

## **Appendix C**

### **Replacement pages of the Revised Supporting Planning Statement**

# Executive Summary

This Planning Statement is submitted under Section 16 of the Town Planning Ordinance (Cap. 131) in support of a Proposed Residential Development at various lots in D.D. 221 and adjoining Government land in Sha Ha, Sai Kung (“the Application Site”). The Application Site, with an area of about 9,041m<sup>2</sup>, consists of (i) a Development Site (about 7,617m<sup>2</sup>) that is no longer required for the planned Hiram’s Highway Improvement Stage 2 (HH2) works and (ii) an area that falls within the limits of HH2 work area but not the road alignment of future widened Tai Mong Tsai Road upon HH2 and with no long-term designated use.

The Application Site, located to the immediate south of Tai Mong Tsai Road, was originally part of a “Comprehensive Development Area (1)” (“CDA(1)”) zone and has been reserved for proposed road works since 6 January 2006, with the road’s “form and alignment subject to detailed design”. In January 2020, the Highways Department (HyD) proposed to implement the HH2 works. With reference to HyD’s Gazette Plan No. 91272/GAZ/1007 published in January 2020 (with subsequent amendments), the section of Tai Mong Tsai Road near the Application Site will be improved into a single two-lane carriageway with proposed footpath works. The Application Site, despite being shown as ‘Road’ area in the OZP, is confirmed to be no longer required as part of the HH2 improvement. The updated road alignment upon the detailed design and road gazettal therefore warrant a land use review for its surroundings which ensures no “left-over” area without future land management potentially becoming an eyesore at the entrance of Sai Kung Town.

To the immediate south of the Application Site, a comprehensive residential development with plot ratio 1.5 for 972 housing units in the “CDA(1)” zone was approved with conditions by the Town Planning Board on 14 January 2022 (No. A/SK-SKT/28). Taken into consideration of the updated road alignment under the HH2 works, opportunity is taken by the Applicants to review the readily available land at the Application Site, largely under their consolidated ownership, for a residential development compatible with the adjoining “CDA(1)” development.

The Proposed Development at the Application Site will adopt a plot ratio of about 1.5 (based on the Development Site), in the same scale as the “CDA(1)” zone, to provide about 280 private housing units by year 2032 which aligns with the completion of HH2. The design of the Proposed Development has carefully observed the approved Master Layout Plan of the “CDA(1)” zone to create synergies and ensure compatibility, maintaining the stepped building height profile for the Sai Kung Town, extending the 3 planned visual corridors, offering pedestrian connection from Tai Mong Tsai Road to Mei Fuk Street, providing right of access for Antiquities and Monuments Office (AMO)’s excavation works at the adjoining “CDA(1)” zone, etc.

With the Proposed Development, the following public planning gains and design merits could be realised:

- Rationalising Valuable Land Resources No Longer Serving ‘Road’ Function for Housing Purpose;
- Ensuring Compatibility with the Surrounding Context;
- Synergising with the Approved Master Layout Plan of the Adjoining “CDA (1)” Zone to Optimise Public Benefits;
- Supporting Community Needs with the Provision of Public Vehicle Parking Spaces and Extended Public Pedestrian Walkway;
- Enhancing Landscape and Visual Amenity at the Highly Visible Entrance to Sai Kung Town; and

# 行政摘要

（內容如有任何差異，應以英文內文為準）

根據《城市規劃條例》（第 131 章）第 16 條，申請人現向城市規劃委員會（下稱「城規會」）就位於新界西貢沙下丈量約份第 221 約多個地段及毗連政府土地（下稱「申請地點」）擬議住宅發展申請規劃許可。申請地點面積約 9,041 平方米，當中包括 (i) 不須用作西貢公路改善工程第二期的發展用地（約 7,617 平方米），及 (ii) 位於西貢公路改善工程第二期施工區界限內但不納入未來拓寬的道路走線，且沒有長遠指定用途的區域。

申請地點毗鄰大網仔路，原是「綜合發展區（1）」地帶的一部分，並自 2006 年 1 月 6 日以來一直被預留作沿線道路工程（「道路形式及路線有待計細設計」）。在 2020 年 1 月，路政署公告擬進行西貢公路改善工程第二期。根據刊憲圖則 91272/GAZ/1007（和及後修訂方案），大網仔路毗鄰申請用地的一段路將會改善為一條雙線分隔行車道，並配以擬建行人道。儘管申請地點在大綱圖上是「顯示為「道路」的地方」，是次改善工程並沒將其包含在道路用途內。因應詳細設計和道路憲報更新的道路走線，是此申請特意檢討道路旁之土地，以避免留下不受未來土地管理的“剩餘”區域，於西貢市入口成礙眼點。

申請地點毗連「綜合發展區（1）」地帶。該地帶在 2022 年 1 月 14 日獲得城規會有附帶條件下批核作綜合住宅發展，地積比率為 1.5 倍，可提供約 972 個單位（申請編號 A/SK-SKT/28）。鑒於西貢公路改善工程第二期的最新走線，申請人借此機會檢討其業權下的土地，以發展與相鄰「綜合發展區（1）」地帶相容的住宅用途。

申請地點的擬議發展將採用與毗連「綜合發展區（1）」地帶相近的約 1.5 倍地積比率（按照發展用地面積計），有望於 2032 年西貢公路改善工程第二期完工之際提供約 280 個私人住宅單位。擬議發展的設計特意考慮已批准的「綜合發展區（1）」地帶總綱發展藍圖，以創造協同效應並確保相容性。擬議發展將維持西貢市的梯級式高度外觀、延伸 3 條視覺走廊、連接大網仔路及美福街之間的公共行人通道、為「綜合發展區（1）」地帶提供預留供古物古蹟辦事處挖掘工程的通路等。

擬議發展將就規劃方面帶來以下規劃增益：

- 檢討不再用作道路用途的珍貴土地資源，以作住宅發展；
- 確保與與周邊發展和環境互相協調；
- 與毗鄰「綜合發展區（1）」的總綱發展藍圖創造協同作用，為社會帶來效益；
- 為社區提供額外的公共停車位及公共行人通道需要；
- 有助提升景觀美化價值及改善地區環境；及
- 為善用即熟地作住宅用途建立一個理想的先例。

