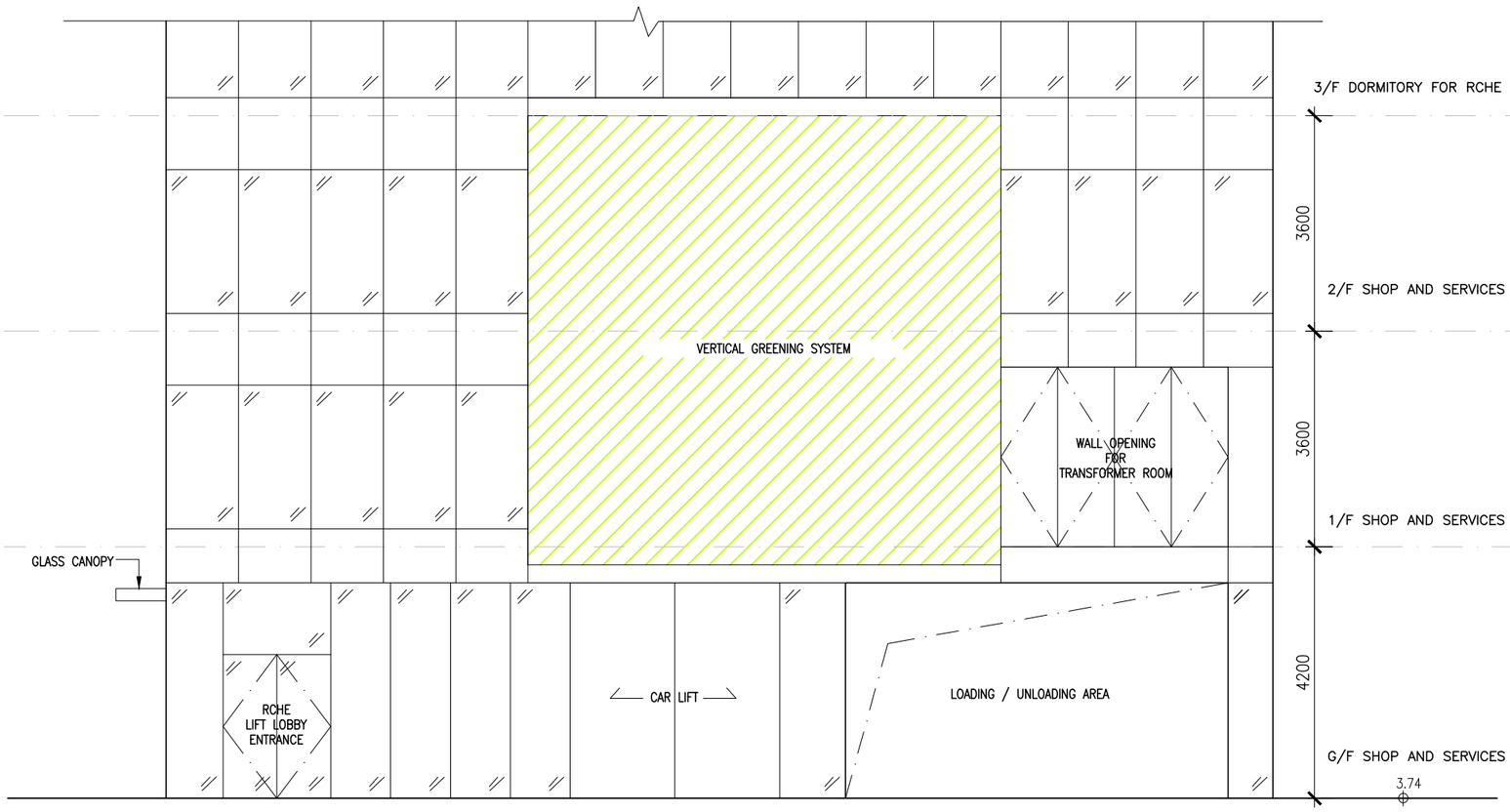
Drawing Title:

PROPOSED
LANDSCAPE PLAN

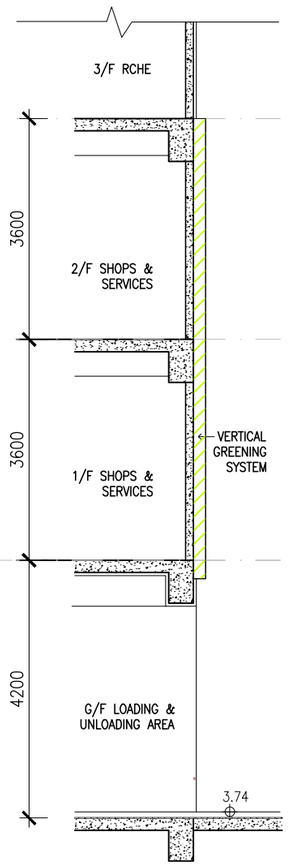
Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number
GBP017

Revision Letter



VERTICAL GREENING ELEVATION



VERTICAL GREENING SECTION

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CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

VERTICAL GREENING
SCHEMATIC ELEVATION
AND SECTION

Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 100	Paper: A3

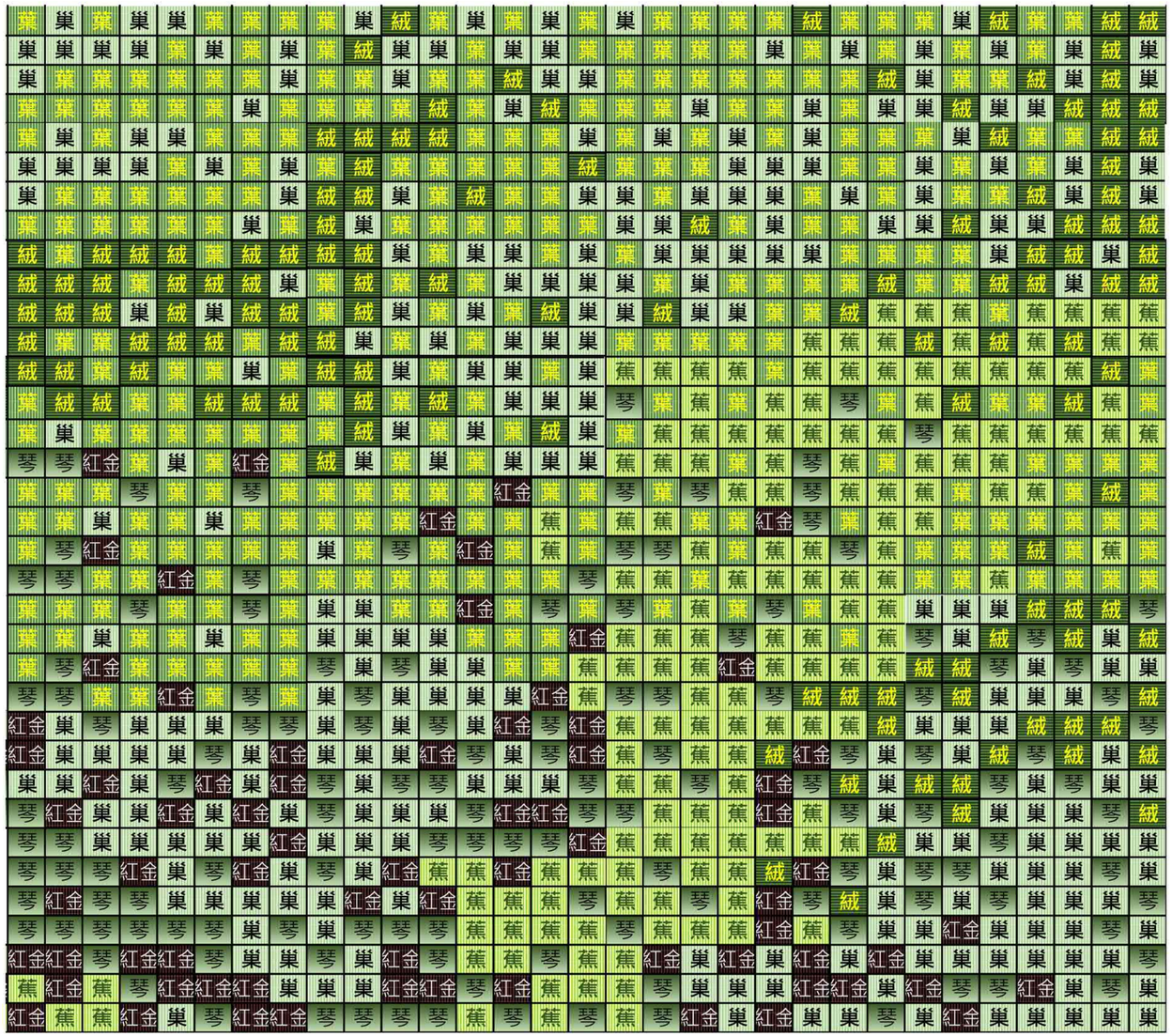
Drawing Number

GBP018

Revision Letter

Annex 2

Vertical Greening Layout Design Intent and Plant Species



vertical greening layout design intent (for reference only)

黃綠紋竹蕉
琴葉榕
鳥巢蕨
花葉鴨腳木
紅金鑽
心葉蔓綠絨

plant species

黃綠紋竹蕉Dracaena fragrans “Roechrs gold”

琴葉榕
Ficus pandurata Hance

鳥巢蕨
Asplenium antiquum

花葉鴨腳木
Schefflera Arboricola

紅金鑽
Philodendron Red Congo

心葉蔓綠絨
Philodendron cordatum

Appendix 8 –

Block Plan and Photomontage

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WIP Aug 2003

WIP Jan 2003

N

TAI LEE STREET

Shing Fat Industrial Building

Tai Hing Building

Rest Garden

RCP

YUEN LONG ON

Rainbow Mansion

Lee Kwan Building

Koon Wong Mansion

YUEN LONG TAI HANG STREET

Kam Wah Building

Wong Building

Sing Building

TAI FUNG STREET

Tai Fung House

Yuen Tung Building

Tsui Wah House

Polly Mansion

Yick Kwan Building

YUEN LONG TUNG TAI ST

YUEN LONG ON NING RD

FOOK YAT PATH

Fu Ning Building

Kut Cheung Building

On Lok House

Sun Yue Building

Hung Fook Building

TAK STREET

Hung Wan Building

On Ting Bldg

Man Yau Building

Man Tat Bldg

Fook Loi Building

On Wing Building

LANE

SITE

FOOK TAK STREET

FOOK HONG STREET

PAU CHEUNG SQUARE

Shun Hing Building

Man Yu Building

Kam Lun Building

Hang Fai Building

Nam Cheung Building

Tai Cheung Building

YUEN LONG TAI CHEUNG

SAI TAI STREET

Jumbo Building

Po Ting Building

Shing F

Winsome Commercial Building

Winland Building

TUNG LOK STREET

Kam Wah Building

Kam Po Building

Public Light Bus Terminus

SAU FU ST.

FUK TING ST.

KUK TING STREET

SHUI CHE KW

Prosper Centre

Hong Ping Villa

Happy Plaza

Yuen Long Trade Centre

Hang Cheong Building

O.T.B. Yuen Long Building

Hang Seng Yuen Long Building

Man Kit House

Prosperous Building

Podium

Glassview Commercial Building

Golden Hall Building

Sing Shun Building

BLOCK PLAN

1:1000

Rev.	Date	Description

Project Name:

Redevelopment of Yuen Long Theatre at Lot No. 3678 in D.D. 120, Yuen Long, N.T.

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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

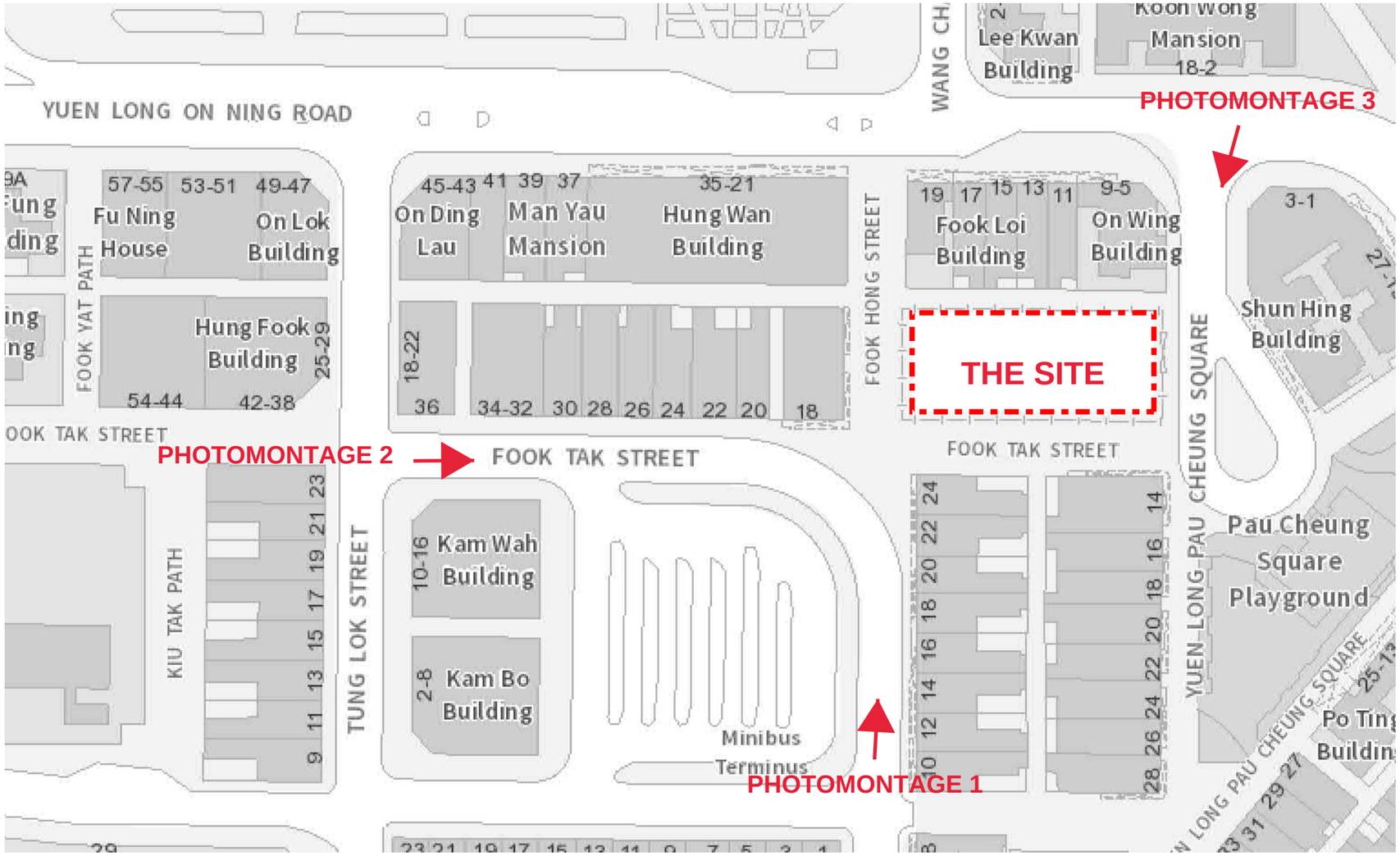
Drawing Title:

BLOCK PLAN

Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: N.T.S.	Paper: A3

Drawing Number: GBP015

Revision Letter:



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‹e measurements directly from this

c verify all dimensions on site. drawing in conjunction with the ons and all other related drawings. Architect immediately of any cy found herein.

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CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

LOCATION PLAN FOR PHOTOMONTAGES

Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number

GBP014

Revision Letter

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EXISTING CONDITIONS

PROPOSED SCHEME

Rev.	Date	Description

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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

PHOTOMONTAGE 1

Designed by:	JODY
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Scale: 1 : 200	Paper: A3

Drawing Number

GBP015

Revision Letter

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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

PHOTOMONTAGE 2

Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number

GBP016

Revision Letter

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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

PHOTOMONTAGE 3

Designed by:	JODY
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number

GBP017

Revision Letter

Appendix 9 –

Relevant record of departmental correspondences

NR7PG

By Fax and by Post
2214 0817

運輸署
Transport Department

本署檔案 Our Ref. : (NRD0Z) in TD NR157/161/YLDD-120
來函檔號 Your Ref. : 23122HK/kvl/mwy/02
電 話 Tel. : 2399 2191
圖文傳真 Fax : 2381 3799
電 郵 Email : saitungchan@td.gov.hk

28 August 2024

CTA Consultants Limited
Unit 2108, 21/F,
Westlands Centre,
20 Westlands Road,
Quarry Bay, Hong Kong
(Ms Claudia Yim)

Dear Ms Yim,

S16 Town Planning Application Planning Application
Yuen Long Theatre Lot 3678 DD 120

Technical Note on Methodology for Estimating Traffic Forecast for Traffic Noise Impact Assessment (TNIA)

I refer to your above referenced letter dated 5 August 2024 and have no further comments on the submission from traffic engineering perspective.

Yours faithfully,

(Ms CHAN Sai-tung, Sarita)
for Commissioner for Transport

Claudia Yim

寄件者: Sai Tung CHAN <saitungchan@td.gov.hk>
寄件日期: Thursday, 23 May 2024 3:31 pm
收件者: Claudia Yim
副本: kelvinleung@ctaconsultants.com; Kevin Ki Yiu NG
主旨: Re: 回覆: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

Dear Claudia,

I have no comment on the road classification.

Best regards,
Sarita ST CHAN
E/YLC, NTW, TD
Tel: 2399 2191

From: "Claudia Yim " <claudiayim@ctaconsultants.com>
To: "'Sai Tung CHAN'" <saitungchan@td.gov.hk>
Cc: <kelvinleung@ctaconsultants.com>
Date: 23/05/2024 15:16
Subject: 回覆: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

---

Dear Ms Chan,

It's typo. Sorry for the inconvenience caused.

Below is the revised table. We would like to seek for your confirmation and endorsement of the classification road types for both Fook Tak Street and Yuen Long Pau Cheung Square as follows:

Road Link	Road Name	Proposed Road Type	Justification for Road Type
41	Fook Tak Street	Local Distributor	Connects to Yuen Long On Ning Road (ATC5837) and others developments
36	Yuen Long Pau Cheung Square	Local Distributor	Connects to Yuen Long On Ning Road (ATC 6032) and others developments

Thanks and regards,

Claudia Yim

CTA Consultants Limited
Unit 2108, 21/F, Westlands Centre, 20 Westlands Road, Quarry Bay, Hong Kong
Tel: (852) 2214 0849 Fax: (852) 2214 0817
Email : cta@ctaconsultants.com

寄件者: Sai Tung CHAN [mailto:saitungchan@td.gov.hk]
寄件日期: Thursday, 23 May 2024 2:34 pm
收件者: Claudia Yim <claudiayim@ctaconsultants.com>
副本: kelvinleung@ctaconsultants.com
主旨: Re: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

Dear Claudia,

The road link and the road name is not consistent with the attached map, Fook Tak Street should be road link 41 and Yuen Long Pau Cheung Square should be road link 36 as indicated in map? Please clarify.

Best regards,
Sarita ST CHAN
E/YLC, NTW, TD
Tel: 2399 2191

From: "Claudia Yim " <claudiayim@ctaconsultants.com>
To: "'Sai Tung CHAN"' <saitungchan@td.gov.hk>
Cc: <kelvinleung@ctaconsultants.com>
Date: 16/05/2024 18:07
Subject: S16 Town Planning Application Planning Application Yuen Long Theatre DD 120 Lots 3678- Road Type Classification

---

Dear Ms Chan,

We, CTA Consultants Ltd (CTA) are commissioned by the Applicant as the traffic consultant of the captioned project.

According to the comments from EPD issued on 16/04/2024, classification of road types for Fook Tak Street and Yuen Long Pau Cheung Square are required to be endorsed by TD. Comments from EPD is attached and highlighted for your reference.

Hence, we would like to seek for your confirmation and endorsement of the classification road types for both Fook Tak Street and Yuen Long Pau Cheung Square as follows:

Road Link	Road Name	Proposed Road Type	Justification for Road Type
70,40,71,68	Fook Tak Street	Local Distributor	Connects to Yuen Long On Ning Road (ATC5837) and others developments
34	Yuen Long Pau Cheung Square	Local Distributor	Connects to Wang Chau Road (ATC 5011) and others developments

Thanks and regards,

Claudia Yim

CTA Consultants Limited
Unit 2108, 21/F, Westlands Centre, 20 Westlands Road, Quarry Bay, Hong Kong
Tel: (852) 2214 0849 Fax: (852) 2214 0817
Email : cta@ctaconsultants.com

[attachment "20240416 A_YL_319_Departmental Comments to Applicant EPD.PDF" deleted by Sai Tung CHAN/TD/HKSARG] [attachment "FIG 1 - INDEX PLAN FOR TNIA.PDF" deleted by Sai Tung CHAN/TD/HKSARG]

Appendix 10 □

Catalogue of the Double Rack Parking System

Puzzle Stacking System

拼圖型泊車系統

Green Parking Equipment

環保停車設備

MARS

Puzzle parking series

Company Introduction
公司介绍

Wise Automatic Parking System Company Limited provide one-stop solution in operation, management, automatic parking equipment, engineering and construction work for modern carpark.

Our professional team have more than 30 years experiences on European mechanical design and manufacturing. Our mainly products includes mechanized vehicle parking systems (MVPS) which are in higher quality and comply with BS EN standard.

To coordinate with the 2036 roadmap on popularisation of electric vehicles in Hong Kong. We engaged in the development and provide solution on "Smart & Green Parking".

偉時自動化工程有限公司為現代化停車場提供一站式方案，包括營運、管理、自動泊車設備、工程建設等解決方案。

偉時的專業團隊擁有超過30年的歐洲機械設計和製造經驗。我們的主要產品包括機械化泊車系統(MVPS)，具有較高的質量和符合BS EN歐盟標準。

為配合2036年在香港推廣的電動汽車路線圖。我們正專注研發「城市智慧綠色停車」和提供合適方案。

MARS Puzzle Stacking System
MARS 拼圖型泊車系統

With increasing demand of parking space in modern city, MARS puzzle parking system, as one of the fully automated parking systems, could bring a more efficient use of parking space. It's smart and green design can get the "Environmental Design"award and the Chinese 10 best Parking System award on 2024.

隨著現代城市對停車位的需求不斷增加， MARS 拼圖停車作為全自動化停車系統之一，可以更有效地利用停車位，其智慧及環保設計獲得"2024中國最具綠色低碳立体車庫"獎項及"2024年中國十大最美立体車庫"獎項。

MARS puzzle parking system is a fully automated system featuring combination pallets that enable horizontal and vertical movement of parking spots just like a puzzle to park and retrieve cars. A fully automatic independent system, it can be easily configured and customised to any premises.

