

Traffic Impact Proposal

1. PROPOSED DEVELOPMENT

with Ancillary

1.1 The project site is Proposed Temporary Warehouses and Associated Open Storage Area for a Period of 3 Years. Based on the planning statement, the operation hours of the proposed use are from 9:00 a.m. to 5:00 p.m. from Mondays to Firdays, and there will be no operation on weekens and public holidays.

1.1

附屬

擬議項目地點將臨時用作倉庫及相關露天存放區，為期3年。根據規劃綱領，擬議用途的營運時間為星期一至星期五上午9:00至下午5:00，週末及公眾假期不營運。

1.2 In accordance with the planning statement, the project site has a total area of about ~~40870~~⁴⁰⁵³⁰ m², including government land about ~~1924~~¹⁵⁸⁴ m². There are 20 warehouses and 1 open storage area erected or proposed within the site, which the total gross floor area is about 11500 m². The applicant proposed 6 loading & unloading parking space for medium-goods vehicle in daily operation. No other private car parking space.

40530

1584

1.2根據規劃綱領，項目用地總面積約~~40,870~~^{40,530}平方米，其中包括約~~1,924~~^{1,584}平方米的政府土地。用地內包括部分現有或擬建倉庫總共20個及1個露天存放區，總樓面面積約11,500平方米。申請人擬每日提供6個中型貨車裝卸泊車位，沒有其他私家車泊車位。

Key Development Parameters

Proposed Use	Proposed Temporary Warehouses and Associated Open Storage Area for a Period of 3 Years
Total Site Area	40870 m² 40530 m ²
Total Gross floor area	11500 m ² (about)
Loading & Unloading Parking Space	6
Operation Hours	9:00 a.m. to 5:00 p.m. from Mondays to Fridays, and there will be no operation on weekends and public holidays.

1.3 Vehicle Access Arrangement

There are three ingress/Egress points for accessing the application site. All ingress/Egress points will be 6 m wide. All ingress/egress points are located at the south site boundary, which is connected to a local track

leading to Lin Ma Hang Road.

1.3 申請用地設有三個車輛進出點，所有進出點的寬度均為6米。
所有進出點均位於用地南面邊界，連接一條通往蓮麻坑路的地方道。

1.4 Swept path analysis is also conducted for the access point access road. Demonstrates that the site access and parking space arrangements is adequate for maneuvering

1.4 已就進出點及通道進行掃描路徑分析（Swept Path Analysis）。用地進出點及泊車位安排足以安全迴旋及操作。

1.5 The internal transport facilities to be provided in the project site are summarized in Table 2.3. As the proposed planning use is only for storage, ancillary transport facilities are provided based on the Applicant's requirements to meet operational needs.

1.5

項目用地內提供的內部交通設施總結於表1.1。由於擬議用途僅為儲存用途，附屬交通設施是根據申請人的要求提供，以滿足營運需要。

Table 1.1 Internal Transport Facilities

Type of Ancillary Transport Facilities	Size	Numbers
L/UL Parking Space for MGV	11 m(L) x 3.5 m(W)	6

1.6 The Site staff and Visitors can reach the site by taking GME services, operating along Lin Ma Hang Road. The nearest franchised bus is around 1.5km away from the site. .

1.6

場內員工及訪客可乘搭沿蓮麻坑路行駛的綠色小巴（GME）到達用地。距離最近的專營巴士站約1.5公里。

2. DEVELOPMENT TRAFFIC GENERATION

2.1 In the two previously approved applications, there is provision for 1 LGV and 3 MGV loading/unloading parking spaces. For this current application, which involves 20 warehouses, most of the warehouses will not have frequent storage or pickup activities. Therefore, it is proposed to provide 6 medium goods vehicle (MGV) loading/unloading bays to serve the newly constructed warehouses and the open storage areas. This arrangement, with higher loading capacity per vehicle, aims to reduce the number of transport trips.

2.1在先前已通過的兩份申請中，包含一個LGV 和三個MGV

停車位，在本次申請中倉庫數目為20個，但大部分倉庫不會經常存貨或取貨，所以擬議6個中型上落貨車位於配合新建的倉庫和露天擺放區，以更高的載貨量，減少運輸次數。

2.2 In this application, a total of 6 parking spaces is proposed to meet the daily operational needs. The applicant will first implement a transport arrangement plan to restrict and manage traffic flow within the site, thereby minimizing the impact on adjacent roads. This will be achieved through time distribution and staggered scheduling to spread traffic peaks. During the normal daily operation of the proposed development, the 6 parking spaces will not be fully occupied at the same time, to avoid causing a sudden short-term increase in traffic volume on nearby roads or creating adverse effects on other road users. The applicant has arranged for vehicles to enter and exit the site according to a predetermined schedule. The warehouse and open storage area within the site are used for storing materials related to the operator's business activities. Therefore, loading and unloading operations at the parking spaces typically require approximately one hour. The anticipated traffic flow associated with the proposed development is presented in the table below:

2.2

在本申請中總共設置6個停車位以滿足日常營運需求。申請人會先實行運輸安排計劃來限制場地內的引起的交通流量以減低對附件道路的影響，透過時間分佈及錯峰安排，分散交通流量。在擬議發展的日常使用中，6個停車位不會同時使用以避免在短時間內增加附近道路的交通流量和對其他道路使用者的影響。申請人安排車輛按照計劃表出入場地。場地內的倉庫和露天擺放區是用於存放其營運者業務的相關物料，因此在停車位上下貨通常需要一個小時。擬議增設的上落貨停車位相關的交通流量預計表格如下：

2.3 Estimated traffic flow generated by the addition two MGV loading and unloading parking space

預估增設的兩個MGV上落貨位產生的交通流量。

Table 2.3. Estimated additional Trips Generation / Attraction

Time Period	Estimated Trips Generation / Attraction	
	MGV	
	IN	OUT
0900-1000	1	1
1000-1100	0	0
1100-1200	0	0
1200-1300	0	0
1300-1400	0	0
1400-1500	0	0
1500-1600	1	1
1600-1700	0	0
Total	2	2
Overall average per hour	0.25	0.25

Table 2.4 Current application site Estimated Trips Generation / Attraction table.

Time Period	Estimated Trips Generation / Attraction			
	LGV		MGV	
	IN	OUT	IN	OUT
0900-1000	1	1	1	1
1000-1100	0	0	1	1
1100-1200	1	1	0	0
1200-1300	0	0	0	0
1300-1400	0	0	1	1
1400-1500	1	1	0	0
1500-1600	1	1	0	0
1600-1700	0	0	0	0
Total	4	4	3	3
Overall average per hour	0.5	0.5	0.375	0.375

Table 2.5 Estimated Trips Generation / Attraction of Proposed Development

Time Period	Estimated Trips Generation / Attraction			
	LGV		MGV	
	IN	OUT	IN	OUT
0900-1000	0	0	2	2
1000-1100	0	0	1	1
1100-1200	0	0	0	0
1200-1300	0	0	0	0
1300-1400	1	1	1	1
1400-1500	0	0	0	0
1500-1600	1	1	1	1
1600-1700	0	0	0	0
Total	2	2	5	5
Overall average per hour	0.25	0.25	0.625	0.625

2.4 To address the warehouse demand in the proposed application and to enhance logistics efficiency, this application includes the addition of **two extra MGV loading/unloading bays**, resulting in a total of 6 **MGV** loading/unloading parking spaces. The two additional parking spaces will increase loading capacity, thereby reducing the required number of transport trips and minimising the traffic impact on nearby roads.

2.4為解決擬議申請的倉庫需求和增加物流效率，本次申請會增設額外的兩個MGV

上落貨位，總共6個MGV

上落貨停車位。相應的兩個額外停車位可以提升載貨能力，令所需的運輸次數減少，降低對附近道路的交通影響。

Table 2.4 Current traffic flow in Lin Ma Hang Road (Survey point show in Figure 1.1)

02-01-2026 Friday

Time (Friday)	Type of Vehicle				
	Private Car/Taxi	Green Minibus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	3	2	2	2	0
1000-1100	3	2	2	2	1
1100-1200	4	3	1	1	0
1200-1300	7	2	0	0	1
1300-1400	3	2	1	2	0
1400-1500	3	2	2	2	1
1500-1600	3	2	2	2	1
1600-1700	4	3	1	0	0
Total	30	18	11	11	4
Overall	74				
Overall average hour	9.25				

Table 2.5 Current traffic flow in Lin Ma Hang Road (Survey point show in Figure 1.1)

03-01-2026 Saturday

Time (Saturday)	Type of Vehicle				
	Private Car/Taxi	Green Minibus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	3	2	1	0	1
1000-1100	2	2	1	1	0
1100-1200	3	3	1	1	0
1200-1300	4	2	0	0	0
1300-1400	4	2	1	2	0
1400-1500	2	2	1	0	1
1500-1600	3	2	1	0	1
1600-1700	2	3	0	0	0
Total	23	18	6	4	3
Overall	54				
Overall average hour	6.75				

2.5 Current Average Traffic Flow

Friday: Total vehicles 74 (over 8 hours), average 9.25 vehicles per hour.