本申請亦就各項技術範疇作評估，證明不會對周圍環境帶來負面的影響。基於上述提出的規劃增益和理據，我們懇請城規會批准是次規劃申請。

# 1 INTRODUCTION

- 1.1.1 This Application is to seek approval from the Town Planning Board (TPB) under Section 16 of the Town Planning Ordinance (Cap. 131) for a Proposed Residential Development at various lots in D.D. 221 and adjoining Government land in Sha Ha, Sai Kung (“the Application Site”).
- 1.1.2 The Application Site is an elongated piece of land falling within area shown as ‘Road’ on the Approved Sai Kung Town Outline Zoning Plan (OZP) No. S/SK-SKT/6. To its immediate north is the existing Tai Mong Tsai Road which will be widened under the planned Hiram’s Highway Improvement Stage 2 (HH2) works, while to its immediate south is a “Comprehensive Development Area (1)” (“CDA(1)”) site, where an approved comprehensive residential development with plot ratio (PR) 1.5 for 972 housing units was approved with conditions by the Town Planning Board (No. A/SK-SKT/28) on 14 January 2022.
- 1.1.3 The Application Site, with an area of about 9,041m<sup>2</sup>, is the leftover area between the extent of the Tai Mong Tsai Road to be widened under HH2 works and the “CDA(1)” site largely under the Applicant’s ownership, yet with no long-term designated use. Specifically, the Development Site (about 7,617m<sup>2</sup>) is not required for the planned HH2 works at all. By better utilising the “leftover” area, this Application rationalises the site boundary for the purpose of good land management.
- 1.1.4 The planning history of the Application Site is as below:
- As part of the ‘Road’ area since the Proposed Amendments to the Draft Sai Kung Town OZP No. S/SK-SKT/2 exhibited to public on 6 January 2006 (as shown on Plan No. O/S/SK-SKT/1-A), the Application Site has been left vacant and reserved for potential road projects for almost two decades.
  - In January 2020, HyD proposed to implement the HH2 works with the objectives to relieve traffic congestion and improve road design<sup>1</sup>. According to the Gazette Plan No. 91272/GAZ/1007 published in January 2020, one of the proposed works was the *“improvement of a section of Po Tung Road and Tai Mong Tsai Road of approximately 600 metres long between Fuk Man Road and Wai Man Road to a single two-lane carriageway up to current standard”*.
  - An Amendment Scheme and the associated Amendment Plan No. 91272/GAZ/2106 were later published in November 2020<sup>2</sup>, with a section of the proposed noise barrier relocated towards the southbound carriageway near The Mediterranean. The amended Scheme and Plan were then authorized on 29 October 2021<sup>3</sup>.

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<sup>1</sup> Roads (Works, Use and Compensation) Ordinance (Chapter 370), Scheme annexed to Plans Nos. 91272/GAZ/1000 to 91272/GAZ/1007 under section 5 describing PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, dated 30 December 2019 [https://www.hyd.gov.hk/en/our\\_projects/road\\_projects/6806th/gazettal/scheme/gn43/6806th\\_scheme\(eng\).pdf](https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn43/6806th_scheme(eng).pdf)

<sup>2</sup> Roads (Works, Use and Compensation) Ordinance (Chapter 370), Amendment Scheme annexed to Amendment Plan Nos. Nos. 91272/GAZ/2100 to 91272/GAZ/2106 describing the proposed amendments to PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, Amendments under section 7, dated 16 November 2020 [https://www.hyd.gov.hk/en/our\\_projects/road\\_projects/6806th/gazettal/scheme/gn6680/6806th\\_scheme\(eng\).pdf](https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn6680/6806th_scheme(eng).pdf)

<sup>3</sup> G.N. 6702, Roads (Works, Use and Compensation) Ordinance (Chapter 370) (Notice under section 11 (9)(d)), PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, dated 18 October 2021 [https://www.hyd.gov.hk/en/our\\_projects/road\\_projects/6806th/gazettal/scheme/gn6702/gn6702.pdf](https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn6702/gn6702.pdf)

## 2 SITE CONTEXT

### 2.1 Location

- 2.1.1 The Application Site, with a site area of about 9,041m<sup>2</sup>, is located at Sha Ha, in the northern fringe of Sai Kung Town. It is an elongated piece of land sandwiched between the existing Tai Mong Tsai Road (and the future road extent under the planned HH2 works) to its north and an approved residential development at the “CDA(1)” site to its south. The Application Site includes the Development Site (with an area of about 7,614m<sup>2</sup>), which does not fall within the limits of HH2 works area and has no long-term designated use.
- 2.1.2 Please refer to **Figure 2.1** for the location of the Application Site and Development Site.
- 2.1.3 Please also refer to **Figures 2.2a-b** for the Gazette Plan No. 91272/GAZ/1007 (with amendments as shown on Gazette Plan 91272/GAZ/2106) for the details of HH2 works along Tai Mong Tsai Road with an overlay of the Application and Development Site boundaries.

### 2.2 Land Status

- 2.2.1 The Application Site mostly comprises private lots with an area of about 6,451m<sup>2</sup> (about 71.4%), and there is a minor portion of Government land of about 2,590m<sup>2</sup> (about 28.6%). Most Government land are located outside the Development Site, i.e. in the area fallen within the limits of HH2 works area (but not the road extent) with no long-term designated use.
- 2.2.2 All private lots within the Application Site are solely owned by the Applicants. They include Lot Nos, 70 S.A, 76 S.A RP (Part), 76 S.B, 77 RP, 78 S.C ss.1, 78 S.D RP, 78 S.E RP, 78 S.E ss.1, 78 S.F ss.1, 78 S.G RP, 202 S.A, 206 S.A, 228 S.A, 233 S.A, 234 S.B, 235, 236 S.A, 237, 238, 239 RP (Part), 240 RP (Part), 242 RP (Part), 247 (Part), 248 (Part), 249 S.A (Part), 249 S.B, 250 (Part), 251 (Part), 254, 259 RP, 261 RP, 263, 264, 265 S.B RP, 267, 268 S.A, 271 S.A RP (Part), 271 S.A ss.4, 271 S.A ss.5, 271 S.C, 271 S.D, 271 S.E (Part), 272 RP, 272 S.B RP, 272 S.C RP and 1696 in D.D. 221.
- 2.2.3 Please refer to **Figure 2.3** for the lot index plan, including the land ownership pattern of the Application Site.

### 2.3 Existing Use and Condition

- 2.3.1 A large part of the Application Site is currently vacant while a portion at the southwest has been formed for temporary open-air storage and carpark.
- 2.3.2 Please refer to **Figure 2.4** for the existing conditions of the Application Site.

### 2.4 Surrounding Uses

- 2.4.1 Existing developments in the surroundings mainly comprise low-to-medium-density private residential developments, as well as scattered temporary open storage uses.

3.2.2 The Application Site is not a subject of any previous planning applications.

### 3.3 Changing Planning Circumstances Brought by the Hiram's Highway Improvement Stage 2 Works for Relieving Traffic Congestion and Enhancing Safety of Road Section at Sai Kung Area

3.3.1 Hiram's Highway is a strategic road linking up Sai Kung to East Kowloon and Tseung Kwan O. The existing Hiram's Highway between Marina Cove to Sai Kung Town is generally a single 2-lane carriageway.

3.3.2 Improvement works to Hiram's Highway has been planned by HyD, with the objectives to relieve existing traffic congestion and enhance the resilience to unexpected incidents. The works have been divided into 2 stages. Stage 1 works included the road widening of Hiram's Highway between Clear Water Bay Road and Marina Cove, which has been completed in 2021<sup>8</sup>. Stage 2 works (i.e. HH2) includes widening of the road section between Marina Cove to Sai Kung Town, which covered the existing Hiram's Highway, Po Tung Road and a section of Tai Mong Tsai Road abutting the Application Site<sup>9</sup>. Under the Scheme annexed to the Gazette Plan No. 91272/ GAZ/ 1007 published in January 2020, one of the proposed works includes *"improvement of a section of Po Tung Road and Tai Mong Tsai Road of approximately 600 metres long between Fuk Man Road and Wai Man Road to a single two-lane carriageway up to current standard"*<sup>10</sup>. The Amendment Scheme and the Amendment Plan No. 91272/GAZ/2106 were later published in November 2020<sup>11</sup> with changing location of a section of the originally proposed noise barrier from being adjacent to the northbound carriage to the southbound carriageway near The Mediterranean. The amended Scheme and Plan were then authorized on 29 October 2021<sup>12</sup>. According to HyD's press releases dated 29 September 2023, the construction work is scheduled to be completed by 2032<sup>13</sup>.

