

Appendix 5
Traffic Impact Assessment

**Section 16 Planning Application for
Proposed Minor Relaxation of Plot Ratio (PR) and
Site Coverage (SC) for Proposed Social Welfare Facility
(Residential Care Home for the Elderly) (RCHE(s)),
Training Centre with Residential Institution
and Permitted Residential Development (Flat)
in Lot 94 in D.D. 388 and adjoining Government land,
Castle Peak Road – Tsing Lung Tau, Tsuen Wan**

**Traffic Impact Assessment
Final Report
August 2024**

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Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio (PR) and Site Coverage (SC) for Proposed Social Welfare Facility (Residential Care Home for the Elderly) (RCHE(s)), Training Centre with Residential Institution and Permitted Residential Development (Flat) in Lot 94 in D.D. 388 and adjoining Government land, Castle Peak Road – Tsing Lung Tau, Tsuen Wan

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1.0 INTRODUCTION

Background

- 1.1 The Subject Site is located at Lot 94 in D.D. 388 and adjoining government land, at Castle Peak Road – Tsing Lung Tau, in Tsing Lung Tau, Tsuen Wan. The location of the Subject Site is shown in **Figure 1.1**.
- 1.2 On 8th December 2022, the Town Planning Board (“TPB”) approved the Section 16 Planning Application (TPB ref.: A/TWW/122) to develop the Subject Site to provide 2 residential blocks with 165 flats (the “Approved A/TWW/122”).
- 1.3 The Owner now intends to develop the Subject Site into 1 residential block with 112 flats, a residential care home for the elderly (“RCHE”) with no more than 320 beds, and a small training centre for RCHE (the “Proposed Development”).
- 1.4 Against this background, CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to conduct a Traffic Impact Assessment (“TIA”) in support of the Proposed Development. The report presents the findings and recommendations of the TIA for the Proposed Development.

Scope of the Assessment

- 1.5 The main objectives of this TIA are as follows:
 - To assess the existing traffic issues in the vicinity of the Subject Site;
 - To quantify the amount of traffic generated by the Proposed Development; and
 - To examine the traffic and pedestrian impact on the local road network in the vicinity of the Subject Site.

Contents of the Report

- 1.6 After this introduction, the remaining chapters contain the following:

Chapter Two	- describes the existing situation;
Chapter Three	- outlines the development proposal;
Chapter Four	- presents the traffic impact analysis ;
Chapter Five	- describes the pedestrian assessment; and
Chapter Six	- summarises the overall conclusion

2.0 THE EXISTING SITUATION

The Subject Site

- 2.1 The Subject Site is located to the immediate north of Castle Peak Road - Tsing Lung Tau and is bounded by Hong Kong Garden on the remaining 3 sides. At present, the Subject Site has no vehicular access.

Existing Road Network

- 2.2 Castle Peak Road – Tsing Lung Tau is a rural road, connecting Castle Peak Road – Sham Tseng to the east and Castle Peak Road – New Tai Lam to the west. It is a dual carriageway 2-lane road. To the east of the section of Castle Peak Road – Tsing Lung Tau fronting the Subject Site is the roundabout of Castle Peak Road – Tsing Lung Tau / Lung Yue Road and to the west is the roundabout of Castle Peak Road – Tsing Lung Tau / Access Road to Vista Cove.

Traffic Survey

- 2.3 To quantify the traffic flows at the junctions chosen for the capacity analysis, manual classified counts were conducted on Friday, 31st May 2024 during the AM and PM peak periods. The locations of the surveyed junctions are presented in **Figure 2.1** and their layouts are shown in **Figures 2.2 to 2.5**.
- 2.4 The surveyed junctions include the following:
- J1: Castle Peak Road – Tsing Lung Tau / Access Road to Hong Kong Garden;
 - J2: Castle Peak Road – Tsing Lung Tau / Lung Yue Road
 - J3: Signalised Pedestrian Crossing at Castle Peak Road – Tsing Lung Tau (near Vista Cove); and
 - J4: Castle Peak Road – Tsing Lung Tau / Access Road to Vista Cove.
- 2.5 The counts were classified by vehicle type to enable traffic flows in passenger car units (“pcu”) to be calculated. From the survey, the AM and PM peak hours were found to be between 0730 – 0830 and 1745 – 1845 hours respectively, and the existing AM and PM peak hour traffic flows are presented in **Figure 2.6**.

Operational Performance of the Surveyed Junctions

- 2.6 The existing operational performance of the surveyed junctions is calculated based on the observed traffic counts and the analysis is undertaken using the methods outlined in Volume 2 of Transport Planning and Design Manual (“TPDM”). The existing operational performance of the junctions are summarised in **Table 2.1** and the detailed calculations are found in **Appendix 1**.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction	Parameter ⁽¹⁾	AM Peak Hour	PM Peak Hour
J1	Castle Peak Road – Tsing Lung Tau / Access Road to Hong Kong Garden	Priority	RFC	0.191	0.306
J2	Castle Peak Road – Tsing Lung Tau / Lung Yue Road	Roundabout	RFC	0.448	0.244
J3	Signalised Pedestrian Crossing at Castle Peak Road – Tsing Lung Tau (near Vista Cove)	Signal	RC	> 100%	> 100%
J4	Castle Peak Road – Tsing Lung Tau / Access Road to Vista Cove	Roundabout	RFC	0.301	0.096

Notes: ⁽¹⁾ RC – reserve capacity RFC – Ratio of Flow to Capacity

2.7 **Table 2.1** shows that the junctions now operate with capacity.

Public Transport Facilities

2.8 The Subject Site is located close to public transport services with numerous franchised bus and public light bus routes operating in the vicinity. Details of the franchised bus and green minibus (“GMB”) routes operating in the vicinity of the Subject Site are presented in **Figure 2.7** and **Table 2.2**.

TABLE 2.2 FRANCHISED BUS AND GMB SERVICES OPERATING CLOSE TO THE SUBJECT SITE

Route	Routing	Frequency (minutes)
KMB 48P ⁽¹⁾	Tsing Lung Tau – Fo Tan Chun Yeung Estate	4 – 5 per day
KMB 52X	Tuen Mun Central – Mong Kok (Park Avenue)	5 – 25
KMB 53	Yoho Mall (Yuen Long) – Tsuen Wan (Nina Tower)	25 – 35
KMB 234D ⁽¹⁾	Tsing Lung Tau – Kwun Tong (Tsui Ping North Estate)	2 – 3 per day
KMB 261B ⁽²⁾	Tuen Mun (Sam Shing Estate) → Kowloon Station	1 – 3 per day
KMB N252	Mei Foo → Tuen Mun (Sam Shing Estate)	Overnight
CTB 952	Tuen Mun (Chi Lok Fa Yuen) – Admiralty (West) / Causeway Bay (Moreton Terrace)	10 – 30
CTB 952C ⁽¹⁾	So Kwun Wat – Taikoo (Kornhill Plaza)	2 – 3 per day
CTB N952	Tuen Mun (Chi Lok Fa Yuen) – Causeway Bay (Moreton Terrace)	Overnight
LWB A38	Tsuen Wan (Allway Gardens) – Airport (Ground Transportation Centre)	30 – 60
GMB 96	Tsing Lung Tau – Tsuen Wan (Hoi Pa Street)	6 – 10
GMB 96M	Tsing Lung Tau – Tsuen Wan Station	6 – 15
GMB 302	Hong Kong Garden – Kwai Fong	5 – 30

Note: KMB – Kowloon Motor Bus LWB – Long Win Bus
CTB – City Bus GMB – Green Minibus
⁽¹⁾ Mondays – Fridays only ⁽²⁾ Mondays – Saturdays only

Utilisation of Existing Bus Stops

Eastbound (towards Tsuen Wan)

2.9 An utilisation survey was conducted on Friday, 31st May 2024, which is a normal working day, at the Hong Kong Garden and Rhine Garden eastbound (towards Tsuen Wan) bus stops and the results are presented in **Tables 2.3** and **2.4**, respectively.

2.10 **Table 2.3** shows that the utilisation of the franchised buses at Hong Kong Garden eastbound (towards Tsuen Wan) bus stop is 43.0% during the AM Peak Hour and 29.3% during the PM Peak Hour. Whilst, **Table 2.4** shows that the utilisation of the franchised buses at the Rhine Garden eastbound (towards Tsuen Wan) bus stop is 68.5% during the AM Peak Hour and 32.4% during the PM Peak Hour.

Westbound (towards Tuen Mun)

2.11 An utilisation survey was conducted on Friday, 31st May 2024, which is a normal working day, at the Hong Kong Garden westbound (towards Tuen Mun) bus stops and the results are presented in **Tables 2.5**.

TABLE 2.5 RESULTS OF THE UTILISATION SURVEY AT THE HONG KONG GARDEN WESTBOUND (TOWARDS TUEN MUN) BUS STOP

Route ⁽¹⁾	No. of Vehicles	No. of Passenger on-board ⁽²⁾ [a]	Capacity ⁽³⁾ [b]	Vacancy [b] – [a]	Occupancy [a] / [b]
AM Peak					
KMB 48P	1	6	128	122	4.7%
KMB 52X	3	261	384	123	68.0%
KMB 53	1	37	62	25	59.7%
Total	5	304	574	270	53.0%
PM Peak					
KMB 48P	1	20	128	108	15.6%
KMB 52X	6	274	768	494	35.7%
KMB 53	2	65	190	125	34.2%
CTB 952	6	268	768	500	34.9%
CTB 952C	1	37	128	91	28.9%
Total	16	664	1982	1318	33.5%

Note: ⁽¹⁾ KMB – Kowloon Motor Bus

CTB – Citybus

⁽²⁾ Passengers counted the moment before the vehicles departed from the bus stop

⁽³⁾ Assumed capacities: Double-decker = 128, Single-decker = 62

2.12 **Table 2.5** shows that the utilisation of the franchised buses at Hong Kong Garden westbound (towards Tuen Mun) bus stop is 53.0% during the AM Peak Hour and 33.5% during the PM Peak Hour.

3.0 THE PROPOSED DEVELOPMENT

Development Schedule

- 3.1 The Proposed Development comprises of 1 residential block with 112 flats, a RCHE with no more than 320 beds, and a training centre for staff. The Proposed Development has total gross floor area (“GFA”) 18,942m², of which 6,942m² is residential, 11,750m² is RCHE, and a small training centre with 250m² GFA.
- 3.2 Due to the night-shift training, the small training centre has accommodation for night-shift trainees.
- 3.3 The detailed flat mix for residential use is shown in **Table 3.1**.

TABLE 3.1 DETAILS OF THE RESIDENTIAL FLATS

Flat Type	Flat Size (GFA)	Number of Flats
A	≤ 40m ²	21
B	40.1 – 70m ²	91
Total Number of Flats =		112

Vehicular Access of Proposed Development

- 3.4 The location and design of vehicular access to the Proposed Development is the same as the Approved A/TWW/122 which is shown in **Figure 3.1**. This vehicular access is provided at Castle Peak Road – Tsing Lung Tau, after the realignment of the existing footbridge NF437. The measured length of visibility splay for the motorists leaving the Proposed Development is 70m to the left, which is illustrated in **Figure 3.3**. The Owner of the Proposed Development will bear the design and implementation cost of the modification works.

Provision of Internal Transport Facilities

Residential Use

- 3.5 A comparison of the proposed internal transport facilities for residential use and the recommendations of the Hong Kong Planning Standards and Guidelines (“HKPSG”) is presented in **Table 3.2**.

TABLE 3.2 COMPARISON OF THE HKPSG RECOMMENDATIONS AND THE PROPOSED INTERNAL TRANSPORT FACILITIES FOR RESIDENTIAL USE

<u>Use</u>	<u>HKPSG Recommendation</u> 112 flats comprising of 21 flats @ $\leq 40\text{m}^2$ and 91 flats @ $40.1 - 70\text{m}^2$	<u>Proposed Provision</u>
Car Parking Space		
Residential (I)	Number of space = GPS x R1 x R2 x R3, where: Global Parking Standard (GPS) = 1 space per 4 – 7 flats R1 = 0.5 for flat size of $\leq 40\text{m}^2$; 1.2 for flat size of $40.1 - 70\text{m}^2$ R2 = 1.0 for development outside 500m of rail station R3 = 1.0 for domestic plot ratio (PR) = 2.1 <u>Minimum</u> = $(21 \times 0.5 \div 7 \times 1 \times 1) + (91 \times 1.2 \div 7 \times 1 \times 1)$ = $1.5 + 15.6 = 2 + 16 = 18$ nos. <u>Maximum</u> = $(21 \times 0.5 \div 4 \times 1 \times 1) + (91 \times 1.2 \div 4 \times 1 \times 1)$ = $2.6 + 27.3 = 3 + 28 = 31$ nos.	<i>Residential (a)</i> 31 @ 5m (L) x 2.5m (W) x 2.4m (H); <i>Visitor (b)</i> 5 @ 5m (L) x 2.5m (W) x 2.4m (H); Total (a) + (b) = 31 + 5 = 36 nos. = maximum, OK
Visitor (II)	Visitor car parking spaces: 5 visitor spaces per block with > 75 units per block = <u>5 nos.</u> for 1 residential block	In addition, 1 accessible car parking space @ 5m (L) x 3.5m (W) x 2.4m (H) is provided at B/F.
Total (I) + (II)	Minimum = $18 + 5 = 23$ nos. Maximum = $31 + 5 = 36$ nos.	
Motorcycle Parking Space		
Residential	1 motorcycle parking space per 100 – 150 flats Minimum = $112 / 150 = 0.7$, say <u>1 no.</u> Maximum = $112 / 100 = 1.1$, say <u>2 nos.</u>	2 @ 2.4m (L) x 1m (W) x 2.4m (H) = Maximum, OK
Loading / Unloading Bay		
Residential	Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block = <u>1no.</u> for 1 residential block	1 for HGV @ 11m (L) x 3.5m (W) x 4.7m = HKPSG recommendation, OK

3.6 Table 3.2 shows that the internal transport facilities provided for residential use comply with the maximum recommendations of the HKPSG.

RCHE Use

3.7 The HKPSG has no recommendation on the provision of internal transport facilities for RCHE use, hence, reference is made to 4 RCHEs which are located far from rail station. These are presented in Table 3.3, and their internal transport facilities are found in Table 3.4.

TABLE 3.3 4 RCHEs LOCATED FAR FROM RAIL STATION

Ref.	RCHE	Address	No. of beds	Distance from nearest MTR Station
1	Freni Care and Attention Home	1H, Shiu Fai Terrace, Wan Chai, Hong Kong	200	3.2km (Wan Chai Station)
2	Heung Hoi Ching Kok Lin Association Buddhist Li Ka Shing Care and Attention Home for the Elderly	133 Tai Hang Road, Hong Kong	262	2.6km (Causeway Bay Station)
3	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	16 Wah Fat Street, Tuen Mun	260	2.2km (Yuen Mun Station)
4	The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly	60 - 62 Tin Wan Street, Tin Wan	392	3.0km (Wong Chuk Hang Station)

TABLE 3.4 INTERNAL TRANSPORT FACILITIES PROVIDED IN THE 4 RCHEs

Ref.	RCHE	No. of beds	Internal Transport Facilities	
			Car	Light Bus / Ambulance
Parking Provision				
1	Freni Care and Attention Home	200	10	1
2	Heung Hoi Ching Kok Lin Association Buddhist Li Ka Shing Care and Attention Home for the Elderly	262	7	1
3	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	200	5	1
4	The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly	392	8	0
Provision rate (space / bed)				
1	Freni Care and Attention Home	200	0.0500	0.0050
2	Heung Hoi Ching Kok Lin Association Buddhist Li Ka Shing Care and Attention Home for the Elderly	262	0.0267	0.0038
3	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	200	0.0192	0.0038
4	The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly	392	0.0204	0
Adopted provision rate =			0.0500	0.0050

3.8 The adopted provision rate is presented in **Table 3.4**, and based on this rate, the internal transport facilities of RCHE use is calculated and presented in **Table 3.5**.

TABLE 3.5 PROVISION OF INTERNAL TRANSPORT FACILITIES FOR PROPOSED RCHE USE

Use	No. of beds	Adopted Provision rate (space / bed)		Proposed Provision	
		Car	Light Bus / Ambulance	Car ⁽¹⁾	Light Bus / Ambulance
RCHE	320	0.0500	0.0050	16	2

Note: ⁽¹⁾ including 1 no. car parking space for persons with disabilities (5m (L) x 3.5m (W) x 2.4m (H))

- 3.9 The internal transport facilities provided by the Proposed Redevelopment is summarised in **Table 3.6**.

TABLE 3.6 SUMMARY OF INTERNAL TRANSPORT FACILITIES OF THE PROPOSED DEVELOPMENT

Item	Use	Proposed Provision
Car Parking Space	Residential	31
	Visitor	5
	RCHE	16
	Total	52
Motorcycle Parking Space	Residential	2
Loading / Unloading Bay	Residential	1
Light Bus / Ambulance Parking Space	RCHE	2

- 3.10 The carpark layout plans for G/F and B/F are shown in **Figures 3.1 – 3.2**.

Swept Path Analysis

- 3.11 The CAD-based swept path analysis program, **Autodesk Vehicle Tracking**, was used to check the ease of vehicle manoeuvring. Vehicles are found to have no manoeuvring problems and all vehicles could enter and leave the spaces with ease. The swept path analysis drawings for critical movements are found in **Appendix 2**.

4.0 TRAFFIC IMPACT

Design Year

- 4.1 The Proposed Development is expected to be completed by 2032, and the design year adopted for the capacity analysis is 2035, i.e. 3 years after the completion of the Proposed Development.

Traffic Forecasting

- 4.2 The 2035 traffic flows used for the junction analysis are produced with reference to the following:
- (i) 2031 traffic flows derived with reference to Base District Traffic Model (“BDTM”);
 - (ii) traffic growth from 2031 to 2035 based on the higher of: (a) 2019–based Territorial Population and Employment Data Matrix (“TPEDM”) produced by Planning Department, or (b) historic Annual Average Daily Traffic Growth (“AADT”) from the Annual Traffic Census published by Transport Department; and
 - (iii) Traffic generated by the Proposed Development.
- 4.3 The (ii) estimated traffic growth from 2031 to 2035, and (iii) traffic generated by the Proposed Development are presented in the paragraphs below.

Estimated Traffic Growth Rate from 2031 to 2035

- 4.4 The 2019–based TPEDM for Tsuen Wan District, and (b) historic AADT are summarised in **Tables 4.1 and 4.2** respectively.