MARS 拼圖型立體停車間是一個採用結合水平和垂直移動停車平台的全自動系統。可以輕易停放和取回車輛。它是一個全自動、很容易地配置和定製到其他場所的獨立系統。

Smart Design
智慧設計

- Fast pick up - Vehicles can picked up in an average of 2 minutes
  快速取車 - 平均2分鐘內提取車輛

- The COMET automatic safety gate system not only covers the entrance and exit of the garage comprehensively, preventing any object from entering and leaving the garage, but its innovative sliding gate design eliminates the risk of gate falling, and also provides anti-pinch function to avoid injury to users.
  COMET自動安全閘門系統，既能全方位封閉車庫進出口，防止任何物體進出杜絕意外發生，其創新橫移式閘門設計不單免除閘門墜落風險，而且還提供防夾功能，避免對使用者產生傷害。

Smart Design
智慧設計

- Automatic lighting system - the entrance lighting is control by timer and garage inner lighting is control by sensor.
  自動照明系統 - 進出口燈光用時間器控制開關，車庫內燈光用感應器控制開關。

- Install CCTV on each floor of APS and monitor by the carpark officer.
  車庫每層都有安裝CCTV系統，由車場管理員負責實時監控。

- Each controller is equipped with the alarm system to indicate each incorrect operation, and the intercom is available for immediate assistant from the carpark officer.
  每個控制器設有警示燈，提示各種錯誤操作，同時設有對講機可即時向車場管理員尋援求助

Smart Design
智慧設計

- “Fuzzy logic” the system not be limited to moving the vehicle to a preset designated location, but automatically select the best parking space in the system at that time.
  “快思邏輯” 讓系統不限於將車輛移至預設的指定位置，而是自動選擇當時系統內的最佳停車位 。

- Its PLC system has the network communication function which can connect with other management system under Profinet, Modbustcp, tcp…. Operator can read the instant data during parking process all the time. This system can store 500 sets date record of the parking process, includes data such as : plate number of vehicle, parking in/out time, daily occupancy rate, fault record, reminder of maintenance etc. Those information can assist the cooperate to have the better management with data analysis.
  搭載的PLC系統具有網絡通信功能，可與其他管理系統在Profinet、Modbustcp、tcp....下進行連接。操作員可以隨時讀取停車過程中的即時數據。該系統可存儲500組停車過程的日常記錄，包括:車輛號牌、停車進出時間、每日使用率、翻查故障記錄、維修提醒顯示等等。這些信息可以幫助企業進行更好的管理和數據分析。

Green Factor
綠色環保原素

- Install solar panel system to obtain energy power from nature.
  安裝配太陽能儲電系統獲取天然能源。

- APS is driven by high-grade frequency converter motor, energy saving and environmental protection.
- APS車庫採用高等级變頻電機驅動，節能環保。

- Can apply with electronic charger
  可裝配電動車充電設備

Feature of MARS
MARS 特點

EN 14010:2003+A1
EN 60204-1:2018

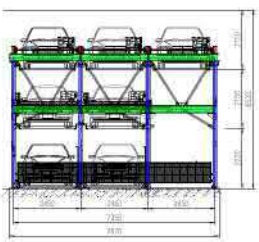
- Modular standard design
- Convenient combination
- Can built up to 2-4 layers
- Can lifting vehicle up to 2500kg
- Spaces saving
- Electric chain lift system
- Varity security detector
- Computer programming
- Suitable for indoor and outdoor
- Can install solar panel
- Easy installation

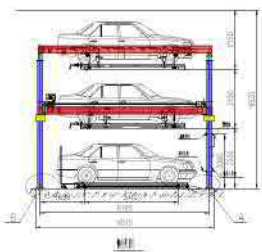
- 模塊化標準設計
- 方便組合
- 能建到2-4層
- 能承重2500公斤的車輛
- 節約空間
- 電動鏈提升系統
- 各種安全探測器
- PLC電腦編程
- 室內外均可使用
- 可安裝太陽能板
- 安裝快捷方便

Product Name 設備名稱	MARS Puzzle Stacking System MARS 拼圖型泊車系統	
Vehicle Specification 停車規格	Length 長	< 5000mm
	Width寬	< 2000mm
	Height 高	< 2000mm
Loading for Vehicle 承載重量	≤ 2500kg	
Control Method 操作方式	PLC Touch Screen 電腦觸摸屏操作方式	
Vertical Lifting Speed 升降速度	4.5m/mins	
Horizontal Moving Speed 橫移速度	7m/mins	
Rated of Power 功率	5.5 kW	
Voltage電源	3-phase 5-wire 380V/50Hz 三相五綫 380V 50Hz	

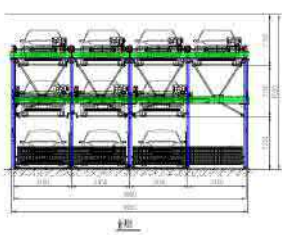
Drawing of MARS
MARS 圖示

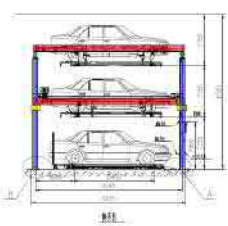
MARS 3 x 3

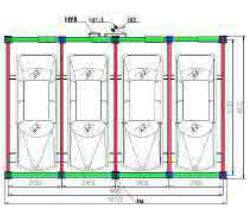




MARS 3 x 4







** Size and specification will be subject to the final proposal*

Drawing of MARS
MARS 圖示

MARS 3 x 4

MARS 2 x 4

** Size and specification will be subject to the final proposal*

Safety Device
安全裝置

Emergency stop switch 緊急停止按鈕	In case of emergency or malfunction, the emergency stop button can be pressed to immediately stop all mechanical action. 設備運轉中如遇突發狀況，可即刻停止所有機械動作。
Transverse slide sensor 橫移逾限防止裝置	The transverse positioning of the platform is precise to prevent the excess movement. 控制橫移車台定位精確，防止移位行程逾限。
Caution light 運轉警示器	When in operation, the caution light will flash to alert other drivers. If there is an abnormality, the alarm will sound. 正常運轉時警示燈閃動告示其他人車,若有異常則發出鳴響。
Upper/Lower limit sensor 上下極限開關	The vertical positioning of the platform is precise to prevent the excess movement. 控制升降車台定位精確，防止升降行程逾限
Emergency braking system 斷電制動剎車	In the event of a power interruption, the platform will automatically halt, preventing any vehicle from falling. 遇電源中斷即制止車台繼續行走，避免升降車台於靜止時自然下降。
Overcurrent protection device 過電流保護裝置	If the motor is overloaded during operation, the power to the motor is automatically cut off. 設備運轉中若馬達運轉過度負荷，即自動切掉馬達電源。
Vehicle positioning device 車輛定位裝置	The car needs to be parked within the set parking limitation in order to not exceed the capacity of the equipment. 限制車輛停放位置，防止停放車長超出設備容量範圍。
Front and rear car length photoelectric 前後車長光電偵測	When the front and rear vehicle photoelectric switches are blocked, the equipment will automatically stop running and beep. 前後車長光電開關遭遮斷時，自動停止設備運轉併發出鳴響。

Safety Device
安全裝置

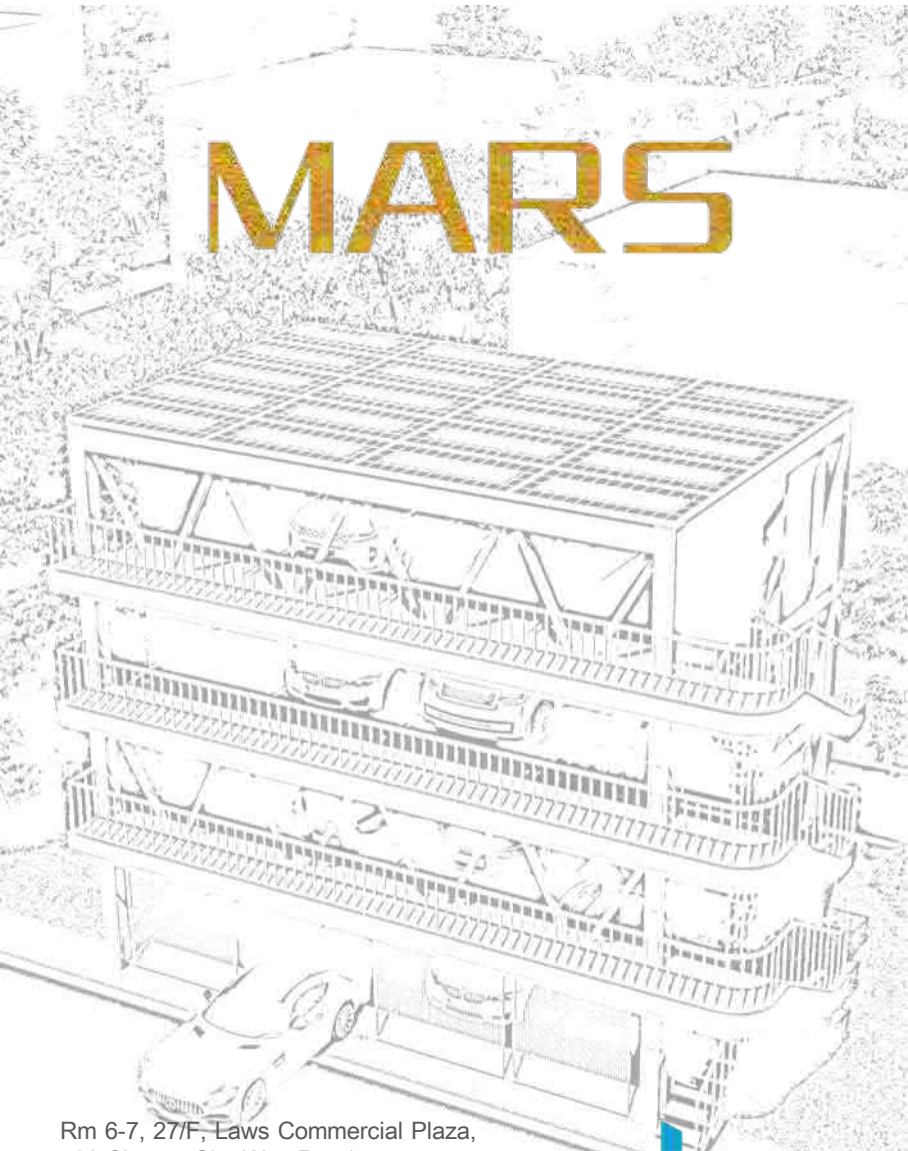
Job Reference
實體案例

Project 項目 ：香港政府項目 HK Government project
Location 地點 ：ShamShuipo Hong Kong 香港深水埗
Aim : To introduce the first set of 4 level MARS in HK.
Increase the parking lots from existing 170 to 210.
改造目的 : 配置全港首套MARS 四層升降橫移機械停車設備，從原有170個車位增至210個車位

Before 改造前


After 改造後

MARS



Rm 6-7, 27/F, Laws Commercial Plaza,
788 Cheung Sha Wan Road,
Kowloon, Hong Kong.

Tel : +852 3795 7855

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偉時自動化工程有限公司

Appendix 11 –

Confirmation Letter from the RCHE Operator on the Provision of Car Parking Spaces

Date: 14th May 2024

To whom it may concern,

CONFIRMATION OF THE PROVISION OF CAR PARKING SPACES OF THE RESIDENTIAL CARE HOME FOR ELDERLY IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

****

We, Delightful RCHE Limited, the potential operator of the Residential Care Home for Elderly (RCHE) in the subject development mentioned in Section 16 Planning Application No. A/YL/319, here to confirm the car parking provision of the subject RCHE development, which includes 2 parking spaces for private cars, 1 parking space for disabled persons and 1 loading/unloading space for an ambulance for RCHE, to be sufficient to meet the operational need of a RCHE in the area.

Yours faithfully,

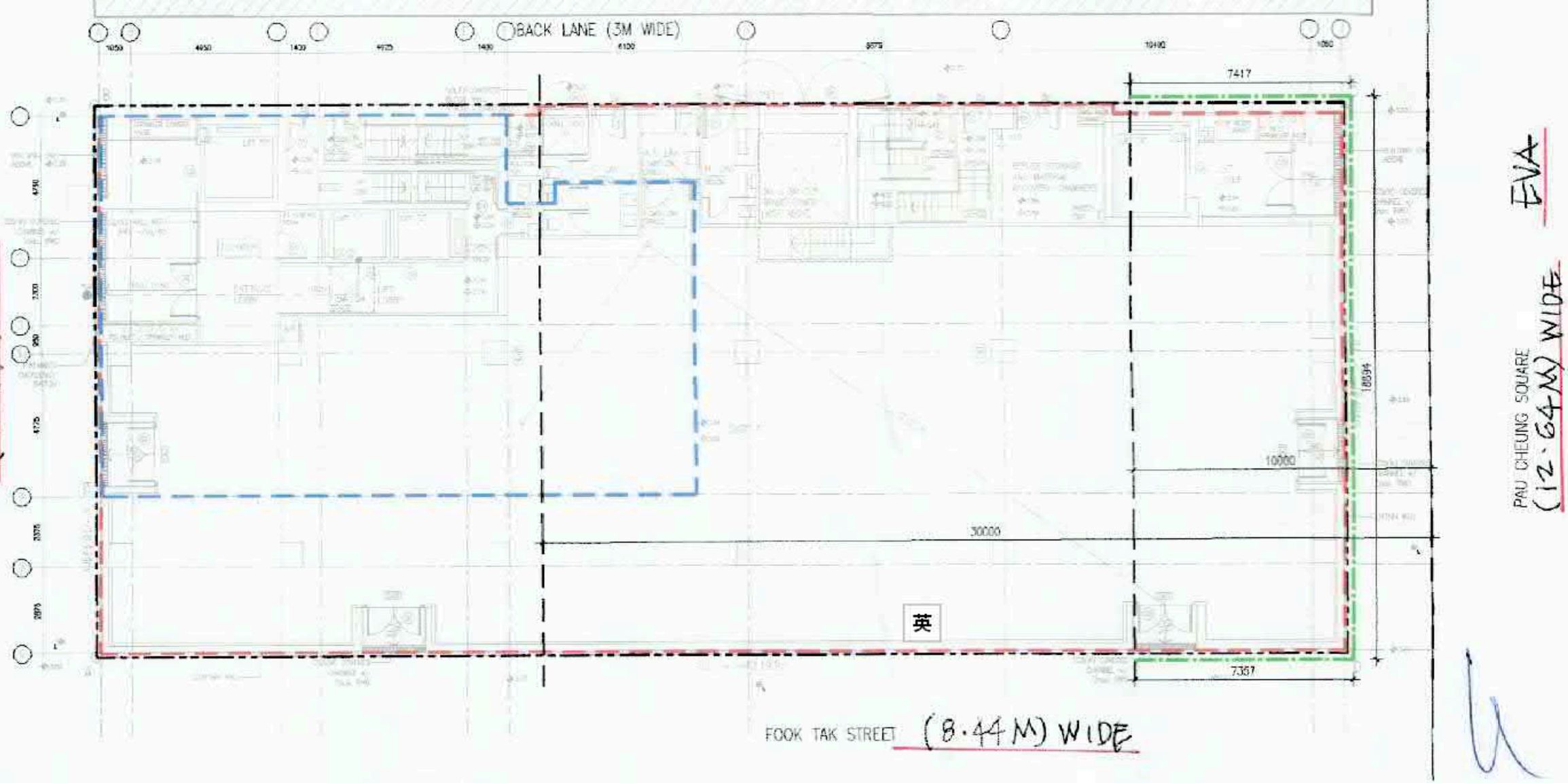
S.W. Leung

DELIGHTFUL RCHE LIMITED 欣頤護老院有限公司

Mr. Leung Shiu Wai
Executive Director
DELIGHTFUL RCHE LIMITED
Fax : 29822316
Tel : 29822310 / 97727800

Appendix 12 –

Last Approved General Building Plan in Relation to the EVA Calculation



EVA LEGEND

- BOUNDARY LINE
- PERIMETER WALLS OF THE BUILDING (PODIUM) (G/F – 5/F)
- FACADE LENGTH SERVED BY EVA
- PERIMETER WALLS OF THE TOWER (6/F – R/F)

EVA CALCULATION (FOR PODIUM)

TOTAL LENGTH OF ALL PERIMETER WALLS OF THE BUILDING
= 120.550 m

REQUIRED MAJOR FACADE LENGTH SERVED BY EVA
= 120.550 m x 25% = 30.138 m

TOTAL LENGTH OF PERIMETER OF BUILDING ON 6/F TO R/F
= 66.950 m

ACTUAL FACADE LENGTH SERVED BY EVA WITHIN 10m
= 7.417 m + 18.894 m + 7.357 m
= 33.668 m > 30.138 m (ACTUAL PROVIDED > 25%)

NOTE: NO EVA COVER MAJOR FACADE OF TOWER PORTION

Appendix 13 –

R-to-C Record of Previous Planning Application

(application no. A/YL/319)

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in "Residential (Group A)" Zone at Lot 3678 in D.D. 120, Yuen Long, New Territories (Application No. A/YL/319)

Departmental Comments (Email from Planning Department dated 16.4.2024, 23.4.2024 and 25.4.2024)	
Departmental Comments	Response
1. Director of Social Welfare (DSW), Social Welfare Department (16.4.2024)	
a) As mentioned in Para 4.3 of Supplementary Planning Statement, the applicant stated that "it is well-noted that the proposed RCHE(s) can be managed and operated by more than one licensed RCHE operators". For clarify sake, we would like the applicant to confirm the number of the RCHE(s) intended to be provided in the subject development for SWD's consideration.	There will be one license RCHE operator in the subject development.
b) If more than one number of RCHE is confirmed to be constructed, the applicant should take note that NO division of each of the RCHE premises will be allowed and assignment, mortgage, underletting, or other disposal of each of the RCHE premises will be prohibited except as a whole unit in accordance with Para 3(ii) in the Practice Note No. 5/2023.	Noted.
2. Director of Environmental Protection (DEP), Environmental Protection Department (16.4.2024)	
Comments on Air Quality	
a) Section 2.5.1 - The consultant should provide more details of the dusty activities, including area of site	More details of the dusty activities, including the potential area of excavation and amount of excavated materials to be handled at a time, no.

formation/excavation and amount of excavated materials to be handled at a time, no. of construction/dump trucks and machinery to be used on-site per time, etc. to address if adverse construction air quality impact on the nearby ASRs is not anticipated with mitigation measures in place.	of construction/dump trucks and machinery to be used on-site per time are provided in Section 2.5.1 to Section 2.5.3 of the Revised Environmental Assessment Report (**Attachment 3**). Construction air quality impact on the nearby ASRs is not anticipated with the mitigation measures mentioned in Section 2.5.6 of the Revised Environmental Assessment Report (**Attachment 3**).
b) Sections 2.5.2 and 2.5.3 – (i) Apart from Yuen Long Barrage and Nullah Improvement Schemes and Construction of Elevated Pedestrian Corridor in Yuen Long Town connecting with Long Ping Station, please clarify if there is any other concurrent projects within 500m from the project site boundary and their cumulative impacts (if any) should be addressed in the report. (ii) Please address if close liaison with the contractor of the concurrent projects shall be conducted to avoid any dusty activities to be taken place at the same time to minimize the cumulative dust impact.	(i) It is clarified that there is no other concurrent project within 500m from the project site boundary and the potential cumulative construction air impacts are addressed in Section 2.5.4 to 2.5.5 of the Revised Environmental Assessment Report (**Attachment 3**). (ii) Close liaison with the contractor of the concurrent projects will be conducted to avoid any dusty activities to be taken place at the same time to minimize the cumulative dust impact.
c) Section 2.5.4 - Suggest to remove "dust" in last line of 1st paragraph.	"Dust" is removed from the last line of 1st paragraph in Section 2.5.6 of the Revised Environmental Assessment Report (**Attachment 3**).

d) Section 2.5.5 - Suggest to revise "dust" to "above".	"dust" is revised to "above" in Section 2.5.7 of the Revised Environmental Assessment Report (**Attachment 3**).
e) Table 2.6 - Please check with Transport Department to confirm if the road type of Fook Tak Street and Yuen Long Pau Cheung Square is Local Distributor or provide the peak traffic flow of these 2 roads to justify they can be considered as LD with limited traffic, and hence to determine the appropriate recommended buffer distance.	The road type classification have been submitted to TD for their agreement as shown in Appendix 2.1 of the Revised Environmental Assessment Report (**Attachment 3**). TD's confirmation on the road type classification of Fook Tak Street and Yuen Long Pau Cheung Square will be provided once available.
f) Section 2.6.3 - Please address if there is any adverse air quality impact arising from the nearby minibus terminus on the proposed development and whether the air-sensitive uses of the proposed development will be located away from the minibus terminus as far as practicable.	Although there is a minibus terminus located approximately 18m away from the southwest of Project Site, all motor vehicles are regulated by Motor Vehicle Idling (Fixed Penalty) Ordinance (the Ordinance) (Cap. 611) and idling motor vehicles are prohibited. Thus, no adverse air quality impact associated with stationary vehicular emission on the Proposed Development is anticipated.
g) Section 2.6.4 - (iii) Please provide the date of site survey to ensure that the site survey is conducted recently. We would like to remind the applicant that it should be the responsibility of the applicant and their consultants to ensure the validity of the chimney data by their own site surveys. Should the information of industrial chimneys be subsequently found to be incorrect, the assessment result as presented	(iii) Site survey was conducted on 11 December 2023. The applicant and their consultants have collected and provided all the best available information on all industrial chimneys.

in the application would be invalidated. (iv) Please address if there is any air/odour impact arising from the nearby areas on the proposed development and whether any odour detected around the site boundary of the proposed development during the site survey.	(iv) During the site survey conducted on 11 December 2023, no air/odour impact is detected around the site boundary of the proposed development.
h) Section 2.6.5 - Please revise "excessive" to "adverse air quality" in line 5.	"excessive" is revised to "adverse air quality" in line 5 of Section 2.6.5 of the Revised Environmental Assessment Report (**Attachment 3**).
i) Sections 2.6.5 and 2.6.6 – Please show the potential locations of the exhaust for the proposed underground carpark and kitchen in a map to demonstrate that these exhausts will be located away from all nearby ASRs.	The potential locations of the exhaust for the proposed underground carpark and kitchen are provided in Figure 2.4 of the Revised Environmental Assessment Report (**Attachment 3**).
j) Section 2.7.1 - Please revise "is anticipated to be insignificant" to "is not anticipated to be adverse" in the last line.	The wording in the last line is revised to "is not anticipated to be adverse".
k) Figure 2.3 - (i) Please provide a remark to state that no air-sensitive uses including openable window, fresh air intake and recreational uses in open space shall be located within the buffer zones.	(i) A Remark is added on Figure 2.3 of the Revised Environmental Assessment Report (**Attachment 3**), stating no air-sensitive uses including openable window, fresh air intake and recreational uses in open space shall be located within the buffer zones.

(ii) Please indicate clearly on the figure that the sections of Fook Tak Street and Fook Hong Street along the project site boundary are pedestrian walkway/ footpath and hence no buffer distance is required.	(ii) Fook Tak Street and Fook Hong Street along the project site are indicated and labelled as pedestrian walkway/footpath and no buffer distance is required in Figure 2.3 of the Revised Environmental Assessment Report (**Attachment 3**)..
Comments on Waste Management	
a) The assessment methodology shall include but not limited to : (i) identification/estimation of the types and quantities of waste arising from the Project (ii) addressing impacts caused by handling (including stockpiling, labelling, packaging and storage), collection, transportation and reuse/disposal of wastes in detail and propose appropriate mitigation measures (iii) adoption of waste management hierarchy with priorities towards waste reduction, on-site or off-site reuse and recycling (iv) estimation of the types and quantities of wastes required to be disposed of and their disposal method; and (v) assessment of the impacts on the capacity of waste collection, transfer and disposal facilities. Please supplement as appropriate.	The assessment methodology is updated in Section 5 of the Revised Environmental Assessment Report (**Attachment 3**).

b) Section 5.2.1 - Given that this project does not require reclamation and the proposed development is not situated on reclaimed land, no marine or land-based sediments are anticipated. Please review the relevance of "Dumping at Sea Ordinance (Cap.466)". If not, the Consultant is advised to remove it to avoid confusion.	"Dumping at Sea Ordinance (Cap.466)" is removed from Section 5.2.1 of the Revised Environmental Assessment Report (**Attachment 3**).
c) Section 5.3.3 – (i) The Consultant is advised to incorporate all major construction activities that would be considered in the quantity estimation and evaluation of waste impacts during the construction phase (ii) The Consultant is advised to specify the definition and nature of inert C&D materials and non-inert C&D wastes for clarity (iii) Please provide the specific disposal outlets for each of the identified waste types; and (iv) Since surplus inert C&D materials will be delivered to Public Fill Reception Facilities for beneficial reuse in other projects, please avoid using the terms "dispose" and "disposal" in this connection.	(i) All major construction activities are considered in the quantity estimation and evaluation of waste impact during the construction phase. (ii) Definition and nature of inert C&D materials and non-inert C&D waste is provided in Section 5.3.3. (iii) Specific disposal outlets for each of the identical waste type is summarized in Table 5.1. (iv) The terms "dispose" and "disposal" are replaced in Section 5.3.4. (Place refer to the Revised Environmental Assessment Report in **Attachment 3**)
d) Section 5.3.4 - Please provide estimated quantity of chemical waste.	Estimated quantity of chemical waste is provided in Section 5.3.7.

e) Section 5.3.9 - Please provide estimated quantity of general refuse during construction phase.	Estimated quantity of general refuse during construction phase is provided in Section 5.3.10 of the Revised Environmental Assessment Report (**Attachment 3**).
f) Section 5.4.1 & Section 5.4.4 - Please provide estimated quantity for the identified waste types during operation phase.	Estimation of general refuse and other waste type during the operation phase are provided in Section 5.4.1 and Section 5.4.4 respectively of the Revised Environmental Assessment Report (**Attachment 3**).
g) Section 5.5 - Please supplement the recommended practices and mitigation measures based on the waste management hierarchy principles. Recommendations of good site practices, waste reduction measures as well as the waste transportation, storage and collection should be included.	The recommended practices and mitigation measures based on the waste management hierarchy principles, recommendations of good site practices, waste reduction measures as well as the waste transportation, storage and collection are provided in Section 5.5.1 to 5.5.11 of the Revised Environmental Assessment Report (**Attachment 3**).
Comment on Land Contamination	
a) Please supplement a section on site appraisal to evaluate if there is any potential issues in relation to land contamination.	Land contamination review is provided in Section 6 of the Revised Environmental Assessment Report (**Attachment 3**).
Comment on Sewerage Planning	
a) Please carry out detailed Sewerage Impact Assessment in a separate appendix with proper calculation and drawings to identify the existing and planned sewerage systems, and assess if there are any potential adverse sewerage impacts arising from the proposed development.	A Sewerage Impact Assessment (SIA) report will be provided in separate submission.