3.3.3 As indicated on the Gazette Plans No. 91272/ GAZ/1007 (with amendments in Gazette Plan No.91272/GAZ/2106)<sup>14</sup> (please refer to **Figure 2.2a-b** for the plans with an overlay of the Application and Development Site boundaries) near the Application Site, the Applicants observed that a considerable land area (about 7,617m<sup>2</sup>) outside the works area of HH2 works is mostly under their consolidated ownership, while some remaining areas (about 1,424m<sup>2</sup>), mostly comprising Government land, are located within the limit of the works area yet not the road extent and are without long-term designated use after HH2 construction.

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<sup>8</sup> Hiram's Highway Improvement Stage 1 Project Description. [https://www.hyd.gov.hk/en/our\\_projects/road\\_projects/703th\\_Hirams/index.html](https://www.hyd.gov.hk/en/our_projects/road_projects/703th_Hirams/index.html)

<sup>9</sup> Hiram's Highway Improvement Stage 2 Project Description. [https://www.hyd.gov.hk/en/our\\_projects/road\\_projects/6806th/index.html](https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/index.html)

<sup>10</sup> Scheme annexed to Plans Nos. 91272/GAZ/1000 to 91272/GAZ/1007 under section 5 describing PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town (gazetted on 30 December 2019)

<sup>11</sup> Roads (Works, Use and Compensation) Ordinance (Chapter 370), Amendment Scheme annexed to Amendment Plan Nos. Nos. 91272/GAZ/2100 to 91272/GAZ/2106 describing the proposed amendments to PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, Amendments under section 7, dated 16 November 2020  
[https://www.hyd.gov.hk/en/our\\_projects/road\\_projects/6806th/gazettal/scheme/gn6680/6806th\\_scheme\(eng\).pdf](https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn6680/6806th_scheme(eng).pdf)

<sup>12</sup> G.N. 6702, Roads (Works, Use and Compensation) Ordinance (Chapter 370) (Notice under section 11 (9)(d)), PWP Item No. 6806TH - Dualling of Hiram Highway from Marina Cove to Sai Kung Town, dated 18 October 2021  
[https://www.hyd.gov.hk/en/our\\_projects/road\\_projects/6806th/gazettal/scheme/gn6702/gn6702.pdf](https://www.hyd.gov.hk/en/our_projects/road_projects/6806th/gazettal/scheme/gn6702/gn6702.pdf)

<sup>13</sup> Tenders invited for Dualling of Hiram's Highway from Marina Cove to Sai Kung Town dated 29 September 2023. The Highways Department (HyD) Press Release. [https://www.hyd.gov.hk/en/information\\_corner/press\\_releases/2023/20230929/20230929.html](https://www.hyd.gov.hk/en/information_corner/press_releases/2023/20230929/20230929.html)

<sup>14</sup> According to information provided by Highways Department in December 2024, the Application Site has been further refined by taking into account the latest layout plan of Tai Mong Tsai Road and proposed footpath under the HH2 works.



- 3.3.4 In view of the changing circumstances brought by the HH2 works, opportunity is taken to review the land area no longer in the future road alignment after Government's road planning and consider utilising it for development uses that serve the community. The boundary of the Application Site is deliberately drawn to include a "Development Site" (about 7,617m<sup>2</sup>) that completely falls outside the limits of the HH2 works area. The reason to include the remaining areas out of the Development Site (about 1,424m<sup>2</sup>), which is not required for future road alignment despite falling within the works limits, is to rationalise the site boundary from future land management perspective (otherwise "leftover" land at roadside will exist). Connection of the public footpath proposed under the HH2 to the Development Site is also allowed, which further connects to the 6m-wide public pedestrian walkway committed in the adjoining "CDA(1)" site to Mei Fuk Street.
- 3.3.5 In view of the scheduled completion year of HH2, the future development at the Application Site is intended to be completed by 2032, in order to minimise interface issues during construction stage with consideration of the current traffic concerns in Sai Kung Town.

### **3.4 Approved Comprehensive Residential Development at "CDA(1)" Zone Immediately Adjoining the Application Site**

- 3.4.1 The Application Site is immediately adjacent to a "CDA(1)" site (with a site area of 59,262m<sup>2</sup>) to its south, where a comprehensive residential development was approved with conditions (No. A/SK-SKT/28) by the TPB on 14 January 2022. The total PR and GFA of the "CDA(1)" site are 1.5 and about 88,893m<sup>2</sup> respectively. According to the Master Layout Plan (MLP) of the approved development (**Figure 3.3** refers), it consists of 15 residential towers (from 4-10 storeys) providing a total of 972 private housing units with a 2-storey clubhouse.
- 3.4.2 The planning and design merits committed in the approved MLP of the "CDA(1)" site are summarised as below:
- Adhere to a stepped building height concept with building heights descending from maximum 10 storeys in the north to not more than 4 storeys in the south, towards Mei Yuen Street and the proposed town square;
  - Provide 3 visual corridors with widths of 15m, 7.5m and 10m respectively to enhance visual permeability to the waterfront and the town square;
  - Provide a 15m-wide breezeway aligning with Sha Ha Road and linking up with the proposed breezeway of the adjacent "CDA(2)" zone;
  - Provide a 6m wide public pedestrian walkway to connect the realigned Tai Mong Tsai Road and Mei Fuk Street;
  - Provide a Right of Access for AMO's excavation works; and
  - Provide 50 public vehicle parking spaces.
- 3.4.3 Being the same Applicants of the "CDA(1)" site and in view of the close proximity of the two sites, the Applicants intend to position the Application Site as an organic extension of the "CDA(1)" site for private residential use, and explore design solutions in response to the committed planning and design merits in the "CDA(1)" site to create synergies and optimise compatibility with the Sai Kung Town.

PVP) will be placed in the 1 storey basement floor following PNAP APP-2. Key development parameters of the Proposed Residential Development are summarised below.

**Table 1 Key Development Parameters of the Proposed Residential Development**

Key Development Parameters	Proposed Residential Development
Application Site <sup>(1)</sup>	About 9,041m <sup>2</sup>
Development Site <sup>(2)</sup>	About 7,617m <sup>2</sup>
Domestic Plot Ratio (PR)	About 1.5
Domestic Gross Floor Area (GFA)	About 11,421m <sup>2</sup>
Site Coverage	Not more than 42%
No. of Residential Blocks	3
Building Height (No. of Storeys)	10 storeys <sup>(3)</sup> (excluding a 1 storey basement)
No. of Units	About 280
Average Unit Size	About 40.79m <sup>2</sup>
Anticipated Population <sup>(4)</sup>	About 756
Local Open Space	Not less than 756m <sup>2</sup>
Residents' Clubhouse <sup>(5)</sup>	One 2-storey block with GFA of about 571.05m <sup>2</sup>
<b>Car parking Spaces <sup>(6)</sup></b>	
Residential	62
Visitor	13
Motorcycle Parking	3
Public Vehicle Parking	10
HGV Loading/ Unloading Bays	3

Remarks:

