2026年 8月 10日
此文件在_____收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 10 AUG 2026
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-III
表格第 S16-III 號

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

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to Proposal Only Involving Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas, or Renewal of Permission for such Temporary Use or Development*

適用於祇涉及位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展或該等臨時用途/發展的許可續期的建議*

**Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area)and Renewal of Permission for such Temporary Use or Development.*

**其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。*

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

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

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

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

2601922 6/8 By Hand

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/SK-HC/378
	Date Received 收到日期	10 AUG 2026

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.tpb.gov.hk/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.tpb.gov.hk/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

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1. Name of Applicant 申請人姓名/名稱

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

Menhill Limited
Regional Limited

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

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

Knight Frank Petty Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lot Nos. 1016 s.A, 1016 RP, 1017, 1018 s.A, 1018 RP, 1019 s.A, 1019 RP, 1020 s.B, 1020 RP, 1021 s.B, 1021 RP, 1022 RP, 1029, 1030 and 1031 all in Demarcation District 244
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 4,411.07 sq.m 平方米 ☑About 約 ☐Gross floor area 總樓面面積 ..... sq.m 平方米 ☐About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	N/A sq.m 平方米 ☐About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	APPROVED HO CHUNG OUTLINE ZONING PLAN NO. S/SK-HC/13
(e)	Land use zone(s) involved 涉及的土地用途地帶	'Comprehensive Development Area', 'Village Type Development' and 'Road'
(f)	Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

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

(b) The applicant 申請人 –

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

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情

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

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

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

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

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

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

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

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

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

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

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

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

Others 其他

☐ others (please specify)
其他（請指明）

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

6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展
(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))
(如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	..... 4,411.07 .....sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	.....sq.m ☐About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	.....
Proposed domestic floor area 擬議住用樓面面積	.....sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	.....sq.m ☐About 約
Proposed gross floor area 擬議總樓面面積	.....sq.m ☐About 約

~~Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)~~

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

Private Car Parking Spaces 私家車車位	100
Motorcycle Parking Spaces 電單車車位	
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
Others (Please Specify) 其他 (請列明)	

~~Proposed number of loading/unloading spaces 上落客貨車位的擬議數目~~

~~Taxi Spaces 的士車位~~	
~~Coach Spaces 旅遊巴車位~~	
~~Light Goods Vehicle Spaces 輕型貨車車位~~	
~~Medium Goods Vehicle Spaces 中型貨車車位~~	
~~Heavy Goods Vehicle Spaces 重型貨車車位~~	
~~Others (Please Specify) 其他 (請列明)~~	

Proposed operating hours 擬議營運時間
24 hours from Sunday to Saturday (including Public Holidays)

(d)	Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Hiram's Highway (at Lot 1021 S.B in DD244) ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
		No 否	☐

(e) Impacts of Development Proposal 擬議發展計劃的影響
(If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)

(i)	Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情
		No 否	☑
(ii)	Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
		No 否	☑

(iii)	Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
		On traffic 對交通	Yes 會 ☐	No 不會 ☑
		On water supply 對供水	Yes 會 ☐	No 不會 ☑
		On drainage 對排水	Yes 會 ☐	No 不會 ☑
		On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
		Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
		Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
		Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
		Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
		Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑
		_____		
		_____		

	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/_____/_____
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途／發展	
(e) Approval conditions 附帶條件	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☐ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： Reason(s) for non-compliance: 仍未履行的原因： (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☐ year(s) 年 ..... ☐ month(s) 個月 .....

7. Justifications 理由

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

Please refer to the attached Supporting Planning Statement.

8. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

KAN KA HO CALVIN
Name in Block Letters 姓名（請以正楷填寫）

Associate Director
Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☑ RPP 註冊專業規劃師
Others 其他 RPP Member No. 389

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

Date 日期 5/8/2026 (DD/MM/YYYY 日/月/年)