3. Chief Town Planner/Urban Design & Landscape (CTP/UD&L), Planning Department (16.4.2024)	
a) While the proposed building height (BH) is 78.6mPD as indicated in Table 4.1 - Major Development Parameters of the Supplementary Planning Statement, it should be an absolute BH of 78.6m above ground as shown on Drawing No. GBP013 - Schematic Section. Besides, as 3/F and above is proposed for RCHE and residential uses (which are presumably the domestic part of the proposed composite building), it seems that the proposed site coverage (SC) of not more than 85% would exceed the permitted SC in the First Schedule of the Building (Planning) Regulations.	It is noted that the mean street level at ground level is 3.74mPD, please find the revised schematic section and schematic elevation in **Attachment 2** (Drawing No. GBP013). Please note that the Site is classified as Class C and the proposed SC of the non-domestic premises would not exceed 85% according to the First Schedule of the Building (Planning) Regulations.
b) With respect to CTP/UD&L's comments above, please check the major development parameters (including but not limited to the site coverage and building height in mPD as per CTP/UD&L's observation) and ensure that the major development parameters are in order. If negative, please make necessary changes to the indicative scheme and revise the submitted plans/drawings as appropriate.	It is noted that the mean street level at ground level is 3.74mPD, please find the revised BH in **Attachment 2** (Drawing No. GBP013) and the relevant replacement pages of the Supplementary Planning Statement.
4. Chief Town Planner/Urban Design & Landscape (CTP/UD&L), Planning Department (23.4.2024)	
a) Noting the Schematic Elevation (Drawing No. GBP013) and para. 5.9 "Vertical greening will be proposed on	Please find **Attachment 4** for indicating the proposed plant species for vertical greening,

the external wall of the building facing the Tuen Long Pau Cheung Square…", the applicant should provide details including proposed plant species for vertical greening for consideration.	subject to detailed design after the planning stage.
b) Noting para. 4.5(i) and the Proposed Streetscape Plan (Drawing No. GBP012), the applicant proposed streetscape enhancement works at Yuen Long Pau Cheung Square and Fook Tak Street, these proposed landscape settings and features are located outside the application boundary. Please indicate clearly the application boundary in all drawings to avoid confusion.	Please find **Attachment 2** (Drawing No. GBP012) for indicating the application boundary.
c) For better landscape quality and public enjoyment of streetscape, the applicant should provide at-grade landscape planting to enhance the greening opportunities at the ground floor.	Noted.
5. District Planning Officer/Tuen Mun and Yuen Long West (DPO/TM&YLW), Planning Department (23.4.2024)	
a) With respect to CTP/UD&L's comments, please check and clarify if the implementation and future maintenance parties/authorities have been sought out regarding the proposed landscape mitigation measures outside the application boundary and include this in the supplementary planning statement. Please also explain in the supplementary planning statement with details and clearly indicate the areas	The Applicant notes that the implementation and future maintenance of the proposed streetscape improvements will be sought from relevant government parties/authorities after the planning stage. For the mitigation measures of the proposed streetscape improvements, the extent of the proposed upgrade of footpath pavement will be conducted for both Yuen Long Pau Cheung Square and Fook Tak Street at the east and

with mitigation measures upon the land exchange process on the Proposed Streetscape Plan (Drawing No. GBP012).	south respectively. The proposed upgrade of footpath pavement will be provided in accordance with the Highway Standard (subject to approval from the Highway Department). Furthermore, the proposed new benches will be provided further south of the paved area on Fook Tak Street to enhance comfort and convenience for the pedestrian, new bollards will be proposed along the paved area of Yuen Long Pau Cheung Square to ensure safety for the pedestrian. Please note that **Attachment 1** (Drawing No. GBP012) is an indicative streetscape design only, subject to detailed design and further liaison with relevant government parties/authorities after the planning stage.
7. Director of Environmental Protection (DEP), Environmental Protection Department (25.4.2024)	
Comments on Water Quality	
a) Section 4.2.3 - The proposed development is located in OZP S/YL/27, please check if the "No-Net" requirement is required in the Explanatory Notes of the OZP, otherwise, please remove irrelevant information.	Section 4.2.3 is deleted.
b) Section 4.5.3 - It is noted that the wastewater generated will be conveyed to public sewerage system, please provide the ADWF, the SPS and STW to be conveyed to, and confirm that the manholes have enough capacities.	Sewage generated from the Proposed Development with an ADWF of 171.35 m^3/day would be collected and conveyed to the nearest public sewerage system, which is the Long Ping Sewage Pumping Station and Yuen Long Sewage Treatment Works, via proper connections.
c) Section 4.6.1 - Please note that should there be any discharges, the effluent	The effluent shall be pre-treated to comply with WPCO requirements before any

will be pre-treated to comply with WPCO requirements and sited away from natural water courses.	discharge. Effluent discharge shall be sited away from natural water courses.
d) Section 4.6.4 - Please provide the SPS and STW to be conveyed to.	SPS and STW to be conveyed to shall be "Long Ping Sewage Pumping Station" and "Yuen Long Sewage Treatment Works" respectively.
Comments on Noise Impacts	
a) Based on the desktop review, the Tuen Ma Link (TML) viaduct is located approximately 100m to the north and northeast of the site. It is noted that the viaduct of TML might be obstructed by surrounding building structures, and hence, there is no direct line of sight to the planned NSRs. Thus, no adverse railway noise impact is anticipated. Still, the consultant should conduct a qualitative railway noise impact assessment to address the associated railway noise impact for completeness.	A qualitative railway noise impact assessment is provided in Section 3.6.13 – 3.6.15 of the Revised Environmental Assessment Report (**Attachment 3**).
b) Section 3.6.4 - Please document Transport Department (TD)'s agreement on the traffic forecast data in the report once available. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.	Noted. The traffic farecast data have been submitted to TD for their agreement, and will be attached in the report once the confirmation from TD is available. Submission of the traffic forecast can be found in Appendix 3.1 of the Revised Environmental Assessment Report (**Attachment 3**).

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in "Residential (Group A)" Zone at Lot 3678 in D.D. 120, Yuen Long, New Territories (Application No. A/YL/319)

Departmental Comments (Email from Planning Department dated 16.4.2024, 23.4.2024, 24.4.2024, 25.4.2024 and 28.5.2024)	
Departmental Comments	Response
1. Director of Environmental Protection (DEP), Environmental Protection Department (16.4.2024)	
Comments on Air Quality	
a) Table 2.6 - Please check with Transport Department to confirm if the road type of Fook Tak Street and Yuen Long Pau Cheung Square is Local Distributor or provide the peak traffic flow of these 2 roads to justify they can be considered as LD with limited traffic, and hence to determine the appropriate recommended buffer distance.	Please note that the Transport Department has no comments on the road classification (**Attachment 2**). Both Fook Tak Street and Yuen Long Pau Cheung Square are Local Distributor.
Comment on Sewerage Planning	
a) Please carry out detailed Sewerage Impact Assessment in a separate appendix with proper calculation and drawings to identify the existing and planned sewerage systems, and assess if there are any potential adverse sewerage impacts arising from the proposed development.	The detailed Sewerage Impact Assessment report (**Attachment 3**) is prepared separately and concludes that no adverse sewerage impacts have been raised from the development with the proposed upgraded pipe works.
2. District Planning Officer/Tuen Mun and Yuen Long West (DPO/TM&YLW), Planning Department (23.4.2024)	
a) The applicant should provide a block plan and photomontage(s) showing the proposed development for further consideration.	Please find the block plan and photomontages for showing the proposed development in **Attachment 4**.

3. Assistant Commissioner for Transport/New Territories, Transport Department (24.4.2024)	
a) Para. 2.4.2: Provide reference, justifications and elaboration for the adoption of Poisson Distribution and multi-server queuing theory for the analysis of suitability of provision of car waiting space for the car lift system in this Application.	The idea of the Possion Distribution based upon the passenger arrivals for the handling capacity is given. While for the multi-server queuing theory is considered when there has number of servers, so that every vehicle arrives can immediately enter the lift, and there is never anyone waiting. This formula usually treated it as a delay node instead of an actual queueing model. The above theories have been implemented in the approved planning applications including: - Prospoed commercial development at Nos 11-21 Nanking Street, Kowloon; - Proposed flats and shops and services/ eating place at Nos 15-15A, 17, 19 & 23 Saigon Street, Yau Ma Tei; - Office Building at 36 Wong Chuk Hang Road, Hong Kong; - Proposed Relaxation of the Building Height Restriction at 40 Lung Kong Road - Section 16 Application for Proposed Minor Relaxation of Plot Ratio for Permitted Non-polluting Industrial Use at 132-134 Tai Lin Pai Road , Kwai Chung
b) Para. 2.4.3 and Table 2.3: Provide more details, e.g. date, time and location, of how the peak l5-minutes arrival rate were collected. Moreover, the TIA adopted l hour peak arrival rate to derive the 15-minute peak arrival rate. This will underestimate the 15-minute arrival rate. Please provide the full	Noted. The details of the collected data are provided and are shown in the Appendix 2 of the Revised Traffic Impact Assessment (TIA) Report (**Attachemnt 5**).

details and collected data for the survey.	
c) Para. 2.4.4: Please provide manufacturer's catalogue/supporting document to justify the vertical speed of the car lift (i.e. 0.5m/s). Moreover, instead of using average servicing rate, please adopt the maximum travelling time (i.e. time require to travel from G/F to B2 level) for the analysis.	According to the vertical speed of the car lift which is provided by the operator, it was 0.44m/s. The use of average servicing rate is the requirement of the Poisson Distribution formula adopted. This is a probability approach and it is already much more conservative than simply considering the capacity. Therefore, use of maximum travelling will be over-conservative. For instance, if we adopt the maximum travelling time (22.73 sec.), the round trip time will then be 136.46. The capacity of the car lift in 15 min. will become 6.6 cars/15 mins (60x15/136.46=6.6). This is much greater than the demand of 3 cars in 15 mins as given in the revised TIA report (**Attachment 5**). Therefore, average servicing rate is adopted. The updated car lift assessment is updated and is shown in the revised TIA report Chapter 2 (**Attachment 5**).
d) Para. 2.4.5: Similar to Para. 2.4.4, please provide manufacturer's support for all data related to car lift operation. For the time estimated for car entering and exiting lift, considering the limited available space, the time required (i.e. 10s) is on the low side. Please substantiate it with observed data of	Noted. The manufactuerer's information is provided and is attached in the Appendix 3 of **Attachment 5** for your review. According to our observation on site at 248 Hennessy Road, the time for a car exiting and entering the lift will be around 10s and 15s respectively.We have applied in our calculation. Hence, the revised calculation and details are shown in the

similar operation. Moreover, please consider the worst case scenario that the time for car maneuvering should cater for the situation of both a car exiting and entering the lift at the same time. In all, the assessment should represent the worst case scenario.	revised TIA report paragragh 2.4.5 (**Attachment 5**).
e) Para 2.4.8: We reserve further comment on the whole Section 2 upon receiving further information on the above. Please provide operation data of existing car lift system of similar scale for reference. As a further general comment, the satisfactory operation of the car lift system together with the provision of the waiting space shall be well demonstrated that it will cause vehicle queuing outside the development.	Noted. The operational data of the car lift system is provided and is attached in the Appendix 3 of the revised TIA report (**Attachment 5**).
f) Para. 3.2.2: Table 2.1 shall read as Table 3.1.	Noted and amended in the revised TIA report (**Attachment 5**).
g) Para. 3.2.6 and Table 3.2: Junction A is an integrated junction. Please assess - the junction performance as a whole.	Noted. The intergrated Junction A calculation is provided and is shown in the revised TIA report (**Attachment 5**).
h) Para. 3.3.3: Please provide MC and cycle parking provisions. In view of the high demand of PC parking, please provide the maximum number of car parking space for the residential, shops and services developments otherwise, please provide full detailed justification for the current proposed provision.	Noted. The MC parking and cycle parking provision are provided in the Table 3.5 in the revised TIA report (**Attachment 5**).

i) Table 3.4: The provision of car parking spaces of RCHE should also meet the operational need, please provide confirmation of the operator.	Please find the letter from the RCHE operator to confirm the provision of the car parking spaces of RCHE in **Attachment 6**.
j) Table 3.6: Please provide parking provision in accordance with the high end parking standards in HKPSG.	Noted. As the development parameter has been changed, the parking nos for each usage have been amended and are shown in the revised TIA report - Table 3.5 (**Attachment 5**). The Appliciant will also provide with the high end parking standards according to the HKPSG.
k) Para. 3.3.4: Currently, there is no limitation on the type of vehicle entering Pau Cheung Square. Please provide justification why 11m long vehicle is not allowed to pass through. If affirmative, please consult FSD, and demonstrate how the need of the HGV and other long vehicles (e.g. construction vehicles) be addressed.	According to the Figure SP -06 of the revised TIA report (**Attachment 5**), it demonstrates a 11m vehicle cannot pass through the vehicular road along the Yuen Long Pau Chueng Square.
l) Table 4.3: Please indicate the average flat sizes for the residential developments.	Noted and it is supplemented in the Table 4.3 in the revised TIA report (**Attachment 5**).
m) Figure 3.7: Please include a layout to show the proposed run-in/out and carry out swept path analysis showing vehicles moving in and out of the vehicular access at Yuen Long Pau Cheung Square.	Noted. The Figures SP-01-SP-06 of the revised TIA report (**Attachment 5**) shows the vehicles moving in and our of the vehicular access at Yuen Long Pau Cheung Square.
n) Figure 3.8 and 3.9: Disabled car parking spaces shall be located close to the lift. The current locations are most undesirable as it is close to the car lift where potential conflicts between the	Noted. Please refer to Figures 2.4 and 2.5 of the revised TIA report and an annotation "D" is indicated for disabled car parking spaces. The locations are revised (**Attachment 5**).

operation of car lift/ car maneuvering and accessible users are expected.	
o) Figure 4.4: There is no proposed improvement works as shown. Please clarify.	The improvement works shown in the Figure 4.5 of the revised TIA report (**Attachment 5**) is proposed by the Highway Department . The HyD proposed works include: • An additional lane (turn right) is proposed in the Yuen Long Tung Tung Tai Street • Propsoed 2-3 lanes along the Long Yip Street • A slip road will be included (which covers part of the nullah)
p) Section 4.4, Figure 3.6 and 4.2: The 1 % p.a. traffic growth as suggested is not observed. For example, the numbers of vehicle entering and leaving Pau Cheung Square between 2024 and 2030 are the same. Moreover, please elaborate how the distribution of the increase in traffic flows of the planned adjacent developments to the AOI junctions.	Noted. The numbers of vehicle entering and leaving the Pau Cheung Square between 2024 and 2030 have been amended. The distribution of the increased in traffic flows of the planned adjacent development to the AOI junctions is shown in the Figure 4.2 in the revised TIA report (**Attachment 5**).
q) Para. 4.5.2 & Table 4.5: Please specify the in-house survey date and time. Please also provide the development parameter of referenced development and justify why the 2 development is comparable. Also, please provide evidence to prove that the trip generation/attraction is proportional to number of beds.	The in-house survey at the Salvation Army Kam Tin Residenece for Senior Citizens at 103 was conducted on 28 May 2024, during 0730-0930(AM peak) and 1730-1930 (PM Paek) respectively. As these two developments are located in the New Territories having similar site characteristics. Hence, these two developments are comparable. According to the Table 4.5 of the revised TIA report (**Attachment 5**), it records the number of generation and attraction of the existing

	RCHE. The formula of generating the estimated traffic trips is also shown in the Table 4.5 of the revised TIA report (**Attachment 5**).
r) Table 4.6: The calculation of PM Peak Attraction for shops and services is incorrect.	As the parameter has been changed, the trip generation has been amended accordingly. The detail calculation is shown in the Table 4.6 in the revised TIA report (**Attachment 5**).
s) The TIA should also include pedestrian demand assessment.	Noted. The pedesitran demand assessment is provided in the revised TIA report in Chapter 6 (**Attachment 5**).
t) Please provide construction traffic impact assessment.	Noted. The construction traffic impact assessment is provided in the revised TIA report in Chapter 5 (**Attachment 5**).
u) Other comments on Figures: please see attached markup.	Noted. The V/C assessment of the related junctions is provided in the revised TIA report in Table 4.8 (**Attachment 5**), and the plan has been amended and is shown in the Figure 3.1 in the revised TIA report (**Attachment 5**).
v) Sufficient space should be allowed for manoeuvring inside the proposed development.	Noted. The swpet path analysis is provided and is shown in the Figures SP-03-SP-06 9A (**Attachment 5**).
w) The applicant should submit revised TIA for our further review.	Noted and agreed.
4. Director of Social Welfare (DSW), Social Welfare Department (28.5.2024)	
a) Based on the applicant's clarification, we got to know that the applicant is intending to set up one number of RCHE which is to be operated by one	It is confirmed that the Applicant has an intention to set up one number of RCHE.

service taker. Would the applicant please advise us if otherwise.	
Schedule of Accommodation (SoA) for the proposed 170-p RCHE	
b) The applicant proposed the Schedule of Accommodation (SoA) for the intended 170-p RCHE of which the individual functional rooms/ areas for the 170-place RCHE are derived based on pro-rata basis of those in the standard SoA for a 150-p RCHE. While the design of the proposed RCHE is at very initial stage and the proposed NOFA for each individual function rooms/ areas may be changed/ adjusted, we have no adverse comments at this preliminary stage and are ready to tender comments on the SoA when a more detailed design of the RCHE is submitted in the future.	Noted. The SoA and the design will be further refined at the detailed design stage in the future.
Whether policy support would be rendered to the proposed RCHE	
c) Subject to the considerations of the Planning Department and relevant government departments on the application of planning permission, we from service perspective generally have no objection-in-principle to the development of the proposed private RCHE under the "Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments" (Incentive Scheme) on conditions that – i) the design and construction of the proposed RCHE shall be in	Noted with thanks for the no objection-in-principle from SWD under the "Incentive Scheme".

full compliance with prevailing statutory and licensing requirements; and ii) the proposed RCHE shall incur no financial implication, both in capital and recurrent, to the Government.	
d) Given the Enhanced Incentive Scheme with a 3-year pilot period has been put in place since 20 June 2023, the applicant should study details of the Scheme as set out in the attached Practice Note No. 5/2023 issued by LandsD on 20.6.2023.	The Applicant will study details of the Scheme as set out in the Practice Note No. 5/2023 issued by LandsD on 20.6.2023.
e) With a view to meeting the objective of providing a quality RCHE, the applicant should also refer to the following updated version of **(i)** Guidance Note of RCHE; (ii) Best Practice in Design and Operation of RCHE; and (iii) Best Practices Guidance - Basic Provision Schedule Specific Requirements for RCHE when Designing and Planning for the Proposed RCHE. Furthermore, given the RCHE is a newly planned project, the applicant is reminded to comply with the entire ventilation requirements stipulated in Para. 4.9 "Heating, Lighting and Ventilation" in the latest version of the Code of Practice for Residential Care Homes (Elderly Persons) (CoP). Upon receipt of Lands Department's formal referral with a detailed design proposal of the RCHE, we would consider the support-	Noted. The Applicant will refer to the latest version of (i) Guidance Note of RCHE; (ii) Best Practice in Design and Operation of RCHE; and (iii) Best Practices Guidance - Basic Provision Schedule Specific Requirements for RCHE when Designing and Planning for the Proposed RCHE. The Applicant will also comply with the entire ventilation requirements stipulated in Para. 4.9 "Heating, Lighting and Ventilation" in the latest version of the Code of Practice for Residential Care Homes (Elderly Persons) (CoP).

worthiness of the proposed RCHE under the Incentive Scheme and would seek the policy support from Labour and Welfare Bureau on the application as and when appropriate.	
Other Salient Design Issues of the RCHE	
f) 24m height requirement of a RCHE 1. According to the Supplementary Planning Statement, we note that the proposed RCHE(s) is located on 3/F to 9/F in the single composite building. All the dormitories provided for the elderly are situated from 3/F to 7/F where are at a height of not more than 24m above the ground level, measuring vertically from the ground of the building to the floor of the premises. The proposed office and back-of-house are situated on 8/F and 9/F.	Noted. The dormitories provided for the elderly are situated from 3/F to 7/F where are at a height of not more than 24m above the ground level, measuring vertically from the ground of the building to the floor of the premises. The proposed office and back-of-house, as part of the RCHE licencing area, are situated on 8/F and 9/F which are higher than 24m.
2. While it is stipulated in Para. 5.3.1 of CoP that "...no part of an RCHE shall be situated at a height more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated...", would the applicant please take note of the above and ensure the height of RCHE is in full compliance with statutory and licensing requirements.	Noted. The Applicant notes that no part of an RCHE shall be situated at a height more than 24m above the ground floor and will ensure the height of RCHE is in full compliance with statutory and licensing requirements. At the next stage of detailed design, the AP will design to justify that all ancillary facilities including the proposed office and back of house uses will comply with requirement in terms of fire safety, evacuations and rescue, and appropriate evacuation, contingency and fire drill plans to the satisfaction of DSW. It is also planned and designed that the residents normally do not have access (e.g. kitchen, laundry room, office, staff, resting room, etc.) to be situated at a height more than 24, above

	the ground, as per Code of Practice for RCHE (updated in March 2023).
g) Requirement of the natural lighting and ventilation for the rooms used for habitation 1. As observed on the layout plan, each bed of the RCHE spreading from 3/F to 7/F is separated by partitions/ walls and some beds are found not located at an area with direct view of a window. According to Para. 4.9.2 of CoP, "Every room used for habitation or for the purposes of an office or kitchen in RCHEs shall be provided with adequate natural lighting and ventilation for compliance with sections 29, 30, 32, 32 and 33 of the Building (Planning) Regulations, (Cap. 123 sub. leg. F)..." Would the applicant please review the design and provide openable and prescribed windows for the dormitories (rooms for habitation) for meeting the requirements as set out in CoP.	Please note that the dormitories/bed spaces on 3/F to 7/F are proposed as cubicles with partitions approximately 1.5m tall only. No individual rooms are partitioned such that Sections 29, 30, 32 and 33 of the Building (Planning) Regulations are fully complied with. Adequate natural lighting and ventilation can therefore penetrate from the building perimeter into the entire floor.
h) Provision of the attached toilet/ shower room to Isolation Rooms and End-of-life (EOL) Care Home 1. While Isolation Rooms are used for accommodation of the residents having infectious disease. For infection control purpose, please provide an attached toilet/ shower room to each Isolation Room.	As shown in the layout plans from 3/F to 7/F, the toilets/shower rooms have been attached to each Isolation Room. Please refer to **Attachment 1**.

2. The EOL Care Room is for rendering an holistic end-of-life care to the severely sick or terminally-ill service users. To cater for the caring need of the residents, "an attached toilet/ shower room to the EOL care room" is strongly suggested to be provided in the EOL Care Room.	As shown in the layout plan on 3/F, the toilet/shower room have been attached to the EOL care room. Please refer to **Attachment 1**.
Updated S16 Application Form and Updated Supplementary Planning Statement	
i) As indicated from the updated S16 Planning Form, the proposed GFA for the development is slightly revised when compared with that of the past submission, of which the total of GFA of the development is mildly decreased from original 9,453 sqm GFA to current 9,357 sqm GFA which comprises GFA of 1,546 sqm for "Shop and Services", GFA of 3,088 sqm for "Flats" and GFA of 4,723 sqm for "RCHE" (1546 + 3088 + 4723 = 9357).	Noted with thanks.
j) From the layout plan shown in the updated Supplementary Planning Statement, it is observed the disposition of the facilities of RCHE across 3/F to 9/F is more or less the same as that in the previous submission. Would the applicant please address the salient issues of the design of the RCHE as stated above.	Please refer to **Attachment 7** of the revised Schedule of Accommodation (SoA) of the proposed RCHE based on the updated Supplementary Planning Statement (changes are marked in red and highlighted in yellow). The provision of the proposed RCHE's facilities complies with the standard SoA provision for 250-p RCHE stipulated by SWD.