Saturday: Total vehicles 54 (over 8 hours), average 6.75 vehicles per hour.

Comparison: Friday traffic volume is higher than Saturday, likely due to increased commuting demand on weekdays

Friday peak period: 16:00–17:00 (12 vehicles), mainly contributed by private cars/taxis, green minibuses, and others.

Saturday peak period: 13:00–14:00 (9 vehicles), with a more even distribution of traffic flow; the low point occurred from 16:00–17:00 (5 vehicles).

Insights: Vehicle composition is similar on both days, with private cars/taxis and green minibuses making up the highest proportion (approximately 70% combined). This indicates that the road primarily serves local commuting and public transport needs. The proportion of trucks is low. Overall traffic flow remains low (average <10 vehicles/hour). Vehicles are predominantly passenger cars, with very few trucks.

Additional traffic generated by future development is unlikely to significantly alter the current traffic pattern.

The absolute increase is only approximately 1.75 vehicles per hour (rounded to about 2 vehicles per hour). In the context of this existing low-traffic single-lane rural road (Friday 9.25 vehicles/hour, Saturday 6.75 vehicles/hour), even after the increase, the total traffic flow will still remain low with no significant congestion expected. The additional traffic volume is negligible compared to the current traffic flow and therefore will not cause any significant adverse impact on the capacity or level of service of nearby Lin Ma Hang Road.

2.3 目前平均交通流量

星期五：總車輛數 74 輛（8 小時內），平均 **9.25** 輛/小時。

星期六：總車輛數 54 輛（8 小時內），平均 **6.75** 輛/小時。

比較：星期五的交通流量高於星期六，原因可能與工作日通勤需求增加有關。

星期五高峰時段：16:00–17:00（12 輛），主要由私家車 / 的士、綠色小巴及其他車輛貢獻。

星期六高峰時段：13:00–14:00（9 輛），交通流量分佈較為平均；低谷出現在 16:00–17:00（5 輛）。

分析：兩天的車輛組成相似，其中私家車 / 的士與綠色小巴佔最高比例（合共約

70%)。這顯示該道路主要服務本地通勤及公共交通需求。貨車比例偏低。整體交通流量維持在低水平(平均低於 10

輛/小時)。車輛以客運車輛為主,貨車極少。擬議發展所帶來的額外交通不太可能顯著改變現有交通模式。

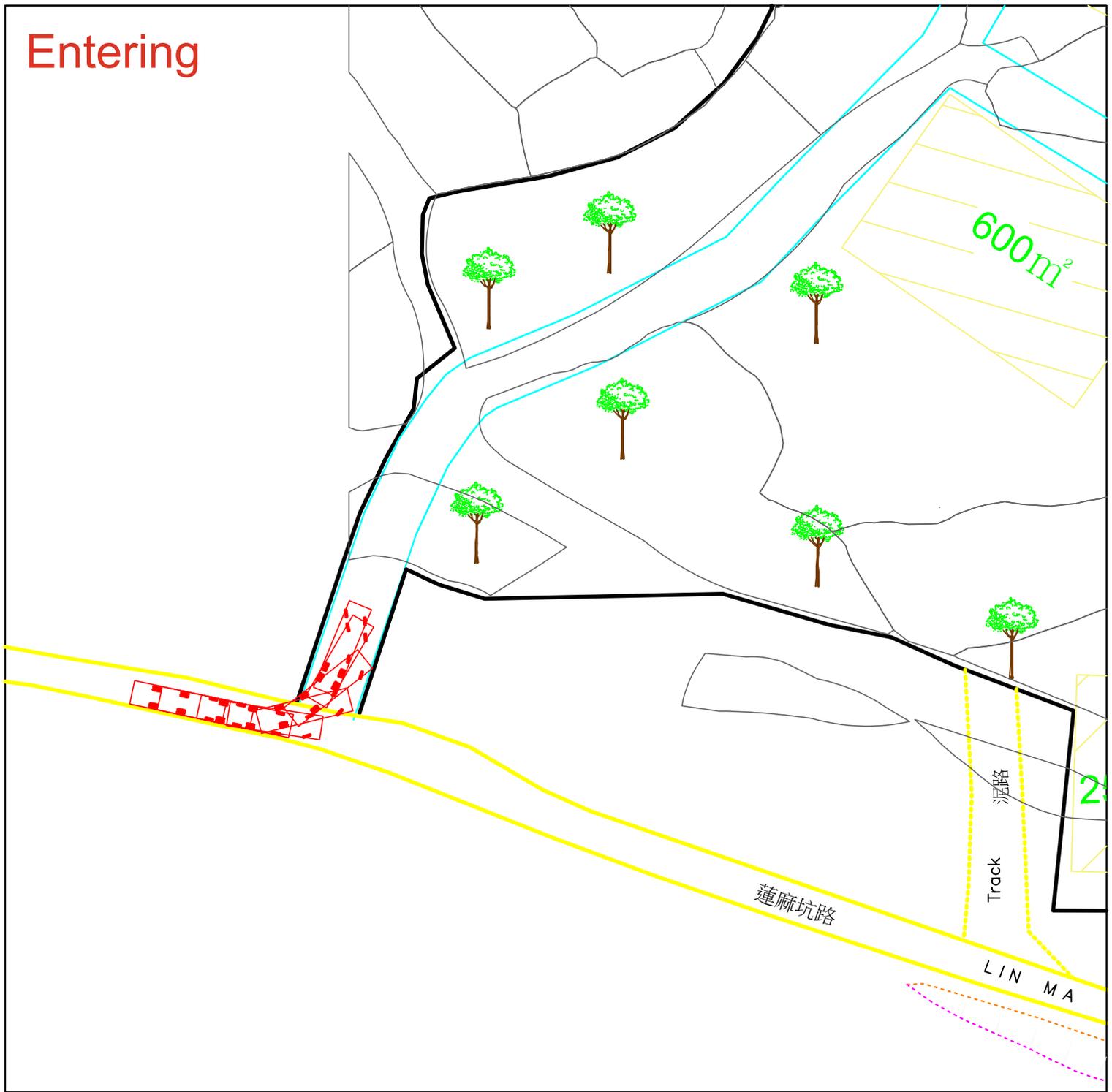
絕對增量僅約 **1.75** 輛/小時(四捨五入約 2

輛/小時)。在這條現有低流量單線鄉村道路的背景下(星期五 9.25 輛/小時,星期六 6.75

輛/小時),即使加上增量後,總交通流量仍保持在低水平,預計不會出現明顯交通影響。相較於現有交通流量,額外交通量微不足道,因此不會對附近**蓮麻坑路**的容量或服務水平造成任何顯著不利影響。