Remark 備註

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

Warning 警告

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

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot Nos. 1016 s.A, 1016 RP, 1017, 1018 s.A, 1018 RP, 1019 s.A, 1019 RP, 1020 s.B, 1020 RP, 1021 s.B, 1021 RP, 1022 RP, 1029, 1030 and 1031 all in Demarcation District 244 西貢南邊圍丈量約份第 244 約地段第 1016 號 A 分段、第 1016 號餘段、第 1017 號、第 1018 號 A 分段、第 1018 號餘段、第 1019 號 A 分段、第 1019 號餘段、第 1020 號 B分段、第 1020 號餘段、第 1021 號 B分段、第 1021 號餘段、第 1022 號餘段、 第 1029 號、第 1030 號及第 1031 號
Site area 地盤面積	4411.07 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	APPROVED HO CHUNG OUTLINE ZONING PLAN NO. S/SK-HC/13 蠔涌分區計劃大綱核准圖編號 S/SK-HC/13
Zoning 地帶	'Comprehensive Development Area', Village Type Development, and 'Road' 「綜合發展區」，「鄉村式發展」及「道路」
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years 臨時公眾停車場（貨櫃車除外）（為期 3 年）

(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
		Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
(ii)	No. of blocks 幢數	Domestic 住用		
		Non-domestic 非住用		
(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)	
			Storeys(s) 層 ☐ (Not more than 不多於)	
		Non-domestic 非住用	m 米 ☐ (Not more than 不多於)	
			Storeys(s) 層 ☐ (Not more than 不多於)	
(iv)	Site coverage 上蓋面積		%	☐ About 約
(v)	No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____	100
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____	

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Location Plan		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐
Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

APPLICATION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131) FOR TEMPORARY PLANNING PERMISSION TO PERMIT PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) FOR A PERIOD OF 3 YEARS

VARIOUS LOTS IN DEMARCATION DISTRICT 244
AT HO CHUNG, SAI KUNG, NEW TERRITORIES
HONG KONG

SUPPORTING PLANNING STATEMENT

JULY 2026

EXECUTIVE SUMMARY

This planning application is submitted to the Town Planning Board under Section 16 of the Town Planning Ordinance (Cap. 131) to seek approval for a Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years ("the Proposed Use") on various lots in Demarcation District 244 at Ho Chung. The Application Site covers a registered area of about 1.09 acres (i.e. about 4,411.07m^2) and currently falls within an area zoned "Comprehensive Development Area", "Village Type Development", and "Road" on the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11.

The Application Site and various lots adjacent to it are covered by planning approval no. A/SK-HC/340 and its approval conditions are in the process of being complied with. However, given the processing time needed to complete land exchange to commence development, this planning application seeks to prevent the site from being left idle in the short term and to alleviate the traffic conditions of Hiram's Highway.

This planning application for a Temporary Public Vehicle Park (Excluding Container Vehicle) will not cause the Applicants to delay in their compliance with the approval conditions of planning approval no. A/SK-HC/340 and/or impede the future comprehensive development of the site for residential use.

The application site is located in Ho Chung, Sai Kung and the Proposed Use is considered not incompatible with low density residential developments in its vicinity.

內容摘要

申請人是根據第 131 章《城市規劃條例》第 16 條向城市規劃委員會（「城規會」）提交規劃申請，在西貢蠔涌丈量約份第 244 約多個地段擬議臨時公眾停車場（貨櫃車除外）（為期 3 年）用作臨時公共車輛停車場用途（"本用途"）。申請地盤位於蠔涌分區計劃大綱核准圖編號 S/SK-HC/11 上的「綜合發展區」、「鄉村式發展」及「道路」地帶內，地盤面積約 1.09 英畝（即約 4,411.07 平方米）。

申請地盤及毗連多個地段已獲得規劃申請批准（申請編號 A/SK-HC/340），申請人現正處理其批准的附帶條件。然而，考慮到換地申請需要時間處理，在展開相關工程之前，希望在短期內都能有效利用土地資源，因此提交是次規劃申請，並且希望能緩解西貢公路的交通情況。

擬議臨時公共車輛停車場的規劃申請不會導致申請人延遲處理規劃申請批准（申請編號 A/SK-HC/340）的附帶條件，也不會妨礙該地盤未來用於住宅用途的綜合發展。申請地盤位於西貢蠔涌，臨時公共車輛停車場用途與其周邊的低密度住宅發展相容。

註: 內容如有差異，應以英文版本為準。

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1 Introduction

On behalf of Menhill Limited & Regional Limited ("the Applicants"), this application is submitted by Knight Frank Petty Limited under section 16 of the Town Planning Ordinance (Cap. 131) for temporary planning permission to permit a Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years (the "Proposed Use") at Lot Nos. 1016 s.A, 1016 RP, 1017, 1018 s.A, 1018 RP, 1019 s.A, 1019 RP, 1020 s.B, 1020 RP, 1021 s.B, 1021 RP, 1022 RP, 1029, 1030 and 1031 all in Demarcation District 244 (together hereinafter referred to as the "Application Site") covering a registered area of about 1.09 acres (i.e. about 4,411.07m²). A Location Plan is enclosed at **Appendix A**. The extent of the Application Site is enclosed at **Appendix B**.