TABLE 4.1 2019-BASED TPEDM FOR TSUEN WAN DISTRICT

Item	TPEDM Estimation / Projection			Annual Growth Rate		
	2019	2026	2031	2019 to 2026	2026 to 2031	2019 to 2031
Population	293,700	279,450	249,400	-0.71%	-2.25%	-1.35%
Employment	165,000	166,100	160,650	0.09%	-0.67%	-0.22%

TABLE 4.2 AADT OF THE CORE STATION LOCATED IN THE VICINITY OF THE SUBJECT SITE

Station	5657	6209	Overall
Road	Castle Peak Road – Sham Tseng, Tsing Lung Tau & Tai Lam	Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng	
From	Sham Tseng	Tuen Mun Rd	
To	Siu Lam	Sham Tseng	
2014	11,000	12,270	23,270
2015	11,060	11,340	22,400
2016	12,350	11,520	23,870
2017	12,160	11,520	23,680
2018	12,460	11,110	23,570
Average Annual Growth (2014 to 2018)			0.32%

Note: Due to the social events in 2019 and the COVID-19 pandemic in 2020 - 2022, the 2019 to 2022 AADT are not used

- 4.5 **Table 4.1** shows that the highest annual growth rate for population is -0.71% and for employment is 0.09%. Whilst, **Table 4.2** shows that in the historic AADT of the stations between 2014 and 2018 in the vicinity has average annual growth rate of 0.32% per annum. To be conservative, the growth rate of **1.00%** per annum is adopted for the traffic growth between 2031 and 2035.

Traffic Generated by the Proposed Development

- 4.6 Traffic generation of the residential use is calculated based on medium-density / R(A) with an average flat size of 60m² of TPDM.

- 4.7 In view that the TPDM does not provide trip generation rates of RCHE, trip generation survey was conducted during the AM and PM weekday peak periods at 4 RCHEs found in **Table 3.3**. The derived trip rates for these 4 RCHEs are presented in **Table 4.3** and traffic generation associated with the Proposed Development is presented in **Table 4.4**.

TABLE 4.3 TRIP RATES OF 4 RCHEs

Ref.	Data Centre	AM Peak Hour		PM Peak Hour	
		IN	OUT	IN	OUT
Traffic Generation (pcu/hr)					
1	Freni Care and Attention Home	3	3	2	3
2	Heung Hoi Ching Kok Lin Association Buddhist Li Ka Shing Care and Attention Home for the Elderly	3	3	2	4
3	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	9	6	7	13
4	The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly	10	3	4	9
Trip Rates (pcu/hour/100m²)					
1	Freni Care and Attention Home	0.0079	0.0079	0.0053	0.0079
2	Heung Hoi Ching Kok Lin Association Buddhist Li Ka Shing Care and Attention Home for the Elderly	0.0115	0.0115	0.0076	0.0153
3	Caritas Li Ka Shing Care and Attention Home, Tuen Mun	0.0385	0.0346	0.0231	0.0154
4	The Hong Kong Society for the Aged Bradbury Home for the Elderly and Quan Chuen Home for the Elderly	0.0153	0.0077	0.0102	0.0153
Adopted (maximum rates) =		0.0385	0.0346	0.0231	0.0154

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED DEVELOPMENT

Item	AM Peak Hour			PM Peak Hour		
	In	Out	2-way	In	Out	2-way
Trip Generation Rates for residential use (pcu/hour/flat)						
Private Housing: Medium-Density / R(A) with an average flat size of 60m ²	0.0425	0.0718	NA	0.037	0.0286	NA
Trip Generation Rates for RCHE (pcu/hour/bed)						
RCHE (Table 4.3)	0.0385	0.0346	NA	0.0231	0.0154	NA
Traffic Generation of Proposed Redevelopment (pcu/hour)						
Residential Use: 112 flats [a]	5	9	14	5	4	9
RCHE: 320 beds [b]	13	13	25	8	5	13
Total [a] + [b]	18	21	39	13	9	22

4.8 **Table 4.4** shows that the total 2-way traffic generated by the Proposed Development is only 39 and 22 pcu/hour (2-way) during the AM and PM peak hours respectively.

2035 Traffic Flows

4.9 Year 2035 traffic flows for the following cases are derived:

2035 without the Proposed Development [A] = (i) 2031 traffic flows derived with reference to BDTM + (ii) estimated total growth from 2031 to 2035

2035 with the Proposed Development [B] = [A] + (iii) traffic generated by the Proposed Development (**Table 4.4**)

4.10 The 2035 peak hour traffic flows for the cases without and with the Proposed Development, are shown in **Figures 4.1 - 4.2**, respectively.

2035 Junction Operational Performance

4.11 Year 2035 capacity analysis for the cases without and with the Proposed Development are summarised in **Table 4.5** and detailed calculations are found in the **Appendix 1**.

TABLE 4.5 2035 JUNCTION OPERATIONAL PERFORMANCE

Ref.	Junction	Type of Junction / Parameter ⁽¹⁾	Without the Proposed Development		With the Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Castle Peak Road – Tsing Lung Tau / Access Road to Hong Kong Garden	Priority / RFC	0.300	0.350	0.304	0.351
J2	Castle Peak Road – Tsing Lung Tau / Lung Yue Road	Roundabout / RFC	0.765	0.282	0.772	0.283
J3	Signalised Pedestrian Crossing at Castle Peak Road – Tsing Lung Tau (near Vista Cove)	Signal / RC	56%	> 100%	54%	> 100%
J4	Castle Peak Road – Tsing Lung Tau / Access Road to Vista Cove	Roundabout / RFC	0.576	0.107	0.579	0.111
J5	Proposed vehicular access at Castle Peak Road – Tsing Lung Tau	Priority / RFC	NA	NA	0.069	0.013

Notes: ⁽¹⁾ RC – reserve capacity RFC – Ratio of Flow to Capacity

4.12 **Table 4.5** shows that the junctions operate with capacities during the AM and PM peak hours for the cases without and with the Proposed Development.

Impact on Utilisation of Existing Bus Stops

4.13 The impact of the Proposed Development to the existing bus stops is assessed. The expected number of residents using public transport associated with the

Proposed Development is estimated with reference to Travel Characteristic Survey 2011 and is presented in **Table 4.6**.

TABLE 4.6 EXPECTED DEMAND FOR PUBLIC TRANSPORT BY THE PROPOSED DEVELOPMENT

Item	Quantity
Anticipated Population ⁽¹⁾ [a]	623
Mechanised trip rate per person ⁽²⁾ [b]	1.83
AM and PM Peak hour factor of daily mechanised trips ⁽³⁾ [c]	12%
Public Transport mode boardings proportion ^{(4) (5)} [d]	70%
Expected number of residents using Public Transport [a] x [b] x [c] x [d]	96

Note: ⁽¹⁾ As stated in the planning statement, the Proposed Development is expected to have an anticipated population of 623

⁽²⁾ From Table E.2, Travel Characteristics Survey 2011 Final Report

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

⁽⁴⁾ From Table 3.6, Travel Characteristics Survey 2011 Final Report

⁽⁵⁾ Including rail, franchised bus and public light bus, by assuming people take franchised bus/public light bus to rail stations to interchange rail

4.14 **Table 4.6** shows that the Proposed Development will generate 96 passengers during the AM and PM Peak Hour. The utilisation result for the cases without and with the Proposed Development are summarised in **Table 4.7**.

TABLE 4.7 SUMMARY OF THE UTILISATION RESULT

Bus Stop	Without the Proposed Development ⁽¹⁾		With the Proposed Development	
	AM Peak	PM Peak	AM Peak	PM Peak
The Hong Kong Garden Eastbound (towards Tsuen Wan) Bus Stop	41.1%	29.3%	44.2%	37.6%
Rhine Garden Eastbound (towards Tsuen Wan) Bus Stop	65.8%	35.0%	67.8%	39.7%
The Hong Kong Garden Westbound (towards Tuen Mun) Bus Stop	53.0%	33.5%	69.7%	38.3%

Note: ⁽¹⁾ Refer to Tables 2.3, 2.4 and 2.5

4.15 **Table 4.7** shows that the franchised buses have capacity to accommodate the residents from the Proposed Development, and the impact from the Proposed Development is negligible.

5.0 PEDESTRIAN ASSESSMENT OF THE PROPOSED REFUGE AREA

Observed Pedestrian Flows

- 5.1 The vehicular access for the Proposed Development will be provided from Castle Peak Road – Tsing Lung Tau, and is shown in **Figure 3.1**. A 2.5m wide refuge area will be provided at the vehicular access, which would be used by (i) pedestrians currently walking to / from the Hong Kong Garden and the Hong Kong Garden eastbound (towards Tsuen Wan) bus stop, and (ii) pedestrians from the Proposed Development walking to / from the Hong Kong Garden eastbound (towards Tsuen Wan) bus stop.
- 5.2 In order to conduct the assessment for this refuge area, the number of pedestrians walking to / from the Hong Kong Garden and the Hong Kong Garden eastbound (towards Tsuen Wan) bus stop were counted during the AM and PM peak periods on Friday, 31st May 2024. The existing pedestrian flow is summarised in **Table 5.1**.

TABLE 5.1 2024 OBSERVED PEDESTRIAN FLOWS

Pedestrian Facility	Peak	2-way Pedestrian Flow (ped/hour)
Northern footpath of Castle Peak Road – Tsing Lung Tau	AM	379
	PM	104

2035 Pedestrian Flows

- 5.3 The 2035 pedestrian flow using this refuge area is estimated with reference to the following, and is presented in **Table 5.2**:
- (i) 2024 observed pedestrian flow (**Table 5.1**);
 - (ii) Traffic growth from 2024 to 2035 based on the growth factor stated in **Paragraph 4.5** (i.e., +1% per annum);
 - (iii) Pedestrians from the Proposed Development walking to / from the Hong Kong Garden eastbound (towards Tsuen Wan) bus stop (see **Table 4.6**)

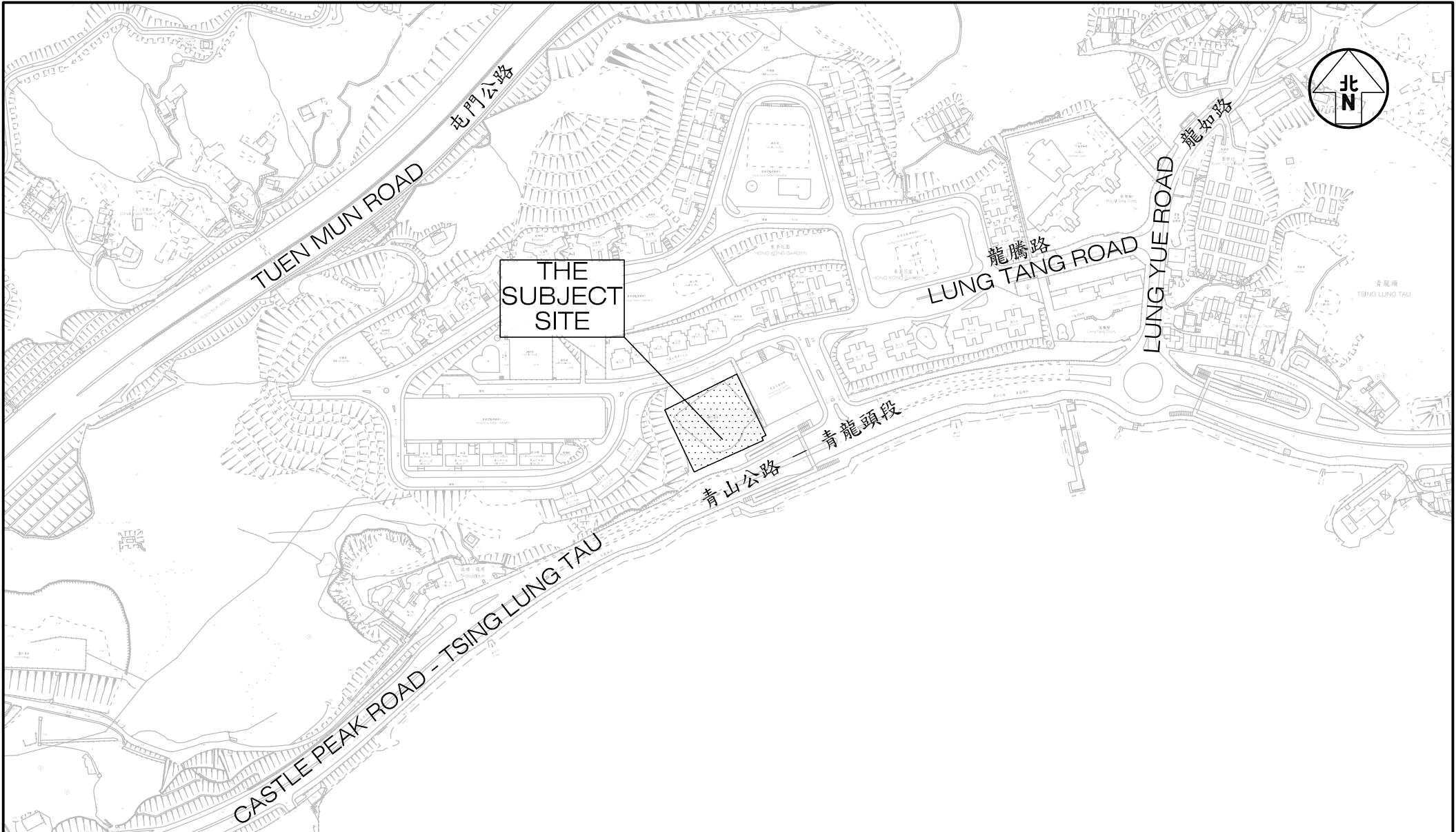
TABLE 5.2 NUMBER OF PEDESTRIANS USING THE REFUGE AREA IN 2035

Pedestrian Facility	Peak	2-way Pedestrian Flow (ped/hour)
Proposed Refuge Area	AM	607
	PM	209

- 5.4 With reference to Volume 2 Chapter 3.7 of TPDM, a 2.5m wide pedestrian crossing could handle 1,500 – 3,000 pedestrians (2-way) per hour, which is more than sufficient to serve the 2035 pedestrian flows presented in **Table 5.2**, i.e., 607 in the AM peak hour and 209 in the PM Peak hour.

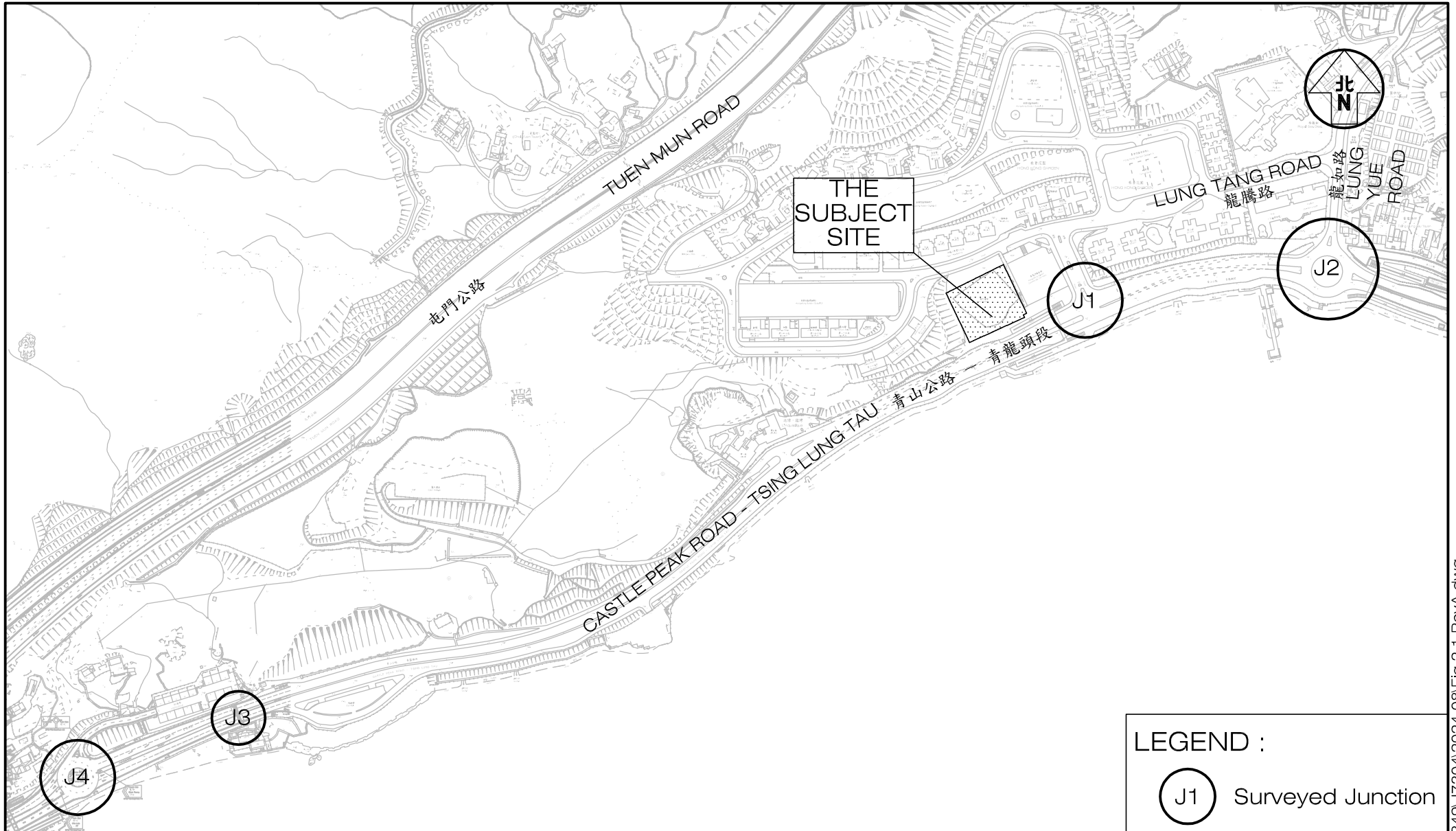
6.0 CONCLUSION

- 6.1 The Subject Site is located at Lot 94 in D.D. 388 and adjoining government land, Castle Peak Road – Tsing Lung Tau in Tsing Lung Tau, Tsuen Wan. On 8th December 2022, the TPB approved the Section 16 Planning Application (TPB ref.: A/TWW/122) to develop the Subject Site to provide 2 residential blocks with 165 flats.
- 6.2 Subsequent to the Approved A/TWW/122, the Owner now intends to develop the Subject Site into 1 residential block with 112 flats, a RCHE with no more than 320 beds, and a small training centre for the RCHE.
- 6.3 Manual classified counts were conducted at junctions located in the vicinity of the Proposed Development in order to establish the peak hour traffic flows. Currently, these junctions operate with capacities during the AM and PM peak hours.
- 6.4 The location and design of vehicular access to the Proposed Development is the same as the Approved A/TWW/122. After realignment of the existing footbridge NF437, the Proposed Development vehicular access will be provided at Castle Peak Road – Tsing Lung Tau. The Owner of the Proposed Development will bear the design and implementation cost of the modification works.
- 6.5 The internal transport facilities provided for residential use comply with maximum recommendations of the HKPSG. Whilst, the internal transport facilities provided for the RCHE use are based on the operational needs with the reference to 4 similar RCHEs.
- 6.6 The Proposed Development is expected to complete by 2032, and the junction capacity analysis is undertaken for year 2035. For the design year 2035, the junctions analysed are expected to operate with capacities during the peak hours for the case without and with the Proposed Development.
- 6.7 Utilisation survey was conducted at the Hong Kong Garden eastbound (towards Tsuen Wan) bus stop, Rhine Garden eastbound (towards Tsuen Wan) bus stop and Hong Kong Garden westbound (towards Tuen Mun) bus stop. It was found that the franchised routes observing these bus stops have capacity to accommodate the residents from the Proposed Development.
- 6.8 Pedestrian assessment of the 2.5m wide refuge area located at the proposed vehicular access to the Proposed Development was conducted and it was found that it is more than sufficient to serve the 2035 peak hour pedestrian flows.
- 6.9 It is concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Development is acceptable.