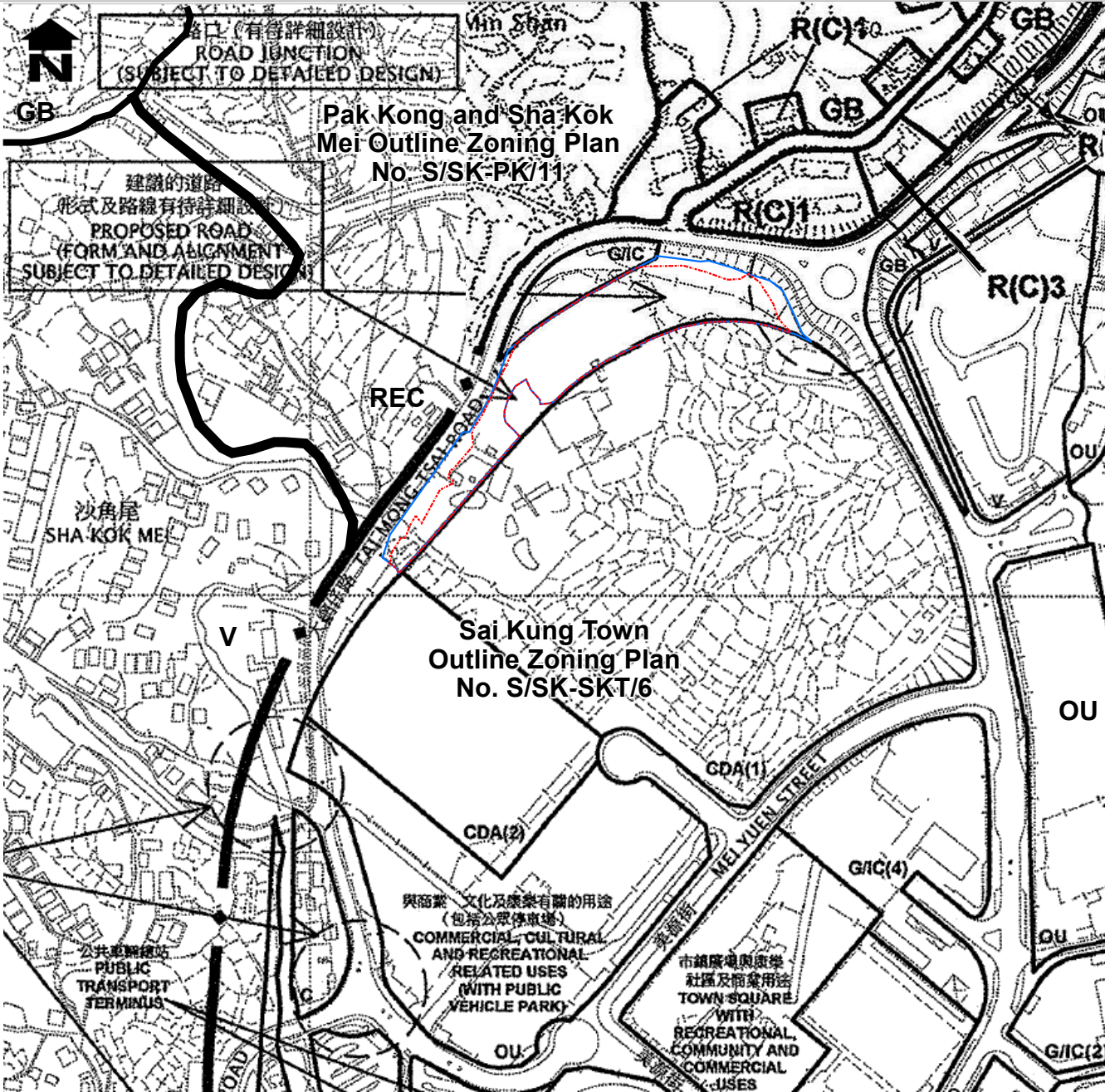
- <sup>(1)</sup> The Application Site includes the Development Site that is no longer in the limits of HH2 works area. A remaining area falls within the works limits of HH2 but not the future road extent and are with no future designated use in the long run.
- <sup>(2)</sup> Plot ratio calculation is based on the Development Site area.
- <sup>(3)</sup> With the site formation level of the Application Site at about +11mPD, the proposed building height is about +46mPD (subject to detailed design).
- <sup>(4)</sup> A person per flat (PPF) ratio of 2.7 is assumed, with reference to the average household size in the District Council Constituency Area Q01 Sai Kung Central according to the 2021 Population Census.
- <sup>(5)</sup> According to PNAP APP-104, a maximum 5% of total Domestic GFA can be applied for GFA concession for a development with Domestic GFA up to 25,000m<sup>2</sup>. Therefore, the said clubhouse GFA is assumed to be exempted from GFA calculation.
- <sup>(6)</sup> According to PNAP APP-2, car parking spaces to be provided at basement level is assumed to be exempted from GFA calculation.

## 4.4 Landscape Design Framework

4.4.1 The objectives for the landscape design of the Proposed Residential Development are:

- To integrate the Proposed Development from a landscape and visual perspective with the existing and planned landscape context;
- To provide visual integration between the Proposed Development and the surrounding rural setting;
- To enhance visual permeability through adoption of view corridors in-between building blocks;
- To propose and utilize the vacant area adjacent to the Hiram's Highway Improvement Works as landscape amenity strip for visual and aesthetic enhancement;