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in "Residential (Group A)" Zone at Lot 3678 in D.D. 120, Yuen Long, New Territories (Application No. A/YL/319)

Departmental Comments (Email from Planning Department dated 14.6.2024, 19.6.2024 & 3.7.2024)	
Departmental Comments	Response
1. Chief Town Planner/Urban Design & Landscape (CTP/UD&L), Planning Department (14.6.2024)	
a) Item 4(b) and attachment 2 -according to the revised proposed streetscape plan, noting that large portion of the proposed paving area and the illustration of the existing trees at Fook Tak Sheet and Yuen Long Pau Cheung Square are located outside the application site boundary. In this connection, please provide a landscape proposal within the site boundary (instead of proposed streetscape plan) as required under the Guidance Notes for s.16 planning application in the submission and remove the proposed paving area and existing trees information located outside the application site boundary.	According to the PNAP APP-152, for small sites not exceeding 1,000 sq.m., greenery should be provided at the Primary Zone such that the greenery area is not less than 50% of the setback area. It is noted that the site area is about 780 sq.m.. As shown on the proposed landscape plan and vertical greening schematic section in Appendix 3 of the Landscape Proposal (**Attachment 1**), the skyrise greening/vertical greening is proposed under PNAP APP-151 which fulfills a minimum additional greenery area of 5% of the site area and a minimum 1 type of greening feature. The area of the proposed vertical greening is about 63 sq.m. which is not less than 50% of the setback area (i.e. 58.523 sq.m.). Hence, the proposed greenery has fulfilled the site coverage of greenery (SCG) requirement.
b) Please indicate the location of the proposed vertical greening on the landscape plan.	Please find the location of the proposed vertical greening in Appendix 3 of the Landscape Proposal (**Attachment 1**), subject to detailed design stage.
c) The applicant should provide at-grade planting areas at the proposed paving area facing to Yuen Long Pau Cheung	The skyrise greening/vertical greening is proposed under Practice Note APP-151 which fulfills a minimum additional greenery area of 5% of the site area and a minimum 1 type of

Square, otherwise please provide reasonable justification.	greening feature. Hence, at-grade planting areas will not be proposed.
2. District Planning Officer/Tuen Mun and Yuen Long West (DPO/TM&YLW), Planning Department (14.6.2024)	
a) As the improvement works/mitigation measures of the streetscape are located outside the application boundary, the boundary should clearly indicate in the supplementary planning statement and state that the proposal will be subjected to the Department's agreement during land exchange process.	Noted. The details for the improvement works/mitigation measures of the streetscape and the landscape plan have been incorporated into Section 4.5 and Appendix 2 (Drawing No. GBP017) of the supplementary planning statement respectively (**Attachment 2**).
3. Director of Environmental Protection (DEP), Environmental Protection Department (19.6.2024)	
Air Quality Impact	
a) Table 2.7 and R-to-C 2(e) - Please follow up and supplement Transport Department's endorsement on the road type of Fook Tak Street and Yuen Long Pau Cheung Square once available in the report.	TD's agreement on the road type classification of Fook Tak Street (i.e. local distributor) and Yuen Long Pau Cheung Square (i.e. local distributor) is provided in Appendix 2.1 and updated in the notes of Table 2.7 in the revised Environmental Impact Assessment (EIA) report (**Attachment 3**).
b) Section 2.6.3 – Please clarify if the identified minibus terminus is open air design and located at a relatively open area for easy dispersions of air pollutants. Please also address whether the air-sensitive uses of the proposed development will be located away from this minibus terminus as far as practicable.	The minibus terminus is an open air design and located at a relatively open area for easy dispersions of air pollutants. The air-sensitive uses of the proposed development will be located away from this minibus terminus as far as practicale. Please refer to Section 2.6.3 of the revised EIA report (**Attachment 3**).

Waste Management	
c) Section 5.3.4 - Please remove the phrase "where practicable".	The phrase is removed from Section 5.3.4 of the revised EIA report (**Attachment 3**) accordingly.
d) Section 5.3.4 - In the sentence "Public fill reception facilities shall be identified for inert materials if no on-site reuse opportunities exist.", please consider revising it to "On-site reuse opportunities for inert materials will be identified prior to delivery to public fill reception facilities.".	The sentence in section 5.3.4 of the revised EIA report (**Attachment 3**) is revised accordingly.
e) Section 5.3.4 - In the sentence "Non-inert C&D materials should be reused or recycled as far as possible. Landfill disposal should be considered as the last resort for waste handling.", please consider revising it to "Non-inert C&D materials should be reused or recycled, and landfill disposal should be considered as the last resort for waste handling."	The sentence in Section 5.3.4 of the revised EIA report (**Attachment 3**) is revised accordingly.
f) Table 5.2 - Please correct "inert construction waste" to "inert C&D materials".	The phrase is revised accordingly in the revised EIA report (**Attachment 3**).
g) Section 5.3.7 - Please replace "wherever possible" with the concept of prioritization of reuse and recycling materials.	The last sentence of Section 5.3.7 of the revised EIA report (**Attachment 3**) is revised accordingly.
h) Section 5.5.1 - Please remove the phrase "as far as practicable".	The phrase is removed from Section 5.5.1 of the revised EIA report (**Attachment 3**) accordingly.

i) Section 5.5.4, third bullet - Please replace "as far as possible" with the concept of prioritization of recycling materials.	Third bullet of Section 5.5.4 of the revised EIA report (**Attachment 3**) is revised accordingly.
j) Section 5.5.11 - Please state the recycling arrangement during operation stage.	Recycling bins will be provided at strategic locations in the proposed development to facilitate recovery of recyclable materials (including aluminium can, waste paper, glass bottles and plastics) from the constrcution site. Materials recovered will be sold for recycling. Please refer to Section 5.5.12 of the revised EIA report (**Attachment 3**).
Land Contamination	
k) Table 6.1 - EPD's comment to be provided until Fire Services Department's reply is received.	FSD's reply as at 17 May 2024 is updated in Table 6.1 and Appendix 6.1 in the revised EIA report (**Attachment 3**) accordingly.
l) Section 6.4.1 & Table 6.2 - Please advise whether the year of 1949 should be changed to 1956, according to the aerial photo.	Typo of 1949 is revised to 1956 in Section 6.4.1 and Table 6.2 of the revised EIA report (**Attachment 3**) accordingly.
m) Appendix 6.1- Please refer to the letter replied by EPD dd. 8 May 2024, and supplement the checking result for the register of chemical waste producers.	Please note that no record of registered chemical waste producer is found.
n) Please provide site walkover checklist with site photos.	Site walkover checklist and site photo records can be found in Appendices 6.3 and 6.2 of the revised EIA report (**Attachment 3**) respectively.
Water Quality Impact	
o) No further comment from water quality perspective.	Noted with thanks.

4. Chief Town Planner/Urban Design & Landscape (CTP/UD&L), Planning Department (3.7.2024)	
a) With the photos seem to be distorted, and with its semi-transparent presentation of the proposed development (in that the buildings and sky view behind are still visible with the proposed development in place), the photomontages submitted may not be regarded as proper and plain illustrations of the proposed development.	Noted. Please refer to the photomontages in **Attachment 4** which shows a clear view of the proposed development.
b) According to the preliminary checking based on the existing available information and in view of the surrounding building heights, it seems that the proposed development should appear to be shorter at VP1 and VP2; and wider and slightly shorter at VP3.	Noted. The building heights of the proposed development in the photomontages (**Attachment 4**) have been revised.
5. District Planning Officer/Tuen Mun and Yuen Long West (DPO/TM&YLW), Planning Department (3.7.2024)	
a) Please provide a location plan indicating all photo taking points of the photomontages of the proposed development.	Please refer to a location point of viewpoint in **Attachment 4**.

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in "Residential (Group A)" Zone at Lot 3678 in D.D. 120, Yuen Long, New Territories (Application No. A/YL/319)

Departmental Comments (Email from Planning Department dated 14.6.2024, 27.6.2024, 3.7.2024, 4.7.2024, 5.7.2024, 9.7.2024, 24.7.2024 and 25.7.2024)	
Departmental Comments	Response
1. Chief Town Planner/Urban Design & Landscape (CTP/UD&L), Planning Department (14.6.2024)	
a) Item 4(b) and attachment 2 - according to the revised proposed streetscape plan, noting that large portion of the proposed paving area and the illustration of the existing trees at Fook Tak Sheet and Yuen Long Pau Cheung Square are located outside the application site boundary. In this connection, please provide a landscape proposal within the site boundary (instead of proposed streetscape plan) as required under the Guidance Notes for s.16 planning application in the submission and remove the proposed paving area and existing trees information located outside the application site boundary.	Please refer to the Landscape Proposal (**Attachment 3**).
b) Please indicate the location of the proposed vertical greening on the landscape plan.	Please find the location of the proposed vertical greening in Appendix 3 of the Landscape Proposal (**Attachment 3**), subject to detailed design stage.
c) The applicant should provide at-grade planting areas at the proposed paving area facing to	The proposed paving area is constrained by the congested site functions, to accommodate vehicle maneuverability, leaving insufficient space to

Yuen Long Pau Cheung Square, otherwise please provide reasonable justification.	provide an at-grade planting area. Please refer to a swept path analysis in Appendix 3 of the Landscape Proposal (**Attachment 3**). As such, greening for the site is provided in the form of vertical greening.
2. District Lands Officer/Yuen Long, Lands Department (27.6.2024)	
a) According to our desktop checking, the Application Site falls entirely within the private lot, Lot No. 3678 in D.D.120, which is governed by New Grant Nos. 380-387 dated 4.7.1995 ("the New Grant") and GN 364 of 1934 which restricts the lot to 2-storey development.	Noted. The Applicant will apply for lease modification or other relevant land application to seek permission for constructing more than 2-storey development.
b) The actual site area, site boundary and lease details and restrictions etc. of the Application Site involved will be subject to survey and further verification at the stage of lease modification, if applied.	Noted with thanks.
c) In the event that the planning application for the proposal is approved by Town Planning Board, the land owner is reminded that they should obtain the necessary policy support for the proposal and apply to LandsD for lease modification to implement the proposal. Every application submitted to LandsD will be considered on its own merits by LandsD at its absolute	Noted. The Applicant will obtain necessary policy support for the proposal and apply to LandsD for lease modification to implement the proposal.

discretion acting in its capacity as a landlord and there is no guarantee that the lease modification will eventually be approved by LandsD. If the application for lease modification is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including payment of premium and administrative fee.	
d) The applicant proposed to have car park provision and access to Yuen Long Pau Cheung Square. Comments from Transport Department/Highways Department shall be sought.	Noted. Comments will be sought from the Transport Department/Highways Department.
3. Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) (3.7.2024)	
a) The SIA report needs to meet the satisfaction of Environmental Protection Department, the planning authority of sewerage infrastructure.	Noted. The SIA report will seek the satisfaction of the Environmental Protection Department.
b) Section 3.4 - Pursuant to the Sewerage Manual (Part 1), the min. pipe size of a public sewer is DN 200. Please review the upgrading proposal.	The proposed pipe works for Pipe FWD1019560 and Pipe FWD1062247 will be upgraded to 200mm and 225mm respectively. Please refer to the replacement pages of the revised Sewerage Impact Assessment (SIA) report (Sections 3.4, 4 and Appendix 7 in **Attachment 4**).

c) Appendix 4 - Please double check the downstream pipe size of FMH1048046. Please provide photos to elaborate the existence and details of unknown manhole FMH-G01. Please ensure this manhole is connected to public sewers in downstream and upstream.	The diameter of the existing downstream pipe size of FMH1048046 is revised to 0.15. Please refer to the replacement page of the revised SIA Report (Appendix 7 in **Attachment 4**). Please note that manhole FMH-G01 has been removed in the revised SIA Report.
d) Appendix 8 - Please review the upgrading proposal of DN300 as both the upstream and downstream pipes are DN450.	The diameter of the pipes has been updated according to the Drainage Services Department's drainage record plans. Thus, the diameter for the upgrading proposal has been updated accordingly. Please refer to the replacement pages of the revised SIA Report (Sections 3.4, 4 and Appendix 7 in **Attachment 4**).
e) Appendix 8 - Please provide the hydraulic check of the proposed connection sewer.	Please find the hydraulic check of the proposed connection sewer in Appendix 7 of the revised SIA Report (**Attachment 4**). The proposed connection sewer will have sufficient capacity to cater to the sewage generated from the proposed site.
f) Appendix 8 - Please double check the ADWF column, in which the figures shown are not correct.	The figures for column "Accumulated ADWF" have been revised. Please refer to Appendix 7 in the revised SIA report (**Attachment 4**).
g) Appendix 4 - The drawing is illegible. Please provide a clear version for reference.	The approved drainage plan (BD reference no. 4/9020/21) has been removed from the revised SIA report (**Attachment 4**). The existing manholes and pipes are based on the Drainage Services Department's drainage record plan.
h) Please advise the proposed cover level of terminal manhole. Please be reminded that the cover	Please note that the proposed cover level of the terminal manhole will be subject to detailed design

level(s) of terminal manhole(s) should be higher than that of the downstream public manhole(s).	and approval from the Drainage Services Department and other relevant departments.
4. Director of Environmental Protection (DEP), Environmental Protection Department (4.7.2024)	
Sewerage Impact Assessment Report	
a) Please state the downstream SPS & STW to which the proposed development will discharge its sewage.	The downstream SPS and STW will be Ping Shun Street Sewage Pumping Station and San Wai Sewage Treatment Works respectively. Please refer to Section 2.2 in the revised SIA report (**Attachment 4).**
b) Please refer to Drainage Services Department's drainage record plans for the existing manholes and pipes, especially those mentioned in Remarks (3) in Appendix 8.	The existing manholes and pipes have been revised according to the Drainage Services Depatrment's drainage record plans. Please refer to the Appendix and the remark (3) in Appendix 7 in the revised SIA report (**Attachment 4**).
c) P. 3-4, Table 3.1 & Appendix 5 – Please include the sewage generated from the employees of clubhouse, kitchen/canteen for the RCHE and management office for residential unit, if any.	The sewage generated from the employees of clubhouse, kitchen/canteen for the RCHE and management office for residential unit have been incorporated into Table 3.1 and Appendix 4 in the revised SIA report (**Attachment 4).**
d) P. 3-4, Table 3.1 & Appendix 8 – Please check the material of the existing pipes and the ks value.	The material of the existing pipes and the ks value are revised in Table 3.1 and Appendix 7 in the revised SIA report (**Attachment 4**).
e) P. 6, paragraph 3.4 & P.7, paragraph 4 – The proposed upgrading works for the 2 pipes involved instead of 2 manholes should be stated, please revise.	Noted. The proposed upgrading works has been stated as pipes instead of manholes. Please refer to Section 3.4 on page 7 and Section 4 on page 8 of the revised SIA report (**Attachment 4**).

f) Appendix 4 – Please provide a clear and readable plan for our comment.	The approved drainage plan (BD reference no. 4/9020/21) has been removed from the revised SIA report (**Attachment 4**). The existing manholes and pipes are based on the Drainage Services Department's drainage record plan.
g) Appendix 8 – Please check and revise the column "ADWF" to "accumulated ADWF" to show the accumulated ADWF generated from all the catchments of the concerned pipes, instead of the ADWF generated from the site.	The column "ADWF" is revised to "Accumulated ADWF" in Appendix 7 of the revised SIA report (**Attachment 4)** to show the accumulated ADWF generated from all the catchments of the concerned pipes.
h) Appendix 8 – Please check the % of capacity.	The percentage of capacity was revised and was shown in Appendix 7 in the revised SIA report (**Attachment 4**).
i) Appendix 8 – Please clarify what (A) and (B) stand for in FWD1019560 (A) and FWD1019560 (B).	Pipes FWD1019560 (A) and FWD1019560 (B) have been revised to FWD1019560 in Appendix 7 in the revised SIA report (**Attachment 4**).
j) Appendix 8 – Please check the diameter of pipe FMH1018372-FMH1018371.	The existing diameters of Pipes FWD1019560 and FWD1062247 are revised from 0.45 to 0.15m, please refer to Appendix 7 in the revised SIA report (**Attachment 4**).
5. Assistant Commissioner for Transport/New Territories (AC for T/NT), Transport Department (4.7.2024)	
Car Lift Assessment	
a) Para. 2.4.3 & Table 2.3: Please provide the source of the rates for trip generation and attraction, and elaborate how to derive the "predicted" value. The unit of	The source of the rates for trip generation and attraction are mainly from our in-house survey. The locations include: • 49 King Yip Street (Commercial use)

arrival rate calculated is not the same as the unit of rates.	• Salvation Army Kam Tin Residence for Senior Citizens at 103, Kam Tin Road (RCHE use) • Sol City 1 Ma Wang Road, Yuen Long, New Territories (Residential use) To derive the "predicted" value, the formula is presented in the revised Traffic Impact Assessment report (**Attachment 5**). Furthermore, Table 2.3 of the revised TIA report (**Attachment 5**) is updated to present the units of trip rate/trips more clearly to avoid misunderstanding.
b) R-to-C (c) & Para. 2.4.4: The serving rate of 6.6veh/15min appears to be more suitable than the 7.110veh/15min adopted to represent the worst case scenario.	Assessment for both 7.110veh/15min and 6.595veh/15min are included in Para. 2.4.4 and Para. 2.4.9 in the revised TIA (**Attachment 5**) respectively for your reference.
Traffic Generation/Attraction	
c) Table 4.3 & Table 4.4: Please check with Planning Department whether all the adjacent developments are being considered. Please also provide the target completion year of developments, the growth factor should also be applied to those developments which will be completed before year of 2030.	All the adjacent developments are taken into account in the revised TIA report (**Attachment 5**), and their development parameters and target completion years have been consulted with the Planning Department. As shown in Table 4.4 of the revised TIA report (**Attachment 5**), all the OP years of those listed adjacent developments will be completed before 2030. It is noted that the growth factor is only applied to the background traffic because it represents the growth in the population and employment in the Area of Influence due to the new/redeveloped developments. Therefore, the growth factor should not be applied to those adjacent developments. The estimated trip generation and attraction of the adjacent developments are based on the trip rates listed in TPDM Vol.1 Appendix, Annex C, Table 1.

	These trip rates are based on the surveys on completed and mature developments which the trips are already stable and will not grow further. Therefore, the estimated trips of the adjacent developments (including the proposed development) are mature trips which will directly be added to the estimated background flows without growth factor applied.
d) Para. 4.5.2: Please provide the details of the referenced development and justify that they are comparable in terms of the scale, location, scope, etc. It is suggested to make reference to more similar developments.	The reference development is located at 103 Kam Tin Road, Yuen Long New Territories. There are public transport (including GMB and bus stops) along the Kam Tin Road where just within walkable distance. It provides 1 parking space and 1 light bus parking space. Furthermore, the proposed development provides 150 beds and includes 80 staffs. From all the above, the reference development is comparable to the proposed development.
e) Para. 4.4.2 & Figure 4.2: Please provide justification/assumption of the flow pattern of adjacent developments.	It is assumed that the traffic flow will go to other region by the shortest and convenient way. Therefore, the flow will mainly be the Yuen Long On Lok Road and the Long Yip Street.
f) Table 4.6: The unit of trip rate of shops and services is incorrect, please revise.	Noted and revised accordingly.
Planned Improvement Scheme	
g) R-to-C (o), Para. 4.7 & Figure 4.5: The proposed development works are not updated, please review.	Noted. It is confirmed that given the latest circumstances, the improvement works as stated in the previous submission will not be carried out, Figure 4.5 has been removed.
h) Para. 3.2.6 & Table 3.2: Some of lanes in Junction A could not be counted as full lane. Please take into account the flare lane effect.	Noted. The factor has been applied in the calculation and the assessment result has been revised accordingly in Table 3.2 of the revised TIA report (**Attachment 5**).

i) Please include junction of Yuen Long On Lok Road and Yuen Long Tung Tai Street for assessment.	The junction of Yuen Long On Lok Road and Yuen Long Tung Tai Street is under the same controller of Junction A signalized roundabout which is assessed as a whole junction. Anyway, this junction is also assessed separately. The result is shown in Table 3.2 of the revised TIA report (**Attachment 5**).
Parking	
j) Table 3.5: Though the number of units is less than 75, please provide 4 visitor car parking spaces, please review.	Noted. 4 visitor car parking spaces have been incorporated in the latest layout plan. Please refer to Figures 2.4 and 2.5 of the revised TIA report (**Attachment 5**).
k) Table 3.5: The number of L/UL spaces for shops and services should be calculated as 2, please review.	Noted. 2 L/UL spaces for shops and services have been adopted in Table 3.5 in the revised TIA report (**Attachment 5**).
l) Para. 3.3.4: The provision of HGV as stipulated in HKPSG requirements is to suit the parking demand of proposed development. Please provide required parking spaces for HGV up to parking standard.	HGV cannot be provided within the site due to the site constraint of the road outside the site. In reference to Figure 3.9, HGV cannot maneuver along the Yuen Long Pau Cheung Square, especially when there is frequent illegal parking along the road (**Attachment 6**). Deadlock will occur and vehicles will tail back to the junction of Yuen Long On Ning Road/ Yuen Long Pau Cheung Square. If the Yuen Pau Cheung Square is widened for improvement works, large spaces will be required to ensure the HGV to maneuver. The layout is shown in Figure 3.11 in the revised TIA report (**Attachment 5**). Large area of playground will be eliminated and falling of old trees will be required.

	This is very sensitive to local stakeholders and local consultation will be required. Strong objections from the local community will be expected. Hence, the proposed improvement works is not feasible. Instead of providing HGV, it is proposed to provide 1 additional LGV space to cater to the loading/unloading need.
Pedestrian Impact Assessment	
m) Para. 6.1.3 & Para. 6.2.2: Please provide the exact date and time of survey in main text.	Noted. The exact date and time of the survey have been incorporated into Para. 6.1.3 and Para. 6.2.2 respectively in the revised TIA report (**Attachment 5**).
n) Please provide a table summarizing the estimated total pedestrian generation and attraction from the proposed development.	The estimated total pedestrian generation and attraction from the proposed development has been incorporated into Table 6.8 in the revised TIA report (**Attachment 5**).
o) Table 6.1 & Table 6.8: The reference clause of TPDM in Note (3) is incorrect, please review.	Noted and amended accordingly in Table 6.1 and Table 6.9 in the revised TIA report (**Attachment 5**).
Figures	
p) Figure 2.2: Please mark the dimensions of run-in/out.	Noted. The dimension of the run-in/ out is shown in Figure 2.2 in the revised TIA report (**Attachment 5**).
q) Figure 2.2: The location of run-in/out is close to the existing lamppost, please seek comment from Highways Department.	Please refer to the email from the Highways Department (HyD) as at 10 July 2024 (**Attachment 7**), HyD has no major comments on the proposed location of run-in/out and existing lamppost. The Applicant will ensure no disturbance, interference or damage to the public lighting facilities by the proposed works. The Applicant will

	also submit the lighting works proposal if there are any proposed modification works to the existing public lighting system or new lighting works involved in the project.
r) Figure 2.5: The disabled car parking space (no.7) should be located close to the passenger lift.	Noted. The disabled car parking has been located close to the passenger lift. The updated layout is provided and is shown in Figures 2.4 and 2.5 in the revised TIA report (**Attachment 5**).
s) Figure SP-01 to Figure SP-05: Please provide size and speed of test vehicle for swept path analysis.	Noted. Both vehicle size and speed have been provided and are shown in the legend box of Figures SP-01 – SP-05 in the revised TIA report (**Attachment 5**).
t) Please provide a development flow diagram.	Noted. The development flow diagram is shown in Figure 4.4 in the revised TIA report (**Attachment 5**).
u) R-to-C (k), Para. 3.3.4 & Figure SP-06: Noting 11m swept path analysis is failed, please propose improvement works to facilitate the access for 11m vehicles.	Please refer to item (l) of the RtoC table for the matters on HGV provision.
9. Director of Environmental Protection (DEP), Environmental Protection Department (5.7.2024)	
Noise Impact	
a) According to the EA report, the predicted maximum traffic noise level would comply with the noise criteria under HKPSG, and no adverse traffic noise impact is anticipated. In addition, the consultant has qualitatively conducted the fixed noise impact assessment that there is no insurmountable fixed noise	Noted with thanks. The traffic forecast data was revised and has been submitted to TD for their agreement, and will be attached once the confirmation from TD is available. The submission of the traffic forecast can be found in **Attachment 8**.

impact is anticipated. Given practicable and feasible noise mitigation measures could be available, from noise planning point of view, we have no objection to this planning application provided that there is mechanism, e.g. approval condition, to require the applicant to submit a proper NIA report to review, explore, demonstrate and implement noise mitigation measures for full compliance with the relevant noise criteria and requirements under HKPSG and NCO. Nevertheless, per the RtoC 7(b) on noise impacts, please document Transport Department (TD)'s agreement on the traffic forecast data in the report.	
10. Director of Social Welfare (DSW), Social Welfare Department (9.7.2024)	
a) As observed on the layout plan in Attachment 1 of FI(2), each bed of the RCHE located from 3/F to 7 /F is separated by partitions measuring approximately 1.5m tall, and some of the beds are not located at an area with direct view of a window. According to Paragraph 4.9.4 of Code of Practice for Residential Care Homes (Elderly Persons) (CoP), "Every room used for habitation	Noted. The Applicant will review the design and provide openable and prescribed windows for the dormitories to meet the requirements as set out in the Code of Practice for Residential Care Homes (Elderly Persons) after the planning stage.

or for the purposes of an office or kitchen in RCHEs shall be provided with adequate natural lighting and ventilation for compliance with sections 29, 30, 31, 32, and 33 of the Building (Planning) Regulations), (Cap.123F)..." The applicant is strongly advised to review the design and provide openable and prescribed windows for the dormitories for meeting the requirements as set out in the CoP.	
b) Referring to the layout plan in Attachment 1 of FI(2), the End-of-life (EOL) Care Room is not equipped with an attached toilet/shower room as shown in the layout plan of the 3/F, contrary to the applicant's reply in the R-to-C (Item 4(g)2, Page 12). Since the EOL Care Room is provided for rendering a holistic end-of-life care to the severely sick or terminally-ill service users, an attached toilet/shower room to the EOL Care Room is strongly suggested to cater for the caring need of the residents.	Noted. The Applicant will review the layout of the proposed RCHE and attach a toilet/shower room to the End-of-life Care Room after planning stage.
11. District Planning Officer/Tuen Mun and Yuen Long West (DPO/TM&YLW), Planning Department (24.7.2024)	
a) With respect to the revised photomontages, the photos seem to be distorted for showing the	Please refer to the revised photomontages in **Attachment 9**.

wider surrounding context of the Site. The applicant should avoid distorting the photo by showing the entire building block of the proposed development. The applicant should make reference to the "TPB PG-No. 41 - Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board" on photomontage and submissions from other similar applications in the vicinity.	
<u>11. Director of Environmental Protection (DEP), Environmental Protection Department (25.7.2024)</u>	
Air Quality Impact	
e) Table 2.4 – Please review the PATH data and check any discrepancy with the figures in the table and update as appropriate.	The PATH data is updated accordingly in the revised Environmental Assessment (EA) report (**Attachment 10**).
f) Section 2.5.4: i. Please "fugitive dust" in line 9 to "cumulative air quality" and "dust" in 2nd last line to "air quality". ii. Please delete "dust" in line 13.	The wording is revised accordingly in the revised EA report (**Attachment 10**).
g) Section 2.5.5: i. Please "fugitive dust" in line 9 to "cumulative air	The wordings are revised accordingly in the revised EA report (**Attachment 10**).

quality" and "dust" in 3rd last line to "air quality". iii. Please delete "dust" in line 12.	
h) Sections 2.5.6 and 2.7.1 – Suggest to delete "dust" in line 2.	The wordings are revised accordingly in the revised EA report (**Attachment 10**).
i) Section 2.6 – It is noted that there is a nullah within the 500m to the west of the Proposed Development, please advise the separation distance and evaluate if it will give rise to any odour impact. Please supplement in this section.	The potential odour issue is discussed in Section 2.6.7 in the revised EA report (**Attachment 10**).
j) Section 2.6.3 – Please delete "in" in line 6 and "stationary" in 2nd last line.	The wording is removed in Section 2.6.3 in the revised EA report (**Attachment 10**).
Land Contamination	
a) Table 6.1 – Enquiries and Responses on Land Contamination Related Records: i. Please supplement the date of the visit for checking the register of Chemical Waste Producers and provide correspondence, if available. ii. Please provide the reply letter from FSD in Appendix 6.1.	i) The date of visiting EPD office for Chemical Waste Producers register is supplemented in Table 6.1 in the revised EA report (**Attachment 10**). ii) The reply letter from FSD is supplemented in Appendix 6.1 in the revised EA report (**Attachment 10**).