Project Title SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN	Figure No. 1.1	Revision A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk	
Figure Title <h2 style="text-align: center;">LOCATION OF SUBJECT SITE</h2>	Designed by L C H	Drawn by N C M		Checked by K C
	Scale in A4 1 : 4000	Date 01 AUG 2024		

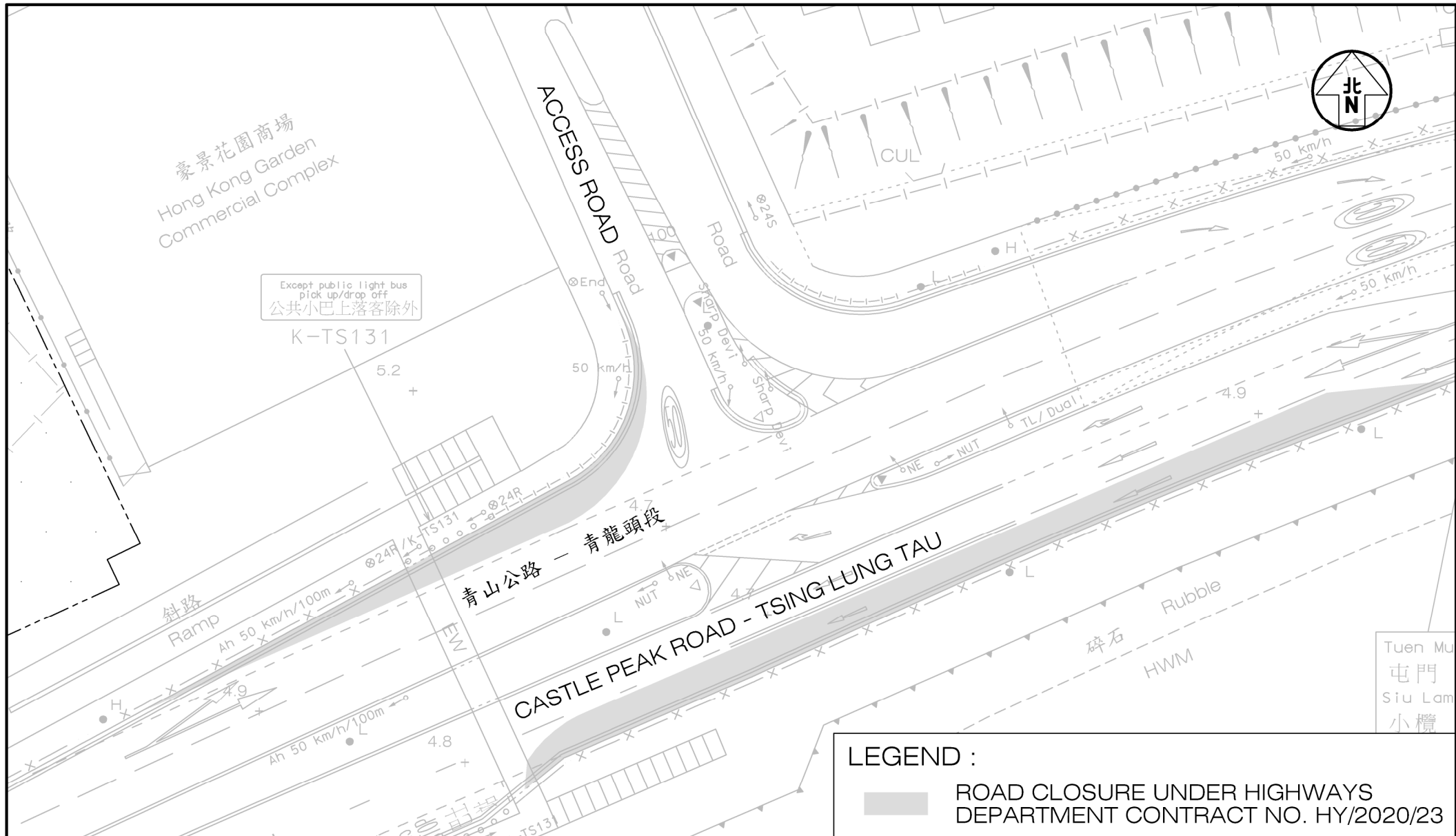
T:\JOB\J7300-J7349\J7304\2024 08\Fig 1.1 RevA.dwg



LEGEND :

(J1) Surveyed Junction

Project Title	SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN			Figure No.	2.1	Revision	A	CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk			
	Figure Title	LOCATION OF SURVEYED JUNCTIONS			J7304	Designed by	L C H		Drawn by	N C M	Checked by
					Scale in A4	1 : 5000		Date	01 AUG 2024		



Project Title SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

Figure No. 2.2
Revision A

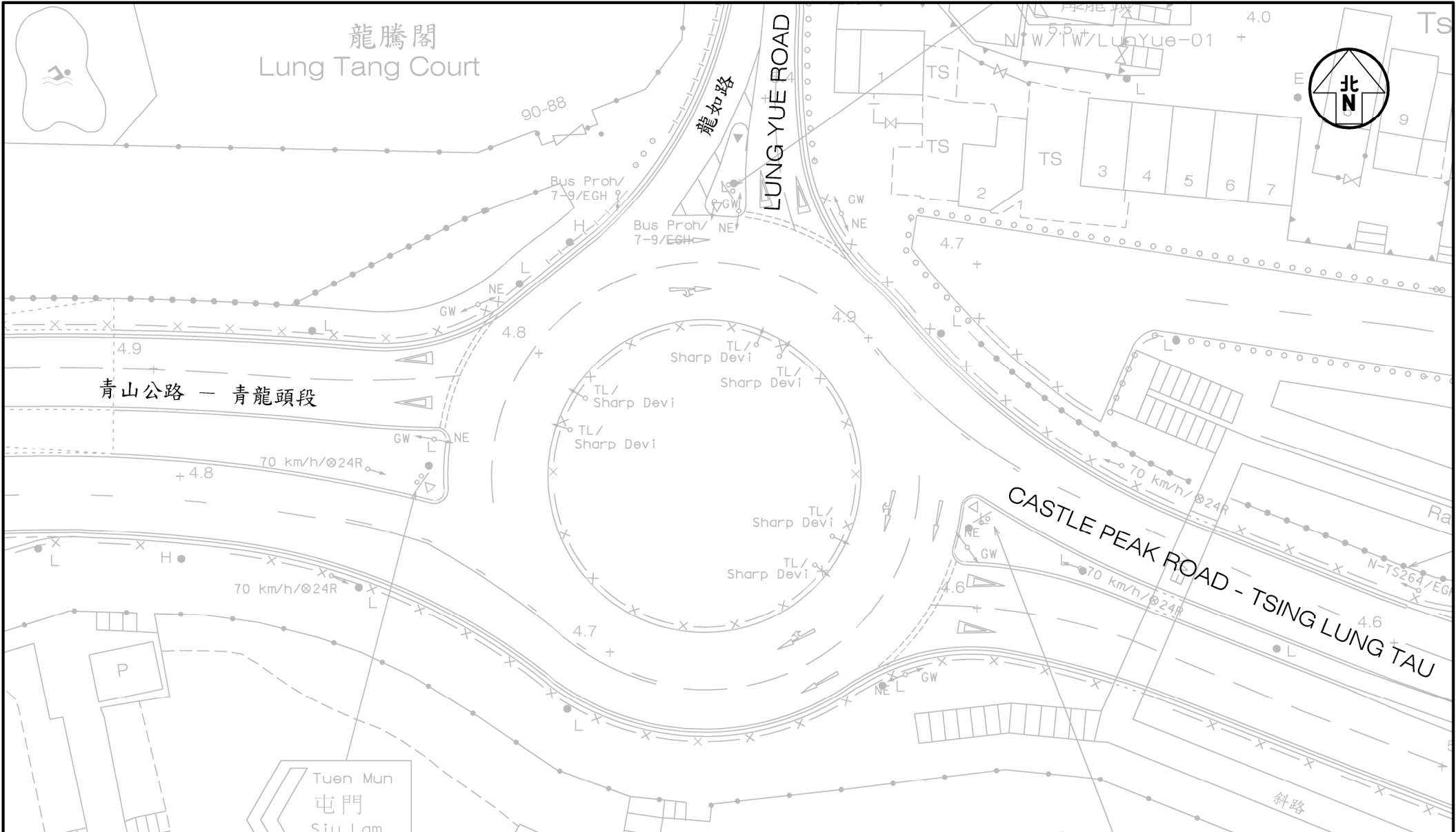
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Traffic and Transportation Planning Consultants

Figure Title **EXISTING JUNCTION LAYOUT OF CASTLE PEAK ROAD - TSING LUNG TAU / ACCESS ROAD TO HONG KONG GARDEN**

Designed by L C H
Drawn by N C M
Checked by K C
Scale in A4 1 : 500
Date 01 AUG 2024

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Figure Title
**EXISTING JUNCTION LAYOUT OF
CASTLE PEAK ROAD - TSING LUNG TAU / LUNG YUE ROAD**

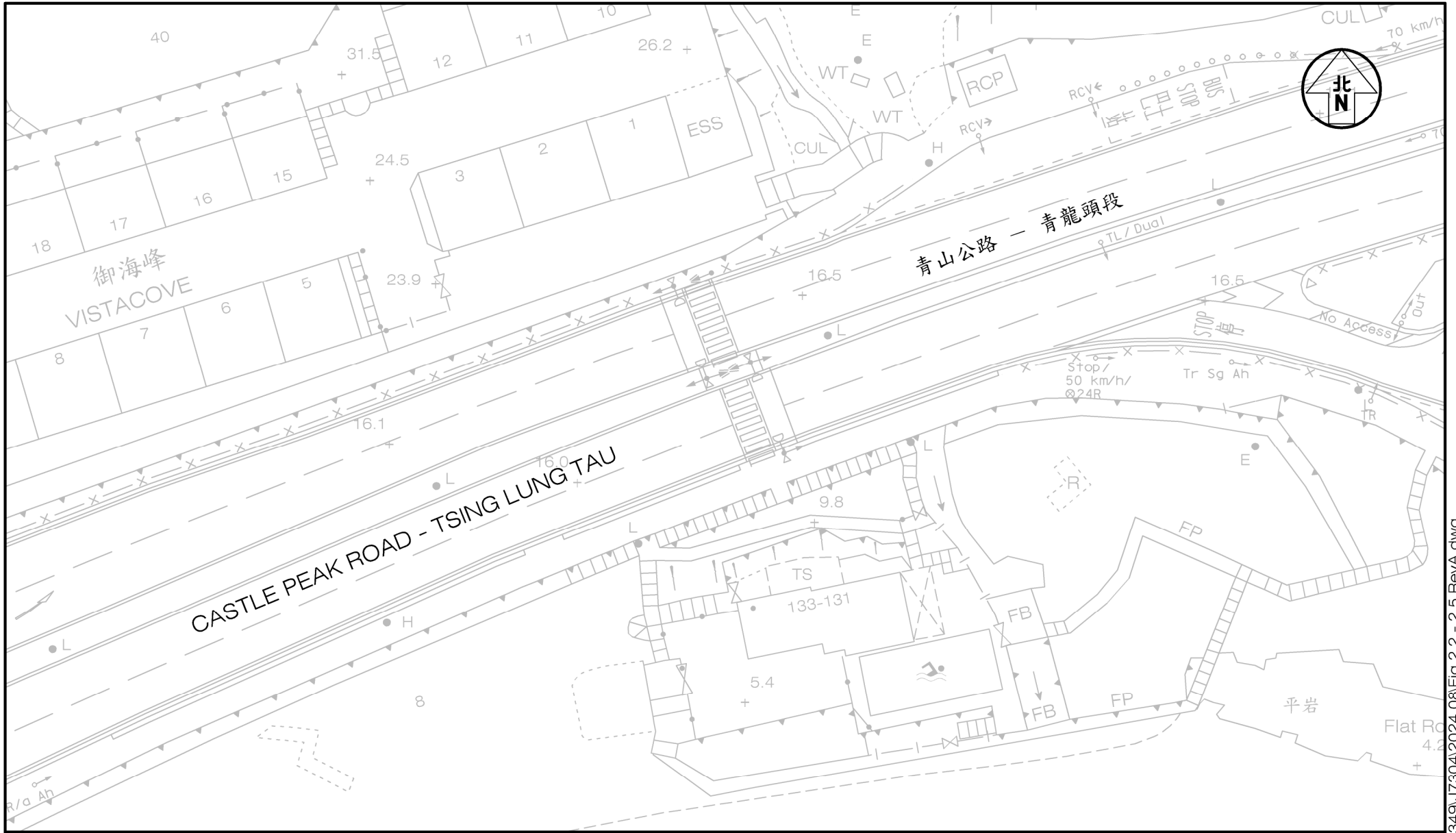
Figure No. **2.3**

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Figure No. **2.4**

Revision **A**

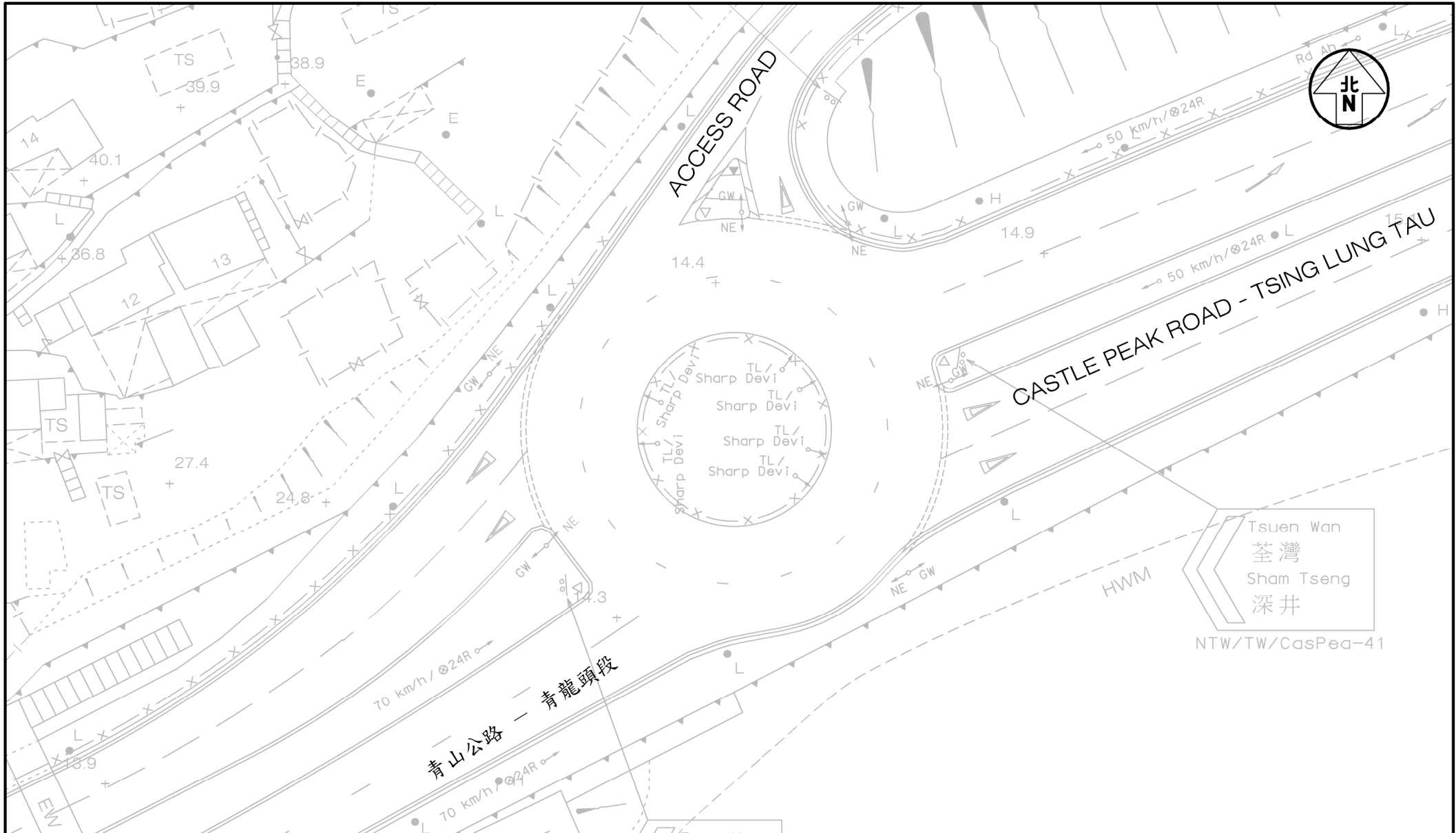
Figure Title **EXISTING JUNCTION LAYOUT OF SIGNALISED PEDESTRIAN CROSSING AT CASTLE PEAK ROAD - TSING LUNG TAU (NEAR VISTA COVE)**

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 Drawn by **N C M**
 Checked by **K C**