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Swept Path Plan

January
2026

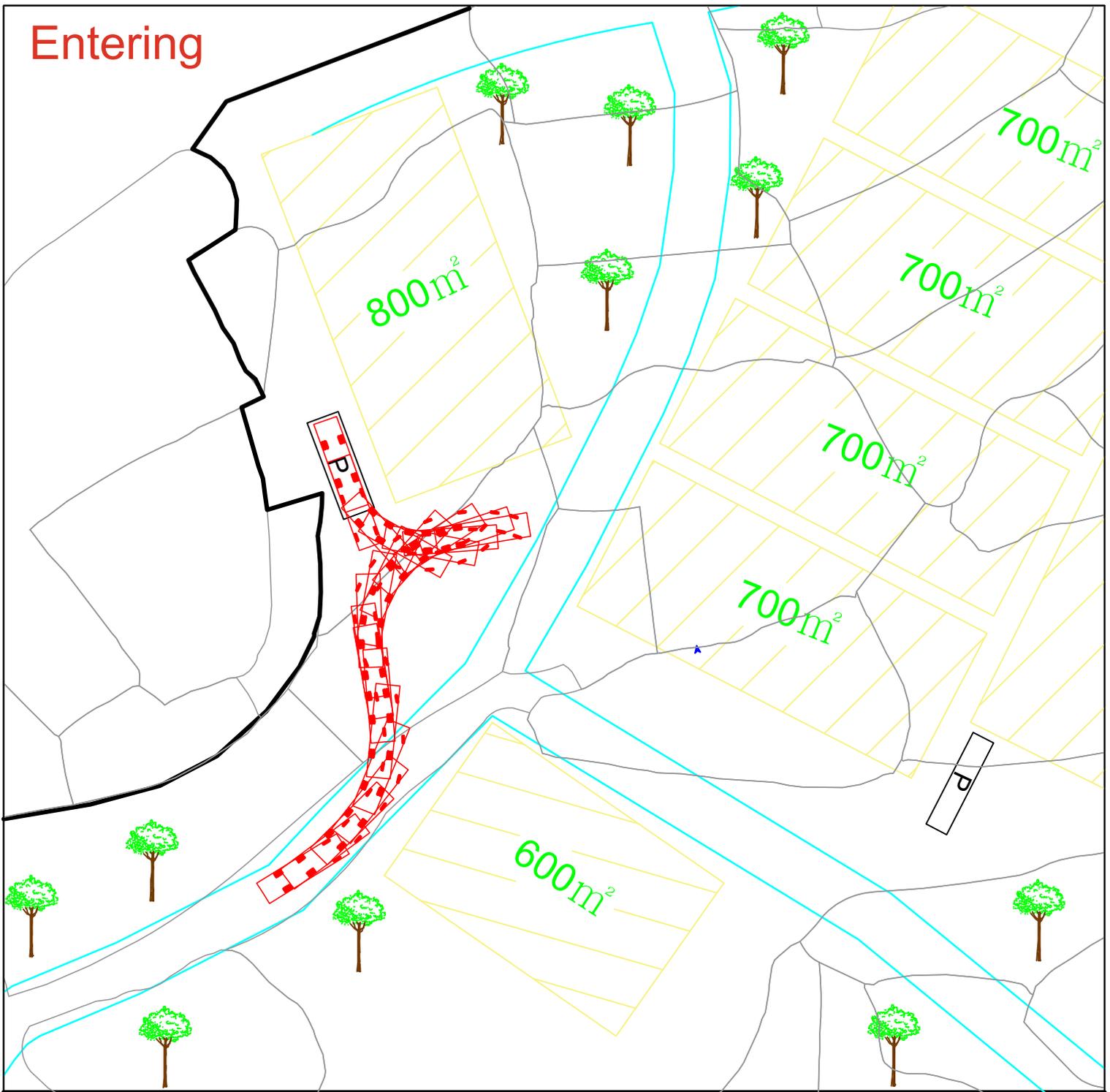
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Annex 1