The Application Site and various lots adjacent to it ("Phase 2 Site") are covered by planning approval no. A/SK-HC/340 ("the Planning Approval"), which was approved by the Town Planning Board ("TPB") on 9 June 2023. A copy of the Planning Approval is at **Appendix C** and the scheme plans and Advisory Clauses extracted from RNTPC Paper No. A/SK-HC/340A are at **Appendix D**. The Planning Approval permits a proposed comprehensive residential development with minor relaxation of building height restriction.

To effect the development as permitted by the Planning Approval, an application for lease modification by way of land exchange to the Lands Department is necessary. Such application would typically take 3 years to process.

Rather than leaving the land vacant and to fully utilise its potential, the Applicants wish to operate a public vehicle park on the Application Site in tandem with their application for land exchange. The Applicants also wish to help alleviate the shortage of public vehicle parking spaces in the area and to alleviate the traffic situation on Hiram's Highway.

The TPB had previously approved application A/SK-HC/365 permitting the Proposed Use under section 16 of the Town Planning Ordinance on the 22 November 2024 ("the First TPP"), subject to various approval conditions.

Although the Applicants had genuine intention to proceed with the Proposed Use, due to commercial hardship and operational considerations, they were unable to meet the approval conditions by the required deadline. As such, the First TPP lapsed. The Applicant's have now entered into an agreement with an experienced car park operator to realise the Proposed Use should this application be approved. The Applicant's now see approval for the Proposed Use.

2 Application Site

The Application Site is located at Ho Chung New Village (**Appendix B**). It abuts and has direct access to Hiram's Highway via an existing ingress/egress. The site was previously used as a plant nursery but is now currently vacant.

For the avoidance of doubt, the Application Site covers only and fully Lot Nos. 1016 s.A, 1016 RP, 1017, 1018 s.A, 1018 RP, 1019 s.A, 1019 RP, 1020 s.B, 1020 RP, 1021 s.B, 1021 RP, 1022 RP, 1029, 1030 and 1031 all in Demarcation District 244. Any plans enclosed in this application are for identification purposes only and have not been prepared by Authorized Land Surveyor.

The area of the Application Site is determined by the area as registered under Block Government Lease and is determined by the Lands Department. Given no plot ratio implication for the Proposed Use, land survey of the area as measured at current date is not necessary.

3 Surrounding Environment

The surrounding environment is largely comprised of village houses and other residential developments, the development intensity of which are low-density in nature. Detailed characteristics are as follows:

To the North is a low-density residential development under construction;

To the West is Ho Chung New Village, a 'Recognized Village' under the New Territories Small House Policy;

To the South is vacant land also owned by the Applicant's with a low-density residential development on the opposite side of Nam Pin Wai Road; and

To the East is the newly upgraded Hiram's Highway, the Ho Chung River, a Social Welfare Facility and other low-density residential developments.

The Application Site is mainly located within the village environ of Ho Chung Village and is accessible from Hiram's Highway from the East and Nam Pin Wai Road from the South.

4 Current & Previous Use

The Application Site is currently vacant and was previously occupied by some structures of ex-sauce processing factories and plant nursery which are now demolished.

5 Proposed Temporary Use

The Proposed Use includes 100 private car parking spaces, each with a dimension of 2.5 x 5.0 m. A detailed layout plan of the Proposed Use is enclosed at **Appendix E**.

As stated above, the main purpose of the Proposed Use is to prevent the land being left vacant as the Applicant's apply for a land exchange application through the Lands Department while concurrently alleviating the shortage of public vehicle parking spaces in the area and to alleviate the traffic situation on Hiram's Highway.

6 Statutory Town Planning

6.1 Statutory Planning Control

The Application Site is covered by Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 and currently zoned 'Comprehensive Development Area' ("CDA"), 'Village Type Development' ("V"), and "Road". The vast majority of the Application Site is zoned CDA. 'Public Vehicle Park (excluding container vehicle)' is included under Column 2 of Schedule of Uses of both CDA and V zone and is thus a use which may be permitted with or without conditions on application to the TPB.