Scale in A4 **1 : 500**
 Date **01 AUG 2024**

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Figure No. 2.5
Revision A

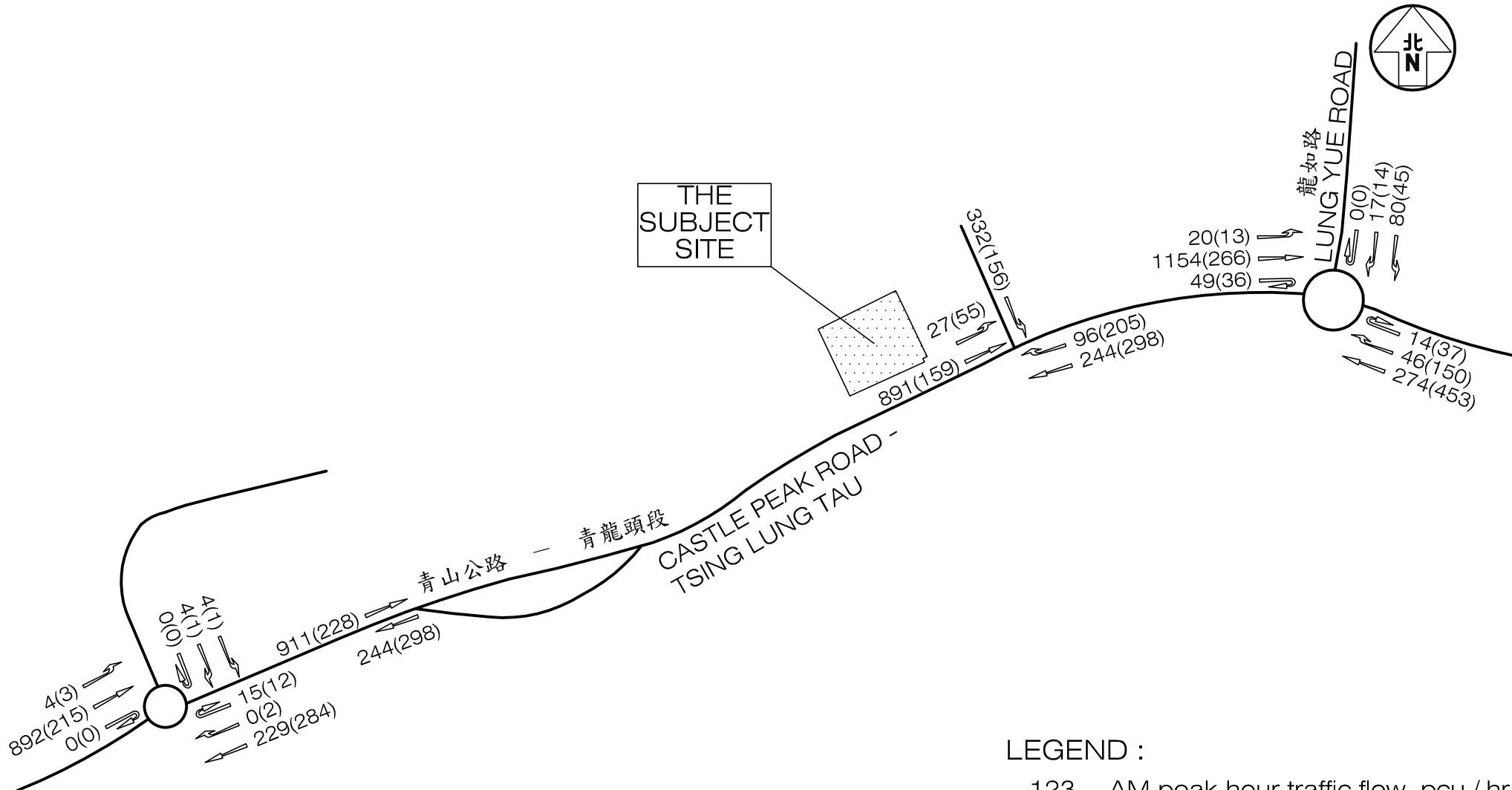
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Figure Title
**EXISTING JUNCTION LAYOUT OF
CASTLE PEAK ROAD - TSING LUNG TAU / ACCESS ROAD TO VISTA COVE**

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LEGEND :
 123 - AM peak hour traffic flow, pcu / hr
 (456) - PM peak hour traffic flow, pcu / hr

Project Title SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

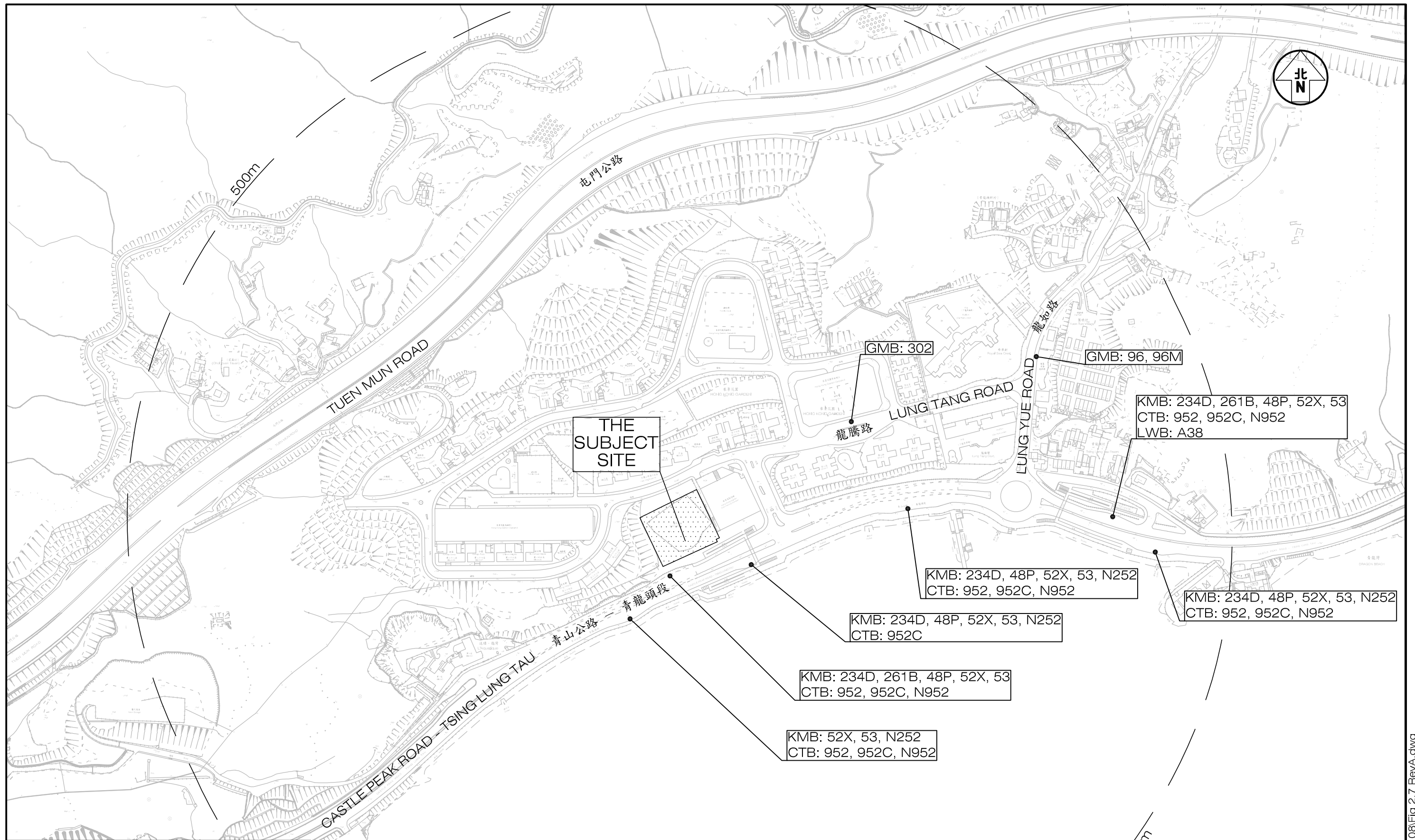
Figure No. 2.6
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Figure Title
EXISTING PEAK HOUR TRAFFIC FLOWS

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LEGEND :
 KMB: 11D - Franchised Bus Stop
 GMB: 22A - Green Minibus Stop

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Figure No. 2.7
 Revision A

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Figure Title THE PUBLIC TRANSPORT SERVICES PROVIDED IN THE VICINITY OF THE SUBJECT SITE

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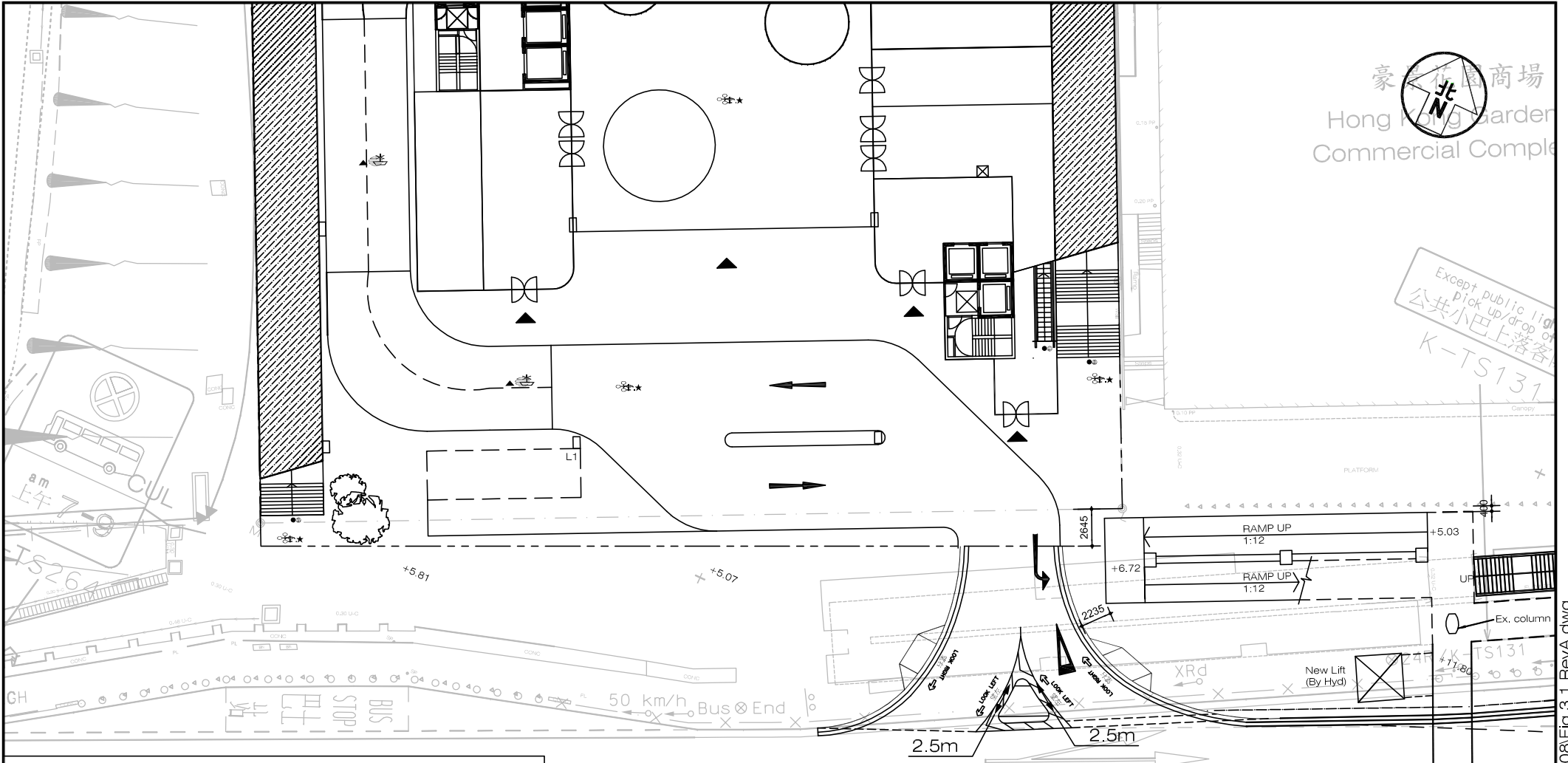
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Scale in A3 1 : 3500
 Date 01 AUG 2024


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 豪園商場
 Hong Kong Garden
 Commercial Complex

Except public light
 pick up/drop off
 公共小巴上落客
 K-TS131



LEGEND :

-  L1 HGV loading / unloading bay @11m(L) X 3.5m(W) X 4.7m(H)

CASTLE PEAK ROAD - TSING LUNG TAU

Project Title SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN J7304

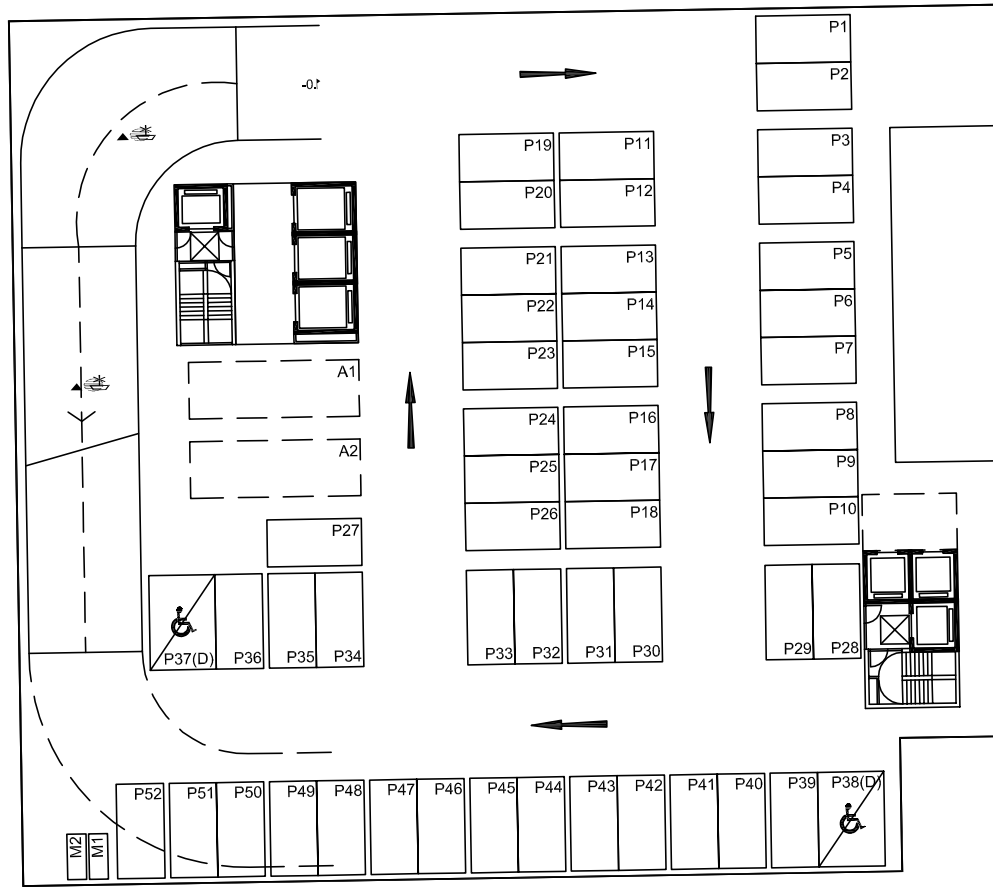
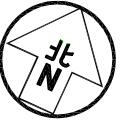
Figure Title

G/F LAYOUT PLAN

Figure No.	3.1		Revision	A
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				K C
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LEGEND :

- A1 Light Bus / Ambulance parking space @9m(L) X 3m(W)
- P1 Private car parking space @5m(L) X 2.5m(W) X 2.4m(H)
- P37(D) Accessible car parking space @5m(L) X 3.5m(W) X 2.4m(H)
- M1 Motorcycle parking space @2.4m(L) X 1m(W) X 2.4m(H)

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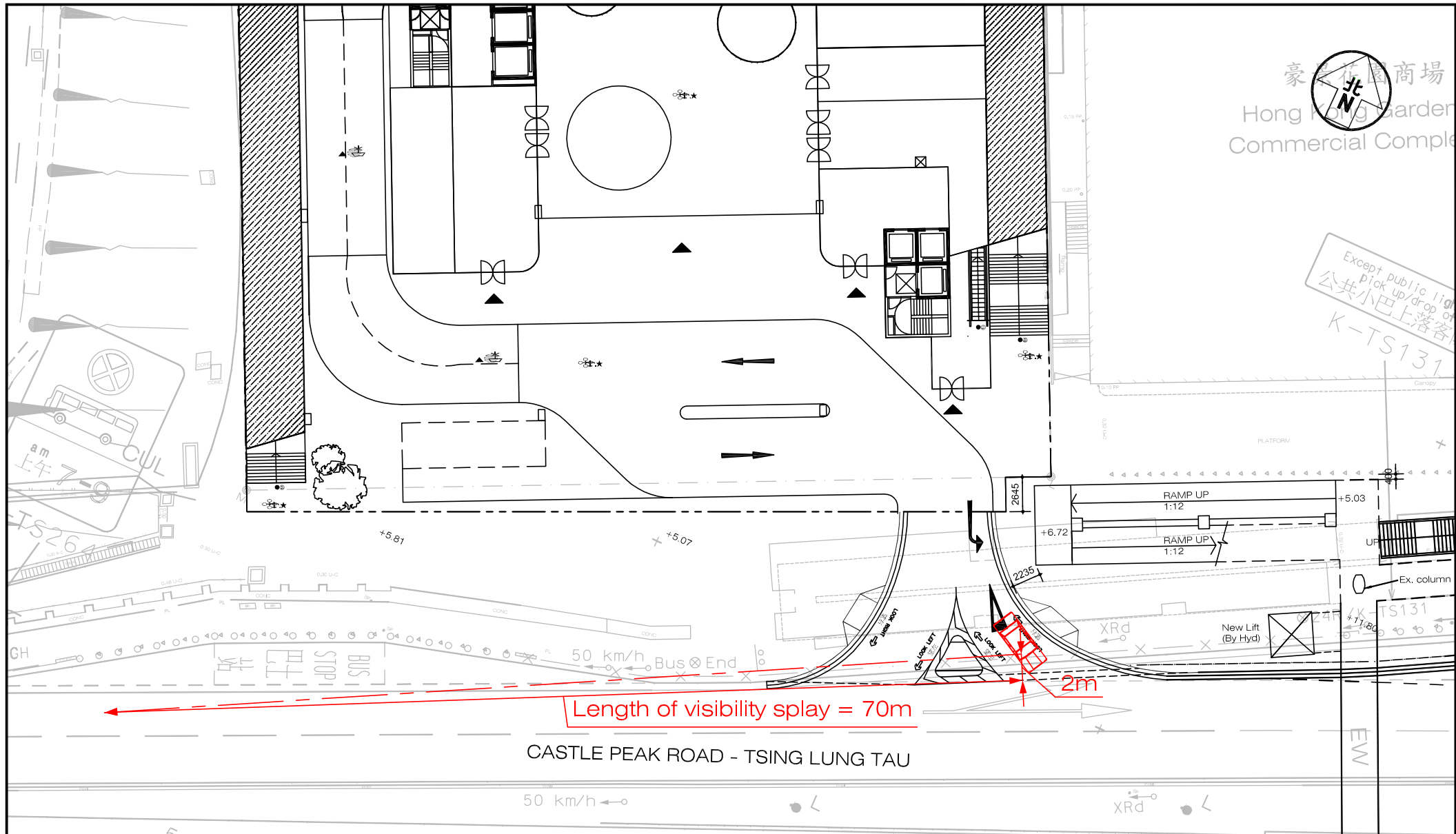
Figure No. **3.2** Revision **A**