Public Comments (Email from Planning Department dated 24.7.2024)	
Public Comments	Response
反對是項申請: 1. 地盤打樁使元朗安榮樓多處跌石屎，完全未有賠償。	1. It is noted that the piling works on the site had been suspended. For the subject proposal, the future works will comply with relevant statutory and government requirements.
2. 安寧路一帶應整體發展，現增加密度，增加人流串流使地區進一步擠擁。	2. A TIA has been conducted for this planning application. The qualitative results of the pedestrian assessment reveal that the surrounding footpaths and pedestrian crossings will operate with ample reserved capacity in future.
3. 元朗安寧路 5-17 號有嚴重污水渠問題，新地盤勢加重地區排污問題。	3. The sewerage impact has been quantitively assessed in the submitted SIA. With the proposed sewerage improvement works, no adverse sewerage impact is anticipated.

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in "Residential (Group A)" Zone at Lot 3678 in D.D. 120, Yuen Long, New Territories (Application No. A/YL/319)

Departmental Comments (Email from Planning Department dated 5.7.2024, 28.8.2024 and 29.8.2024)	
Departmental Comments	Response
1. Environmental Protection Department (5.7.2024)	
a) According to the EA report, the predicted maximum traffic noise level would comply with the noise criteria under HKPSG, and no adverse traffic noise impact is anticipated. In addition, the consultant has qualitatively conducted the fixed noise impact assessment that there is no insurmountable fixed noise impact is anticipated. Given practicable and feasible noise mitigation measures could be available, from noise planning point of view, we have no objection to this planning application provided that there is mechanism, e.g. approval condition, to require the applicant to submit a proper NIA report to review, explore, demonstrate and implement noise mitigation measures for full compliance with the relevant noise criteria and requirements under HKPSG and NCO. Nevertheless, per the RtoC 7(b) on noise impacts, please document Transport Department (TD)'s agreement on the traffic forecast data in the report.	Noted with thanks. The Transport Department (TD)'s agreement on the traffic forecast data in the revised Environmental Assessment (EA) report is supplemented for clarification. Please refer to TD's email dated 28 August 2024 in **Attachment 1**.

1. Drainage Services Department (28.8.2024)	
a) Appendix 3: Please indicate the proposed terminal manhole and its connection with details on drawing.	Please be clarified on the proposed terminal manhole and its connection with details in Appendix 3 of the revised Sewerage Impact Assessment (SIA) report (**Attachment 2**).
b) Appendix 3: According to the drawing, for FMH1018371, the incoming pipe size (A2) is not consistent. The outlet pipe (X1) should be 500mm dia. pipe instead of 225mm dia. pipe.	Please be clarified on the connection details for FMH1048046 and FMH1018371 in Appendix 3 of the revised SIA report (**Attachment 2**).
c) Appendix 3: Please revise the appendix cover and figure title as "Existing and Proposed Sewerage Plan".	For clarification, the appendix cover and figure title are renamed to "Existing and Proposed Sewerage Plan" in Appendix 3 of the revised SIA report (**Attachment 2**).
d) Response to comment (h): Please add the following in the report text and drawing note that "The cover level(s) of terminal manhole(s) should be higher than that of the downstream public manhole(s)."	For clarification, "The cover level(s) of terminal manhole(s) should be higher than that of the downstream public manhole(s)." is incorporated into Section 3.4 and Appendix 3 of the revised SIA report (**Attachment 2**).
2. Environmental Protection Department (29.8.2024)	
Comments on the SIA Report	
a) Appendix 3 - i. The proposed pipe sizes in FMH1018373, FMH1048046, FMH1018371 and invert levels in FMH1018371 are still inconsistent with the proposed upgraded pipe works and drainage record plan, please check and revise.	Please be clarificaed on the proposed pipe sizes in FMH1018373, FMH1048046, FMH1018371 and invert levels in FMH1018371 in the Appendix 3 of the revised SIA report (**Attachment 2**).

ii. Please show the information of the proposed manhole for the proposed connection sewer to FMH1048046 in the drawing.	For clarification, the information of the proposed manhole for the proposed connection sewer to FMH1048046 is shown in Appendix 3 of the revised SIA report (**Attachment 2**).
b) Appendix 6 - Catchment Inflow Factor for "Yuen Long" instead of "Central Kolwoon" should be quoted in Remark [1], please revise.	Please be clarified on the Catchment Inflow Factor to be “Yuen Long” in Remark [1] in Appendix 6 of the revised SIA report (**Attachment 2**).
c) 3. Appendix 7 - Please check the sewage flow of FMH1018374-FMH1018373 and clarify if sewage flow from catchment D is included or not.	Please be clarified that Catchment D is included in the “Catchment” column for FMH1018374 to FMH1018373 in Appendix 7 of the revised SIA report (**Attachment 2**).
d) Please check the contributing population (Pc) and sewage flow of proposed manhole to FMH1048046. Sewage flow from Catchment B to Catchment E should be excluded.	The population (Pc) and sewage flow of the proposed manhole to FMH1048046 is clarified in Appendix 7 of the revised SIA report (**Attachment 2**).
Comments on EA Report	
a) Sections 2.5.4 and 2.5.5 – For the two identified concurrent projects, please provide sources of information to support the EM&A programmes with dust monitoring will be implemented for these two projects. Please supplement in Sections 2.5.4 and 2.5.5 accordingly.	Relevant information regarding the environmental permit and EM&A manual of the two identified concurrent projects are clarified in Sections 2.5.4 and 2.5.5 of the revised EA report (**Attachment 3**).
b) Section 2.5.6 - Please add "emission" after "gaseous" in line 2 of the 18th bullet.	18th bullet of Section 2.5.6 in the revised EA report (**Attachment 3**) is clarified as “Regular maintenance of construction equipment deployed

	on-site should be conducted to minimize gaseous emission and prevent black smoke emission;".
c) Section 2.6.7 - Please revise "no potential odour issue" in the last line to "no adverse odour impact arising from the nullah on the proposed development". Also suggest to put this section after Section 2.6.4.	Section 2.6.5 (previous Section 2.6.7) is clarified in the revised EA report (**Attachment 3**).
d) Section 2.7.1 - Please delete "dust" in line 2.	"dust" is deleted from Section 2.7.1 in the revised EA report (**Attachment 3**).
e) There is no further comment from the perspective of waste management and land contamination.	Noted with thanks.

Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility (Residential Care Home for the Elderly) Uses in "Residential (Group A)" Zone at Lot 3678 in D.D. 120, Yuen Long, New Territories (Application No. A/YL/319)

<table>
<tr><th colspan="2">Departmental Comments (Email from Planning Department dated 4.9.2024, 16.9.2024 and 25.9.2024)</th></tr>
<tr><th>Departmental Comments</th><th>Response</th></tr>
<tr><td><u>1. Transport Department (4.9.2024)</u></td><td></td></tr>
<tr><td>a) Please include a section for assessment of transport facilities.</td><td>Noted. Please refer to the public transport in chapter 6 in the revised Traffic Impact Assessment (TIA) report (Attachment 3).</td></tr>
<tr><td>b) Please seek comment from FSD to check if 12m emergency vehicles are required to access the proposed development through Yuen Long Pau Cheung Square, if yes, improvement works should be conducted to facilitate the access.</td><td>Please refer to the last approved General Building Plan in relation to the EVA calculation as attached in Attachment 4. FSD is invited to offer comments. If there is deficiency of EVA, enhanced fire services provision will be provided in compliance with Clause D26.1 in COP for Fire Safety in Building (2011). This issue will be dealt with at a later post-planning application stage.</td></tr>
<tr><td>c) Para. 3.3.4 - 3.3.6: For HGV parking demand as stipulated in HKPSG, improvement works should be conducted to facilitate the swept</td><td>The following table is the latest proposed internal transport provision (Please refer to the proposed development scheme in Attachment 2):

<table>
<tr><th>Type</th><th>Provision under HKPSG</th><th>Proposed Internal Transport Provision</th></tr>
<tr><td>Private Cars</td><td>13-21</td><td>22</td></tr>
</table>
</td></tr>
</table>

<table>
<tr>
<td>path as demonstrated in Fig. 3.9. Also, HGV parking should be provided in accordance with HKPSG requirement.</td>
<td>
<table>
<tr><td>Disable Car Park</td><td>1</td><td>2</td></tr>
<tr><td>L/UL (for ambulance)</td><td>1</td><td>1
(Shared use with LGV)</td></tr>
<tr><td>L/UL</td><td>1 no. (7m x 3.5m)

2 no. (11m x 3.5m)</td><td>4</td></tr>
<tr><td>Motorcycle</td><td>3</td><td>3</td></tr>
<tr><td>Bicycle</td><td>5</td><td>5</td></tr>
</table>

As the site is only about 18.5m wide. It is difficult for the manoeuvring of a 11m long HGV within the site. It is proposed to only provide 4 no. LGV instead of 1 no. LGV plus 2 no. HGV.

"Given this provision, and together with the situation that a 12m long fire engine is not required as FSD requirements. Therefore, it is considered no need to carry out improvement at the Yuen Long Pau Cheung Square."
</td>
</tr>
<tr>
<td>d) Noted double deck car parking is adopted, please demonstrate that the clear minimum dimension, including length, width and headroom, for each parking space can be provided without counting the mechanical parts.</td>
<td>Please refer to the attached catalogue of the double rack parking system (Attachment 5). The clear minium dimension for each parking space would be 2000mmW x 3800mmL x 1260mmH.</td>
</tr>
</table>

e) As the existing footpath at Yuen Long Pau Cheung Square is narrow, please consider setting back of the building line to provide wider footpath.	Noted. The development has been set back to provide a 3m wide footpath in front of the building line. Further to this setback, the ground floor has been revised to provide more space for vehicle maneuvering in front of the lift as shown in the attached drawing. In addition, the applicant also proposes to landscape the external spaces around the proposed building for the benefit of the public in general (**Attachment 6**).
f) Figure 2.2: Please advise if there is any gate/drop bars near the run-in/out, if yes, please indicate the distance between the gate/drop bars and the public road. Adequate waiting spaces between the drop-bars and the public road should be provided.	To ensure adequate waiting space around the run-in/out, the gate/drop bars near the run-in/out will not be provided.
g) Figure 2.2: Please indicate the location and dimension for pedestrian access.	Noted. The location and dimension of the pedestrian accesses are provided in Figure 2.2 in the revised TIA report (**Attachment 3**).
h) Figure 2.4: Loading/unloading areas should be designed so that ground floor shops are directly	Please be clarified that direct access to the main shop and services area will be provided next to the loading/unloading bay on the G/F.

accessible to these areas.	
i) Table 2.3: The unit of trips "veh/hr" in table should be "veh/15min", please clarify.	Noted. The unit shown in Table 2.3 in the revised TIA report (**Attachment 3**) has been revised to “veh/15min” accordingly.
j) Table 3.4: Please seek agreement from the operator of RCHE for the parking provision for RCHE for operational need.	Please find the letter from the RCHE operator to confirm the provision of the car parking spaces of RCHE in **Attachment 7**.
k) Table 3.5: The requirement of motorcycle parking spaces should be "1 motorcycle parking space per 100- 150 flats" for private housing, please review.	Noted. Table 3.5 in the revised TIA report (**Attachment 3**) has been revised accordingly.
l) Table 4.6 & Figure 4.4: The trip generation and attraction for the proposed development are inconsistent.	The trip generation and attraction for the proposed development shown in Figure 4.4 of revised TIA report (**Attachment 3**) has been rounded to the nearest 5, 10 unit. Anyways, the exact traffic flow generated and attracted by the proposed development is shown in Figure 4.4 of the revised TIA report (**Attachment 3**).

2. Environmental Protection Department (16.9.2024)	
Comments on the SIA Report	
a) Appendix 7 – Please check if the sewage flow (L/s) of the Proposed manhole to FMH1048046 after development is calculated from the ADWF (i.e. 161.59m3/day) and peaking factor (i.e. 8) for the proposed pipe.	Please be clarified the sewage flow of the Proposed manhole to FMH1048046 after development is calculated from the ADWF (i.e. 161.59m3/day) and peaking factor (i.e. 8) for the proposed pipe in Appendix 7 of the revised Sewerage Impact Assessment (SIA) report (**Attachment 8**).
3. Drainage Services Department (25.9.2024)	
Comments on the SIA Report	
a) Appendix 3, Figure No. 1 – "Proposed Manhole" should read "Proposed Terminal Manhole".	The "Proposed Manhole" is clarified as "Proposed Terminal Manhole" in Appendix 3 of the revised SIA report (**Attachment 8**).
b) Appendix 3, Figure No. 1 – The pipe details of FMH1048046 are incorrect. Please revise according to below DSD standard.	Please be clarified the pipe details of FMH1048046 are according to the DSD standard in Appendix 3 of the revised SIA report (**Attachment 8**).

Appendix 14 –

Proposed Amendments to the Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)6" only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre
In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room : Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Planning Intention

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

Remarks

(a) On land designated "Residential (Group A)" ("R(A)"), "Residential (Group A)2" ("R(A)2"), "Residential (Group A)3" ("R(A)3"), "Residential (Group A)4" ("R(A)4"), "Residential (Group A)5" ("R(A)5") and "Residential (Group A)8" ("R(A)8"), no new development for a domestic or non-domestic 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 30 storeys excluding basement(s) for "R(A)" and "R(A)2" zones, a maximum building height of 25 storeys excluding basement(s) for "R(A)3" and "R(A)4" zones, a maximum building height of 90mPD for "R(A)5" zone and a maximum building height of 100mPD for "R(A)8" zone. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(b) On land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)8", no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), and the maximum building height stated in paragraph (a) above, or the domestic and/or non-domestic plot ratio(s), and the height of the existing building, whichever is the greater, subject to, as applicable -

(i) the plot ratio(s) and height of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(ii) the maximum domestic and/or non-domestic plot ratio(s), and the maximum building height stated in paragraph (a) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(c) On land designated "R(A)2" and "R(A)3", no new development or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum site coverage of 80%. No addition, alteration and/or modification to an existing building shall exceed the site coverage restriction stated above or the site coverage of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

(d) 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). For a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(e) On land designated "Residential (Group A)6" ("R(A)6"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.7 and a maximum building height of 185mPD, or the plot ratio and height of the existing building, whichever is the greater.

(f) On land designated "Residential (Group A)7" ("R(A)7"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5 and a maximum building height of 90mPD, or the plot ratio and height of the existing building, whichever is the greater.

(g) (To add) On land designated "Residential (Group A)9" ("R(A)9"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of maximum domestic GFA of 3,088 m^2 and a maximum non-domestic GFA of 1,544 m^2, and no part of the structures shall exceed the maximum building height in terms of number of storeys excluding basement(s) as stipulated on the Plan. In addition, a GFA of not less than 4,723 m^2 for Government, institution or community (GIC)(Residential Care Home for the Elderly only) facilities shall be provided. In determining the maximum GFA, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

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

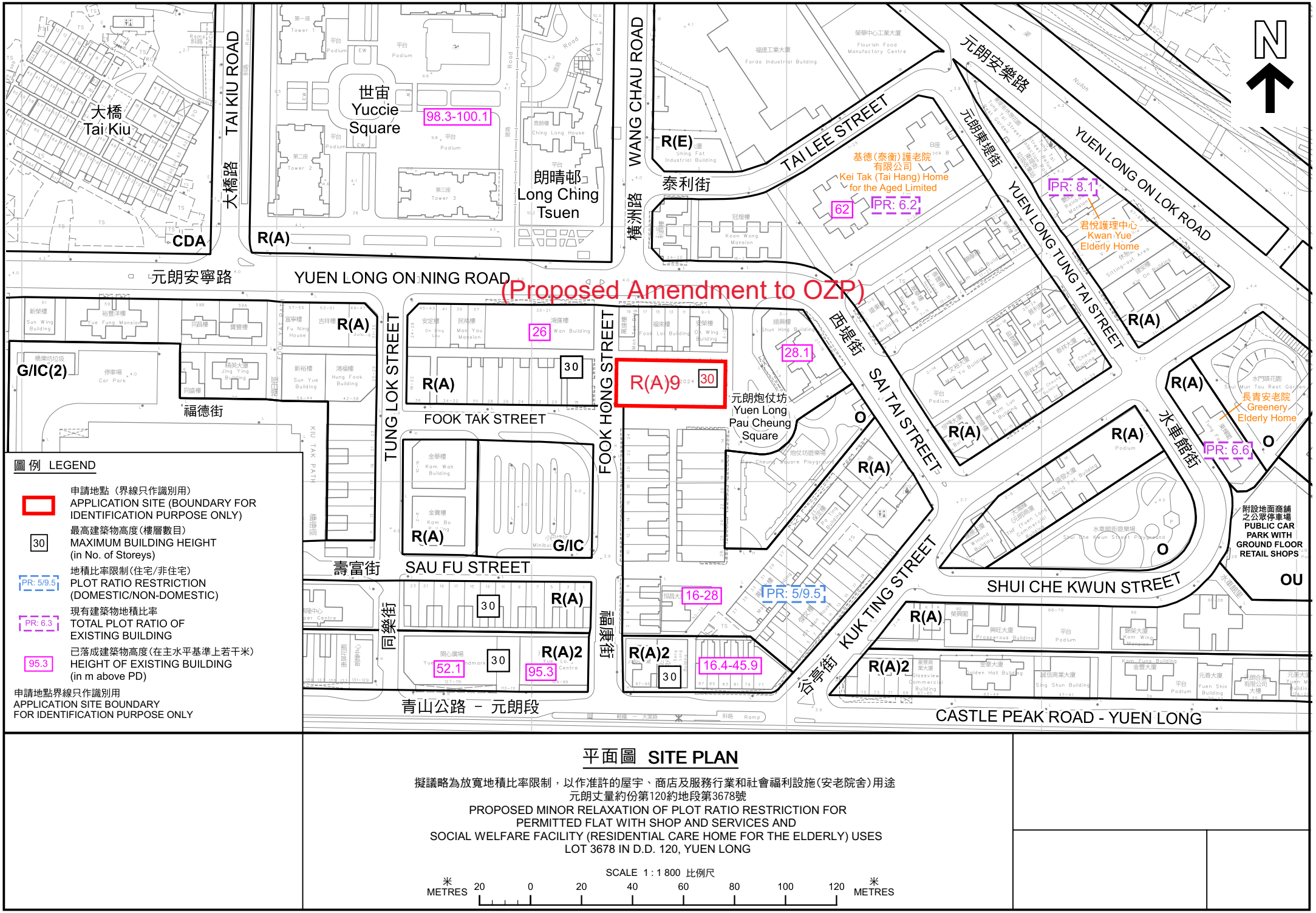
(i) In determining the maximum plot ratio on land designated "R(A)5", "R(A)6" and "R(A)8", any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

~~(d)~~ (j) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a), (b), (d) , (f) or (g) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (a), (b), (d), (e) and (f) above may thereby be exceeded.

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



平面圖 SITE PLAN

擬議略為放寬地積比率限制，以作准許的屋宇、商店及服務行業和社會福利設施(安老院舍)用途
元朗丈量約份第120約地段第3678號
PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR
PERMITTED FLAT WITH SHOP AND SERVICES AND
SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES
LOT 3678 IN D.D. 120, YUEN LONG

SCALE 1 : 1 800 比例尺

米 METRES 20 0 20 40 60 80 100 120 米 METRES

DeSPACE (International) Limited

Date: 24th December 2024 **BY EMAIL**

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

Dear Sir/Madam,

SUBMISSION OF APPLICATION FOR PERMISSION
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)

****

TO REZONE THE APPLICATION SITE FROM "RESIDENTIAL (GROUP A)" TO "RESIDENTIAL (GROUP A)9" FOR PERMITTED FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES AT LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

FURTHER INFORMATION (1) – Technical clarifications

The captioned submitted S12A application refers. We would like to kindly submit to clarify and confirm on the followings:

1. There are a total of 5 nos. of Loading & Unloading bays (L/UL) in the scheme, which include:
   - 4 LGVs spaces (7 m x 3.5 m) on basement levels provided for the proposed residential and commercial uses
   - 1 ambulance space shared use with LGV (9 m x 3.5 m) on G/F for the proposed RCHE

   For clarity sake, please find attached the revised p.12 of the submitted Supplementary Planning Statement to supersede the relevant version submitted on 9.12.2024.

2. As expressed in the captioned application, please be confirmed that the proposal being applied for under the subject Section 12A application is same as that in the previous Section 16 application (no. A/YL/319), to which government departments including TD, EPD, UD&L, etc. had no objection.

3. For the proposed amendments to the OZP notes, attached please find the revised p.16 of the submitted Supplementary Planning Statement and Appendix 14 to supersede the relevant versions submitted.

Should you have any queries with this pre-submission, please feel free to contact Mr. Endy CHENG at [redacted] or the undersigned at [redacted].

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

P.p. Greg Lam

Suite 1601, 16/F, Tower II, Lippo Centre, Admiralty, Hong Kong Tel: (852) 24933626 Fax: (852) 35906233
香港金鐘力寶中心第二座 16/F 1601 室 電話: (852) 24933626 傳真:(852) 35906233

Revised p.12 and p.16 of the submitted Supplementary Planning Statement

4.2 Development Parameters

The layout plans and schematic section are presented in **Appendix 2**. The key development parameters of the development scheme are summarised in Table 4.1 below:

Table 4.1: - Major Development Parameters (subject to further design)

Site Area (about)	About 780 sq. m.
Total Gross Floor Area (GFA)	**Total GFA: about 9,333 sq. m.** • Shop and Services: about 1,522 sq. m. • RCHE(s): about 4,723 sq. m. • Flats: about 3,088 sq. m.
Permissible Plot Ratio (PR) under OZP (Based on Actual Permissible PR)	**Total PR: 5.94** • Proposed domestic PR: about 3.96 (max. 5 under OZP notes) • Non-domestic PR: about 1.98
Proposed PR	**Total: about 12** • Domestic: about 3.96 • Non-domestic: about 8.01 (PR for RCHE(s): 6.06 & PR for Shops & Services: 1.95)
Site Coverage (about)	Not exceeding 85%
No. of Building Blocks	1
No. of Storeys	21 storeys and 2 basement floors
Building Height	Not more than 82.34mPD (Absolute Building Height=88.6m with 10m for the basement floors) [1] (NB: The mean street level at 3.74mPD)
Population Size for Flat Only	208 (NB: based on an average household size of 2.8)
Proposed Major Floor Use	• B2/F to B1/F: Car Park • G/F: Shop and Services, RCHE(s) (Lobby and Lift) Car Park Entrance and Lay-by • 1/F: Shop and Services and RCHE(s) (lift) • 2/F: Shop and Services and RCHE(s) (lift) • 3/F to 7/F: Dormitory for RCHE(s) • 8/F to 9/F: Office and Back-of-House for RCHE(s) • 10/F to 19/F: Flats • 20/F: Clubhouse
Proposed RCHE	
Total No. of Beds	160 to 220[2] (NB: The current scheme proposes 170 RCHE beds)
Proposed Flats	
No. of Flats (about)	74
Average Unit Size (about)	40 sq. m.
Provision of Internal Transport Facilities [3]	
No. of Private Car Parking Spaces	22 (5 m x 2.5 m)
No. of Motorcycle Parking Spaces	3 (2 m x 1 m)
No. of Bicycle Parking Spaces	5
No. of Disabled Car Parking Spaces	2 (5 m x 3.5 m x 2.4 m (H))
No. of Loading & Unloading Bay (L/UL)	5 in total for: • 4 LGVs (7 m x 3.5 m) for residential and commercial uses on basement levels • 1 ambulance shared use with LGV (9 m x 3.5 m) for RCHE on G/F
No. of Car Lift	1

Notes:

[1] Machine rooms, air-conditioning units, water tanks, stair-hoods and similar roof-top structures may be erected or placed on the roof of the building so as to exceed the above number of storeys. Please be invited to note that the building height restriction of no more than 24m above the ground level is fully complied with the Cap. 459A in the proposed dormitory in RCHE(s) (i.e. 3/F to 7/F).