6.2 Planning Intention

CDA zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

In line with the planning intention, a planning application was submitted and approved for development of the area into a private residential development.

6.3 Previous Planning Applications Covering the Application Site

Application No.	Address	Applied Use	Decision
A/DPA/SK-HC/26	Various Lots in DD214 and DD244 in Ho Chung, Sai Kung, N.T.	Low-density Residential Development	Rejected/Not agreed (on 14/08/1992)
A/SK-HC/124*		Comprehensive Residential Development	Allowed/Allowed with condition(s) upon Appeal under S17B (on 16/07/2013)
A/SK-HC/124-1		Comprehensive Residential Development – Minor Amendment (S16A – Extension of Time)	Approved/Agreed (on 22/06/2017)
A/SK-HC/124-2		Comprehensive Residential Development – Minor Amendment (S16A)	Approved/Agreed (19/01/2022)
A/SK-HC/340		Proposed Comprehensive Residential Development with Minor Relaxation of Building Height Restriction at Phase 2 Site	Deferred (on 23/12/2022) Approved with condition(s) until 09/06/2027 (on 09/06/2023)
A/SK-HC/356		Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years	Approved with condition(s) on 22 November 2024

6.4 Planning Approval (A/SK-HC/340)

In general, CDA zones shall be developed as a whole. For this CDA site in particular, the development is to be developed in two phases. A S.16 Application for Phase 1 Site to the North of the Application Site

was approved on 16 July 2013. Subsequently, a land exchange application was submitted and then approved in 2021. Development for Phase 1 Site has commenced.

The Planning Approval was approved by the TPB on 9 June 2023, covering the Phase 2 Site includes within it, the Application Site and other adjacent lots for a 'Proposed Comprehensive Residential Development with Minor Relaxation of Building Height Restriction at Phase 2 Site'.

The Phase 2 Site is around 5,827.4m^2 (including about 761.1m^2 of government land) in size. The development as approved under the Planning Approval is for 22 houses, 8 of which will be 3-storey houses and 14 of which will be 6-storey houses with a plot ratio of not more than 0.75, a site coverage of not more than 25% and a total gross floor area of not more than 4,124.6m^2.

As part of the Planning Approval, the following conditions must be complied with by 9 June 2027, otherwise the permission shall cease to have effect:

- Submission and implementation of a revised Master Layout Plan;
- Submission and implementation of a revised Landscape Master Plan;
- Design and construction of the proposed road junction;
- Submission of a revised noise impact assessment and the implementation of the noise mitigation measures;
- Provision of water supplies for firefighting and fire service installations;
- Submission and implementation of a development programme indicating the timing and phasing of the comprehensive development; and
- Commencement of an approved development via lease modification by way of land exchange.

The above conditions are being or will be complied with. In support of the Applicant's intention to carry out the development in accordance with the Planning Approval, a land exchange application has already been submitted to District Lands Office/Sai Kung on 10 June 2026, with the applied use being one and the same as that stipulated under the Planning Approval.

7 Land Status

The lots which make the Application Site are Old Schedule Agricultural Lots held under Block Government Lease of Demarcation District 244. As per the High Court's ruling in 1983 on the Melhado Case, as there are no structures for the Proposed Use, no application for lease modification to the Lands Department is necessary.

As shown in **Appendix B**, the Application Site does not cover the entirety of the Phase 2 Site but is the largest contiguous area covered by private lots owned by the Applicant. The Application Site does not include any unallocated government land.

To effect the residential development as approved under the Planning Approval, an application for land exchange was already submitted to the Lands Department.

8 Justifications

8.1 Not Incompatible with the Surrounding Environment

Given the existence of public parking areas along Hiram's Highway and the non-polluting and non-noisome nature of the proposed temporary, the Proposed Use is not incompatible with the surrounding environment.

8.2 Will Not Affect Implementation of Approved Comprehensive Residential Development

The temporary nature of the Proposed Use would not jeopardise the long-term planning intention of the CDA zone for residential use with the provision of open space and other supporting facilities. Indeed, should the application for land exchange be expedited and completed prior to the lapsing of this planning approval to permit a temporary public vehicle park, it is the intention of the Applicants to begin development of the area in accordance with the Planning Approval immediately.