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Figure Title **B1/F LAYOUT PLAN**

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 豪園商場
 Hong Kong Garden
 Commercial Complex

Except public light
 pick up/drop off
 公共小巴上落客
 K-TS131

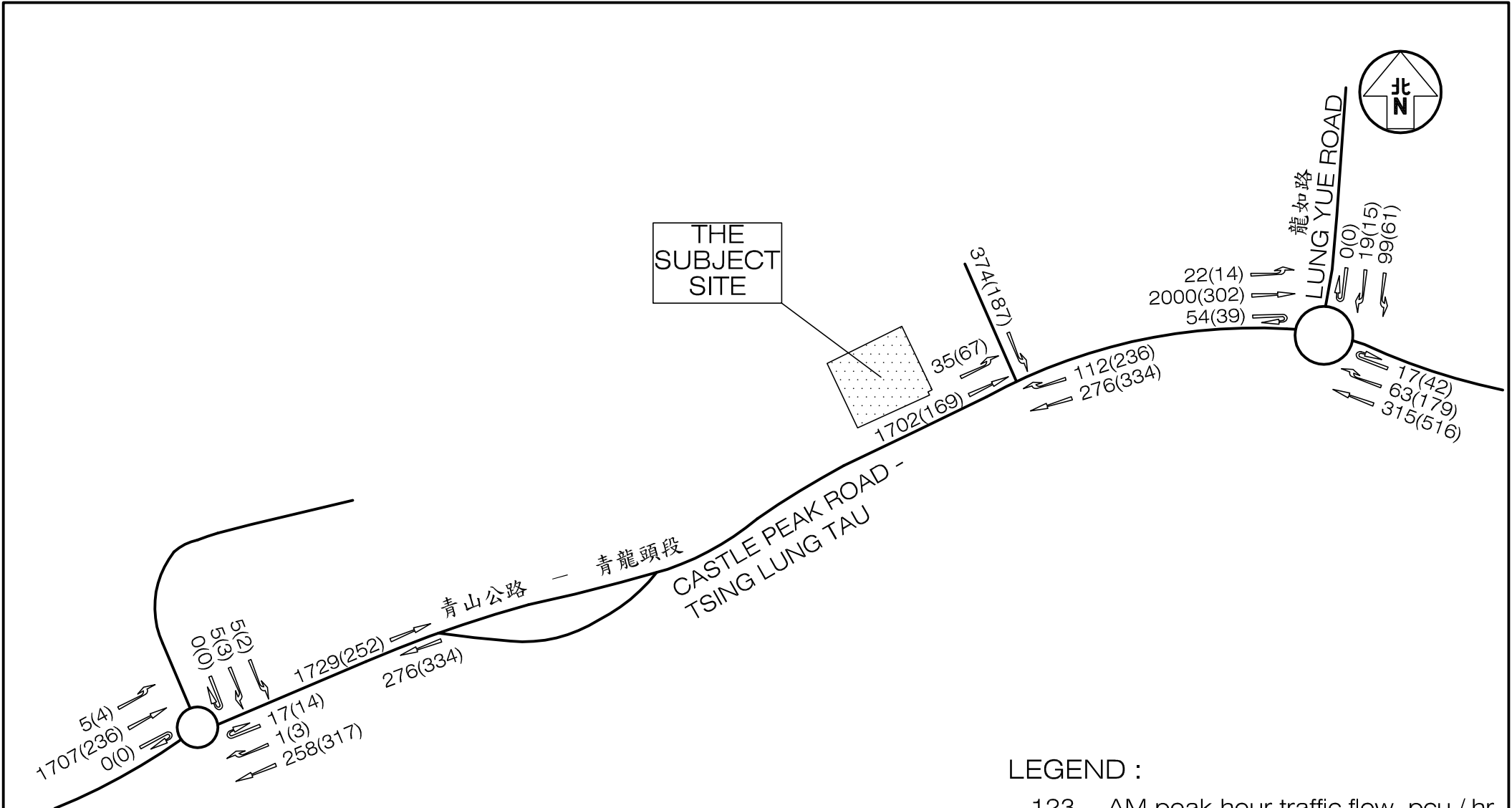
Project Title SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN J7304

Figure Title LENGTH OF VISIBILITY SPLAY FOR THE MOTORIST LEAVING THE PROPOSED DEVELOPMENT AT CASTLE PEAK ROAD - TSING LUNG TAU

Figure No.	3.3		Revision	A
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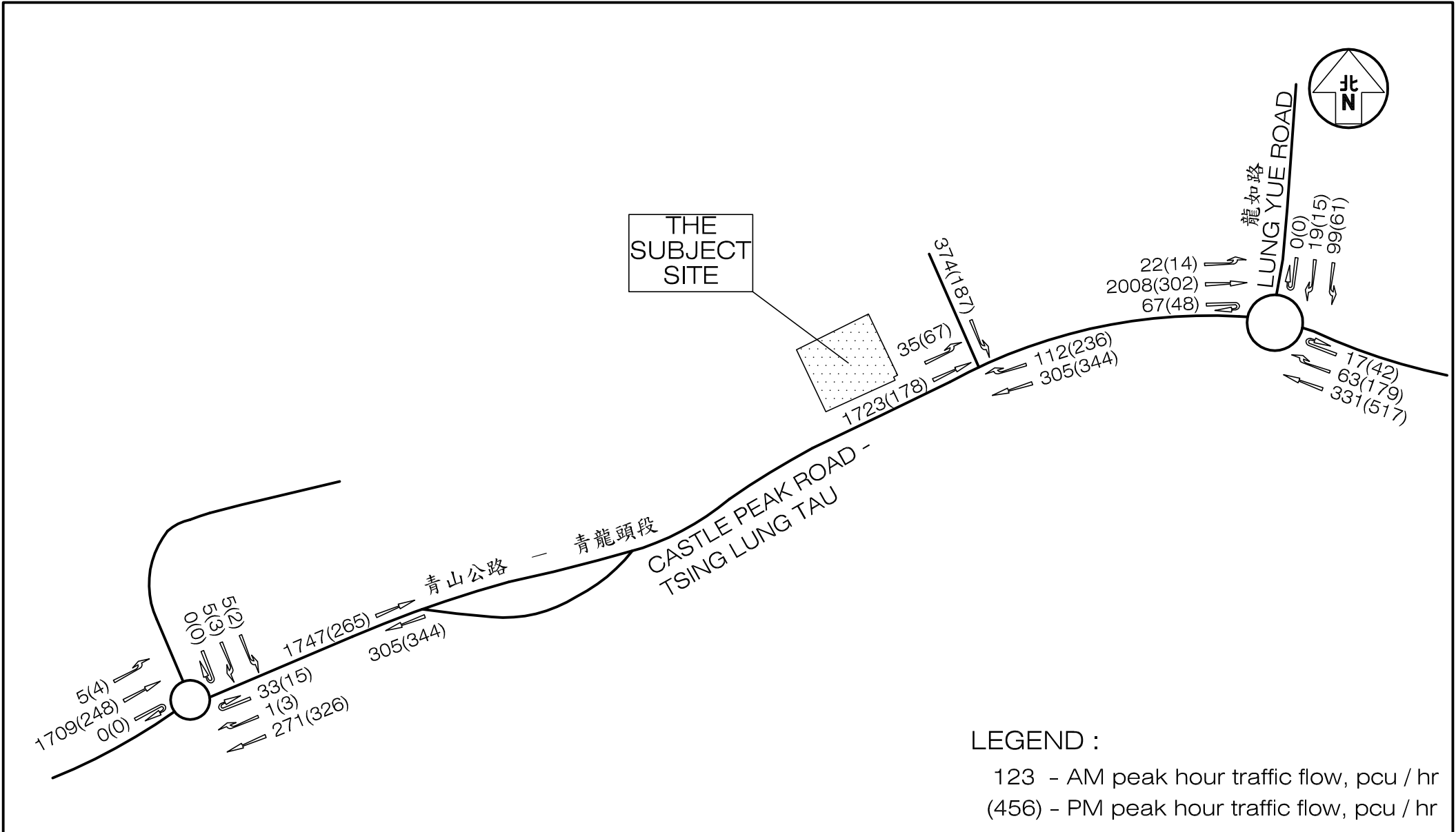
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LEGEND :

123 - AM peak hour traffic flow, pcu / hr
 (456) - PM peak hour traffic flow, pcu / hr

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Figure Title <p style="text-align: center;">YEAR 2035 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED DEVELOPMENT</p>	Designed by C Y Y	Drawn by N C M		Checked by K C
	Scale in A4 N.T.S.	Date 01 AUG 2024		



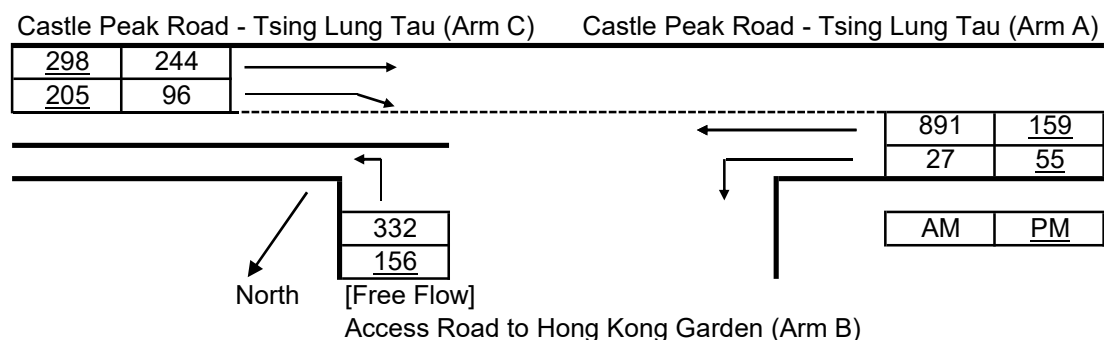
Project Title SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN	Figure No. 4.2	Revision A CKM Asia Limited Traffic and Transportation Planning Consultants
Figure Title <p style="text-align: center;">YEAR 2035 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED DEVELOPMENT</p>	Designed by C Y Y Drawn by N C M Checked by K C Scale in A4 N.T.S. Date 30 JUL 2024	21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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**Appendix 1 –
Calculation**

Priority Junction Analysis

Junction: Castle Peak Road – Tsing Lung Tau / Access Road to Hong Kong Garden
 Design Year: 2024 Job Number: J7304 Date: 1 August 2024
 Scenario: Existing Condition P. 1



The predictive equations of capacity of movement are:

$$Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]$$

$$Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]$$

$$Q-CB = F[745 - 0.364Y(q-AC + q-AB)]$$

The geometric parameters represented by D, E, F are:

$$D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-IBA - 150)]$$

$$E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]$$

$$F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]$$

where $Y = 1 - 0.0345W$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W*	9.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	3.60	V-IBA	0	w-BC	5.00	E	1.1066
			V-rBC	100	w-CB	3.50	F	0.9682
			V-rCB	100			Y	0.6723

Analysis :

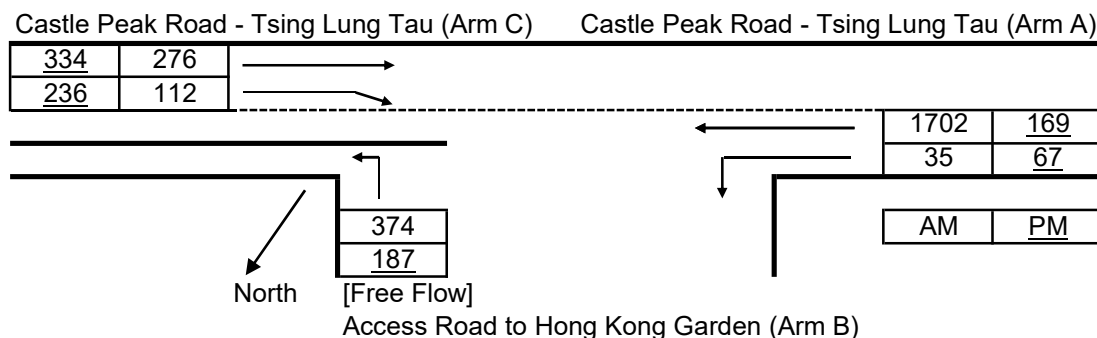
Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	244	298	Q-BA	206	275
q-CB	96	205	Q-BC	580	775
q-AB	27	55	Q-CB	504	671
q-AC	891	159	Q-BAC	206	275
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.191	0.306

* Temporary Traffic Arrangement is facilities at the junction

Priority Junction Analysis

Junction:	Castle Peak Road – Tsing Lung Tau / Access Road to Hong Kong Garden		
Design Year:	2035	Job Number:	J7304
		Date:	1 August 2024
Scenario:	Without Proposed Development		P. 2



The predictive equations of capacity of movement are:

$$Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]$$

$$Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]$$

$$Q-CB = F[745 - 0.364Y(q-AC + q-AB)]$$

The geometric parameters represented by D, E, F are:

$$D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-IBA - 150)]$$

$$E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]$$

$$F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]$$

where $Y = 1 - 0.0345W$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	3.60	V-IBA	0	w-BC	5.00	E	1.1066
			V-rBC	100	w-CB	3.50	F	0.9682
			V-rCB	100			Y	0.5688

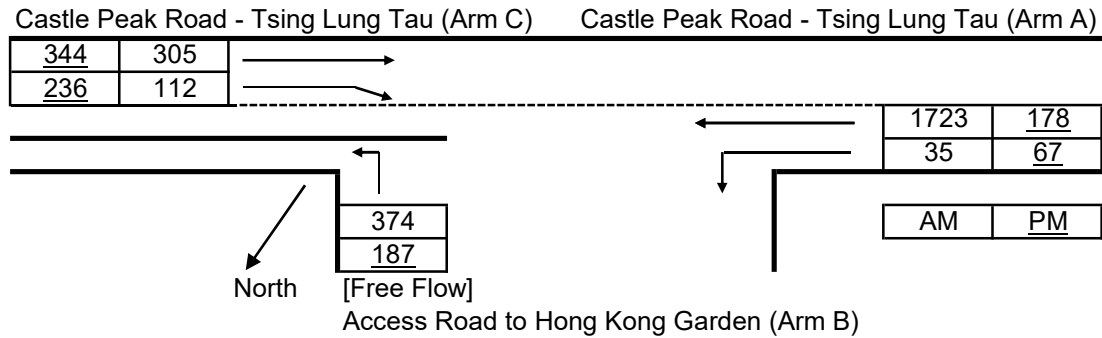
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr		AM	PM
q-CA	276	334	Q-BA		135	279
q-CB	112	236	Q-BC		431	780
q-AB	35	67	Q-CB		373	674
q-AC	1702	169	Q-BAC		135	279
q-BA	0	0				
q-BC	0	0				
f	0.000	0.000				

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.300	0.350

Priority Junction Analysis

Junction:	Castle Peak Road – Tsing Lung Tau / Access Road to Hong Kong Garden		
Design Year:	2035	Job Number:	J7304
		Date:	1 August 2024
Scenario:	With Proposed Development		P. 3



The predictive equations of capacity of movement are:

$$Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]$$

$$Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]$$

$$Q-CB = F[745 - 0.364Y(q-AC + q-AB)]$$

The geometric parameters represented by D, E, F are:

$$D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-IBA - 150)]$$

$$E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]$$

$$F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]$$

where $Y = 1 - 0.0345W$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	12.50	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	3.60	V-IBA	0	w-BC	5.00	E	1.1066
			V-rBC	100	w-CB	3.50	F	0.9682
			V-rCB	100			Y	0.5688

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr		AM	PM
q-CA	305	344	Q-BA		131	278
q-CB	112	236	Q-BC		427	778
q-AB	35	67	Q-CB		369	672
q-AC	1723	178	Q-BAC		131	278
q-BA	0	0				
q-BC	0	0				
f	0.000	0.000				

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.000	0.000
C-B	0.304	0.351

Roundabout Analysis

Location Castle Peak Road – Tsing Lung Tau / Lung Yue Road

Scenario Existing Condition

Page 4

Design Year: 2024

Job Number J7304

Date 01 Aug 2024

AM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	80	17	97	1217
From B	46	14	274	334	66
From C	20	1154	49	1223	60
Total	66	1248	340	1654	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	45	14	59	339
From B	150	37	453	640	50
From C	13	266	36	315	187
Total	163	348	503	1014	

Legend

Arm	Road (in clockwise order)
A	Lung Yue Road
B	Castle Peak Road - Tsing Lung Tau (WB)
C	Castle Peak Road - Tsing Lung Tau (EB)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.00	3.55	21.00	7.00	50.00	18.00	1.02
From B	9.50	7.80	21.00	16.00	50.00	40.00	0.17
From C	9.50	7.75	21.00	6.75	50.00	15.00	0.41

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

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

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	5.017	0.368	1.366	1.044	1520.021	0.574	857	1384	97	59	0.113	0.043
From B	9.069	0.368	1.366	0.968	2747.803	0.807	2607	2620	334	640	0.128	0.244
From C	8.706	0.368	1.366	1.054	2638.063	0.786	2732	2627	1223	315	0.448	0.120