[2] SoA in Appendix 3: Provision of dormitory, dining/multi-purpose room, nursing station cum medical and sick/ isolation/ quiet room will be further adjusted in design and the actual provision may be further revised at the detailed design stage. It appears a potential for an interface of bedspaces.

[3] 2 parking spaces for private cars and 1 parking space for disabled persons for RCHE(s), 6 parking spaces for private car; 4 visitor car parking spaces, 1 car parking space for disabled person, 1 parking space for motorcycle and 5 bicycle spaces for flats; 10 parking spaces for private cars and 2 parking spaces for motorcycles for shop and services.

4.6 Proposed Specific Amendment to OZP

Since the extent of proposed relaxation in non-domestic Plot Ratio cannot be regarded as "minor", which is beyond the scope of minor relaxation provided under Section 16 of the Town Planning Ordinance as aforementioned, the original "R(A)" zone will not be able to accommodate the proposed development. To facilitate the proposal, the site is proposed to be covered by a new designated "R(A)9" zone with stipulation of relevant controls on development parameters. Attached please find the proposed amendments to the notes of the OZP highlighted in red. Based on the proposed scheme, a maximum domestic GFA of 3,088 m^2 and a maximum non-domestic GFA of 1,522 m^2 are proposed to be stipulated. The maximum building height restrictions are proposed to be stipulated in accordance with the exitsing "R(A)" zone. In addition, a maximum GFA of 4,723 m^2 for Government, institution or community (GIC) (Residential Care Home(s) for the Elderly only) facilities shall be provided based on the proposed scheme.

SECTION FIVE – PLANNING AND TECHNICAL JUSTIFICATIONS

5.1 In Line with the Planning Intention and Government's On-going Policy on a Stable Supply of Residential Flats

The Site was formerly a 60-year old theatre and its development potential within an "R(A)" zone was far from being maximized. Respecting the planning intention of the subject "R(A)" zone for high-density residential development, the Applicant intends to maximize the site development potential by providing flats. Increasing the housing supply has all along been a highly prioritized policy of the Government, as with the latest Annual Progress Report of the LTHS. In Chief Executive's Policy Address in 2023, it is put that sufficient supply of land and housing is the key to making Hong Kong a better place for living and working. "*Land and Housing as the Top Priority*" and "*Housing: Enhance Quantity, Speed, Efficiency and Quality*" have been emphasized.

However, due to the inflationary pressure, elevated interest rates and a high viability threshold of borrowing, many developers regardless of their scales have become much more cautious and inactive in their property development investments. There has been several unsuccessful tenders through Government's land auctions in recent years, such as Tung Chung Area 57. This proposal is seen as a strong commitment of the Applicant aligning with the Government's policy for a stable housing supply in Hong Kong which will contribute to meeting the private housing supply targets 132,000 units for the ten-year period from 2024-25 to 2033-34.

5.2 Prevailing Policy Support for Elderly Care Services with GFA exemption

The Government, in pursuit of the policy initiative in "2022 Policy Address" and the 2023-24 Budget, has launched the Incentive Scheme (*LandsD's Practice Note Issue No. 5/2023*) with a view to leveraging market forces to develop quality RCHE premises to meet the community's

Appendix 14 –

Proposed Amendments to the Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)6" only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre
In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room : Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Planning Intention

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

Remarks

(a) On land designated "Residential (Group A)" ("R(A)"), "Residential (Group A)2" ("R(A)2"), "Residential (Group A)3" ("R(A)3"), "Residential (Group A)4" ("R(A)4"), "Residential (Group A)5" ("R(A)5") and "Residential (Group A)8" ("R(A)8"), no new development for a domestic or non-domestic 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 30 storeys excluding basement(s) for "R(A)" and "R(A)2" zones, a maximum building height of 25 storeys excluding basement(s) for "R(A)3" and "R(A)4" zones, a maximum building height of 90mPD for "R(A)5" zone and a maximum building height of 100mPD for "R(A)8" zone. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(b) On land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)8", no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), and the maximum building height stated in paragraph (a) above, or the domestic and/or non-domestic plot ratio(s), and the height of the existing building, whichever is the greater, subject to, as applicable -

(i) the plot ratio(s) and height of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(ii) the maximum domestic and/or non-domestic plot ratio(s), and the maximum building height stated in paragraph (a) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(c) On land designated "R(A)2" and "R(A)3", no new development or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum site coverage of 80%. No addition, alteration and/or modification to an existing building shall exceed the site coverage restriction stated above or the site coverage of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

(d) 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). For a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(e) On land designated "Residential (Group A)6" ("R(A)6"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.7 and a maximum building height of 185mPD, or the plot ratio and height of the existing building, whichever is the greater.

(f) On land designated "Residential (Group A)7" ("R(A)7"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5 and a maximum building height of 90mPD, or the plot ratio and height of the existing building, whichever is the greater.

(g) (To add) On land designated "Residential (Group A)9" ("R(A)9"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of maximum domestic GFA of 3,088 m^2 and a maximum non-domestic GFA of 1,522 m^2, and no part of the structures shall exceed the maximum building height in terms of number of storeys excluding basement(s) as stipulated on the Plan. In addition, a maximum GFA of 4,723 m^2 for Government, institution or community (GIC)(Residential Care Home for the Elderly only) facilities shall be provided.

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

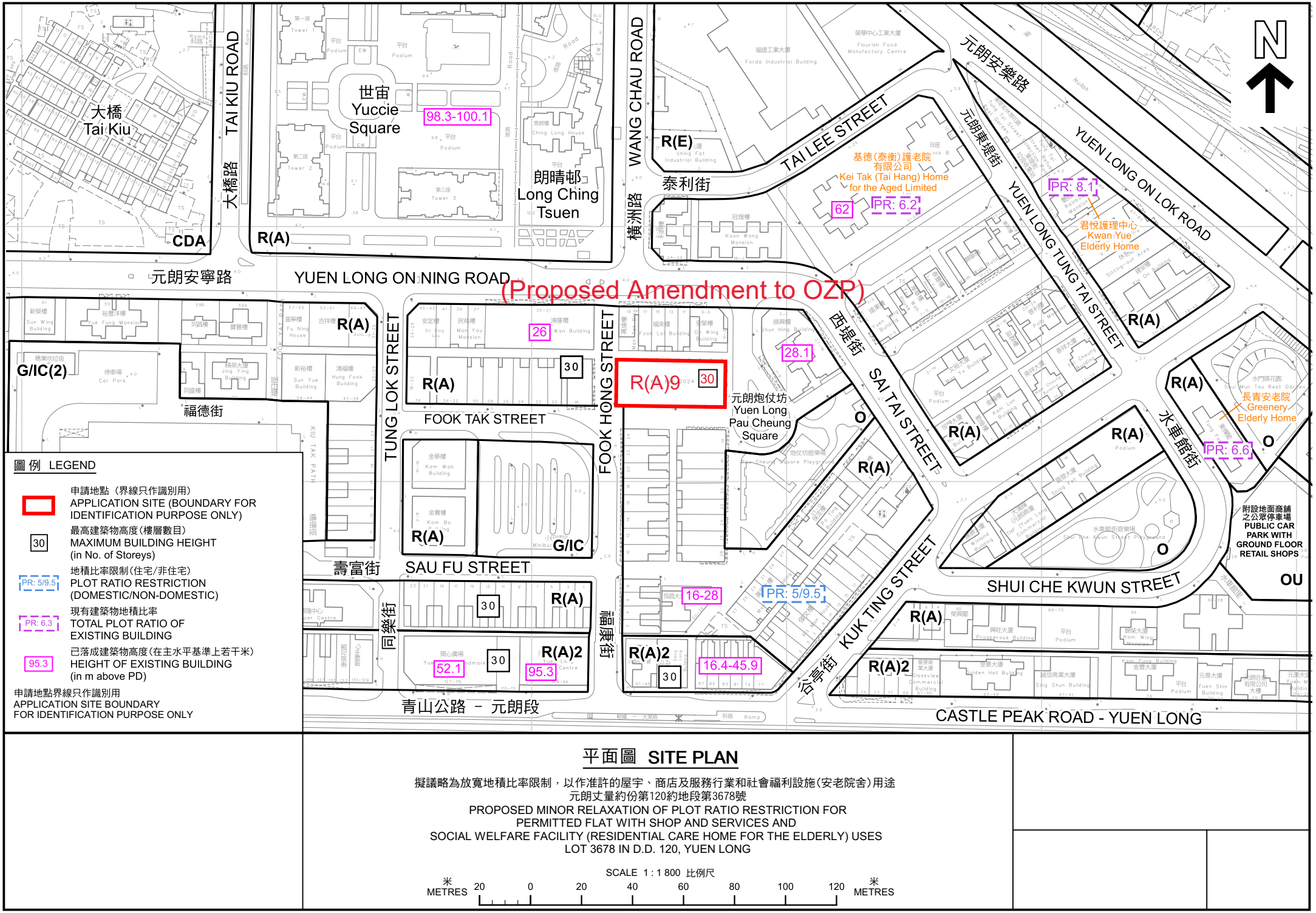
(i) In determining the maximum plot ratio on land designated "R(A)5", "R(A)6" and "R(A)8", any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

~~(d)~~ (j) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a), (b), (d) , (f) or (g) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (a), (b), (d), (e) and (f) above may thereby be exceeded.

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



平面圖 SITE PLAN

擬議略為放寬地積比率限制，以作准許的屋宇、商店及服務行業和社會福利設施(安老院舍)用途
元朗丈量約份第120約地段第3678號
PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR
PERMITTED FLAT WITH SHOP AND SERVICES AND
SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES
LOT 3678 IN D.D. 120, YUEN LONG

SCALE 1 : 1 800 比例尺

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構 建 (國 際)

DeSPACE (International) Limited

Date: 15th January 2025 **BY EMAIL**

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

Dear Sir/Madam,

SUBMISSION OF APPLICATION FOR PERMISSION
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)

****

TO REZONE THE APPLICATION SITE FROM "RESIDENTIAL (GROUP A)" TO "RESIDENTIAL (GROUP A)9" FOR PERMITTED FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES AT LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

FURTHER INFORMATION (2) – Technical clarifications

Reference is made to the captioned Section 12A application. In order to address comments from TD, PlanD and BD regarding the captioned application, attached please the table of responses-to-comments (R to C) with the following attachment:

- Replacement pages for plans and drawings
- Appendix 4: Replacement page 18 of Traffic Impact Assessment (Without any change to the scheme, Table 3.6 of the submitted TIA is further broken down in details to clarify the private car parking space provisions)
- Appendix 10: Pages 8 and 9 of the Catalogue of the Double Rack Parking System (to clarify on meeting the minimum dimensions as specified in TPDM)
- Appendix 11: Replacement page of Confirmation Letter from the RCHE Operator on the Provision of Car Parking Spaces

Should you have any queries with this pre-submission, please feel free to contact Mr. Endy CHENG at [redacted] or the undersigned at [redacted].

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

Greg Lam

DeSPACE (International) Limited 構建(國際)有限公司

Section 12A Application to rezone the application site from "Residential (Group A)" to "Residential (Group A)9" and to amend the Notes of the zone applicable to the site (Application No. Y/YL/21)

Departmental Comments (Emails from Planning Department dated 9.1.2025 and 15.1.2025)	
Departmental Comments	Response
1. Transport Department (9.1.2025)	
Table 2.2 and RtC (b): According to HKPSG requirement, only 22 Private Car parking spaces (including disabled car parking spaces) are required. Please review.	22 Private Car parking spaces are provided which fulfils the HKPSG requirements for the proposed private housing and shops and services uses. In addition, 2 private car parking spaces are provided to serve the proposed RCHE portion based on operational needs. Attached please find the latest confirmation letter from the RCHE operator on the provision of car parking is in Appendix 11. Without any change to the scheme, Table 3.6 of the submitted TIA is further broken down in details to clarify the private car parking space provisions. Please find replacement p.18 of the TIA in Appendix 4.
1. RtC (d): The design of mechnical parking system in Annex B consists of 3 levels of parking spaces which is inconsistent with the proposed double decking scheme. Please also make reference to Table 7.4.6.1 of TPDM Volume 7 Chapter 7 for the minimum requirement.	Please find an additional page supplemented to the catalogue with the design of 2-level mechanical parking system in Appendix 10. According to the catalogue (p.8 re-attached in Appendix 10), the specified length, width, height and loading for vehicles are 5m, 2m, 2m, and 2,500kg respetively. As such, the length, width, height and loading for vehicle as specified on the table all fulfill the respective TPDM requirments.
The Traffic Impact Assessment report should be updated for our review.	Noted. A consolidated version of the latest TIA report will be sent for TD's review which reflects all the previous R-toCs.

2. Buildings Department	
No objection under the Building Ordinance (BO) subject to the demonstration of permitted site coverage in compliance with the Regulation 20 of the Building (Planning) Regulation [B(P)R]. It is noted that the proposed maximum site coverage (S.C.) of 85% as indicated in Table 4.1 of Appendix I may exceed the permissible S.C. under the 1st schedule of the B(P)R. The applicant may wish to clarify the above, with consideration of the facilitating measures available under Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-172 and APP-132 allowing the applicant to apply for modification of relevant provisions under the BO to provide residential care homes for the elderly (RCHE) and allow for greater flexibility in the design of the proposed development respectively as appropriate.	The building setback in compliance with SBDG is a pre-requisite for GFA concessions under PNAP APP 151 and PNAP APP 152. The building set back accounting for 15% of the site under the submitted scheme looks fulfil the following requirements of SBDG: a) Full height and full frontage setback of the building from the site boundaries abutting any narrow streets from the respective site boundaries with a total setback area which is not less than 15% of the area of the site provided that such area will contribute to improving the street environment; and b) For small sites not exceeding 1,000 m^2, greenery should be provided at the Primary Zone such that the greenery area is not less than 50% of the setback area. All greenery areas shall comply with the requirements in Appendix D where applicable. The Site Coverage from G/F to 9/F are hence maximized to 85%. Uses for habitation are regarded as domestic uses under the BO. Despite that, as per PNAP APP-172, the BA may grant modifications to treat a RCHE or RCHD as a non-domestic part of a composite building for the purposes of regulations 19, 20, 21 and 22 of the Building (Planning) Regulations (B(P)R). The Applicant will make an application for such modification at the building plan submission stage. Aside from that, on application to the BA for a modification in pursuit of PNAP APP-132, the BA is in principle prepared to consider

	applications for more flexible application of the requirements under Regulations 20 and 25 of the B(P)R, allowing the site coverage of a non-domestic building at different levels to vary according to the height of the level within the percentages set out in the tables at Appendix B thereof. G/F to 9/F of the proposed scheme is situated at a height level of below 35m from street level, which the site coverage can be permitted up to 85%
3. Planning Department	
1. Please note that in considering planning application no. A/YL/319, the Board Members commented there is no detailed information, including the future management were provided on the proposed footpath upgrading works at Yuen Long Pau Cheung Square and Fook Tak Street. Please refer to the extract of minutes enclosed.	The Applicant will be responsible for the upgrading works of the proposed footpath on Government land. Subject to detailed design and the later Lease Modification application, the land of which is normally granted to the Applicant on a temporary basis for carrying out the upgrading works governed by appropriate land lease/tenancy documents. Upon completion of the upgrading works, footpath area will be required to be redelivered to the Government for future management under the conditions of the relevant land documents.
2. Please provide further details on the proposed footpath upgrading works, including provision of wider canopy, a section plan of the footpath with dimensions and clarification on the future management and maintenance arrangements.	Attached please find the provision of wider canopy of 2m based on the specified requirements in TPDM (i.e. vertical clearance for structures over pavements is 3.5m), a section plan of the footpath with dimensions. Please be clarified that whilst the canopy is above Government land, the future M&M arrangement will be similar to the above response. The applicant will be responsible for the M&M of the canopy extruded from and as part of the proposed building.

LEGEND

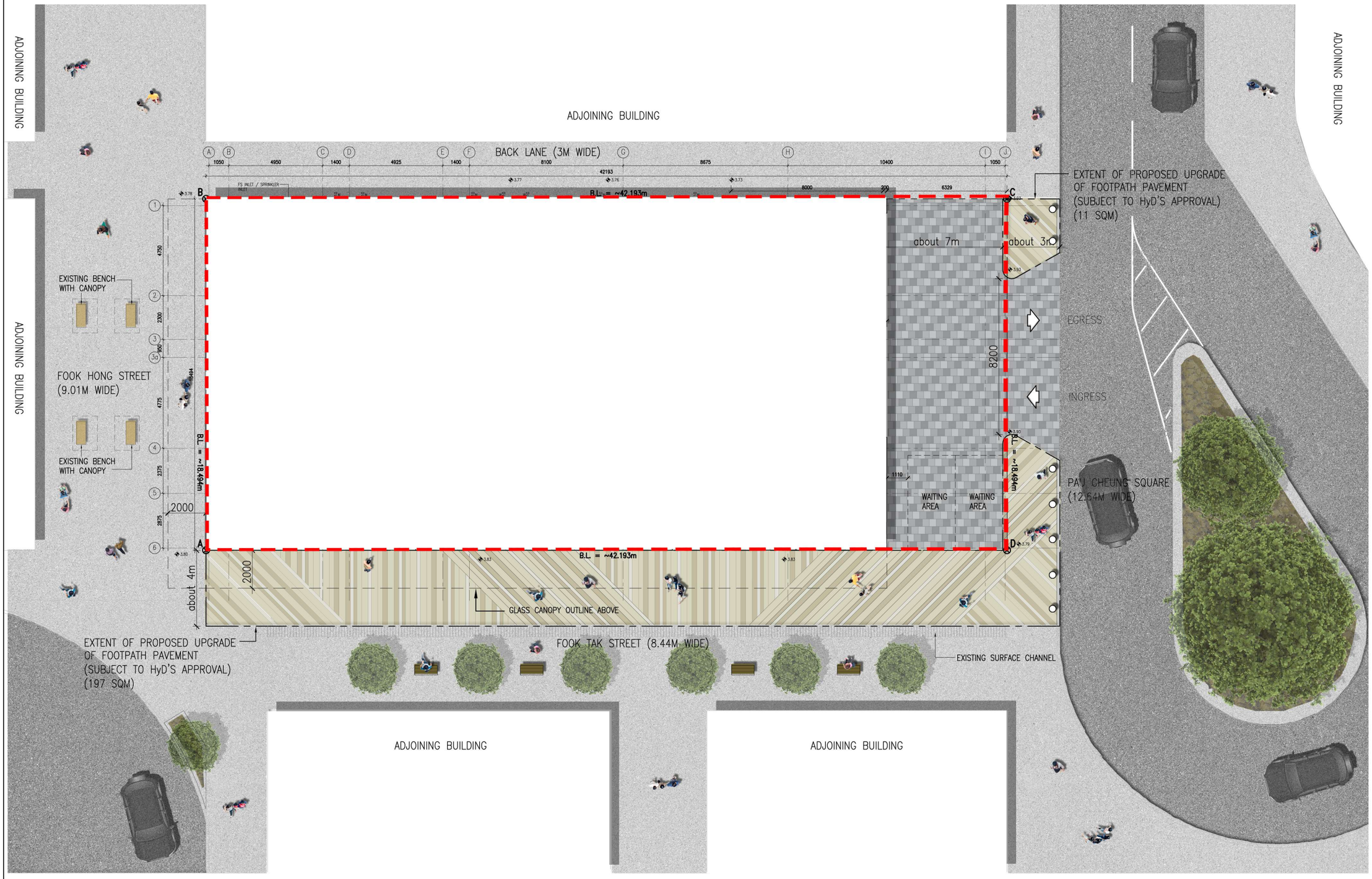
EXISTING TREE

NEW BENCH

NEW BOLLARD

PAVING AREA (208 M^2)

SITE BOUNDARY



PROPOSED STREETSCAPE PLAN

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- Notify the Architect immediately of any discrepancy found herein.

Rev.	Date	Description

Project Name:

Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

PROPOSED
STREETSCAPE PLAN

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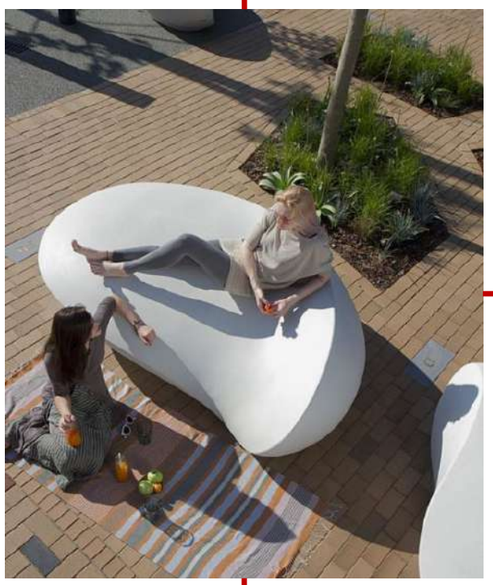
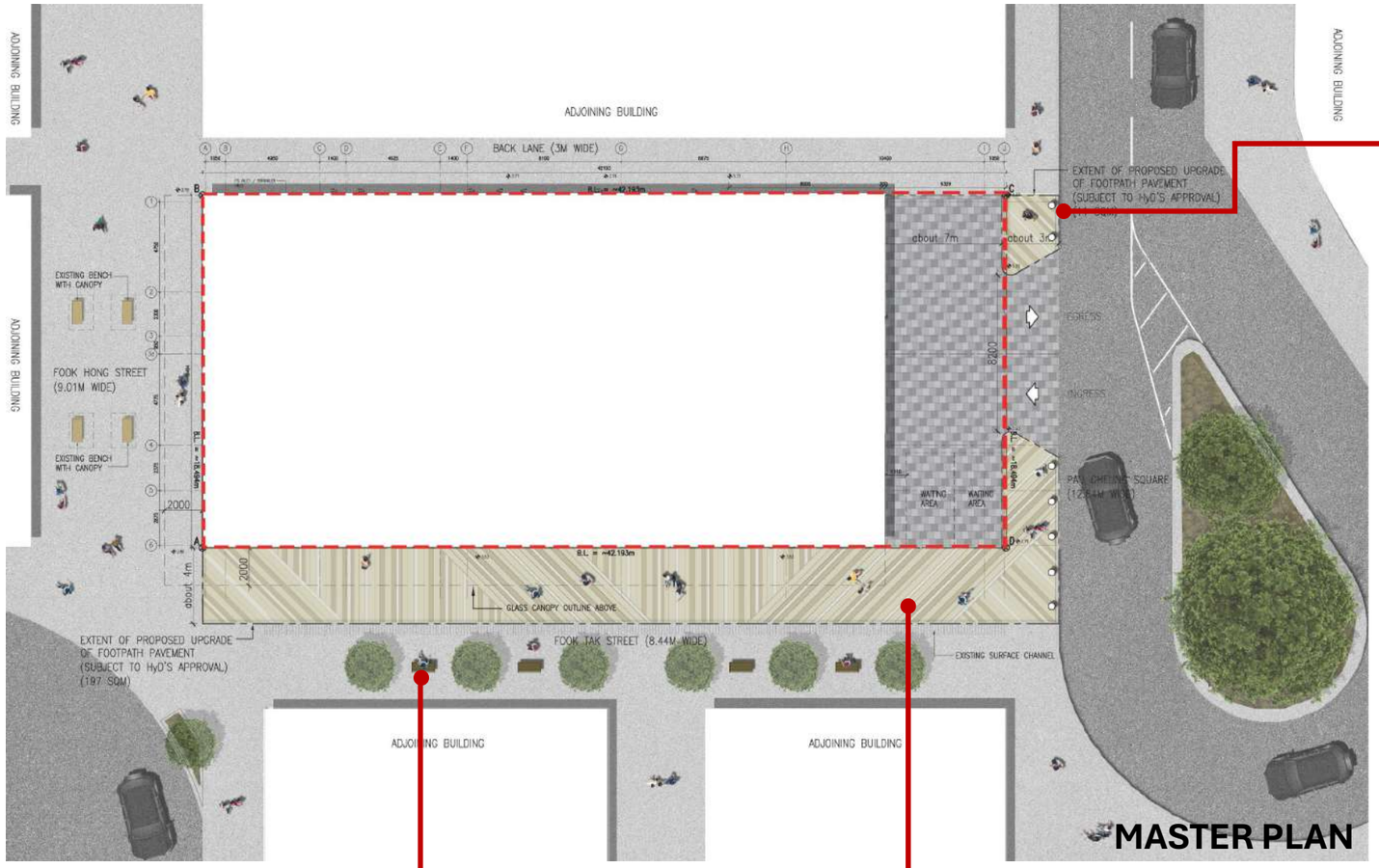
Drawn by:	JODY
Checked by:	CAL.
Scale: 1 : 200	Paper: A3