8.3 No Adverse Impact Caused to Local Traffic Conditions

Due to the recent upgrade of the roundabout at the intersection of Hiram's Highway and New Hiram's Highway, the impact to local traffic conditions, if any, is considered to be acceptable. Indeed, should those travelling into Sai Kung Town Centre, where that portion of Hiram's Highway has not yet been upgraded, be allowed to park their cars at the Application Site and transfer to other modes of public transportation, it could provide relief to local traffic conditions. In addition, an ingress/egress ramp already exists, connecting the Application Site to Hiram's Highway.

Overall, the amount of users of the Proposed Use is judged to be minimal and mostly for weekend visitors to the area or long term parking by villagers in the area.

Enclosed at **Appendix F** is a Traffic Impact Assessment which demonstrates the following:

- Queuing area is incorporated into the layout of the Proposed Use to ensure no backing up of vehicles waiting to enter the car park;
- Swept path analysis shows that private cars would be able to enter and leave the vehicular access with ease; and
- Trip generation of the Proposed Use and demonstration of no adverse impact.

8.4 Relief to Parking Space Shortfall in Short Term

Due to the soon to commence and necessary road widening works along Hiram's Highway, certain existing public parking spaces would cease to operate during the road works. The Proposed Use could offer some relief to this shortfall and allow travellers to Sai Kung Town Centre to park their vehicles and transfer to other modes of public transport such as minibus and bus.

8.5 Drainage and Sewerage

The Application Site is currently paved and considered as impervious area. The Proposed Use will not change the amount of paved and unpaved area which in turn will affect the watercourse or drainage path of the Application Site. As such, the Proposed Use will not lead to any changes in runoff behaviour

and the overall drainage regime remains the same. The Proposed Use would not generate any discharge of sewage.

8.6 Maximising Land Use

It has long been the government's policy to maximise land use. While the Applicant proceeds to commence the Planning Approval and applies for the necessary land exchange, permitting the Proposed Use would mean that the land is not left vacant in the interim.

8.7 Experienced Operator

The Applicants have entered into an agreement with an experienced car park operator to realise the Proposed Use. The operator's experience would greatly speed up the fulfilment of approval conditions should this application be approved.

8.8 No Insurmountable Impacts

No insurmountable adverse environmental, traffic, water, and waste impacts are anticipated. Due to the nature of the Proposed Use, staff required for maintenance will be minimal.

9 Conclusion

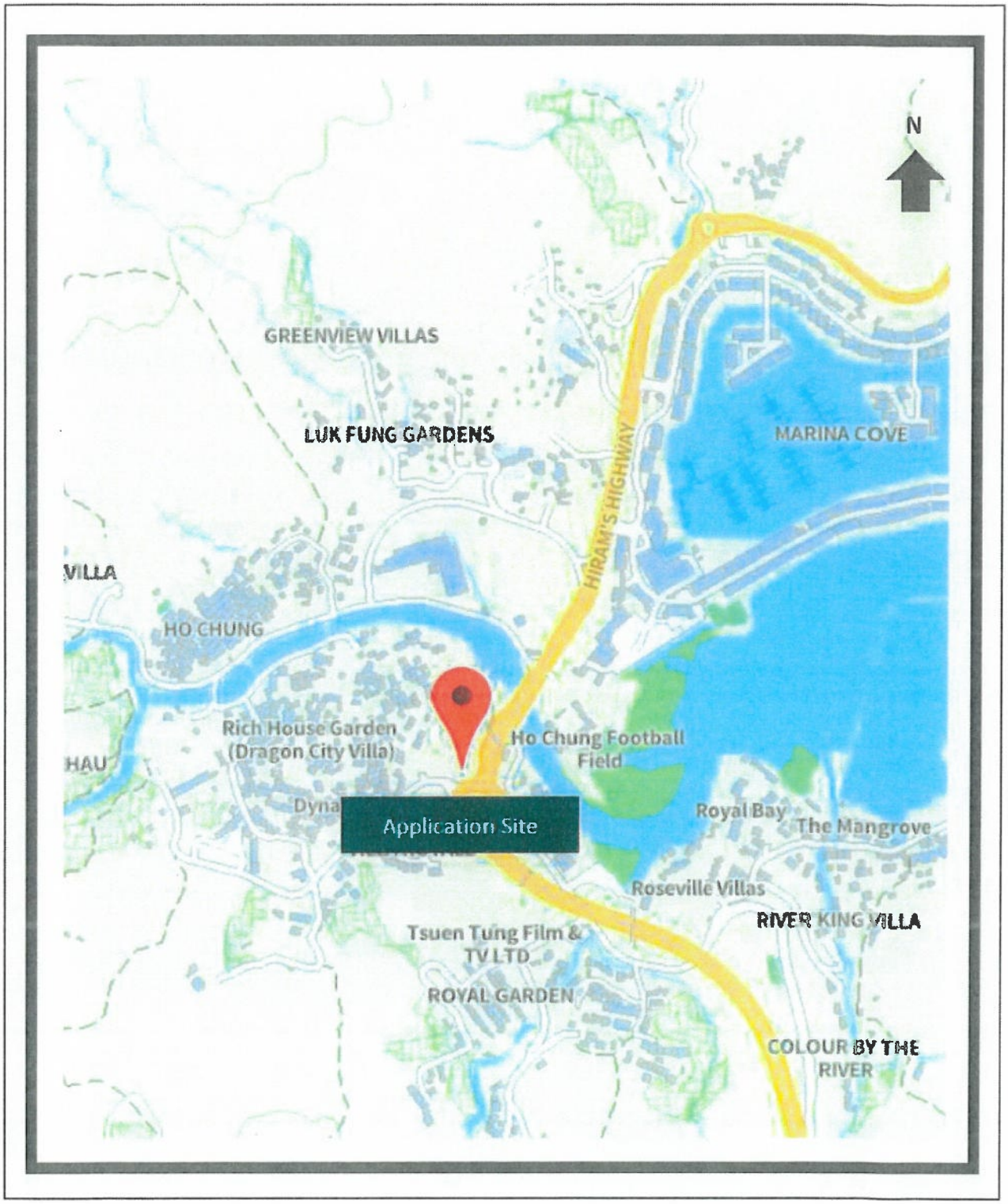
It is the intention of the Applicants to develop the area in accordance with the Approved Planning Permission. However, as discussed above, a necessary application for land exchange to the Lands Department is being submitted to District Lands Office/Sai Kung but would likely take a number of years.