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Swept Path Plan

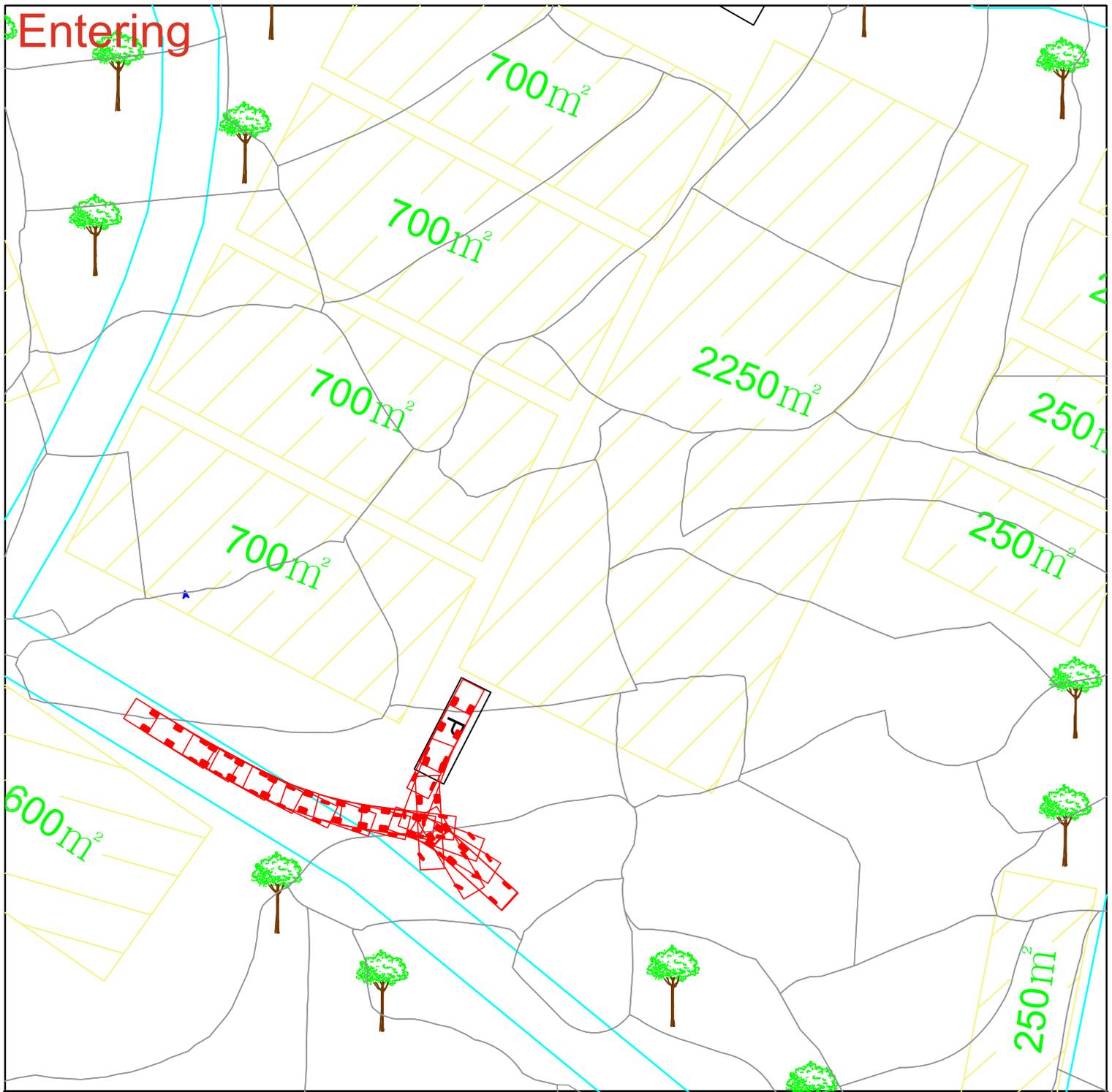
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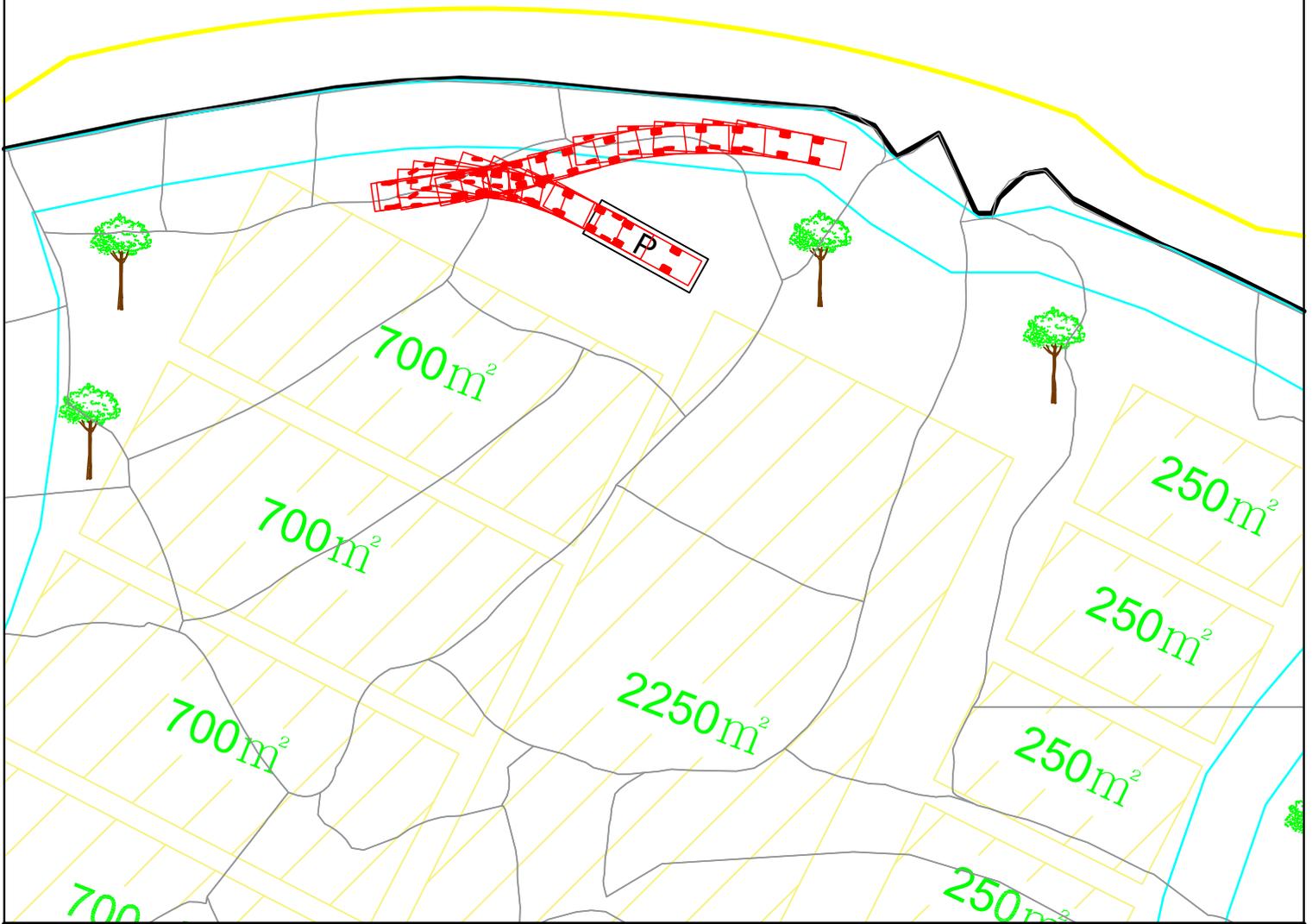
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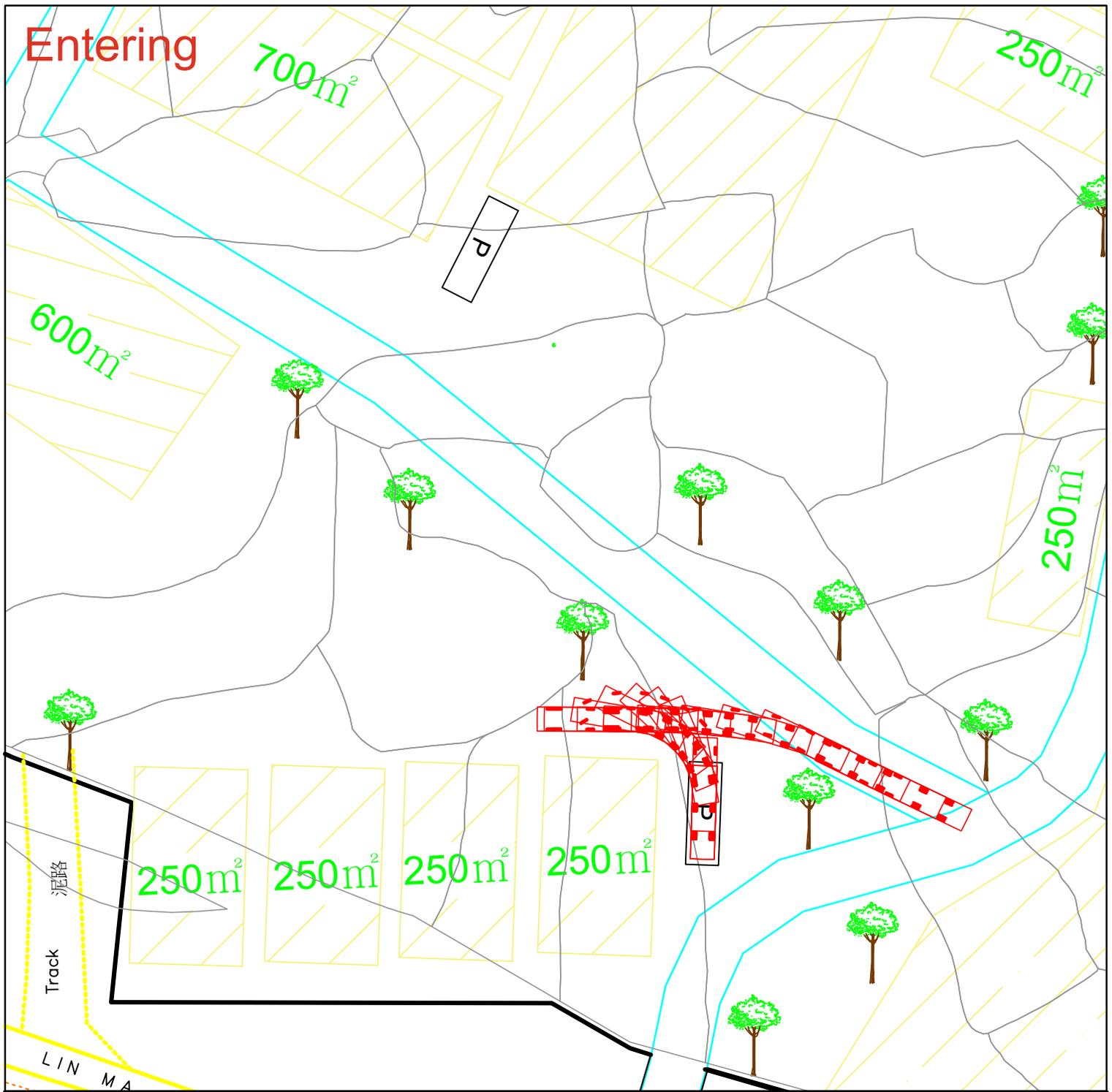
<p>January 2026</p>	<p align="center">Swept Path Plan</p> <p>Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549 , 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, in D.D.80 and adjoining Government Land.</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