Drawing Number: GBP012

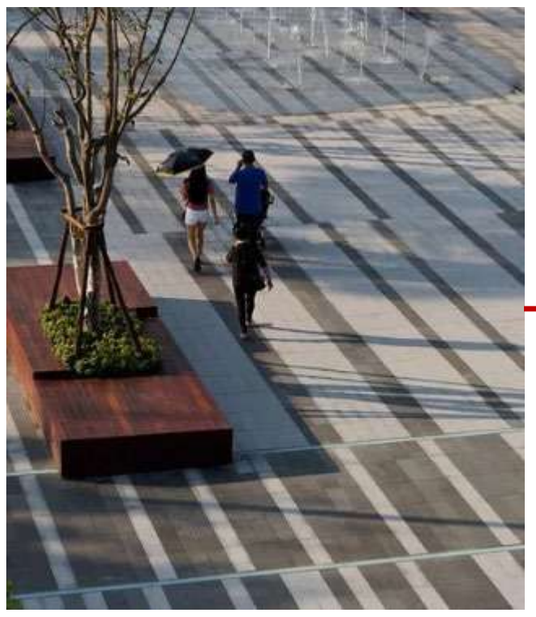
Revision Letter:

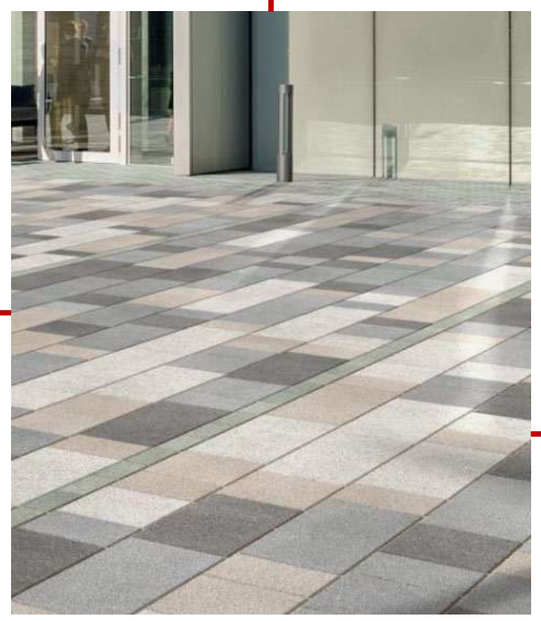
DESIGN REFERENCE PHOTOS

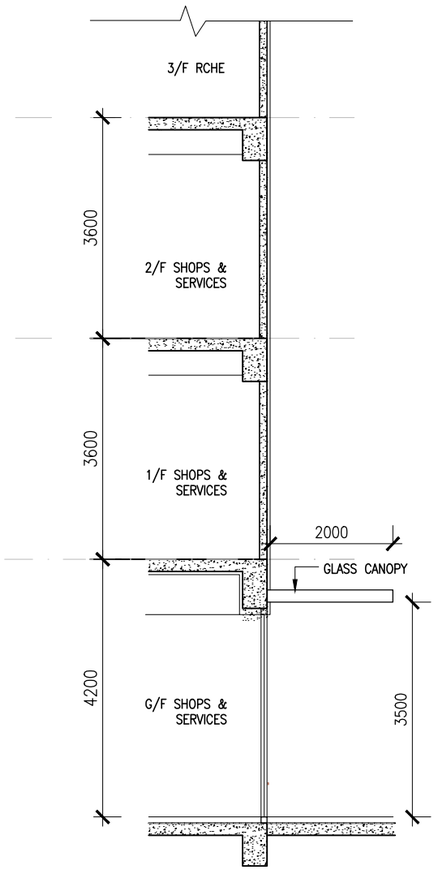




MASTER PLAN







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I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

CANOPY SCHEMATIC SECTION

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Drawing Number
GBP019

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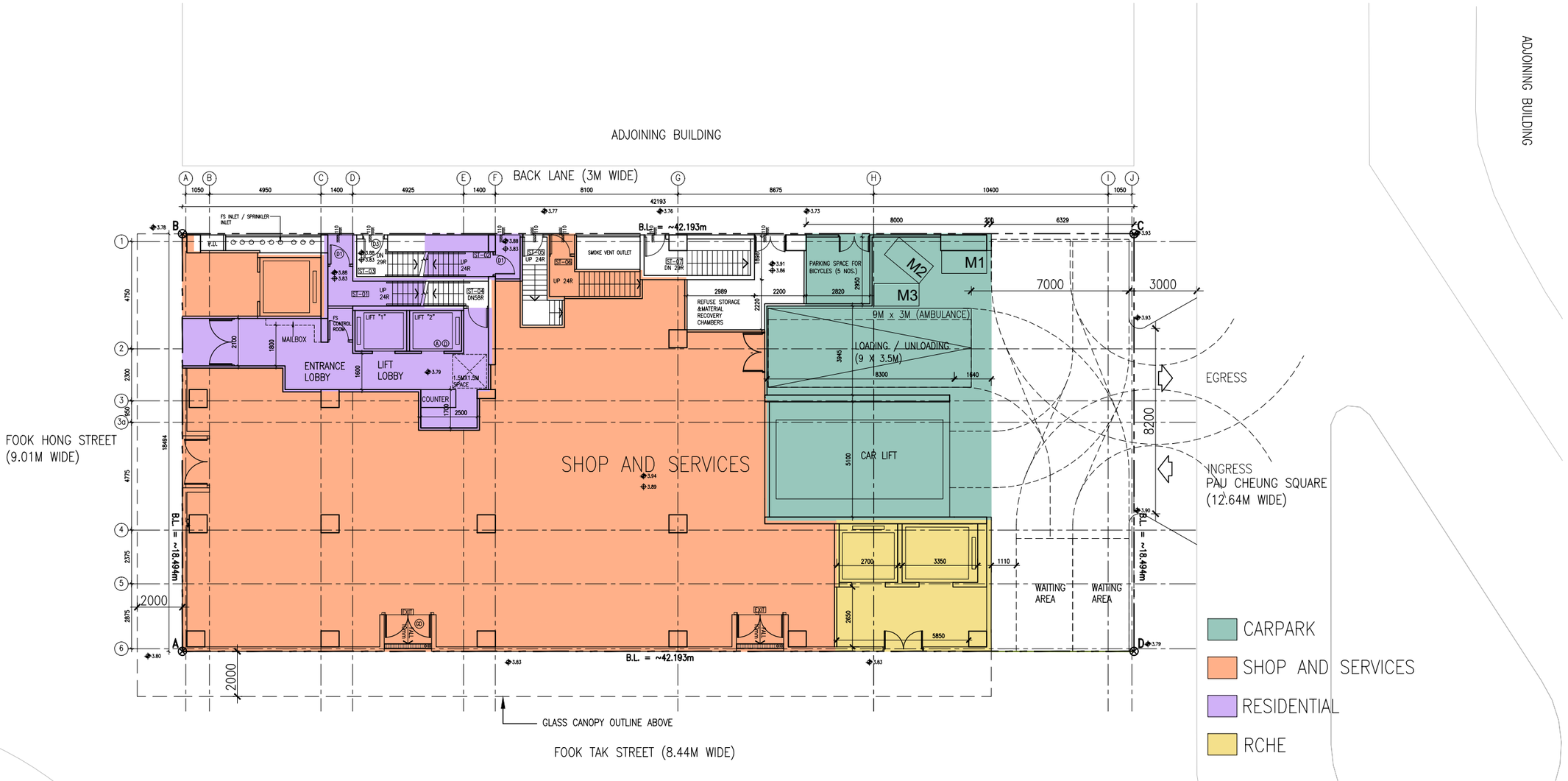

G/F LAYOUT PLAN

Rev.	Date	Description

Project Name:
Redevelopment of
Yuen Long Theatre
at Lot No. 3678 in
D.D. 120, Yuen Long, N.T.

Planning Consultant :
DeSPACE (International) Limited

Architect :
I Consultants & Contracting Company Limited

Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:
G/F LAYOUT PLAN

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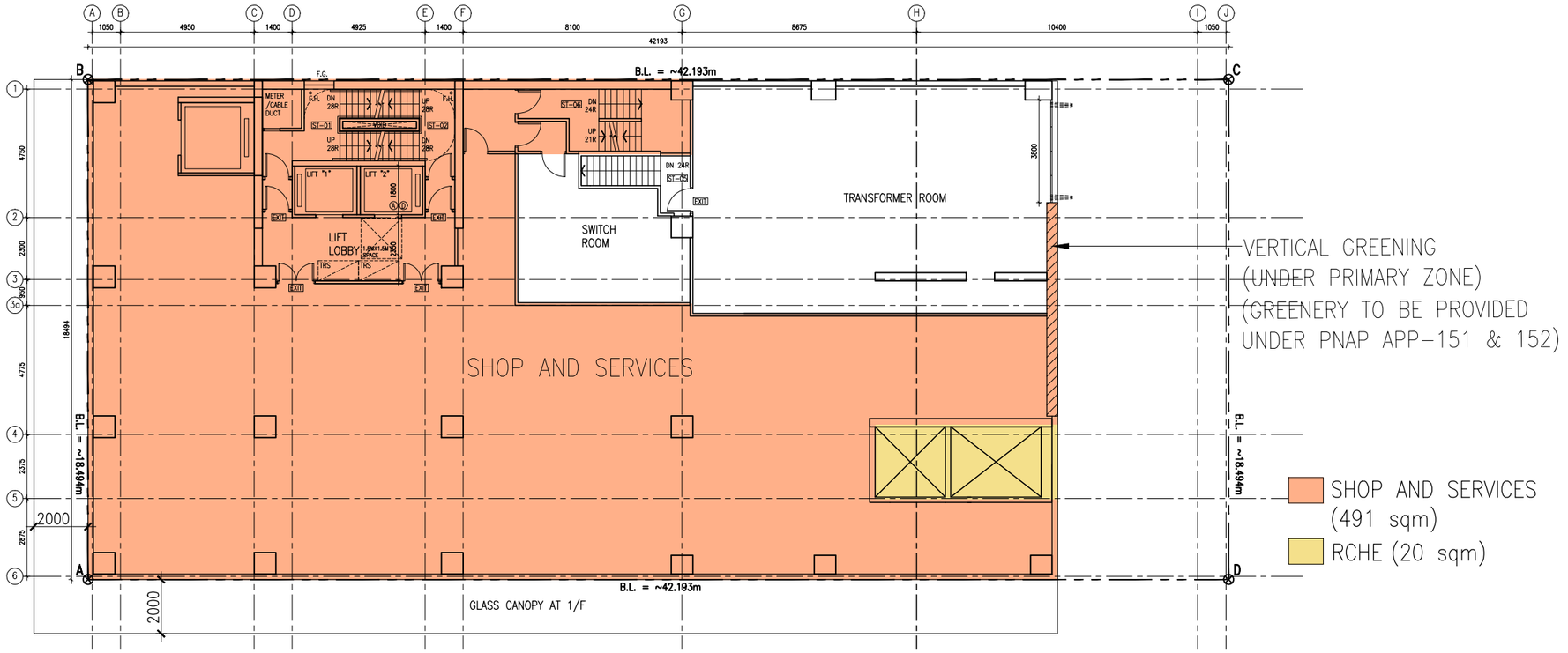
Drawing Number
GBP003

Revision Letter



1/F LAYOUT PLAN

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Traffic Consultant :
CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

1/F LAYOUT PLAN

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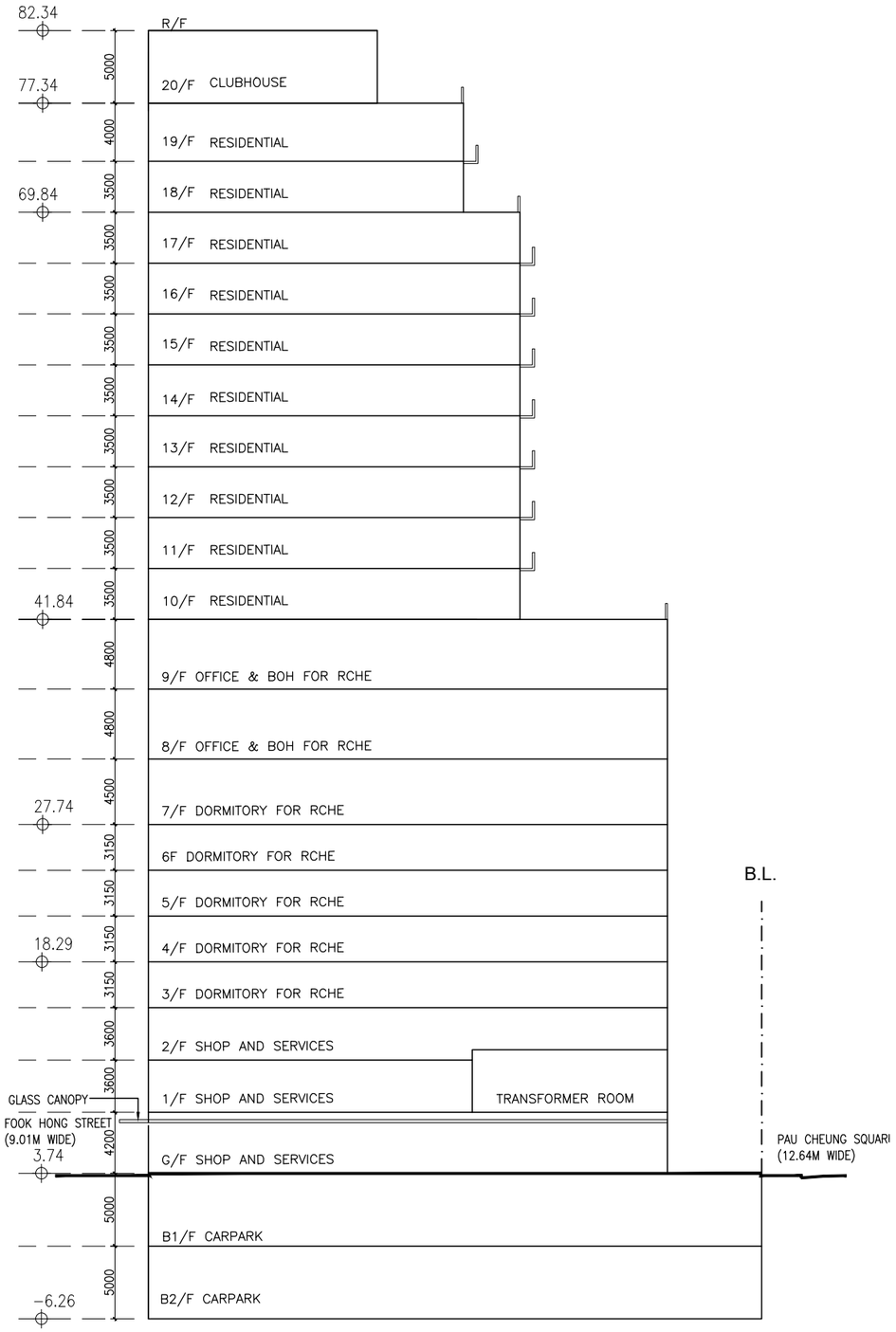
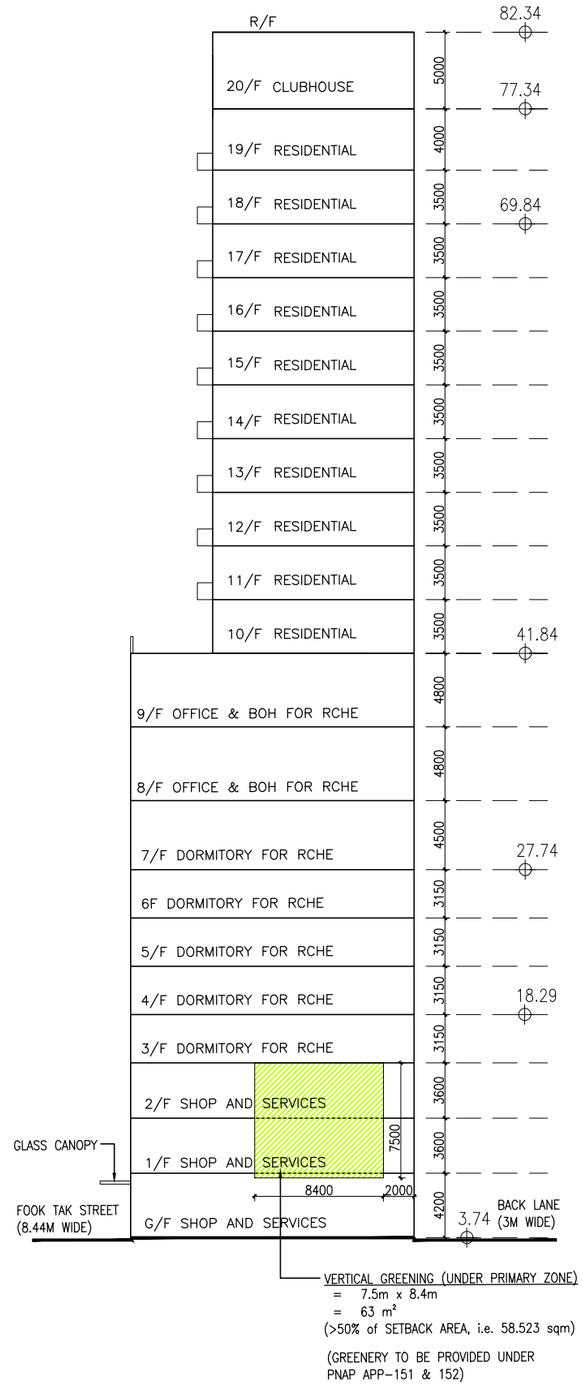
Drawing Number

GBP004A

Revision Letter



SCHEMATIC SECTION
(FACING FOOK TAK STREET)



SCHEMATIC ELEVATION
(FACING PAU CHEUNG SQUARE)

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CTA Consultants Limited

Environmental Consultant :
BeeXergy Consulting Limited

Structural and Geotechnical Engineer :
S. T. Wong & Partners Limited

Drawing Title:

SCHEMATIC SECTION
AND ELEVATION

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Drawing Number

GBP013

Revision Letter

Appendix 4 –

Replacement page 18 of Traffic Impact Assessment

Table 3.6 Car Parking Provision Requirement for the Proposed Development

Type	Provision under HKPSG Requirement			Proposed Internal Transport Provision	
Private Cars	RCHE	N/A	**14-22 (including 1 no. of Disable Car Park)**	**2 (including 1 no. of Disable Car Park)**	
	Residential	8-11		11	**22 (including 1 no. of Disable Car Park)**
	Shop	6-11		11	
L/UL (for ambulance)	RCHE	**N/A**		**1 (Shared use with LGV)**	
L/UL	Residential	1 HGV	**1 LGV 2 HGV**	**4 (LGV)**	
	Shop	1 LGV 1 HGV			
Motorcycle	Residential	1	**2-3**	**3**	
	Shop	1-2			
Bicycle	Residential	**5**		**5**	

3.3.2 **Figures SP-01** to **07** shown that the there are sufficient space for vehicle manoeuvring.

3.3.3 With reference to **Figures SP-08** and **09** attached, HGV cannot maneuver along the Yuen Long Pau Cheung Square. Deadlock will occur and vehicles will tail back to the junction of Yuen Long On Ning Road/ Yuen Long Pau Cheung Square.

3.3.4 As the site is only about 18.5m wide. It is difficult for the manoeuvring of a 11m long HGV within the site. It is proposed to only provide 4 nos. LGV instead of 1 no. LGV plus 2 nos. HGV.

3.3.5 Given this provision, and together with the situation that a 12m long fire engine is not required as FSD requirements. Therefore, it is considered no need to carry out improvement at the Yuen Long Pau Cheung Square.

3.4 Public Transport Services in the Vicinity of the Proposed Development

3.4.1 Numerous road-based public transport services are provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes within 500 meters catchment area are listed in **Table 3.7**, and the location of the nearby public transport stations is shown in **Figure 3.13**.

Appendix 10 –

Pages 8 and 9 of the Catalogue of the Double Rack Parking System

Feature of MARS
MARS 特點

EN 14010:2003+A1
EN 60204-1:2018

- Modular standard design
- Convenient combination
- Can built up to 2-4 layers
- Can lifting vehicle up to 2500kg
- Spaces saving
- Electric chain lift system
- Varity security detector
- Computer programming
- Suitable for indoor and outdoor
- Can install solar panel
- Easy installation

- 模塊化標準設計
- 方便組合
- 能建到2-4層
- 能承重2500公斤的車輛
- 節約空間
- 電動鏈提升系統
- 各種安全探測器
- PLC電腦編程
- 室內外均可使用
- 可安裝太陽能板
- 安裝快捷方便

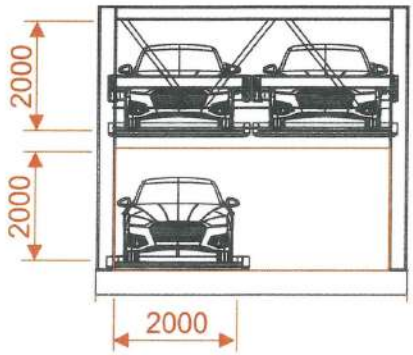
Product Name 設備名稱	MARS Puzzle Stacking System MARS 拼圖型泊車系統	
Vehicle Specification 停車規格	Length 長	< 5000mm
	Width寬	< 2000mm
	Height 高	< 2000mm
Loading for Vehicle 承載重量	≤ 2500kg	
Control Method 操作方式	PLC Touch Screen 電腦觸摸屏操作方式	
Vertical Lifting Speed 升降速度	4.5m/mins	
Horizontal Moving Speed 橫移速度	7m/mins	
Rated of Power 功率	5.5 kW	
Voltage電源	3-phase 5-wire 380V/50Hz 三相五綫 380V 50Hz	
Fire rating (Main structure) 防火等級 (主結構)	1 hour fire rating 1 小時防火等級	

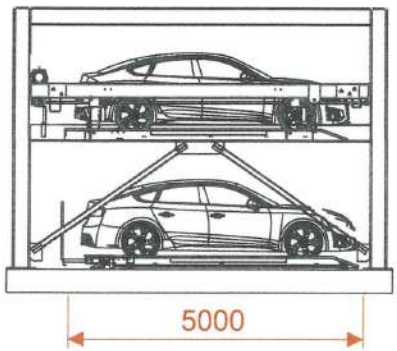
Drawing of MARS
MARS 圖示

MARS 2 Layer 兩層

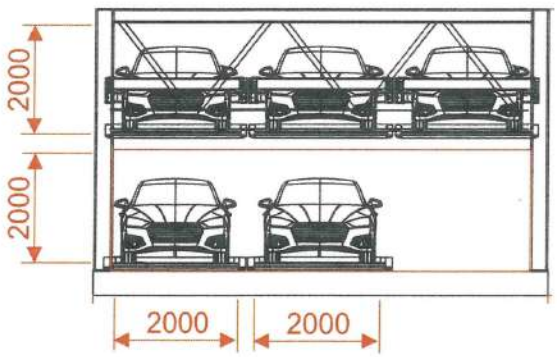
Minimum dimensions for individual parking stalls
(excluding the space for mechanical parts)

2 x 2

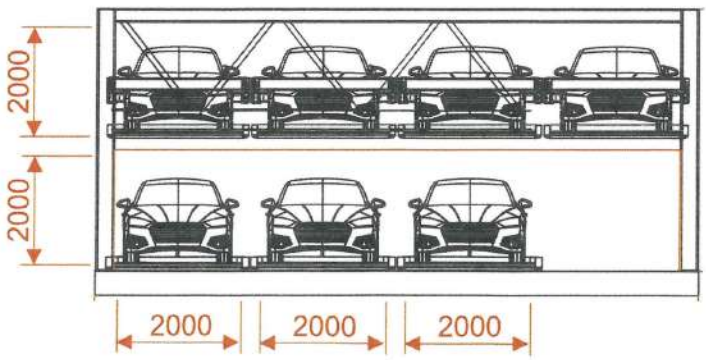




2 x 3



2 x 4



** Size and specification will be subject to the final proposal*

Appendix 11 –

Replacement page of Confirmation Letter from the RCHE Operator on the Provision of Car Parking Spaces

Date: 13th January 2025

To whom it may concern,

CONFIRMATION OF THE PROVISION OF CAR PARKING SPACES OF THE RESIDENTIAL CARE HOME FOR ELDERLY IN LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

****

We, Delightful RCHE Limited, the potential operator of the Residential Care Home for Elderly (RCHE) in the subject development mentioned in Section 12A Application No. Y/YL/21, hereby confirm the car parking provision of the subject RCHE development, which includes 2 parking spaces for private cars (including 1 for the disabled persons) and 1 loading/unloading space for an ambulance for RCHE, to be sufficient to meet the operational need of a RCHE in the area.