Roundabout Analysis

Location Castle Peak Road – Tsing Lung Tau / Lung Yue Road

Scenario Without Proposed Development

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Design Year: 2035

Job Number J7304

Date 01 Aug 2024

AM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	99	19	118	2071
From B	63	17	315	395	73
From C	22	2000	54	2076	80
Total	85	2116	388	2589	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	61	15	76	383
From B	179	42	516	737	54
From C	14	302	39	355	221
Total	193	405	570	1168	

Legend

Arm	Road (in clockwise order)
A	Lung Yue Road
B	Castle Peak Road - Tsing Lung Tau (WB)
C	Castle Peak Road - Tsing Lung Tau (EB)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.00	3.55	21.00	7.00	50.00	18.00	1.02
From B	9.50	7.80	21.00	16.00	50.00	40.00	0.17
From C	9.50	7.75	21.00	6.75	50.00	15.00	0.41

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

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

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	5.017	0.368	1.366	1.044	1520.021	0.574	345	1357	118	76	0.342	0.056
From B	9.069	0.368	1.366	0.968	2747.803	0.807	2602	2617	395	737	0.152	0.282
From C	8.706	0.368	1.366	1.054	2638.063	0.786	2715	2598	2076	355	0.765	0.137

Roundabout Analysis

Location Castle Peak Road – Tsing Lung Tau / Lung Yue Road

Scenario With Proposed Development

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Design Year: 2035

Job Number J7304

Date 01 Aug 2024

AM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	99	19	118	2092
From B	63	17	331	411	86
From C	22	2008	67	2097	80
Total	85	2124	417	2626	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	61	15	76	392
From B	179	42	517	738	63
From C	14	302	48	364	221
Total	193	405	580	1178	

Legend

Arm	Road (in clockwise order)
A	Lung Yue Road
B	Castle Peak Road - Tsing Lung Tau (WB)
C	Castle Peak Road - Tsing Lung Tau (EB)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.00	3.55	21.00	7.00	50.00	18.00	1.02
From B	9.50	7.80	21.00	16.00	50.00	40.00	0.17
From C	9.50	7.75	21.00	6.75	50.00	15.00	0.41

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

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

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	5.017	0.368	1.366	1.044	1520.021	0.574	332	1352	118	76	0.355	0.056
From B	9.069	0.368	1.366	0.968	2747.803	0.807	2592	2610	411	738	0.159	0.283
From C	8.706	0.368	1.366	1.054	2638.063	0.786	2715	2598	2097	364	0.772	0.140

Roundabout Analysis

Location Castle Peak Road – Tsing Lung Tau / Access Road to Vistacove

Scenario Existing Condition

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Design Year: 2024

Job Number J7304

Date 01 Aug 2024

AM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	4	4	8	907
From B	0	15	229	244	4
From C	4	892	0	896	15
Total	4	911	233	1148	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	1	1	2	227
From B	2	12	284	298	1
From C	3	215	0	218	14
Total	5	228	285	518	

Legend

Arm	Road (in clockwise order)
A	Access Road to Vistacove
B	Castle Peak Road - Tsing Lung Tau (WB)
C	Castle Peak Road - Tsing Lung Tau (EB)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	5.70	2.80	10.00	11.00	40.00	33.00	0.42
From B	11.70	7.50	40.00	46.00	40.00	50.00	0.15
From C	10.60	7.00	100.00	31.00	40.00	34.00	0.19

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= $1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$
F	= $303x_2$
f _c	= $0.210t_D(1 + 0.2x_2)$
t _D	= $1 + 0.5/(1 + M)$
M	= $\exp[(D - 60)/10]$
x ₂	= $v + (e - v)/(1 + 2S)$
S	= $1.6(e - v)/L$

Limitation

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

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	4.373	0.135	1.440	0.941	1325.012	0.567	763	1125	8	2	0.010	0.002
From B	10.750	0.135	1.440	0.955	3257.352	0.953	3107	3110	244	298	0.079	0.096
From C	9.625	0.135	1.440	1.025	2916.268	0.885	2976	2977	896	218	0.301	0.073

Roundabout Analysis

Location Castle Peak Road – Tsing Lung Tau / Access Road to Vistacove

Scenario Without Proposed Development

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Design Year: 2035

Job Number J7304

Date 01 Aug 2024

AM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	5	5	10	1724
From B	1	17	258	276	5
From C	5	1707	0	1712	18
Total	6	1729	263	1998	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	2	3	5	250
From B	3	14	317	334	3
From C	4	236	0	240	17
Total	7	252	320	579	

Legend

Arm	Road (in clockwise order)
A	Access Road to Vistacove
B	Castle Peak Road - Tsing Lung Tau (WB)
C	Castle Peak Road - Tsing Lung Tau (EB)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	5.70	2.80	10.00	11.00	40.00	33.00	0.42
From B	11.70	7.50	40.00	46.00	40.00	50.00	0.15
From C	10.60	7.00	100.00	31.00	40.00	34.00	0.19

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

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

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	4.373	0.135	1.440	0.941	1325.012	0.567	327	1113	10	5	0.031	0.004
From B	10.750	0.135	1.440	0.955	3257.352	0.953	3106	3108	276	334	0.089	0.107
From C	9.625	0.135	1.440	1.025	2916.268	0.885	2974	2974	1712	240	0.576	0.081

Roundabout Analysis

Location Castle Peak Road – Tsing Lung Tau / Access Road to Vistacove

Scenario With Proposed Development

Page 12

Design Year: 2035

Job Number J7304

Date 01 Aug 2024

AM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	5	5	10	1742
From B	1	33	271	305	5
From C	5	1709	0	1714	34
Total	6	1747	276	2029	

PM Peak

Arm	To A	To B	To C	Total	q _c
From A	0	2	3	5	263
From B	3	15	326	344	3
From C	4	248	0	252	18
Total	7	265	329	601	

Legend

Arm	Road (in clockwise order)
A	Access Road to Vistacove
B	Castle Peak Road - Tsing Lung Tau (WB)
C	Castle Peak Road - Tsing Lung Tau (EB)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	5.70	2.80	10.00	11.00	40.00	33.00	0.42
From B	11.70	7.50	40.00	46.00	40.00	50.00	0.15
From C	10.60	7.00	100.00	31.00	40.00	34.00	0.19

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

Q _E	Entry Capacity
q _c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= 303x ₂
f _c	= 0.210t _D (1+0.2x ₂)
t _D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x ₂	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

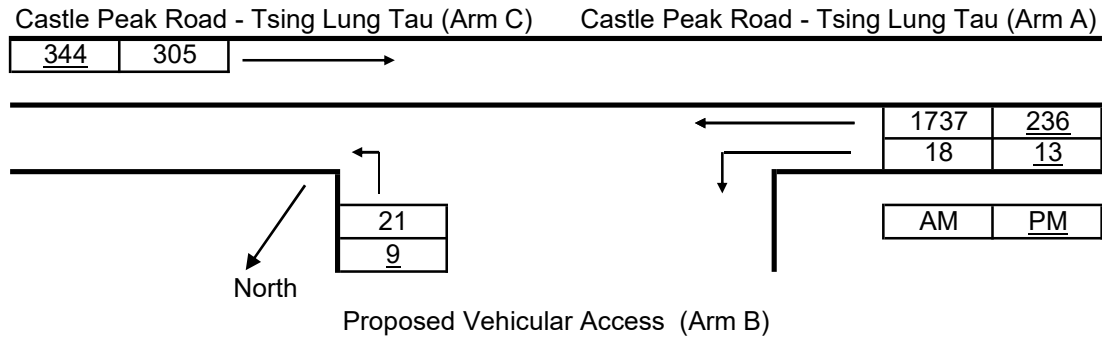
e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x ₂	M	t _D	K	F	f _c	Q _E		Entry Flow		RFC	
							AM	PM	AM	PM	AM	PM
From A	4.373	0.135	1.440	0.941	1325.012	0.567	317	1106	10	5	0.032	0.005
From B	10.750	0.135	1.440	0.955	3257.352	0.953	3106	3108	305	344	0.098	0.111
From C	9.625	0.135	1.440	1.025	2916.268	0.885	2959	2974	1714	252	0.579	0.085

Priority Junction Analysis

Junction:	Proposed vehicular access at Castle Peak Road – Tsing Lung Tau		
Design Year:	2035	Job Number:	J7304
		Date:	1 August 2024
Scenario:	With Proposed Development		P. 13



The predictive equations of capacity of movement are:

$$Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]$$

$$Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]$$

$$Q-CB = F[745 - 0.364Y(q-AC + q-AB)]$$

The geometric parameters represented by D, E, F are:

$$D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-IBA - 150)]$$

$$E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]$$

$$F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]$$

where $Y = 1 - 0.0345W$

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-IBA, etc = visibility to the left for waiting vehicles in stream BA, etc

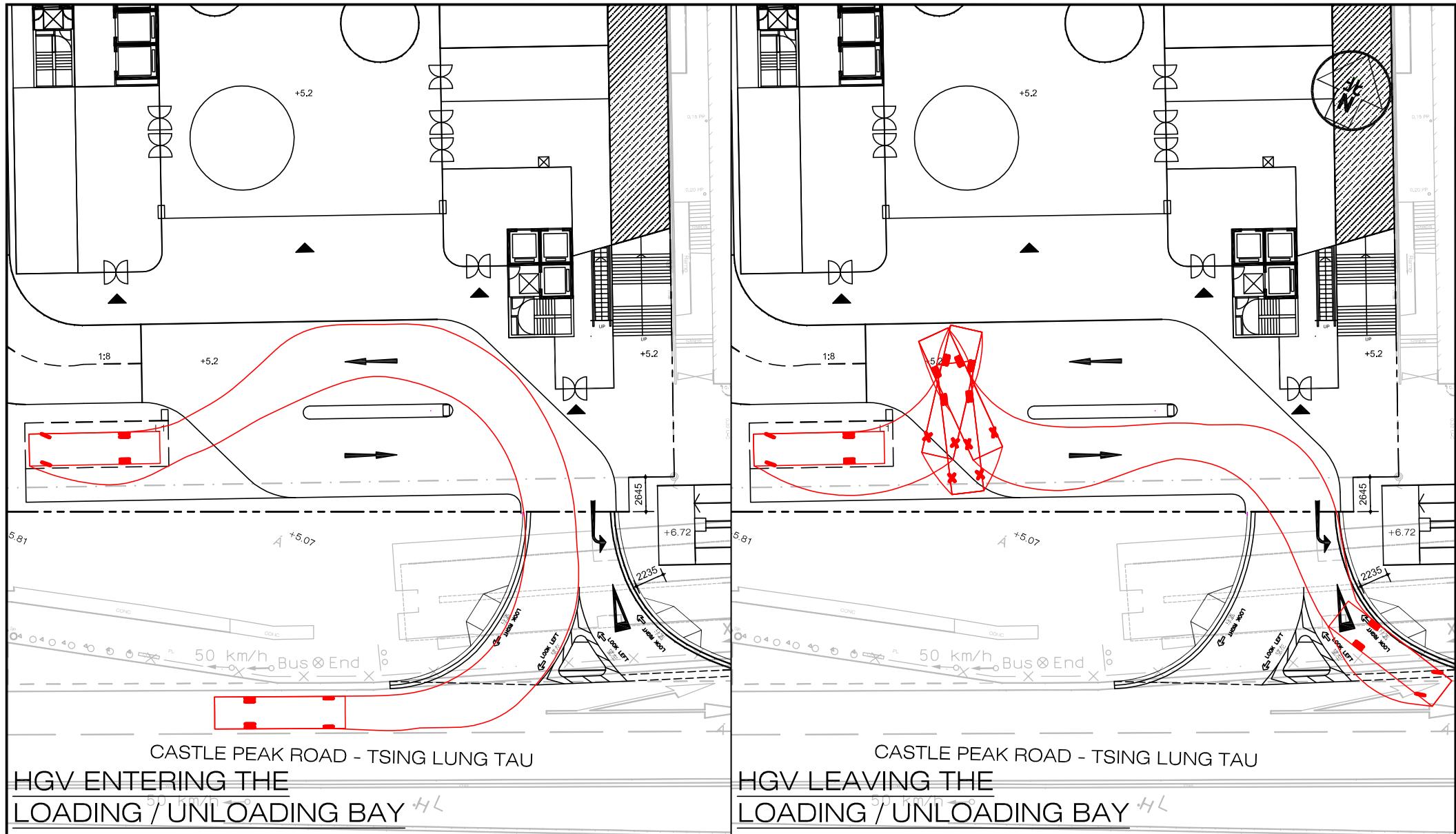
Geometry :	Input		Input		Input		Calculated	
	W	8.25	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-IBA	0	w-BC	4.70	E	1.0493
			V-rBC	70	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7154

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr		AM	PM
q-CA	305	344	Q-BA		66	271
q-CB	0	0	Q-BC		305	716
q-AB	18	13	Q-CB		169	399
q-AC	1737	236	Q-BAC		305	716
q-BA	0	0				
q-BC	21	9				
f	1.000	1.000				

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.069	0.013
C-B	0.000	0.000

**Appendix 2 –
Swept Path Analysis**



CASTLE PEAK ROAD - TSING LUNG TAU
 HGV ENTERING THE
 LOADING / UNLOADING BAY HL

CASTLE PEAK ROAD - TSING LUNG TAU
 HGV LEAVING THE
 LOADING / UNLOADING BAY HL

Project Title SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN J7304

Figure No. SP1
 Revision A

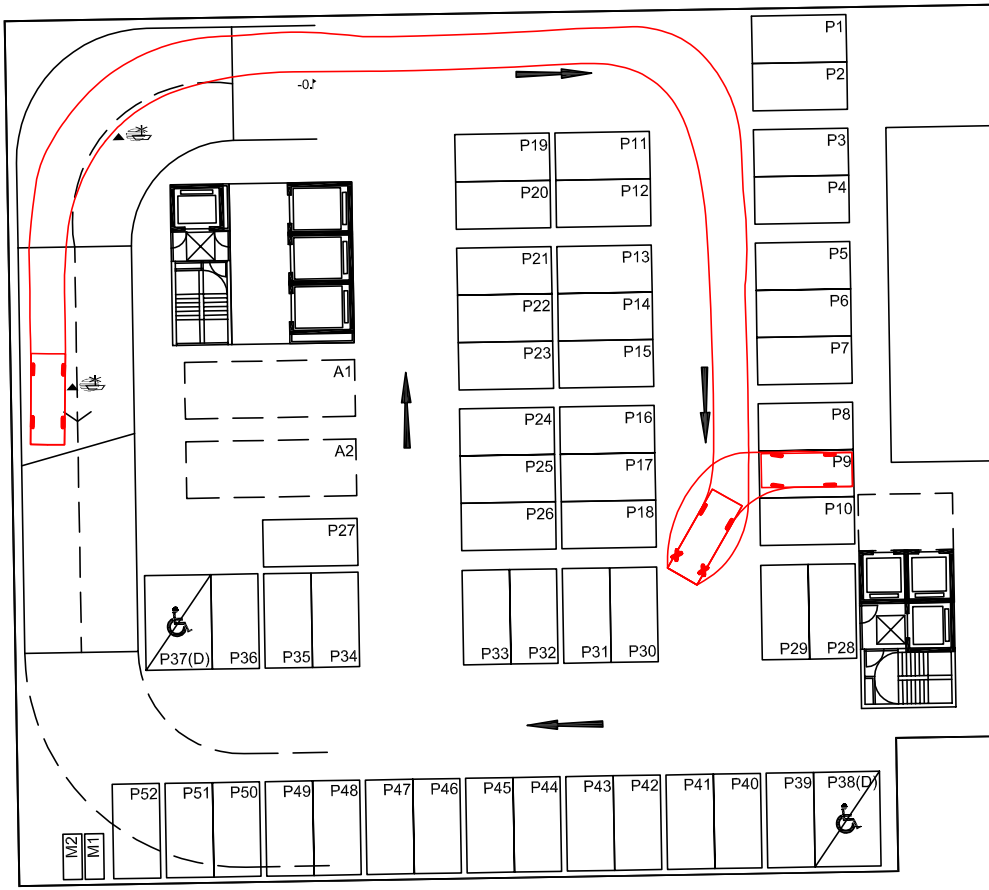
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Figure Title
SWEPT PATH OF HGV ENTERING AND LEAVING THE LOADING / UNLOADING BAY L1

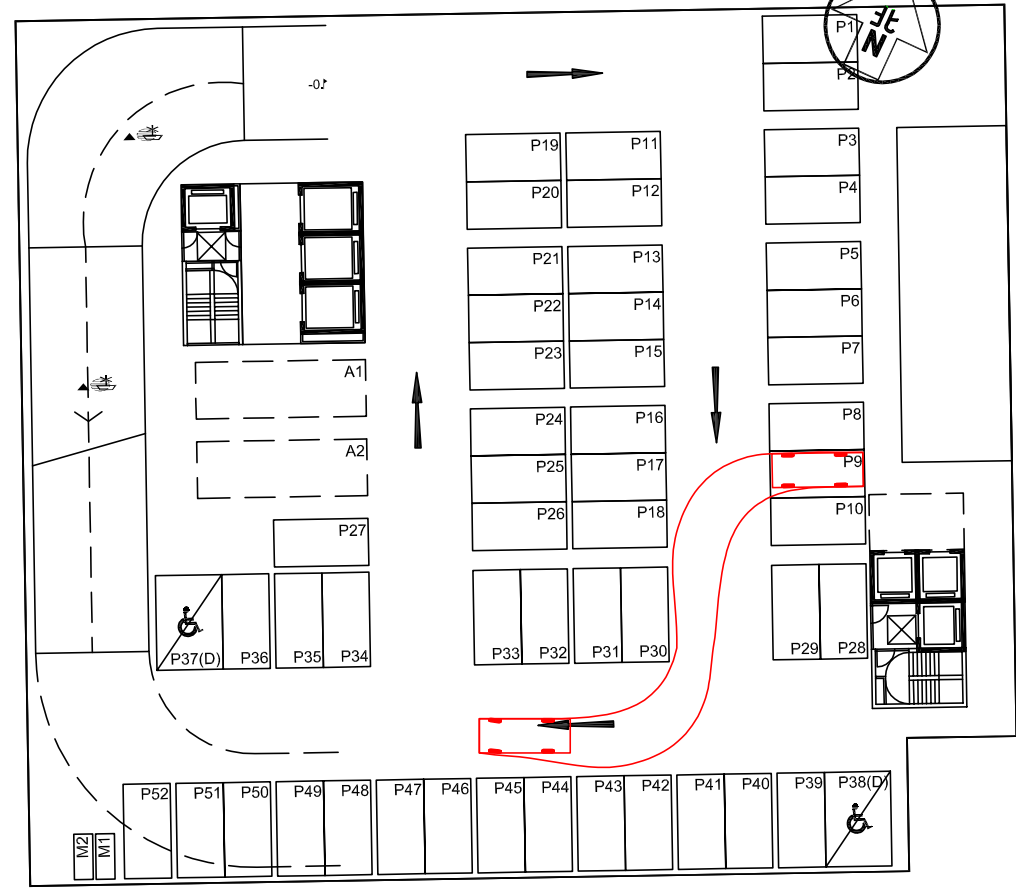
Designed by L C H
 Drawn by N C M
 Checked by K C
 Scale in A4 1 : 400
 Date 01 AUG 2024

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CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

J7304

Figure No.