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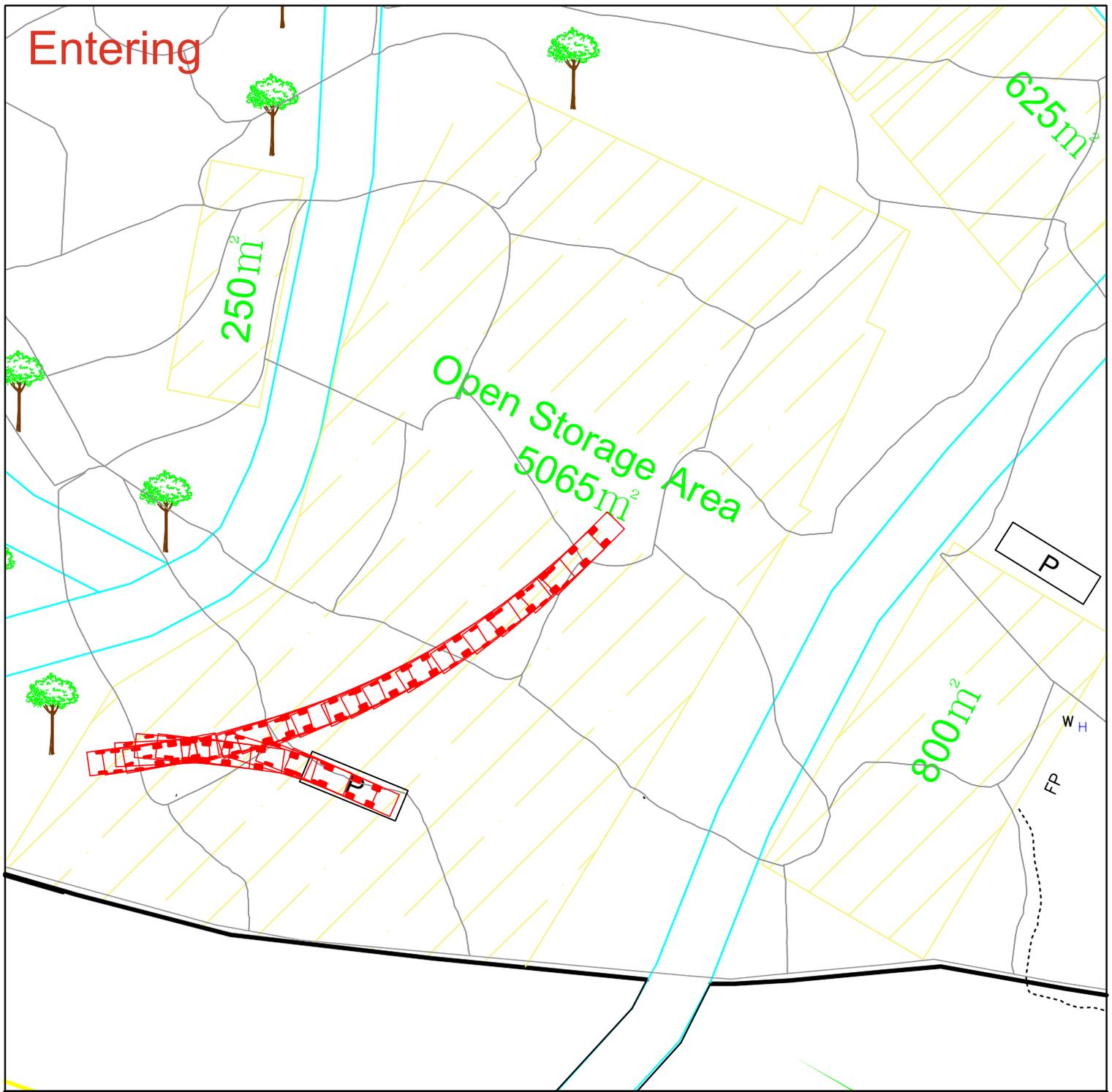
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<p>January 2026</p>	<p align="center">Swept Path Plan</p> <p>Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549 , 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, in D.D.80 and adjoining Government Land.</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
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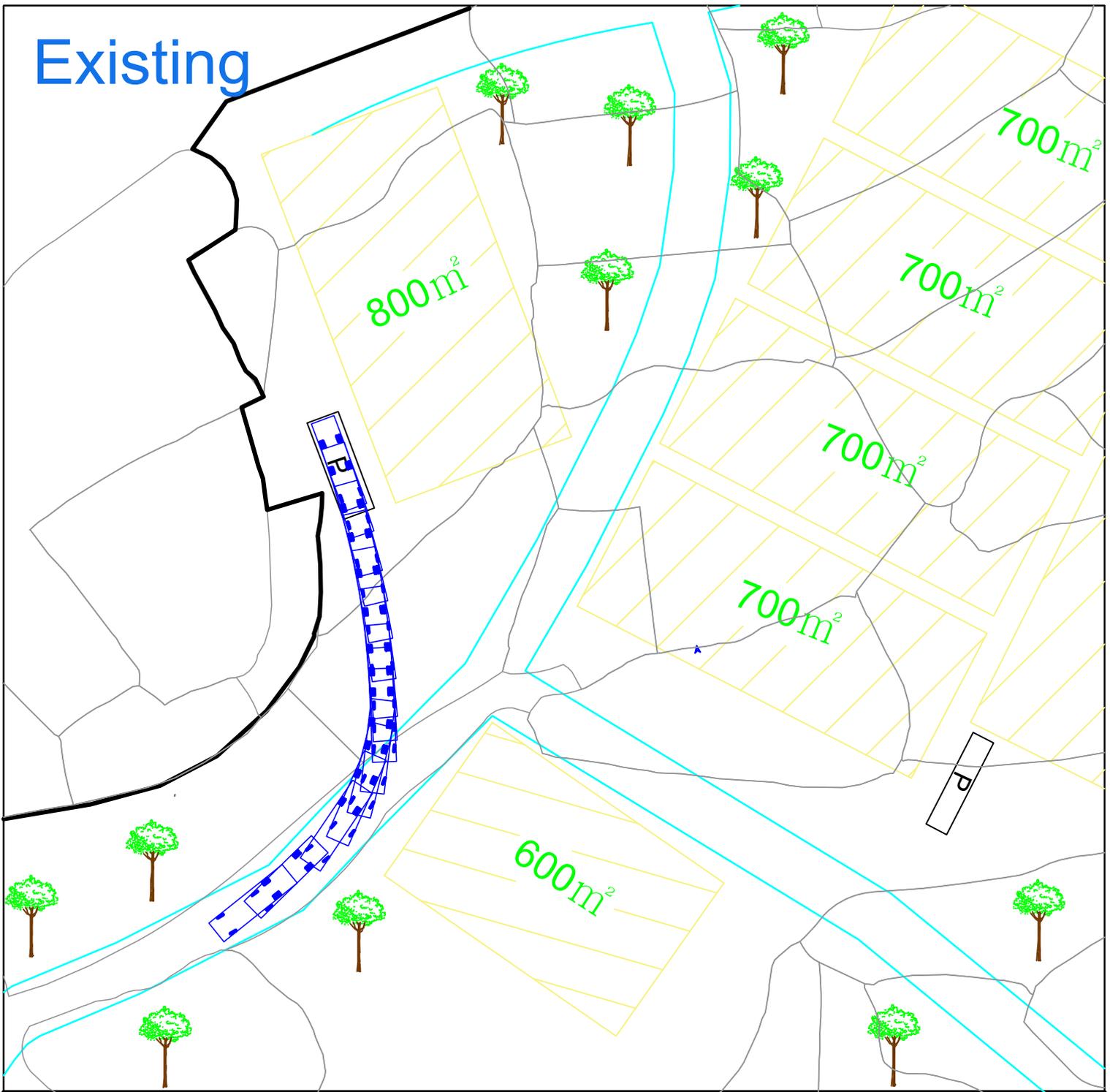