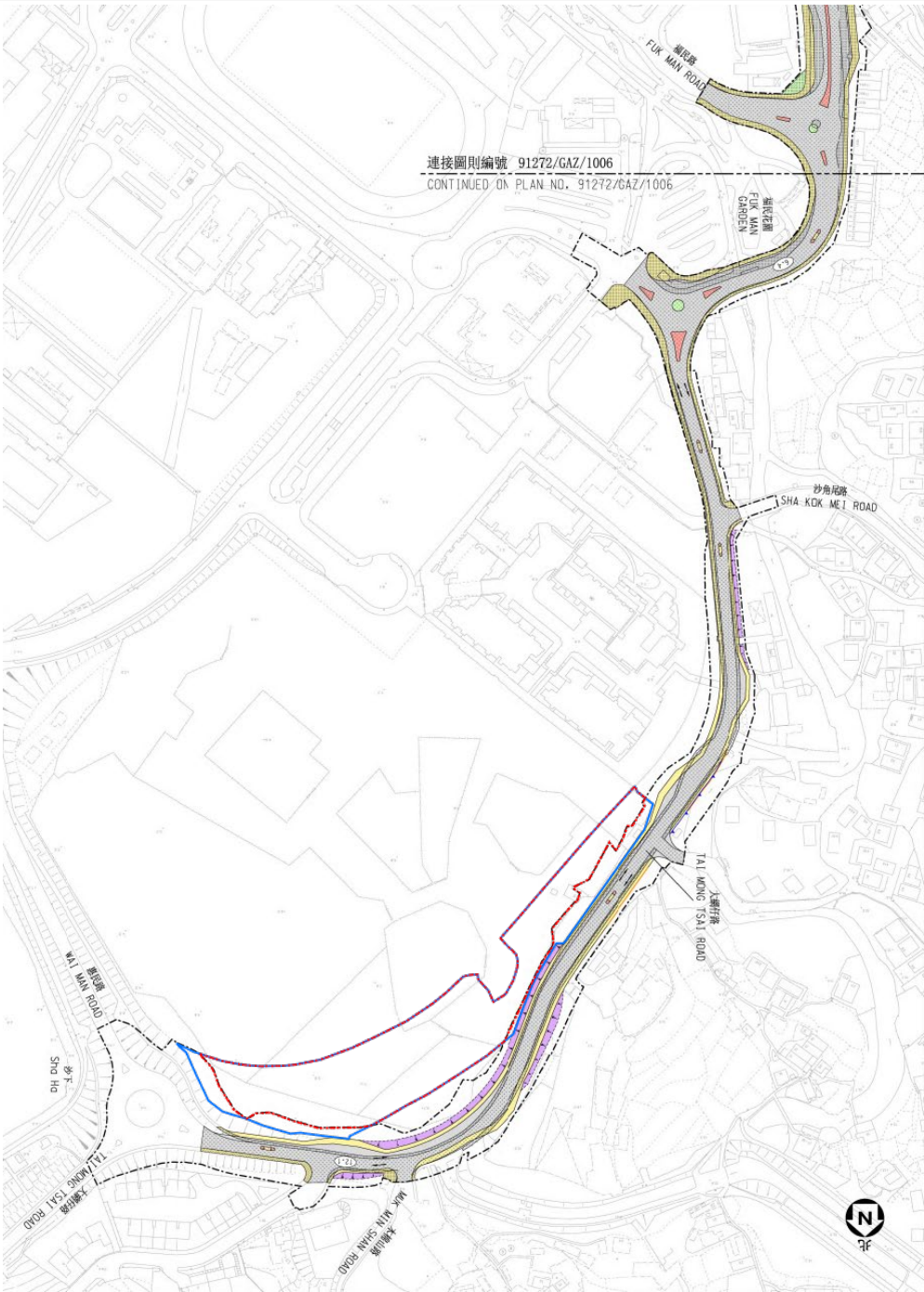
**LEGEND**

- Application Site
- Development Site

**ZONES**

- CDA** Comprehensive Development Area
- GB** Green Belt
- G/IC** Government, Institution or Community
- OU** Other Specified Uses
- R(C)** Residential (Group C)
- REC** Recreation
- V** Village Type Development

Figure No.	Scale	Figure Title
2.1	As Indicated	Location Plan
ARUP	Date	Source
	Dec 2024	Extracted from Approved Sai Kung Town Outline Zoning Plan No. S/SK-SKT/6 (gazetted on 14 June 2013) and Approved Pak Kong and Sha Kok Mei Outline Zoning Plan No. S/SK-PK/11 (gazetted on 27 October 2006)



**LEGEND**

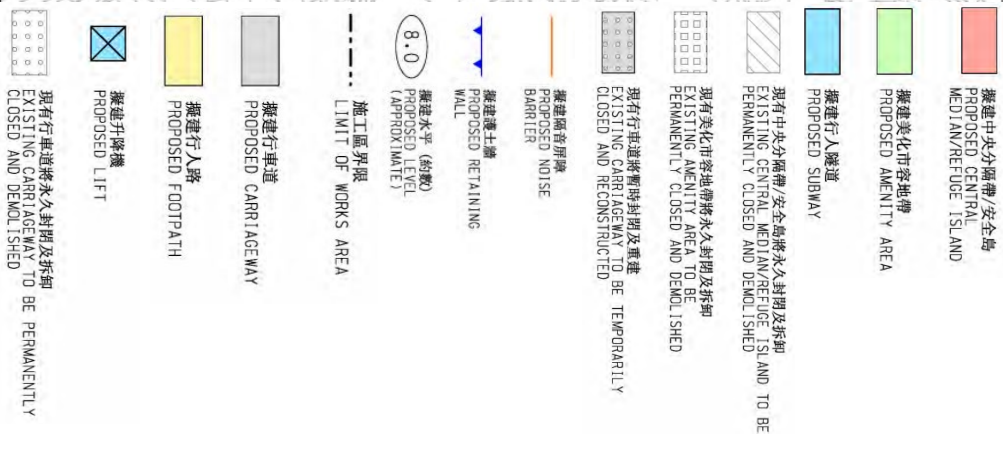
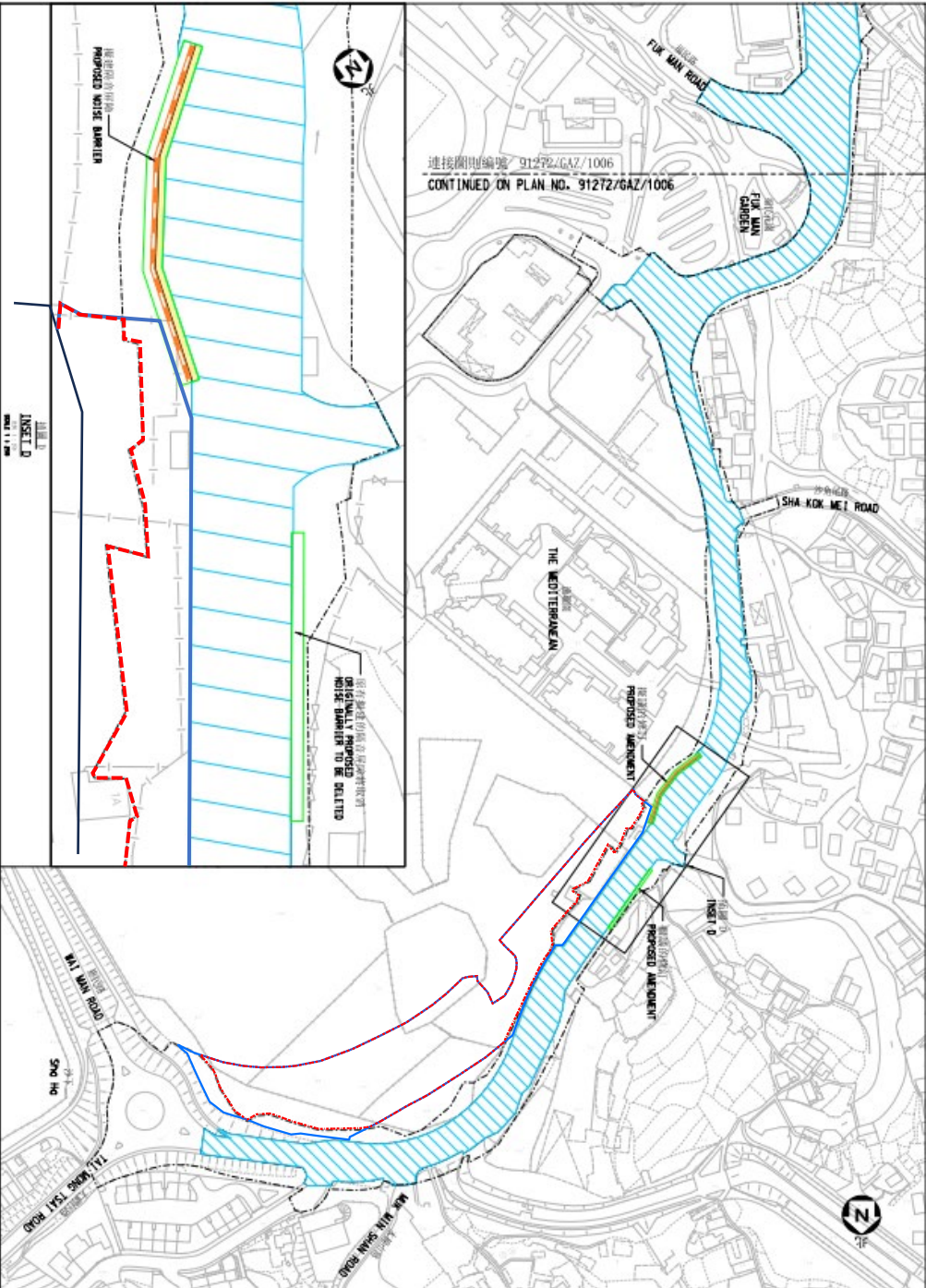
Application Site