SP2

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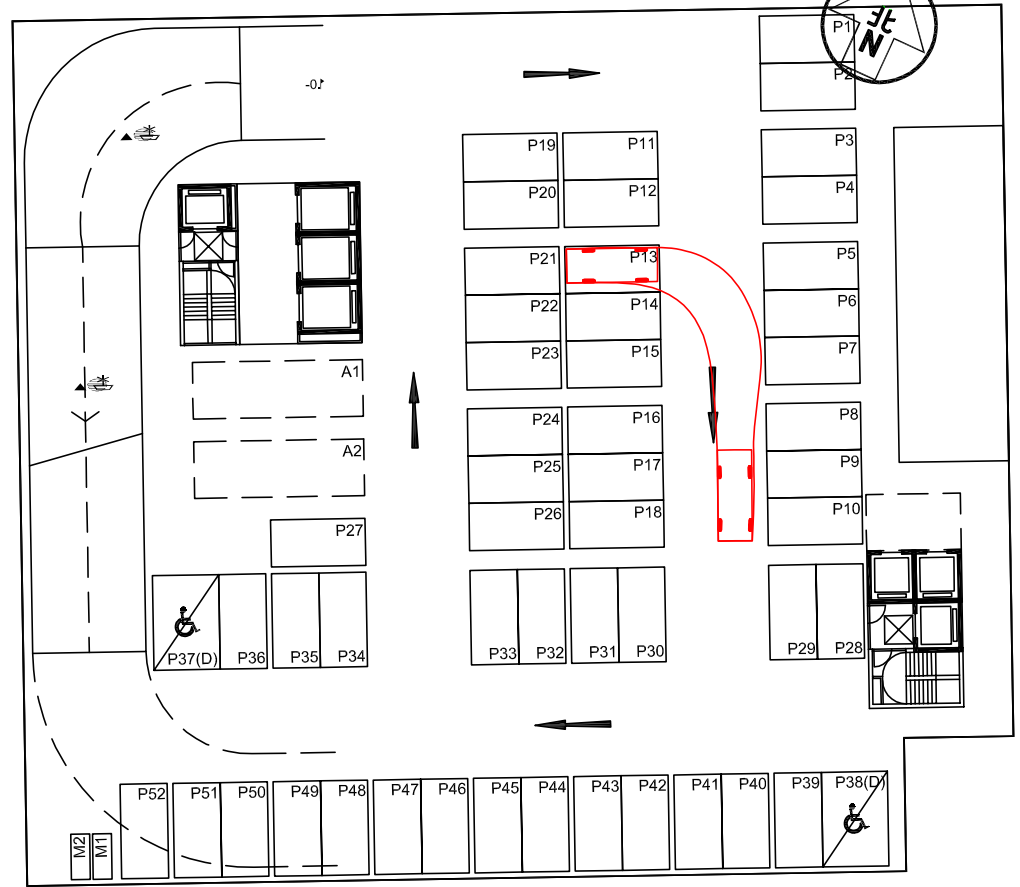
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**SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE CAR PARKING SPACE P9**



CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

J7304

Figure No.

SP3

Revision

A

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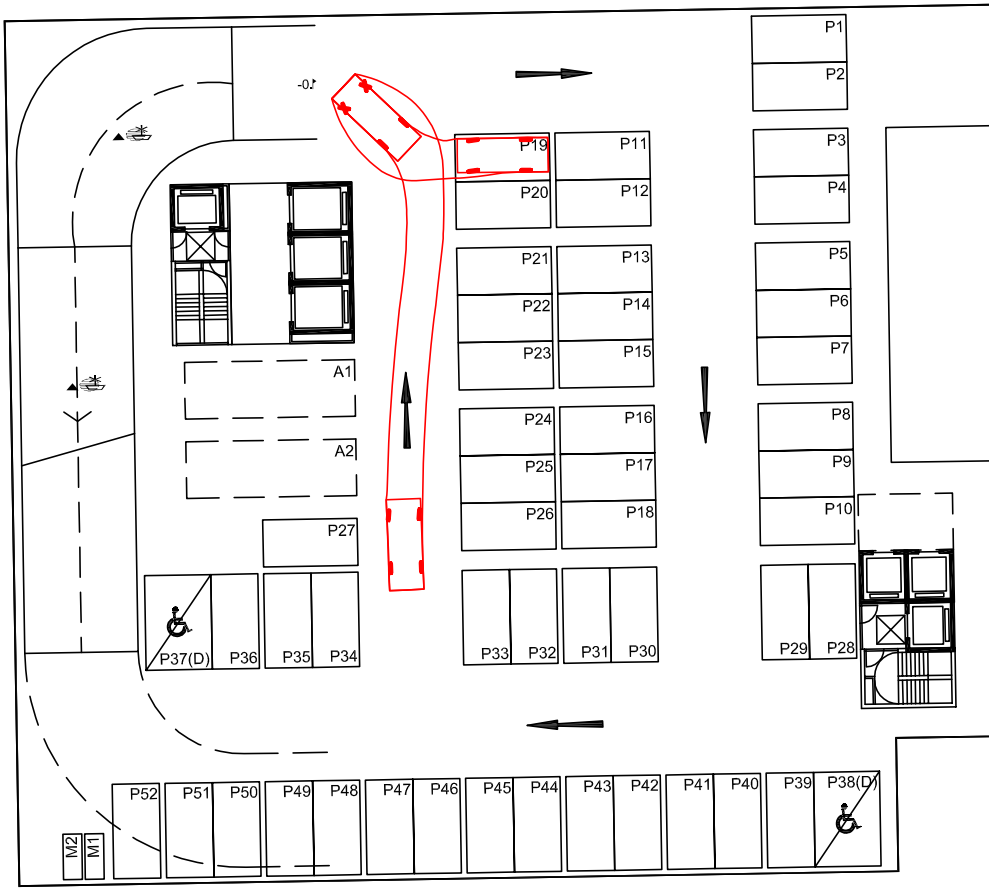
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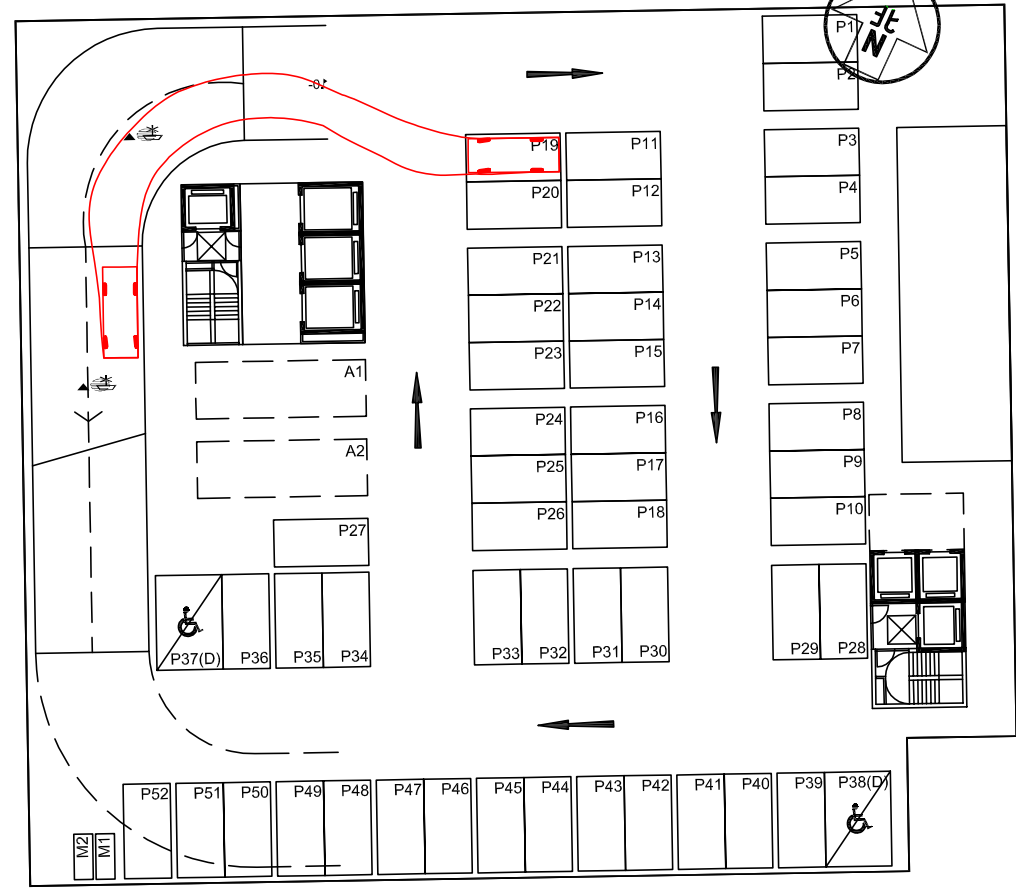
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**SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE CAR PARKING SPACE P13**



CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

J7304

Figure No.

SP4

Revision

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SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE CAR PARKING SPACE P19

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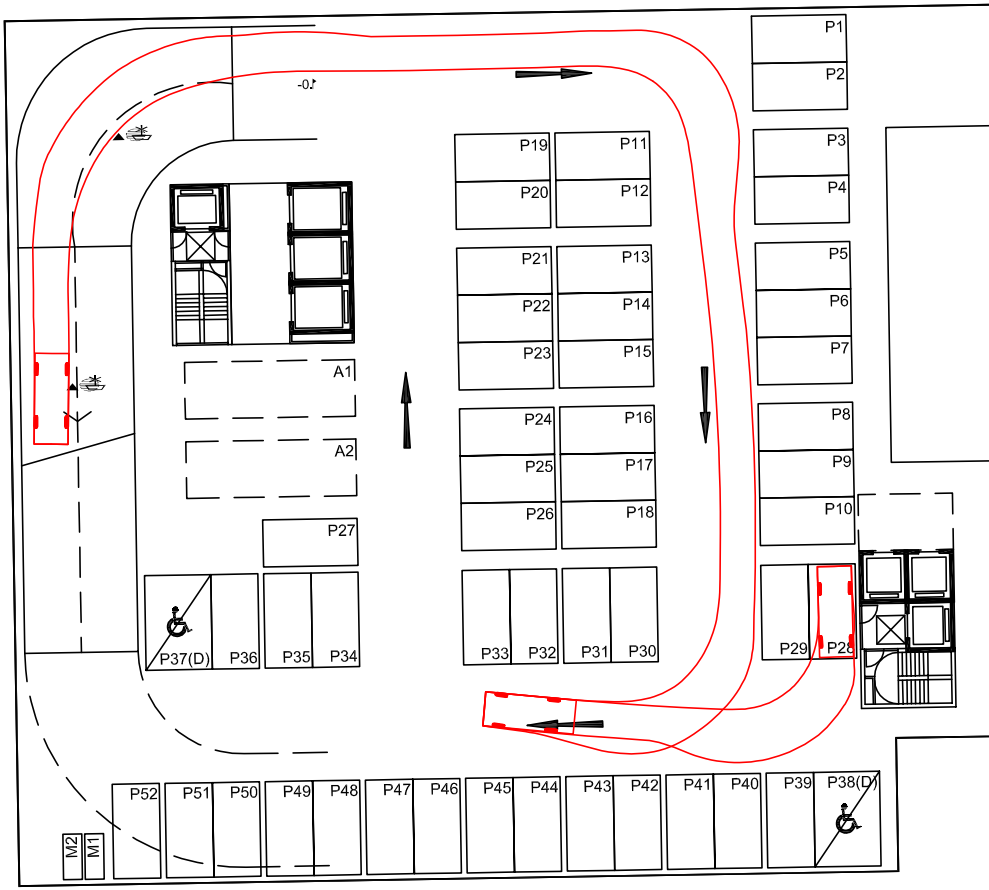
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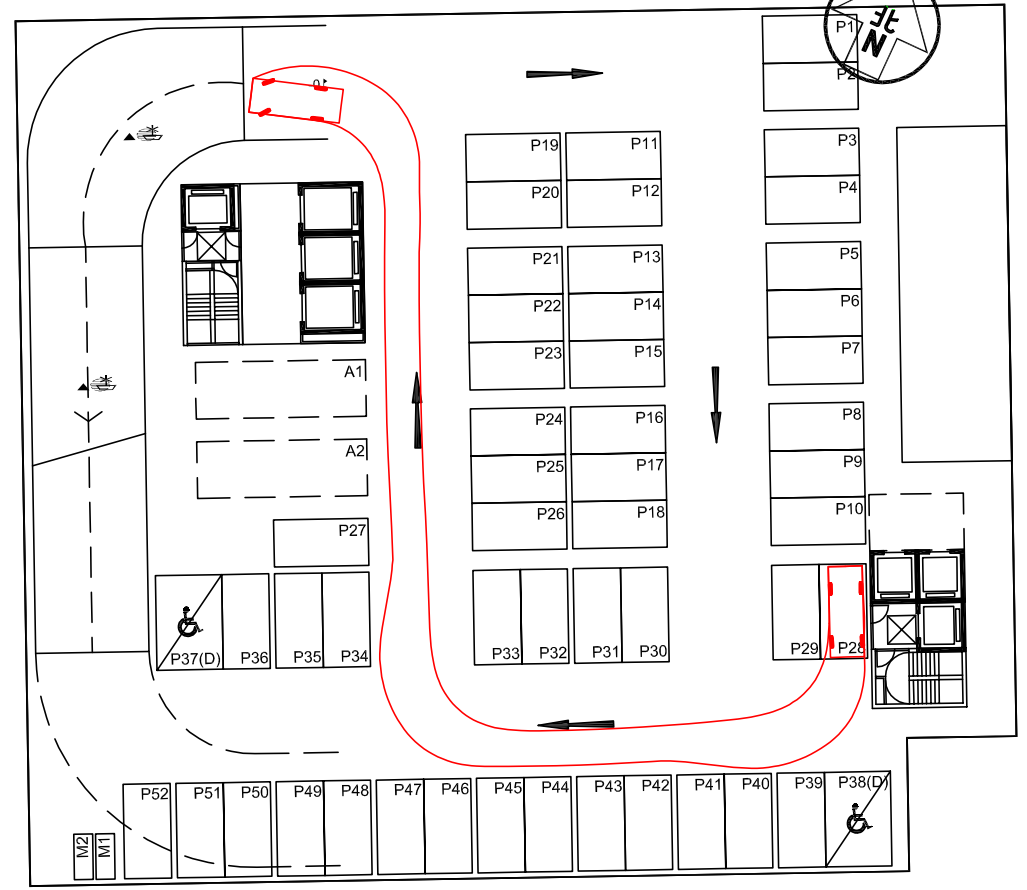
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CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

J7304

Figure No.

SP5

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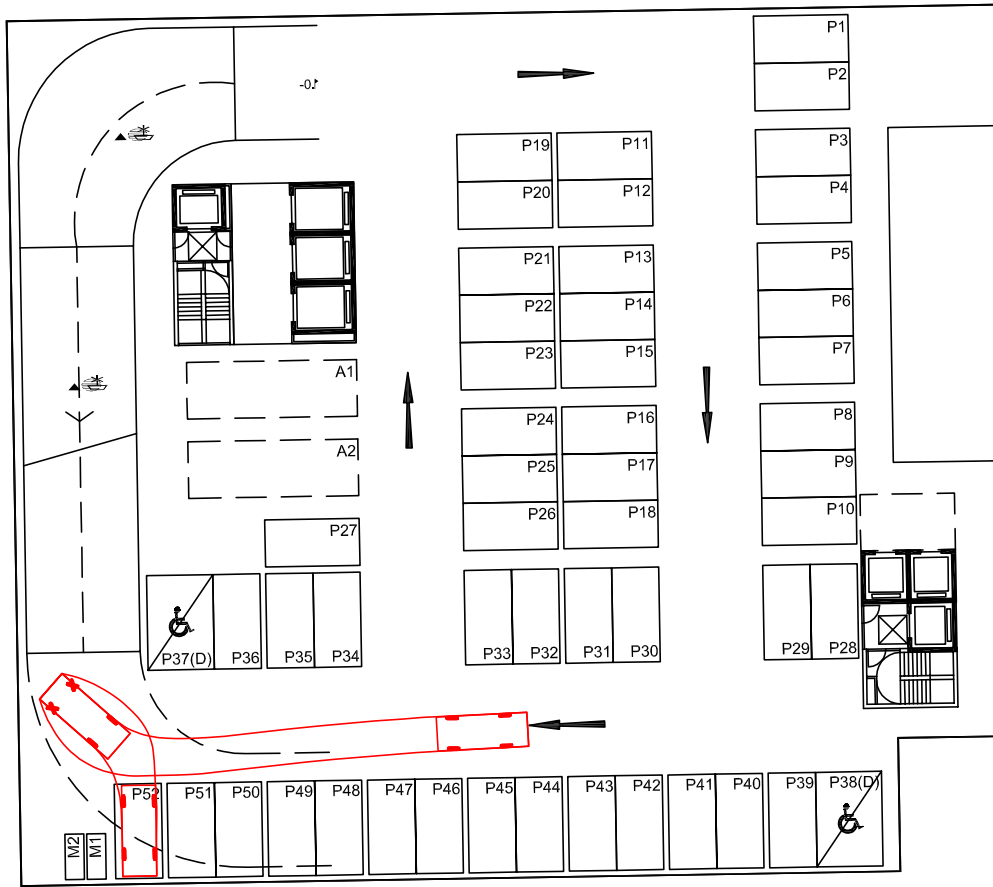
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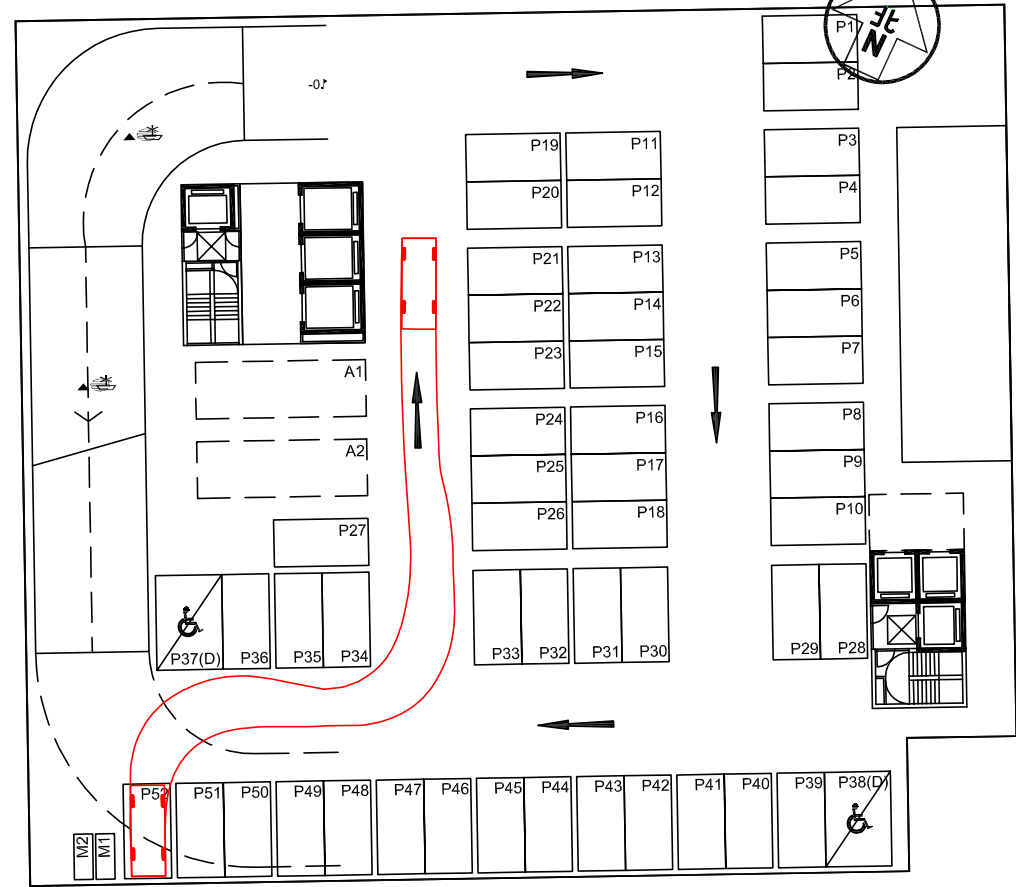
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SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE CAR PARKING SPACE 28