Yours faithfully,

Mr. Leung Shiu Wai
Executive Director
DELIGHTFUL RCHE LIMITED
Fax: [redacted]
Tel: [redacted]

構 建 (國 際
DeSPACE (International) Limited

Date: 10th February 2025 **BY EMAIL**

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

Dear Sir/Madam,

SUBMISSION OF APPLICATION FOR PERMISSION
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)
****

TO REZONE THE APPLICATION SITE FROM "RESIDENTIAL (GROUP A)" TO "RESIDENTIAL (GROUP A)9" FOR PERMITTED FLAT WITH SHOP AND SERVICES AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES AT LOT NO. 3678 IN D.D. 120, YUEN LONG, NEW TERRITORIES

FURTHER INFORMATION (3) – Technical clarifications

Reference is made to the captioned Section 12A application. In order to address Social Welfare Department's comments regarding the captioned application, attached please the table of responses-to-comments (R to C).

Please be advised that this FI(3) should be exempted from the publication requirement and/or the recounting requirement in accordance with TPB PG-No. 32B since the R to C is only a technical clarification/response to comments of relevant Government department WITHOUT changing the nature of the application, the proposed uses nor the proposed scheme submitted; and does NOT involve major changes in the assumptions and methodologies, findings and proposed mitigation measures of the assessments.

Should you have any queries with this pre-submission, please feel free to contact Mr. Endy CHENG at [redacted] or the undersigned at [redacted]

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

Greg Lam

Section 12A Application to rezone the application site from "Residential (Group A)" to "Residential (Group A)9" and to amend the Notes of the zone applicable to the site (Application No. Y/YL/21)

Departmental Comments (Email from Planning Department dated 3.2.2025)	
Departmental Comments	Response
1. Social Welfare Department (3.2.2025)	
In view of the pressing demand for residential care service for the elderly over the territory, the application is supported from social welfare perspective on the conditions that – a) The subject RCHEs shall incur no financial implication, both capital and recurrent, to the Government, and b) The design and construction of the RCHEs shall be in full compliance with relevant prevailing Ordinances, Regulations and Codes of Practice enforcing in Hong Kong and any licensing requirement issued by the Social Welfare Department (SWD).	It is hereby confirmed that: a) The subject RCHEs shall incur no financial implication, both capital and recurrent, to the Government, and b) The design and construction of the RCHEs shall be in full compliance with relevant prevailing Ordinances, Regulations and Codes of Practice enforcing in Hong Kong and any licensing requirement issued by the Social Welfare Department (SWD).
It is noted that the applicant would like to apply for the time-limited enhancements under the Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Persons in Private New Developments (the Incentive Scheme). Subject to the result of this application of planning permission for the development of RCHE, the applicant shall indicate his intention to join the Incentive Scheme when submitting relevant land transaction application to LandsD. SWD would render comments on the detailed design of the RCHE upon the receipt of LandsD's referral and would seek policy support from LWB on the application when suitable.	Noted with thanks. The applicant intends to and will indicate his intention to join the Incentive Scheme when submitting relevant land transaction application to LandsD.
Upon reviewing the draft layout plan and the schedule of accommodation attached to the captioned application, the following salient	Noted. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the

design issues of the proposed 170-p RCHE are noted which warrant the review and revision by the applicant –	post-planning approval and detailed design stage, and provide the required information for SWD's comments.
24m height requirement of a RCHE	
1. According to the Supplementary Planning Statement, we note that the proposed RCHE(s) is located on 3/F to 9/F in the single composite building. All the dormitories provided for the elderly are situated from 3/F to 7/F where are at a height of not more than 24m above the ground level, measuring vertically from the ground of the building to the floor of the premises. The proposed office and back-of-house are situated on 8/F and 9/F which are situated at a height of more than 24m. 2. While it is stipulated in Para. 5.3.1 of CoP that "...no part of an RCHE shall be situated at a height more than 24m above the ground floor, measuring vertically from the ground of the building to the floor of the premises in which the RCHE is to be situated...", would the applicant please take note of the above and ensure the height of RCHE is in full compliance with statutory and licensing requirements.	According to Para. 5.3.3 of the CoP concerned, "if an RCHE operator can prove that the RCHE possesses factilities for fire safety, evacuation and rescue, and appropriate evacuation, contingency and fire drill plans to the satisfaction of the DSW, the DSW may approve the ancillary facilities of the RCHE to which the residents normally do not have access (eg. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24m above the ground". In consultation with experienced RCHE operators, it is generally considered that these back-of-house facilities for administration and management purposes are much needed for a better work environment and support for staffs, and storage of services commodities such as masks, Personal Protective Equipment (PPE), milk powder, diapers, medical equipment, medicines and furniture. The use of 8-9/F is thus considered necessary for supporting the 160 to 220-place RCHE. The Applicant will kindly review the fire safety, evacuation, rescue and other relevant requirements and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
Draft Layout Plan (Appendix 2 "Proposed Development Scheme")	
1. Dormitory (3/F – 7/F)	Please be advised that the dormitory on each

• Please review and advise whether the Dormitory on each of the floors is a cellular room. • Please advise whether the Accessible Toilet cum Shower Room attached to each Dormitory is able to allow the manoeuvring of shower trolley bed measuring 2100 mm x 780 mm x 870 mm, which is used by frail elderly residents with assistance of care worker in bathing. • Please indicate the Accessible Toilet cum Shower Room(s) on the plan. • For our easy reference, please mark the location of each notional bed in size of no less than 970 mm x 2 030 mm on the plan.	floor will be accommodated in cellular rooms and in compliance with the relevant CoP. The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
2. Pantry for Residents (3/F – 7/F)	
• To avoid confusion, please rename each of the Pantry on 3/F to 7/F to "Pantry for Residents". • Please review and advise whether the Pantry for Residents on each of the floor with the provision is a cellular room.	The comments are related to matters of detailed design. The Applicant will kindly review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
3. Nursing Station cum Medical Consultation Room (3/F – 7/F)	
• One nursing station at 10 sqm shall be provided on each floor having dormitory rooms or multi-purpose room provision, and for every 50 residents. If there are more than one nursing station, one of them should be attached with a medical consultation corner at 8 sqm. Please review and provide a breakdown of NOFA among the nursing stations across 3/F to 7/F.	The comments are related to matters of detailed design. The Applicant will kindly review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
4. Sick/ Isolation/ Quiet Room (3/F – 7/F)	
• For infection control, please provide a protected lobby via the entrance of each of	The comments are related to matters of detailed design. The Applicant will kindly

the Sick/ Isolation/ Quiet Room on 3/F to 7/F. • One room at 8 sqm should be provided for every 50 residents on each floor with provision of dormitory rooms. Please review and provide a breakdown of NOFA among the Sick/ Isolation/ Quiet Rooms across 3/F to 7/F. • Please advise whether the Accessible Toilet cum Shower Room attached to each Sick/ Isolation/ Quiet Room is provided and able to allow the manoeuvring of shower trolley bed measuring 2100 mm x 780 mm x 870 mm, which is used by frail elderly residents with assistance of care worker in bathing. • Please indicate the attached Accessible Toilet cum Shower Room(s) on the plan.	take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
5. End-of-life Care Room (3/F)	
• As a habitation area, End-of-life Care Room should be located at an area equipped with openable window(s).	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
6. Soiled Utility Room (3/F – 7/F)	
• Referring to the draft layout plan, there is 1 no. of Soiled Utility Room on each floor of the RCHE with a combined NOFA of 37 sqm, which is considerably above the 10% deviation allowed for functional rooms. For the provision of Soiled Utility Room, it requires one room at 4 sqm on each floor having dormitory rooms, and for every 50 residents. Please review.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.

• For infection control, please consider re-locating all of the Soiled Utility Room(s) across 3/F to 7/F, as they are close to habitation areas such as Dining/ Multipurpose Room (3/F) and Dormitory (4/F to 7/F).	
7. Dumb Waiter (3/F – 7/F)	
• Please review and advise whether the Dumb Waiter on each of the floor with the provision is a cellular room. • Floor openings, shaft enclosure, pit and machine room for the Dumb Waiter shall be provided.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
8. Clean Utility Room (8/F)	
• Please review the location(s) of the Clean Utility Room and the Refuse Room on 8/F. For infection control, these two rooms shall not be located near to each other.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
9. Refuse Room (8/F)	
• Please see the comments on the above "8. Clean Utility Room" and revise the location(s) of the two rooms on 8/F accordingly.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
10. Superintendent's Office, Assistant Superintendent's Office, & General Office (9/F)	
• Please review and consider removing the wall blocking the access to Reception	The comments are related to matters of detailed design. The Applicant will kindly

area, Conference Room, and the adjacent lifts.	take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
11. Conference Room (9/F)	
• Please see the comments on the above "10. Superintendent's Office, Assistant Superintendent's Office, & General Office" and revise accordingly.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
12. Female/ Male Staff Changing Room and Rest Room cum Pantry (9/F)	
• For the provision of Staff changing room, Sleep-in room, and Restroom & Pantry, they respectively require 39.3 sqm, 11.8 sqm, and 5.9 sqm on pro rata basis. Please review and provide a breakdown of NOFA among the rooms. • Please indicate the above-mentioned rooms as cellular rooms on the plan for our easy reference.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
13. Communal Toilet (3/F – 9/F)	
• Please indicate the provision on the plan.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the schematic design as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
Schedule of Accommodation	
1. Please revise the description and NOFA under the column "Provision on pro rata	The comments are related to matters of detailed design. The Applicant will kindly

	basis (B)" of Item No. 6. Description of this item should be "Nursing Station cum Medical Consultation Room". The NOFA of this item under the column "Provision on pro rata basis (B)" should be at 58 sqm (one nursing station at 10 sqm each across 3/F – 7/F and one medical consultation corner at 8 sqm).	take note of the requirements, review and revise the SoA as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
2.	Please revise the description and NOFA under the column "Provision on pro rata basis (B)" of Item No. 7. Description of this item should be "Sick/ Isolation/ Quiet Room". The NOFA of this item under the column "Provision on pro rata basis (B)" should be at 32 sqm (one room at 8 sqm for every 50 residents).	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the SoA as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
3.	Please revise the NOFA under the column "Provision on pro rata basis (B)" of Item No. 12 "Soiled Utility Room". The NOFA of this item under the column "Provision on pro rata basis (B)" should be at 20 sqm (one room at 4 sqm on each floor having dormitory rooms).	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the SoA as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
4.	Please revise the "Floor Distribution" of Item no. 16 "Dumb Waiter", as the provision of Dumb Waiter spreads across 3/F – 8/F.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the SoA as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
5.	Please revise the description and NOFA under the column "Provision on pro rata basis (B)" of Item no. 19 "Interview Room/ Family Room". Description of this Item should be "Interview/ Meeting/	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the SoA as appropriate during the post-planning approval and detailed design

Family Room". The NOFA of this item under the column "Provision on pro rata basis (B)" should remain at 14 sqm (one room at 8 sqm and one room at 6 sqm).	stage, and provide the required information for SWD's comments.
6. Please revise the description of Item No. 26 as "Female/ Male Staff Changing Room and Rest Room cum Pantry".	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the SoA as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
7. It is noted that rooms/areas, such as Linen Room, Dish Washing Area, Cold Food Store, and Dry Food Store on 8/F as well as IT/Server Room on 9/F, on the plan are missing from the SoA table in Appendix. Please review and revise accordingly.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the SoA as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
8. Please note that the proposed NOFA for individual functional rooms/ areas should be within 10% deviation from the provision of standard SoA and the overall NOFA should be within 5% deviation, respectively. If there are any consequential changes in the proposed area arising from the revision of layout plan, would the applicant please update the SoA table for our consideration.	The comments are related to matters of detailed design. The Applicant will kindly take note of the requirements, review and revise the SoA as appropriate during the post-planning approval and detailed design stage, and provide the required information for SWD's comments.
Please note that the above comments are from service and operation point of view. Would the applicant please ensure that the design and construction of the proposed RCHE shall comply with all relevant licensing and statutory requirements including but not limited to the (i) Residential Care Homes	Noted with thanks. At the detailed design stage, the Applicant will ensure that the design and construction of the proposed RCHE shall comply with all relevant licensing and statutory requirements including but not limited to the (i) Residential Care Homes (Elderly Persons) Ordinance

(Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation and (ii) Code of Practice for Residential Care Homes (Elderly Persons).	(Cap. 459) and its subsidiary legislation and (ii) Code of Practice for Residential Care Homes (Elderly Persons).
The provided departmental comments on the planning application may be subject to revision should there be a change in circumstances.	Noted with thanks.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)6" only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre
In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room : Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Planning Intention

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

Remarks

(a) On land designated "Residential (Group A)" ("R(A)"), "Residential (Group A)2" ("R(A)2"), "Residential (Group A)3" ("R(A)3"), "Residential (Group A)4" ("R(A)4"), "Residential (Group A)5" ("R(A)5") and "Residential (Group A)8" ("R(A)8"), no new development for a domestic or non-domestic 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 30 storeys excluding basement(s) for "R(A)" and "R(A)2" zones, a maximum building height of 25 storeys excluding basement(s) for "R(A)3" and "R(A)4" zones, a maximum building height of 90mPD for "R(A)5" zone and a maximum building height of 100mPD for "R(A)8" zone. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(b) On land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)8", no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), and the maximum building height stated in paragraph (a) above, or the domestic and/or non-domestic plot ratio(s), and the height of the existing building, whichever is the greater, subject to, as applicable -

(i) the plot ratio(s) and height of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(ii) the maximum domestic and/or non-domestic plot ratio(s), and the maximum building height stated in paragraph (a) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(c) On land designated "R(A)2" and "R(A)3", no new development or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum site coverage of 80%. No addition, alteration and/or modification to an existing building shall exceed the site coverage restriction stated above or the site coverage of the existing building, whichever is the greater.

(Please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

(d) 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). For a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.

(e) On land designated "Residential (Group A)6" ("R(A)6"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.7 and a maximum building height of 185mPD, or the plot ratio and height of the existing building, whichever is the greater.

(f) On land designated "Residential (Group A)7" ("R(A)7"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5 and a maximum building height of 90mPD, or the plot ratio and height of the existing building, whichever is the greater.

(g) (To add) On land designated "Residential (Group A)9" ("R(A)9"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of maximum domestic GFA of 3,088 m^2 and a maximum non-domestic GFA of 1,522 m^2, and no part of the structures shall exceed the maximum building height in terms of number of storeys excluding basement(s) as stipulated on the Plan. In addition, a maximum GFA of 4,723 m^2 for Government, institution or community (GIC)(Residential Care Home for the Elderly only) facilities shall be provided.

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

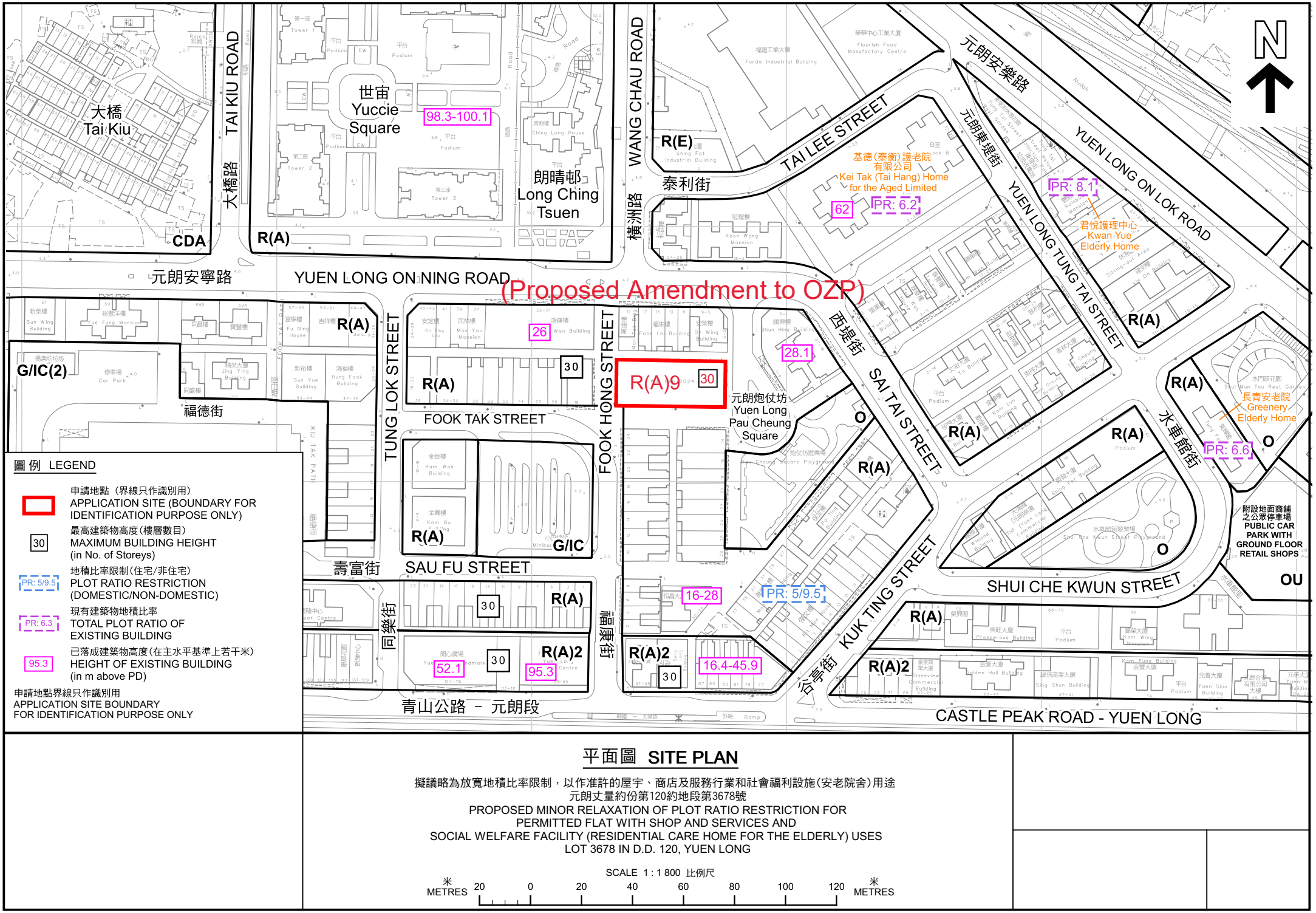
(i) In determining the maximum plot ratio on land designated "R(A)5", "R(A)6" and "R(A)8", any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

~~(d)~~ (j) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (a), (b), (d) , (f) or (g) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (a), (b), (d), (e) and (f) above may thereby be exceeded.

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



平面圖 SITE PLAN

擬議略為放寬地積比率限制，以作准許的屋宇、商店及服務行業和社會福利設施(安老院舍)用途
元朗丈量約份第120約地段第3678號
PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR
PERMITTED FLAT WITH SHOP AND SERVICES AND
SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) USES
LOT 3678 IN D.D. 120, YUEN LONG

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Previous s.16 application covering the Application Site

Rejected Application

Application No.	Proposed Use(s)/Development(s)	Date of Consideration (RNTPC)	Rejection Reasons
A/YL/319	Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat with Shop and Services and Social Welfare Facility Uses	22.11.2024	(1) and (2)

Rejection Reasons

(1) The proposed relaxation of non-domestic PR from 1.98 to 8.01 (i.e. +305%), resulting in an increase in total PR from 5.94 to 11.97 (i.e. +101%), is considered excessive and cannot be regarded as minor.

(2) Approving the application will undermine the PR control of the "R(A)" zone and the cumulative impact of which will overstrain the capacity of the existing and planned infrastructures in the area.

Detailed Comments of Relevant Government Departments

Comments of the District Lands Officer/Yuen Long, Lands Department (LandsD):

(a) The actual site area, site boundary and lease details, etc., of the application site (the Site) involved will be subject to survey and verification at the stage of lease modification, if applied.

(b) According to the Supplementary Planning Statement, the applicant intended to apply for a no-objection letter from LandsD during the land application stage. The applicant should clarify the purpose of the proposed no-objection letter. The applicant is reminded that LandsD will determine the appropriate type of land application to be processed in its private capacity as landlord.

(c) Regarding the proposed car parking provision and vehicular access abutting Yuen Long Pau Cheung Square and the proposed streetscape improvements outside the Site, the applicant should seek comments from Transport Department (TD) and Highways Department (HyD).

Comments of the Chief Highway Engineer/New Territories West, HyD:

(a) HyD has no planning to carry out the proposed streetscape improvements works at the concerned area outside of the Site.

(b) The streetscape improvement shall be implemented by the applicant to the satisfaction of TD and HyD at the applicant's own cost.

Comments of the Director of Fire Services:

(a) Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.

(b) The provision of emergency vehicular access (EVA) shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administrated by the Buildings Authority.

(c) Furthermore, it is advised that any proposal with the nature of School, Child Care Centre, Residential Care Home for the Elderly (RCHE) and Residential Care Home for Persons with Disabilities, the height restrictions as stipulated in the respective Regulations and Code of Practice shall be observed.

Comments of the Chief Building Surveyor/New Territories West, Buildings Department:

(a) The proposed maximum site coverage (SC) of 85% may exceed the permissible SC under the 1st Schedule of Building (Planning) Regulations [B(P)R].

(b) The applicant should clarify the SC with consideration of the facilitating measures

available under Practice Notes for Authorized Persons, Registered Structural Engineers and Registered geotechnical Engineers (PNAP) APP-172 and APP-132 allowing the applicant to apply for modification of relevant provisions under the Building Ordinance (BO) to provide RCHE and allow for greater flexibility in the design of the proposed development respectively as appropriate.

(c) If the proposed plot ratio is based on the assumption that gross floor area (GFA) concession will be granted, the pre-requisites for GFA concession in PNAP APP-151 and the Sustainable Building Design Guidelines stipulated in PNAP APP-152 should be complied with.

(d) Covered car parking and bicycle parking spaces if intended to be disregarded from GFA calculation under the BO shall comply with the criteria set out in PNAP APP-2 and APP-111 during the building plan submission stage.

(e) The proposed uses under the application are subject to the issue of a license. It is reminded that any proposed structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority.

Comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department:

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 of the new development proposed at the Site, extensive geotechnical investigation may be required as necessary, and may require a high-level involvement of experienced geotechnical engineer(s), both in the design and supervision of geotechnical aspects of the works to be carried out at the Site.

Comments of the Director of Social Welfare:

The applicant is reminded that subject to the result of this s.12A application, the applicant shall indicate his intention to join the Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Persons in Private New Developments when submitting relevant land transaction application to LandsD. Social Welfare Department would render comments on the detailed design of the RCHE upon the receipt of LandsD's referral and would seek policy support from Labour and Welfare Bureau on the application when suitable.

Comments of the Director of Food and Environmental Hygiene (DFEH):

(a) Proper licence / permit issued by Food and Environmental Hygiene Department (FEHD) is required if there is any food business / catering service / activities regulated by the DFEH under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. Pursuant to section 4 of the Food Business Regulation, Cap. 132X, the expression of "food business" does not include any club. Under the Food Business Regulation, Cap. 132X, a food business licence is required for the operation of the relevant type of food business listed in the Regulation. For any premises intended to be used for food business (e.g. a restaurant, a food factory, a fresh

provision shop), a food business licence from the FEHD in accordance with the Cap. 132 shall be obtained. The application for licence, if acceptable by the FEHD, will be referred to relevant government departments 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.

(b) Depending on the mode of operation, generally there are several types of food business licence/permits that the operator of a shop may apply for under the Food Business Regulation:

(i) if food is sold to customers for consumption on the premises, a restaurant licence should be obtained;

(ii) if food is only prepared for sale for consumption off the premises, a food factory licence should be obtained;

(iii) if fresh, chilled or frozen meat is sold, a fresh provision shop licence should be obtained; and

(iv) if milk, frozen confections, non-bottled drinks, cut fruit etc. are to be sold, relevant restricted food permits should be obtained.

(c) 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 Place of Public Entertainment Licence (or Temporary Place of Public Entertainment Licence) should be obtained from FEHD whatever the general public is admitted with or without payment.

(d) There should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. Also, for any waste generated from such activities/ operation, the applicant should arrange disposal properly at their own expenses.

(e) If FEHD is requested to take up management responsibility of new facilities (e.g. public toilets and refuse collection points), FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided.

(f) 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.

(g) 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, should be sought.