Development Site

- 擬建中央分隔帶/安全島  
PROPOSED CENTRAL MEDIAN/REFUGE ISLAND
- 擬建美化市容地帶  
PROPOSED AMENITY AREA
- 擬建行人隧道  
PROPOSED SUBWAY
- 現有中央分隔帶/安全島將永久封閉及拆卸  
EXISTING CENTRAL MEDIAN/REFUGE ISLAND TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有美化市容地帶將永久封閉及拆卸  
EXISTING AMENITY AREA TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行車道將暫時封閉及重建  
EXISTING CARRIAGEWAY TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 擬建隔音屏牆  
PROPOSED NOISE BARRIER
- 擬建護土牆  
PROPOSED RETAINING WALL
- 擬建水平 (約數)  
PROPOSED LEVEL (APPROXIMATE)
- 施工區界限  
LIMIT OF WORKS AREA
- 擬建行人路  
PROPOSED CARRIAGEWAY
- 擬建行人路  
PROPOSED FOOTPATH
- 擬建升降機  
PROPOSED LIFT
- 現有行車道將永久封閉及拆卸  
EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行人路將永久封閉及拆卸  
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行人路將暫時封閉及重建  
EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 現有美化市容地帶將暫時封閉及重建  
EXISTING AMENITY AREA TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 擬建的斜坡改善工程  
PROPOSED SLOPE IMPROVEMENT WORKS

Figure No.	Scale	Figure Title
2.2a	As Indicated	Hiram's Highway Improvement Stage 2 Works along Tai Mong Tsai Road (Sheet 1 of 2)
ARUP	Date	Source
	Dec 2024	Extracted from Gazette Plan 91272/ GAZ/ 1007 (gazetted on 10 January 2020)





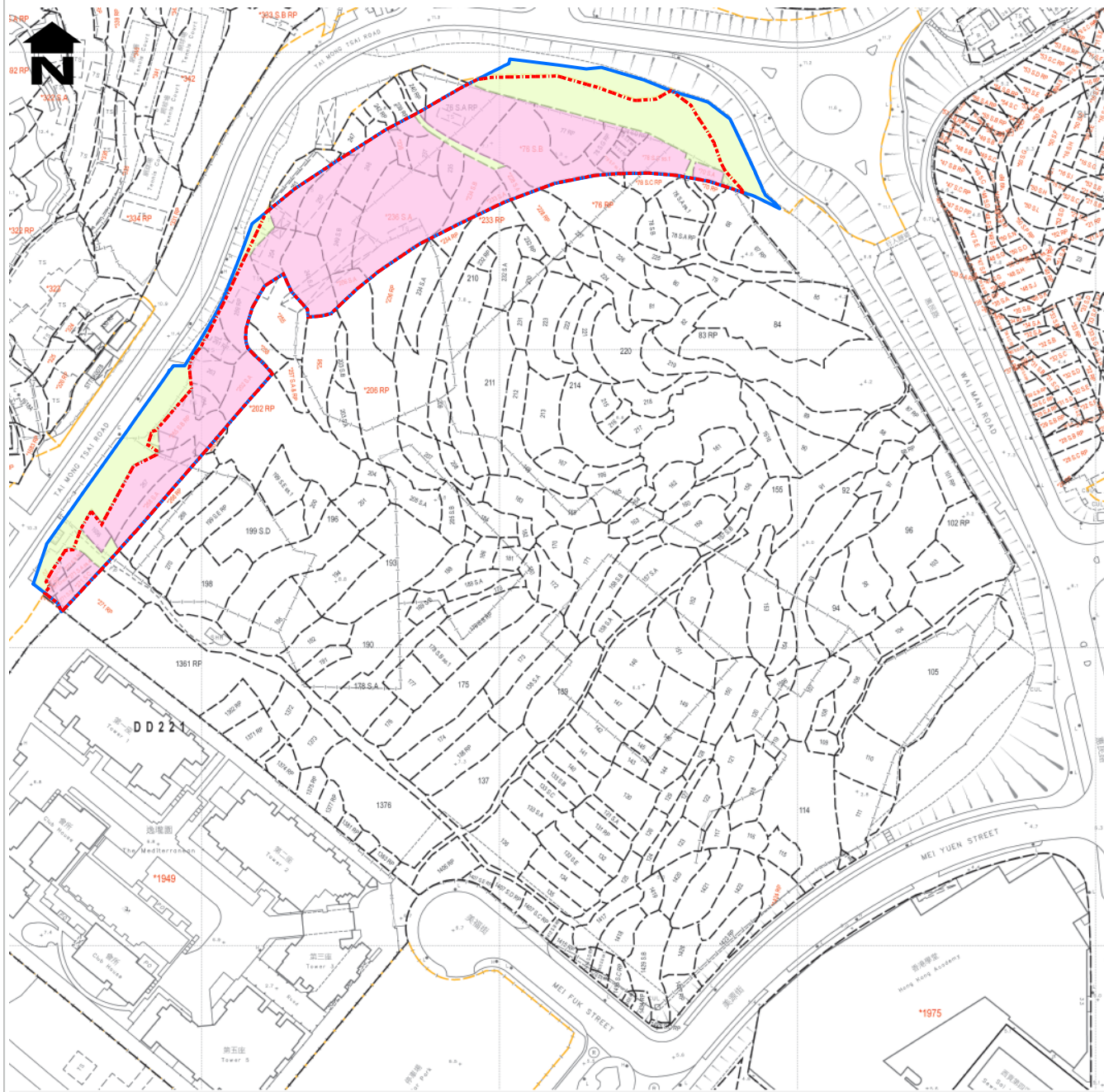
**LEGEND**

**Application Site**

**Development Site**

此部分道路工程原載於圖則第91272/GAZ/1001至91272/GAZ/1005，和91272/GAZ/1007  
該圖則已按《道路工程、使用及補償》條例》(第370章)第8(2)條的規定，  
在2020年1月3日和2020年1月10日刊登的第43號政府公報提及。  
THIS PART OF THE ROADWORKS IS SHOWN ON PLAN NOS. 91272/GAZ/1001 TO  
91272/GAZ/1005, AND 91272/GAZ/1007 REFERRED TO IN G.N.43 PUBLISHED  
UNDER SECTION 8(2) OF THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE  
(CHAPTER 370) ON 3 JANUARY 2020 AND 10 JANUARY 2020.