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<p>January 2026</p>	<h2 style="text-align: center;">Swept Path Plan</h2> <p>Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, in D.D.80 and adjoining Government Land.</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
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Existing



Swept Path Plan

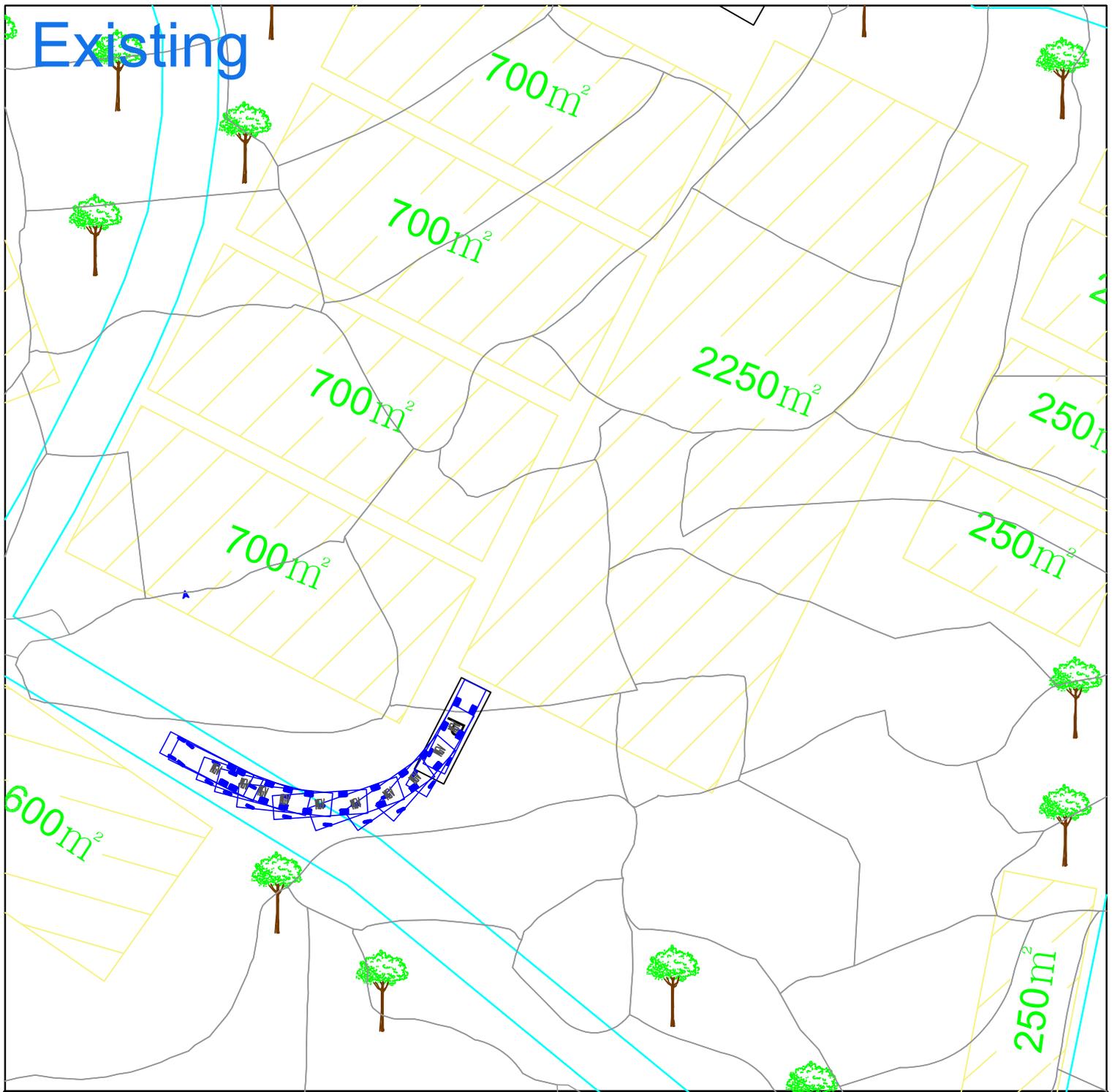
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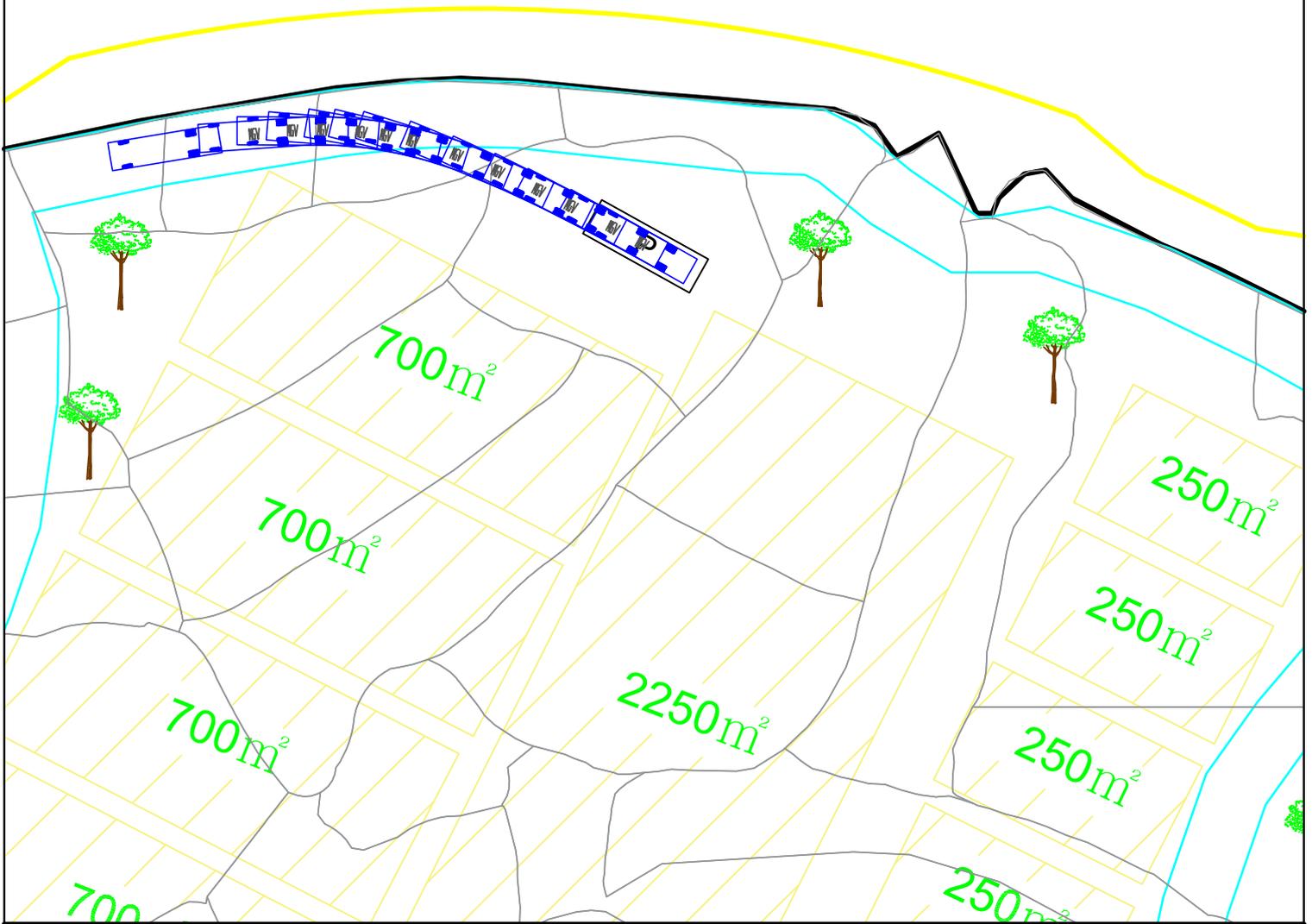
Annex 8



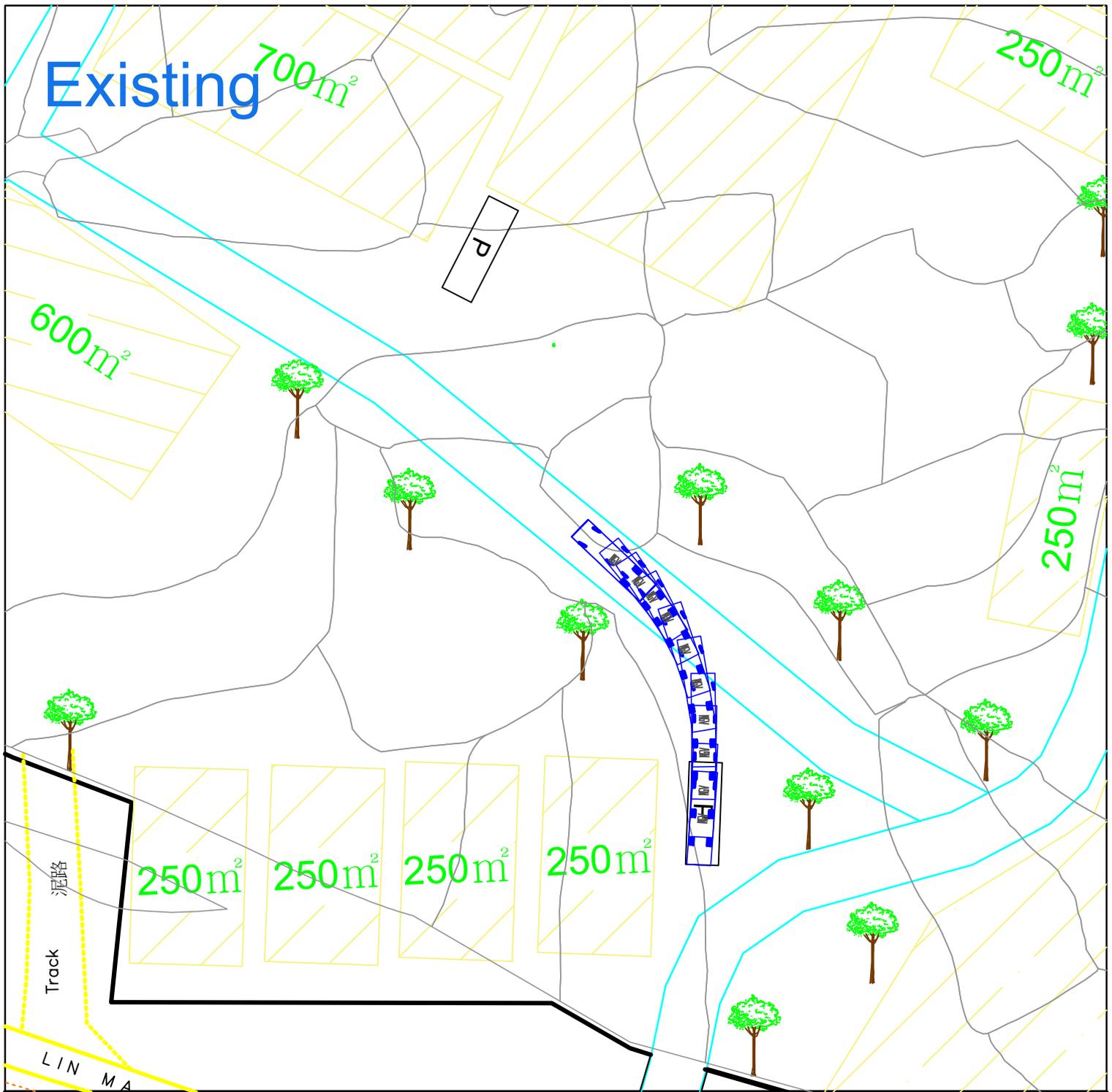
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Existing