CAR ENTERING THE
CAR PARKING SPACE



CAR LEAVING THE
CAR PARKING SPACE

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

J7304

Figure No.

SP6

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**SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING
THE CAR PARKING SPACE P52**



AMBULANCE ENTERING



AMBULANCE LEAVING

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

J7304

Figure No.

SP7

Revision

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**SWEPT PATH OF AMBULANCE ENTERING AND LEAVING
THE LIGHT BUS / AMBULANCE PARKING SPACE A1**

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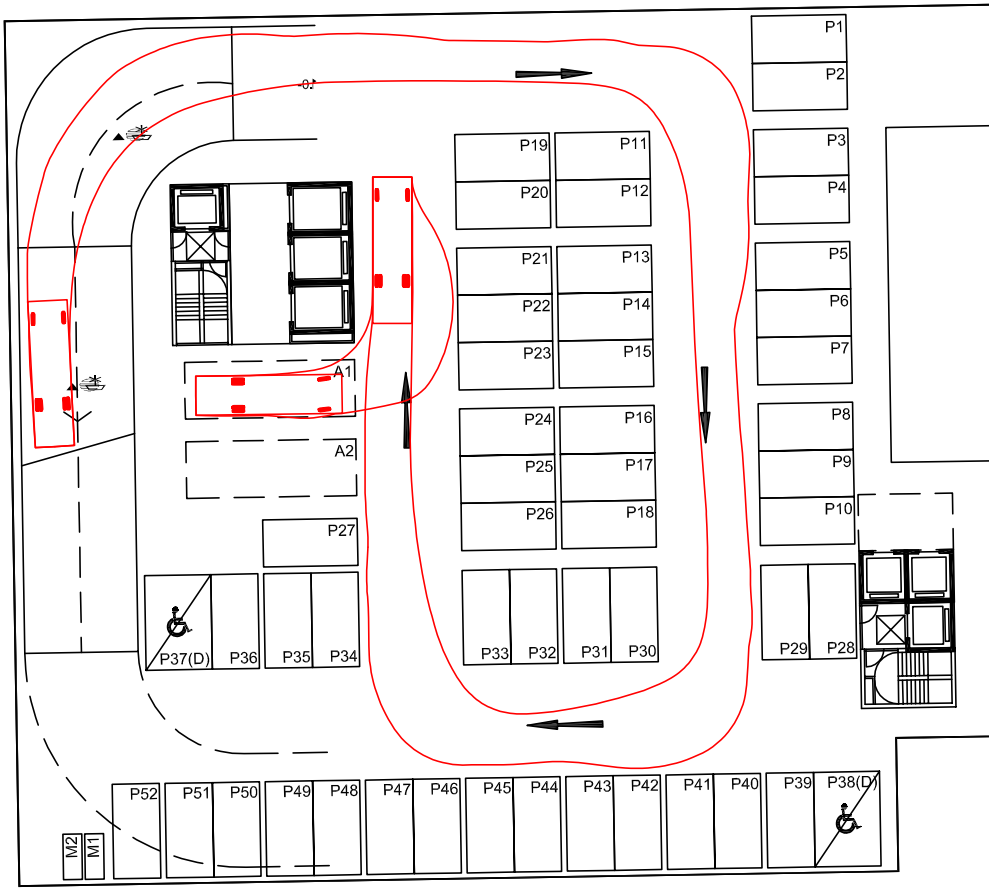
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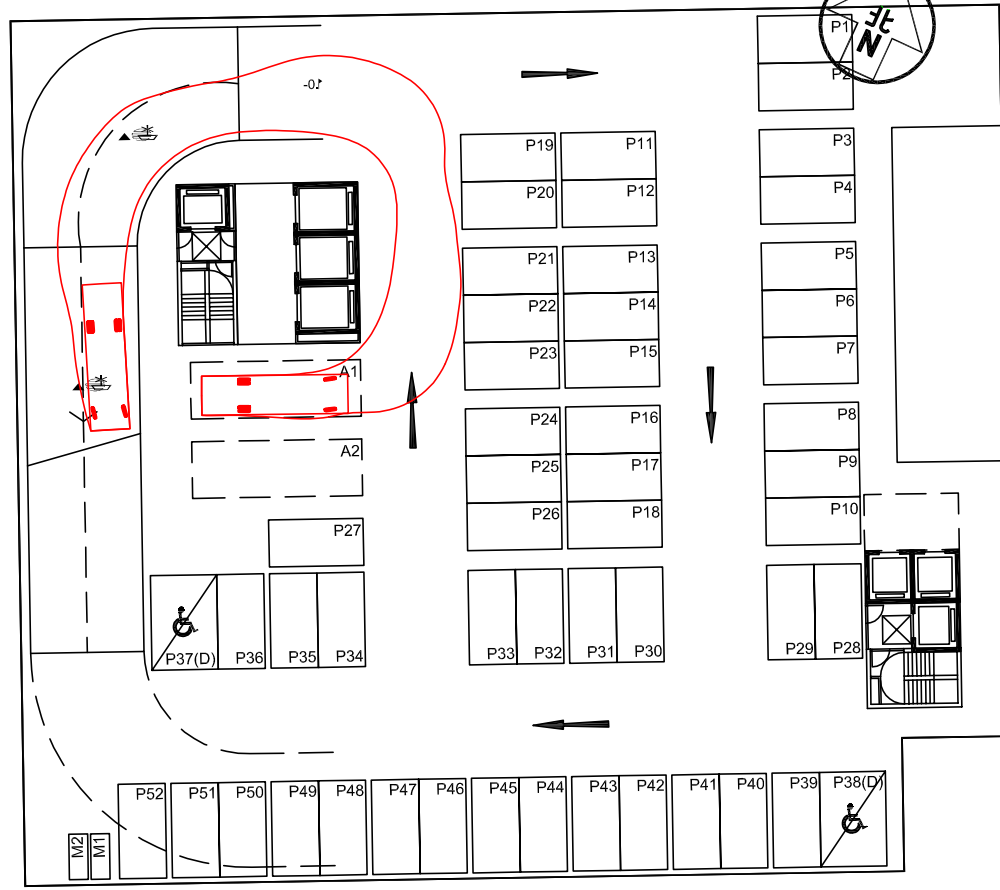
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Date

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LIGHT BUS ENTERING



LIGHT BUS LEAVING

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

J7304

Figure No.

SP8

Revision

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**SWEPT PATH OF LIGHT BUS ENTERING AND LEAVING
THE LIGHT BUS / AMBULANCE PARKING SPACE A1**

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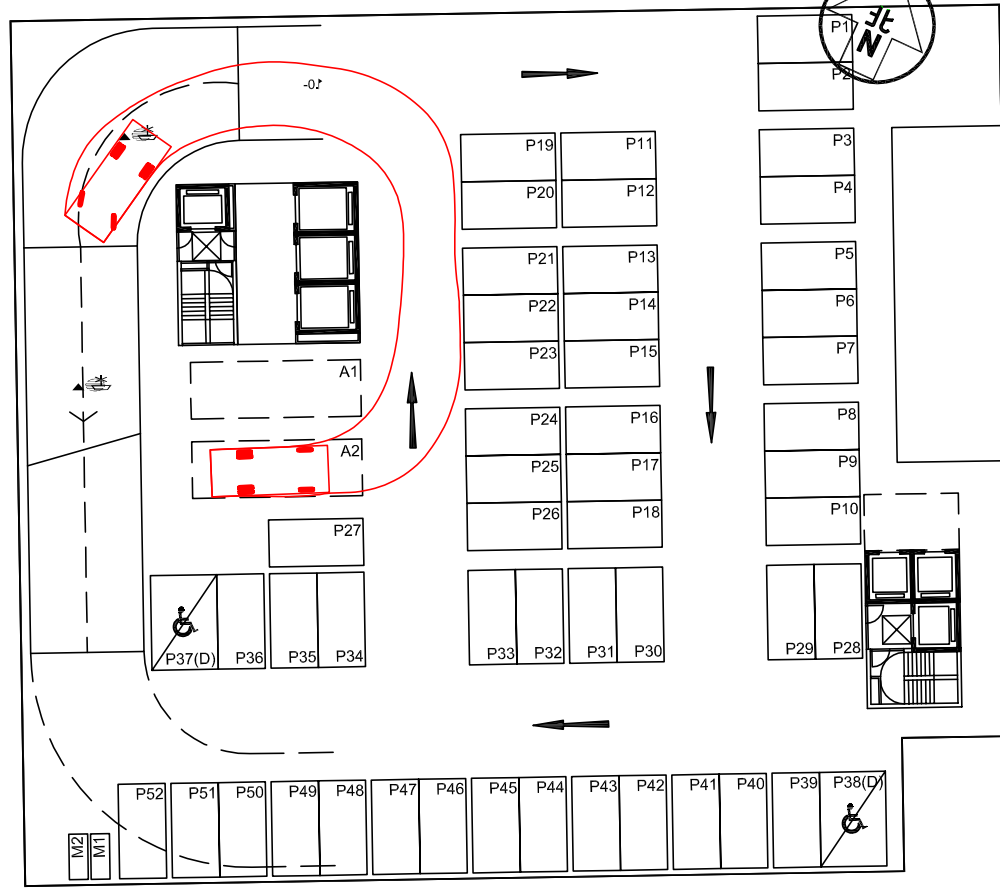
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AMBULANCE ENTERING



AMBULANCE LEAVING

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

J7304

Figure No. SP9
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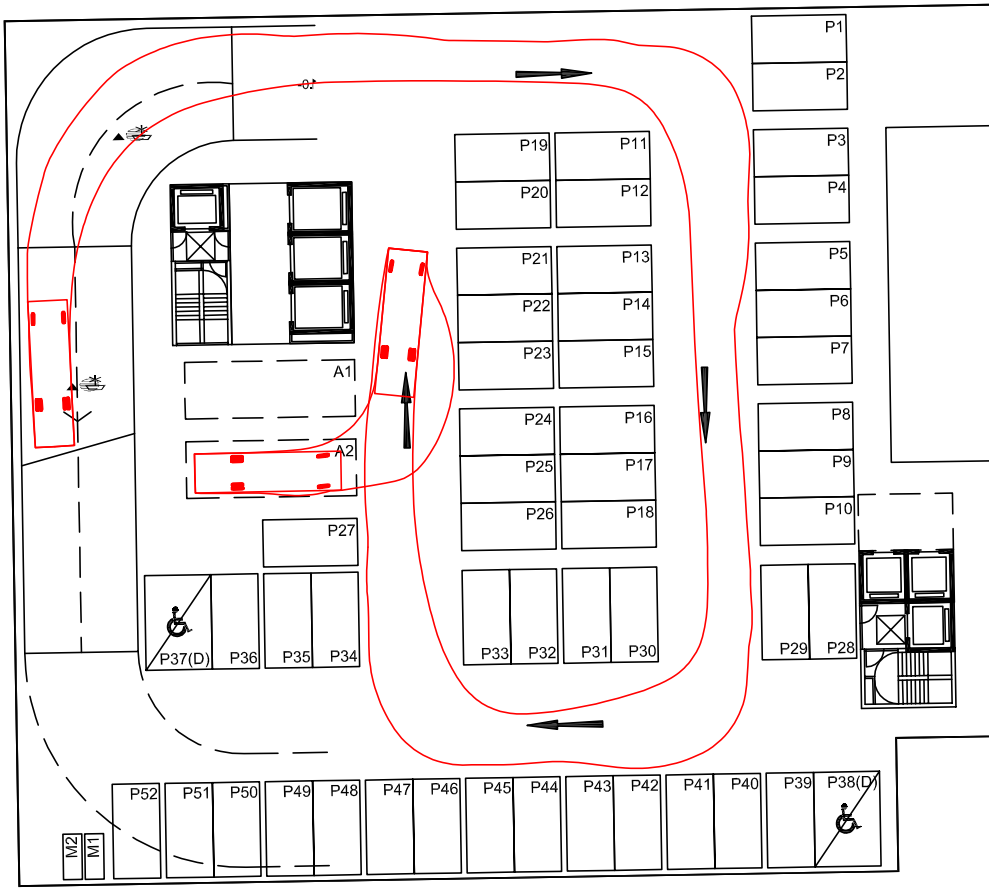
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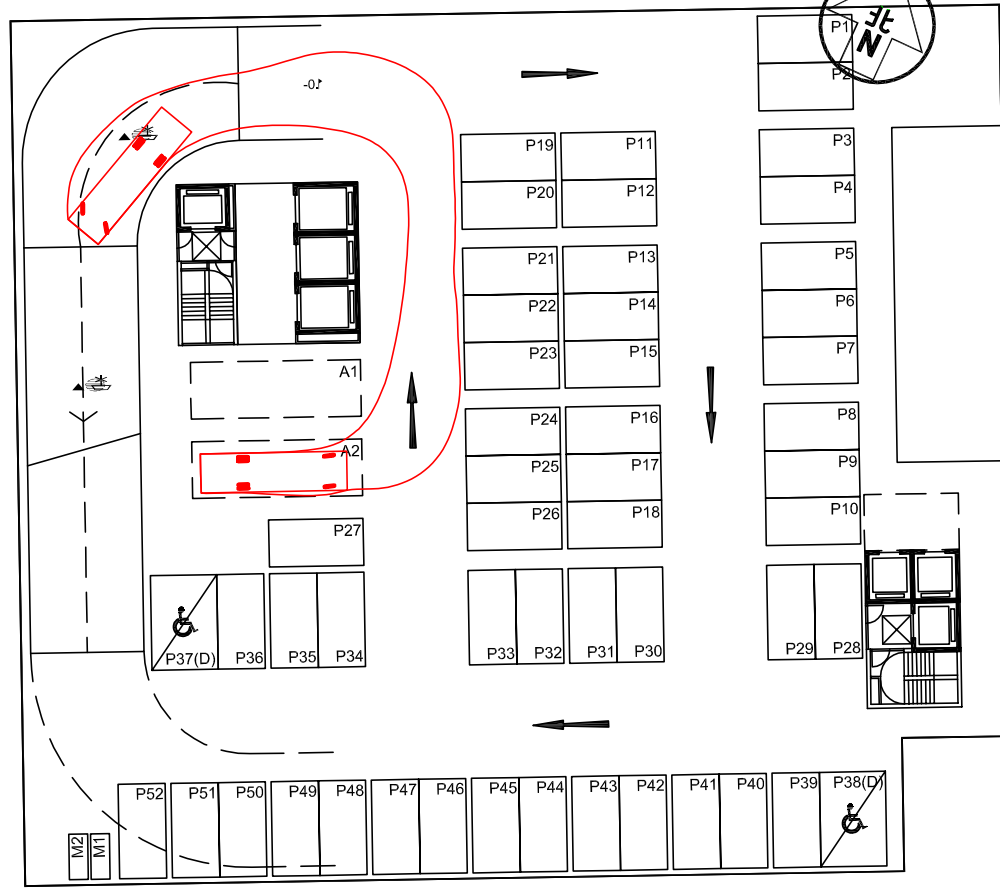
**SWEPT PATH OF AMBULANCE ENTERING AND LEAVING
THE LIGHT BUS / AMBULANCE PARKING SPACE A2**

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LIGHT BUS ENTERING



LIGHT BUS LEAVING

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO (PR) AND SITE COVERAGE (SC) FOR PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) (RCHE(S)), TRAINING CENTRE WITH RESIDENTIAL INSTITUTION AND PERMITTED RESIDENTIAL DEVELOPMENT (FLAT) IN LOT 94 IN D.D. 388 AND ADJOINING GOVERNMENT LAND, CASTLE PEAK ROAD - TSING LUNG TAU, TSUEN WAN

J7304

Figure No. SP10
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**SWEPT PATH OF LIGHT BUS ENTERING AND LEAVING
THE LIGHT BUS / AMBULANCE PARKING SPACE A2**

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