Figure No.	Scale	Figure Title
2.2b	As Indicated	Hiram's Highway Improvement Stage 2 works along Tai Mong Tsai Road (Sheet 2 of 2)
ARUP	Date	Source
	Dec 2024	Extracted from Gazette Plan 91272/ GAZ/ 2106 (gazetted on 20 November 2020)



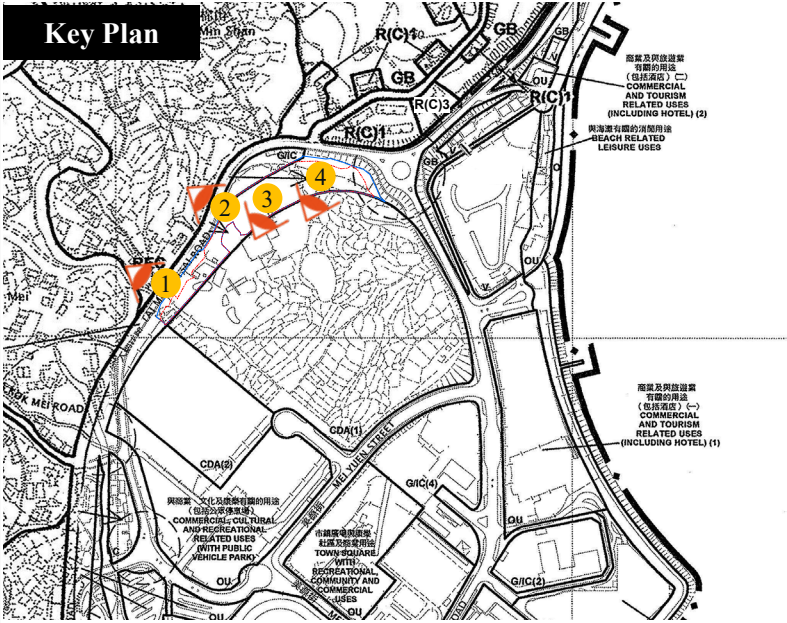
## LEGEND

- Application Site
- Development Site
- Lots owned by Applicants
- Government Land

0 20 40 60 80 100 meters

Figure No.	Scale	Figure Title
2.3	As Indicated	Lot Index Plan
ARUP	Date	Source
	Feb 2025	Extracted from the Lot Index Plan No. ags_S00000138858_0001





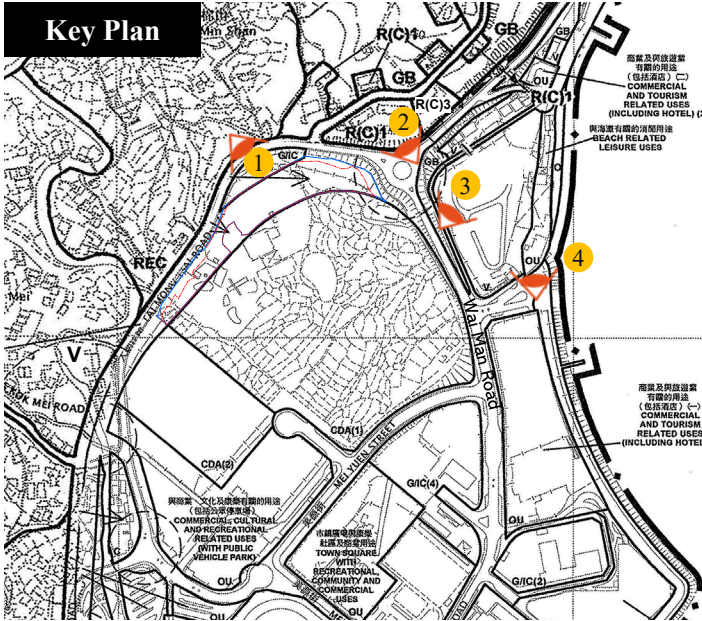
**LEGEND**

-  Application Site
-  Development Site



Figure No.	Scale	Figure Title
2.4	-	Existing Site Conditions
ARUP	Date Dec 2024	Source Site Photo taken on 20 June 2024





**LEGEND**

-  Application Site
-  Development Site

**ZONES**

- CDA** Comprehensive Development Area
- GB** Green Belt
- G/IC** Government, Institution or Community
- OU** Other Specified Uses
- R(C)** Residential (Group C)
- REC** Recreation
- V** Village Type Development



A “G/IC” zone without designated use



Residential Development in “R(C)1” zone – Burlingame Garden



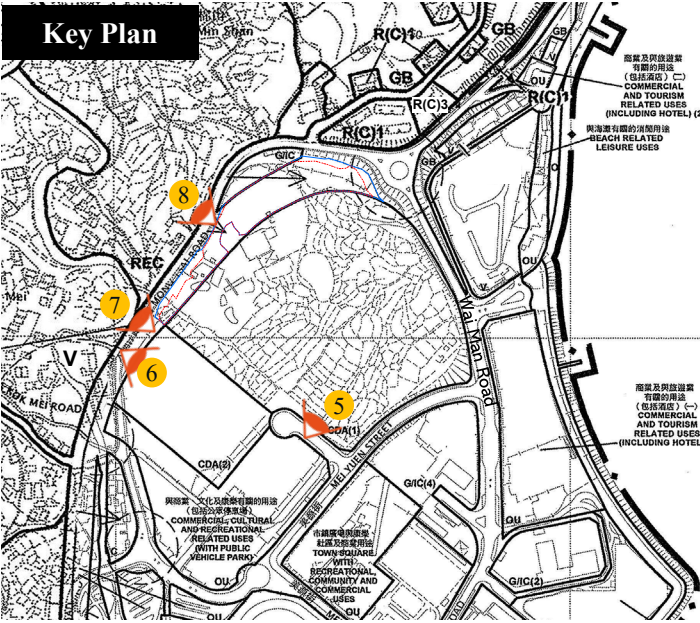
Sha Ha Village in “V” zone



“OU” annotated “Beach Related Leisure Uses”

Figure No.	Scale	Figure Title
2.5a	-	Surrounding Context of the Application Site (Sheet 1 of 2)
ARUP	Date Dec 2024	Source Site Photo taken on 20 June 2024





**LEGEND**

- Application Site
- Development Site

**ZONES**

- CDA Comprehensive Development Area
- GB Green Belt
- G/IC Government, Institution or Community
- OU Other Specified Uses
- R(C) Residential (Group C)
- REC Recreation
- V Village Type Development



“CDA(1)” zone with approved residential development (No. A/SK-SKT/28)