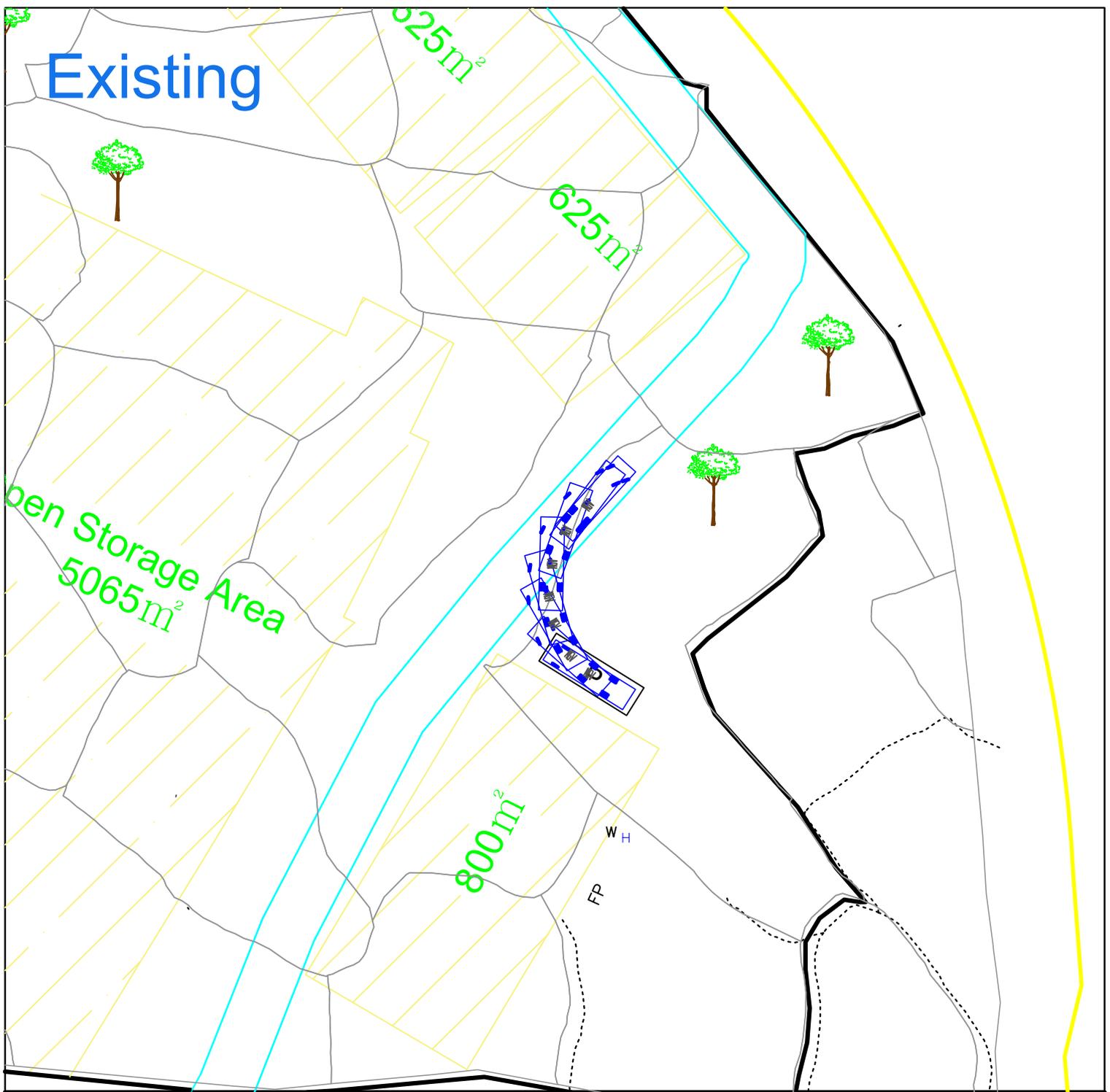
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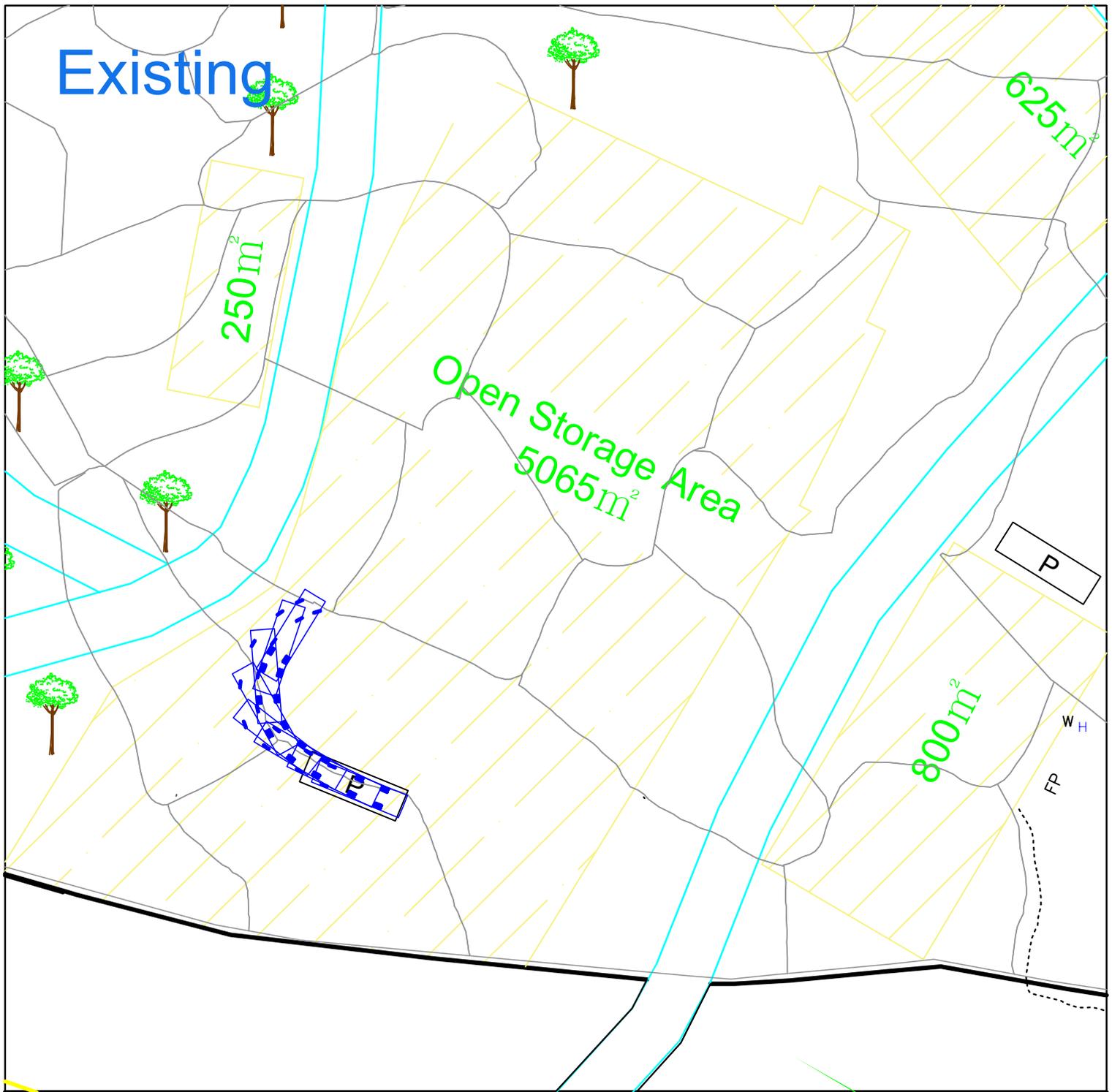
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<p>1:1000</p>	<p>Annex 10</p>	



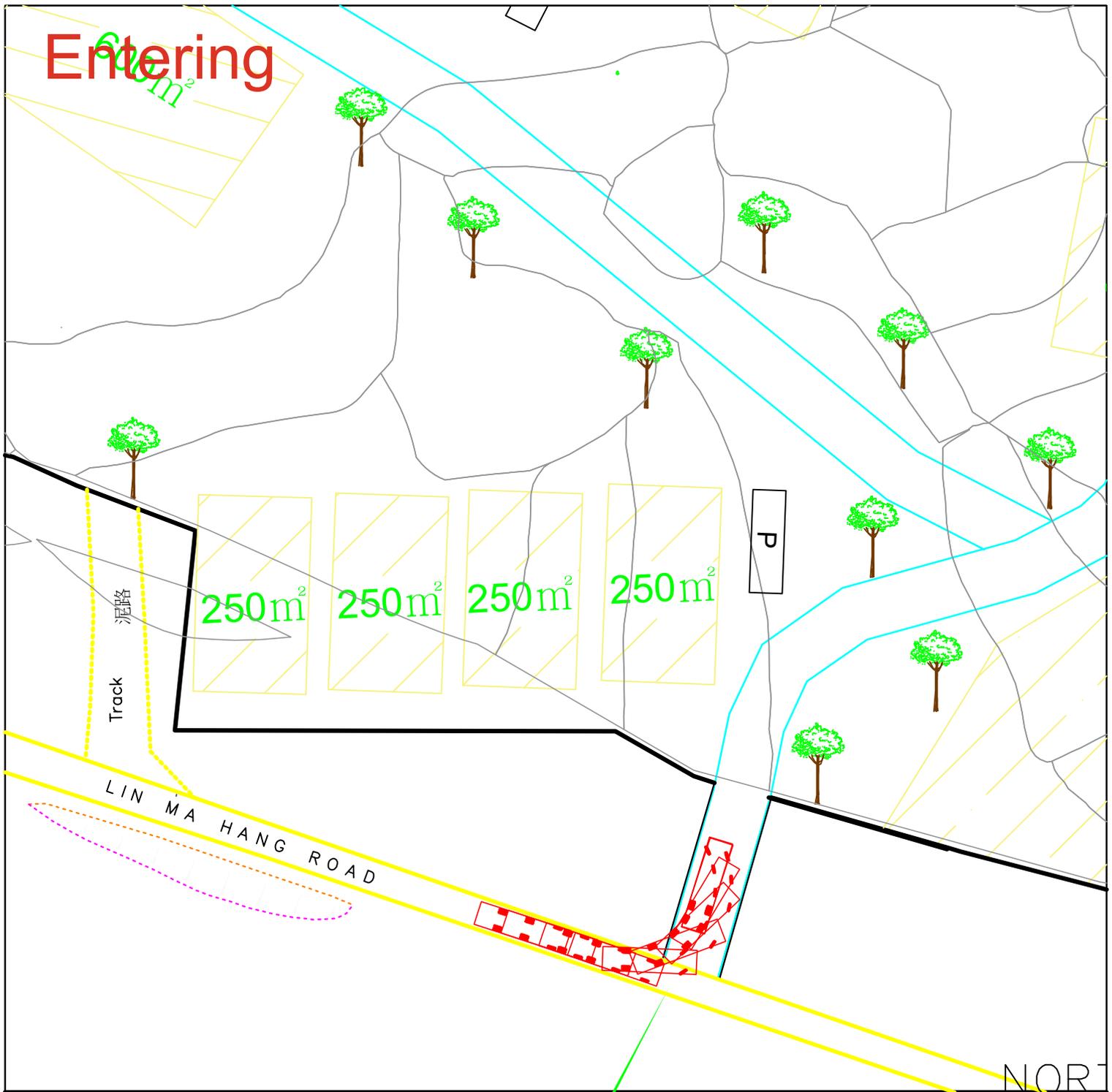
<p>January 2026</p>	<h2 style="text-align: center;">Swept Path Plan</h2> <p>Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, in D.D.80 and adjoining Government Land.</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
<p>1:1000</p>	<p>Annex 11</p>	<p>Annex 11</p>



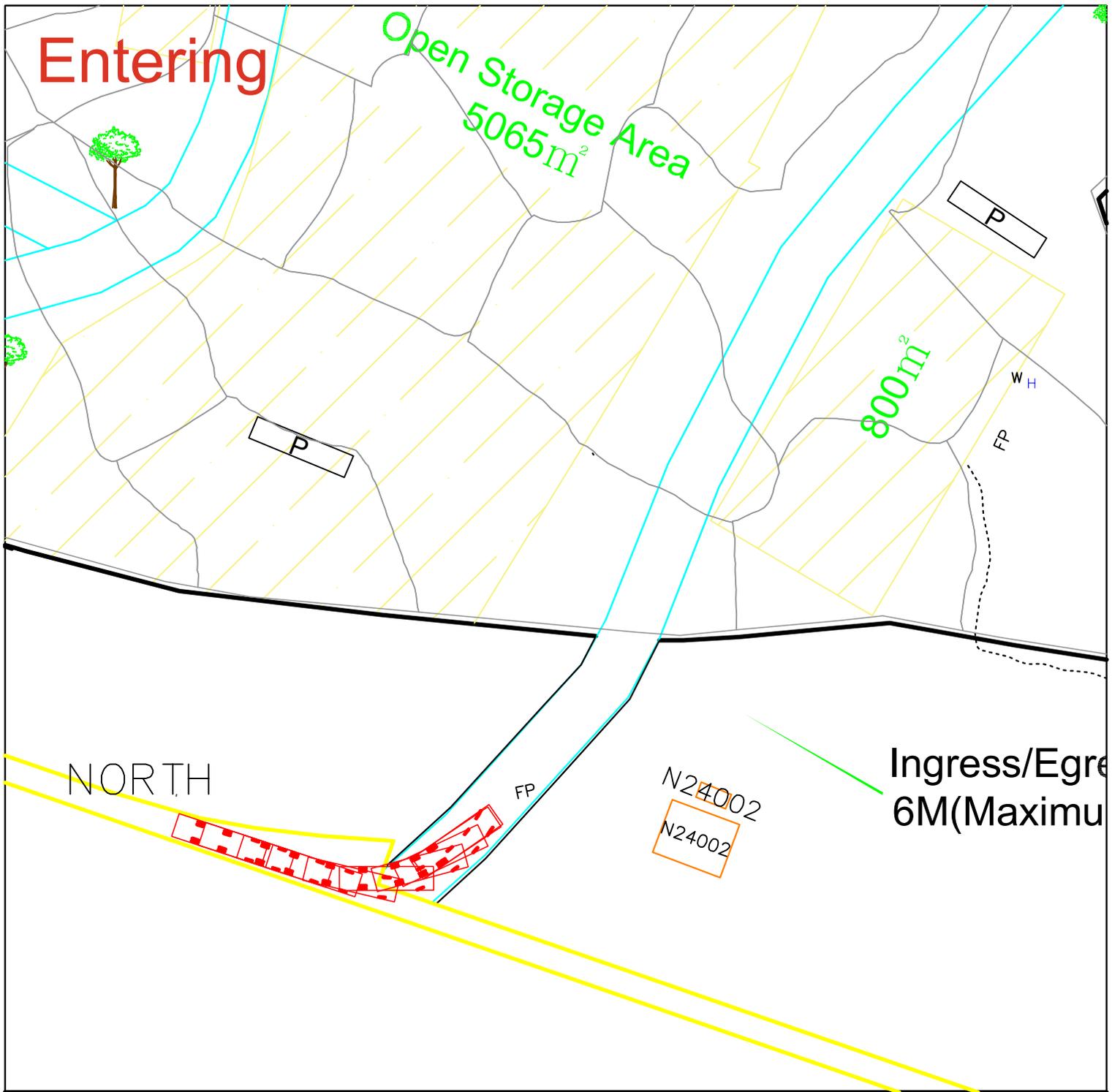
<p>January 2026</p>	<h2 style="text-align: center;">Swept Path Plan</h2> <p>Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549 , 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, in D.D.80 and adjoining Government Land.</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
<p>1:1000</p>		<p>Annex 12</p>



<h2>Swept Path Plan</h2>		
<h3>January 2026</h3>	<p>Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549 , 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, in D.D.80 and adjoining Government Land.</p>	YING SHING (HOPEWELL) ENGINEERING CO.LTD.
<h3>1:1000</h3>		<h2>Annex 13</h2>



<p>January 2026</p>	<h2 style="text-align: center;">Swept Path Plan</h2> <p>Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549 , 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, in D.D.80 and adjoining Government Land.</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
<p>1:1000</p>		<p>Annex 14</p>



<p>January 2026</p>	<p align="center">Swept Path Plan</p> <p>Lots 493 RP(part), 494, 499, 500RP, 501 S.A RP, 501 S.A ss.1, 501 S.E, 501 S.B, 501 S.C, 501 S.D, 502, 503, 504, 505, 506 RP, 507 RP, 510 RP, 511 RP, 514, 515, 516 S.A, 516 S.B, 516 S.C, 516 S.D, 516 S.E, 517 S.A, 517 RP, 518, 519, 520 RP, 523, 524 RP, 525(part), 526, 527 RP, 528 RP, 529 S.B RP, 530, 531, 532, 533, 534, 535, 536, 537, 538 S.A, 538 RP, 539 RP, 541 RP, 543, 544 RP, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558 RP, 559 RP, 560, 561, 562 S.A RP, 562 S.B RP, in D.D.80 and adjoining Government Land.</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
<p>1:1000</p>		<p align="center">Annex 15</p>