Residential Development in “CDA(2)” zone – The Mediterranean



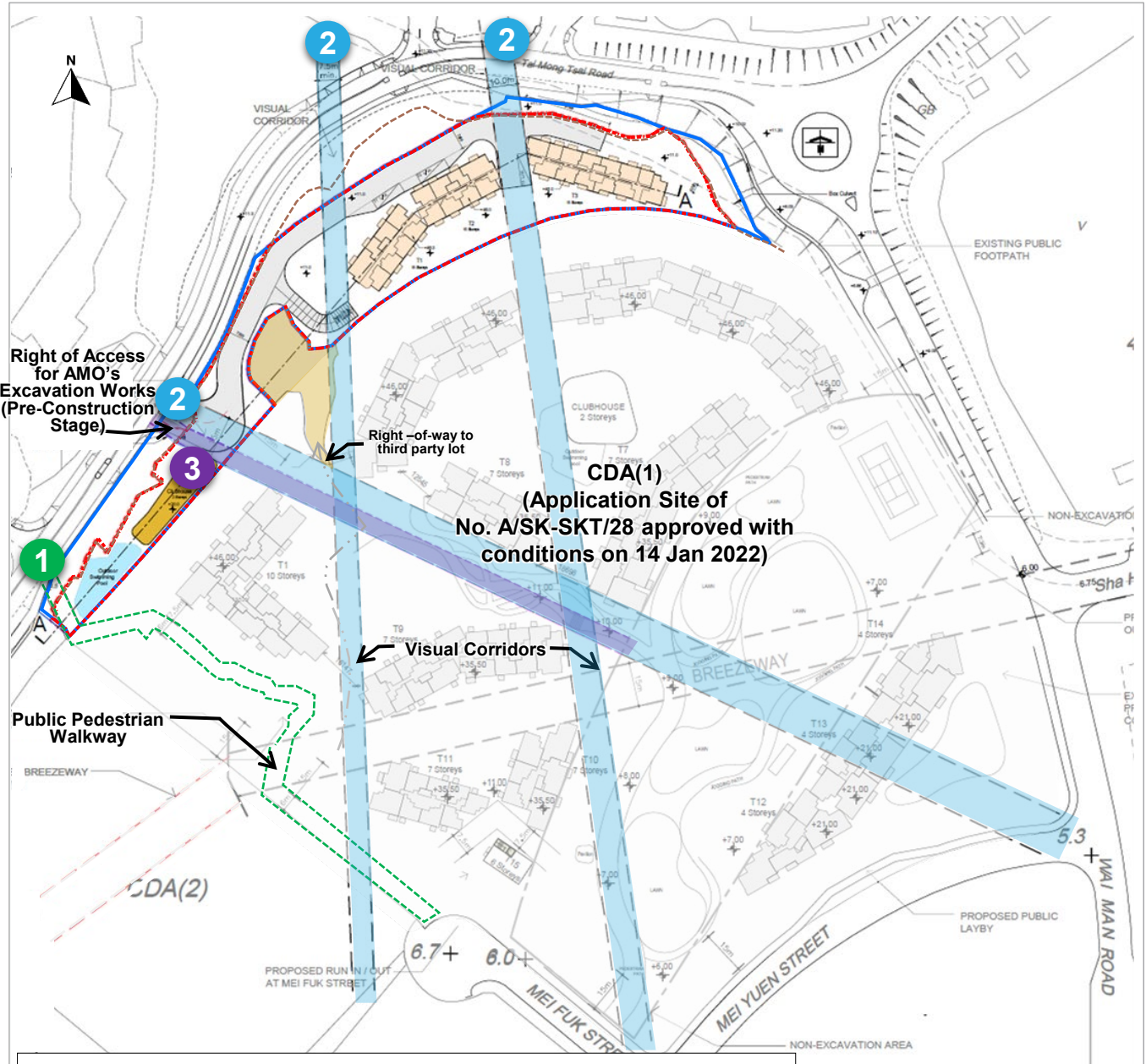
Sha Kok Mei Village in “V” zone



Temporary structures in “REC” zone

Figure No.	Scale	Figure Title
2.5b	-	Surrounding Context of the Application Site (Sheet 1 of 2)
ARUP	Date Dec 2024	Source Site Photo taken on 20 June 2024





#### Legend

- Application Site
- Development Site
- Limit of the Works Area of Hiram's Highway Improvement Work Stage 2

- 1** 6m-wide public pedestrian walkway connecting Tai Mong Tsai Road and Mei Fuk Street is extended
- 2** All relevant visual corridors (3 nos.) with widths of 7.5m, 10m and 15m respectively are extended from "CDA(1)" site
- 3** Right of access for AMO's excavation works of "CDA (1)" Site is ensured (under the Engineering Proposal of approved No. A/SK-SKT/28)

Figure No.	Scale	Figure Title
4.1	-	Planning and Design Merits extended from adjoining "CDA(1)" Site
ARUP	Date	Source
	Dec 2024	MLP of "CDA(1)" Site Extracted from RNTPC Paper No. A/SK-SKT/28A for Consideration by the Rural and New Town Planning Committee on 14 January 2022

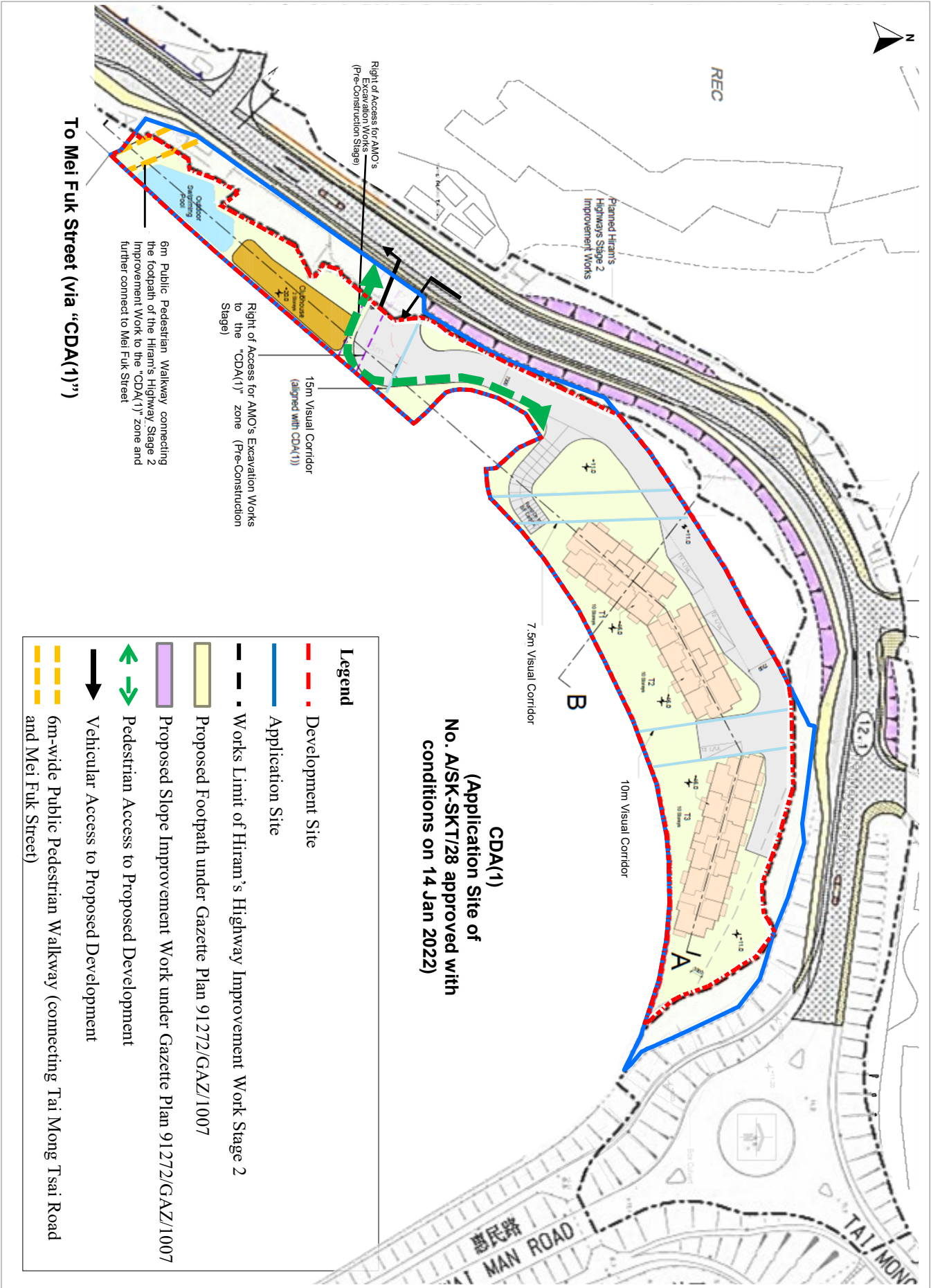


Figure No.	Scale	Figure Title
4.2	-	Vehicular and Pedestrian Access to the Proposed Development
ARUP	Date Dec 2024	Source Extracted from Gazette Plan 91272/ GAZ/ 1007 (gazetted on 10 January 2020)