To prevent the Application Site from being left idle and unused for the next few years, to provide a temporary supply of public vehicle parking in the area, and to alleviate the traffic condition of Hiram's Highway, the Applicant's hope that the Board can look favourably on his application and grant approval for the Proposed Use. A favourable consideration to the current application made under section 16 of the Town Planning Ordinance (Cap. 131) is hereby sought.

10 Attachments

Appendix A	Location Plan
Appendix B	Application Site
Appendix C	TPB Approval Letter A/SK-HC/340 dated 23 June 2023
Appendix D	Extract from RNTPC Paper No. A/SK-HC/340A
Appendix E	Public Vehicle Park Layout Plan
Appendix F	Traffic Impact Assessment

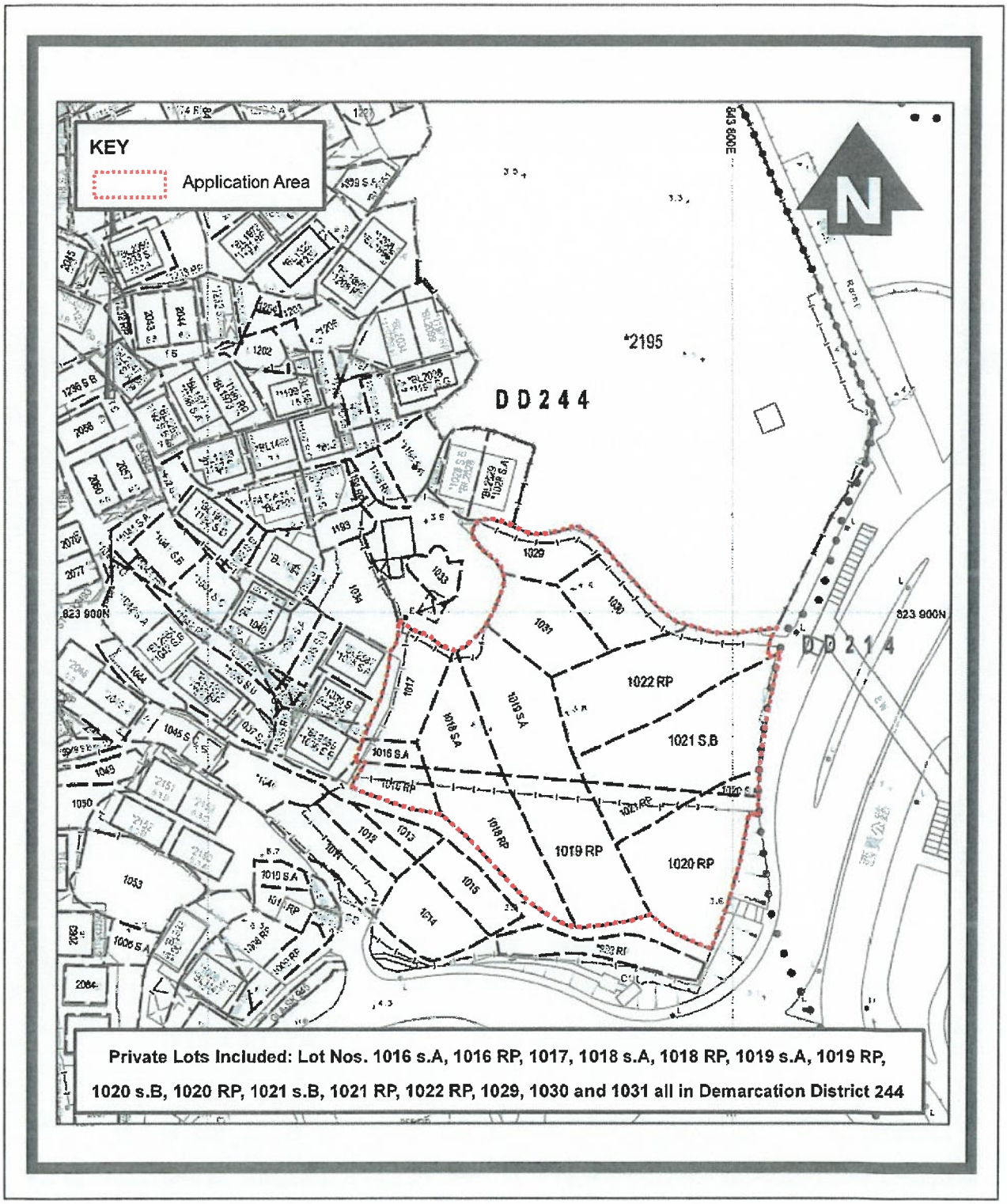
Appendix A
Location Plan



Location Plan

For Identification Purposes Only

Appendix B
Application Site



Application Site

For Identification Purposes Only

Basemap Source: Lands Department (2024)

Knight Frank 萊坊

Appendix C

TPB Approval Letter A/SK-HC/340 dated 23 June 2023

城 市 規 劃 委 員 會
香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD
15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳　真 Fax: 2877 0245 / 2522 8426
電　話 Tel: 2231 4810
來函檔號 Your Reference:

By Email
[redacted]

覆函請註明本會檔號
In reply please quote this ref.: TPB/A/SK-HC/340

23 June 2023

[redacted]
(Attn.: Vincent Lau)

Dear Sir/Madam,

Proposed Comprehensive Residential Development with Minor Relaxation of Building Height Restriction at Phase 2 Site in "Comprehensive Development Area" zone and area shown as 'Road', Various Lots in D.D. 244 and Adjoining Government Land, Ho Chung, Sai Kung

I refer to my letter to you dated 7.6.2023.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid until 9.6.2027, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The permission is subject to the following conditions :

(a) the submission and implementation of a revised Master Layout Plan to take into account conditions (b) to (f) below, to the satisfaction of the Director of Planning or of the TPB;

(b) the submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the TPB;

(c) the design and construction of the proposed road junction to the satisfaction of the Commissioner for Transport or of the TPB;

(d) the submission of a revised noise impact assessment and the implementation of the noise mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the TPB;

(e) the provision of water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB; and

(f) the submission and implementation of a development programme indicating the timing and phasing of the comprehensive development to the satisfaction of the Director of Planning or of the TPB.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix V of the TPB Paper.

Regarding the determination on commencement of an approved development, please refer to TPB Guidelines No. 35D for details. If you wish to seek an extension of the validity of this permission, you may submit an application under 16A of the Town Planning Ordinance to the TPB no less than six weeks before its expiry. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider the application if the time limit for commencement of development specified in the permission has already expired at the time of consideration by the TPB. Please refer to the TPB Guidelines No. 35D and 36B for details. The Guidelines and application forms are available at the TPB's website (www.info.gov.hk/tpb/), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

For amendments to the approved development that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

The TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) is available at this link (https://www.info.gov.hk/tpb/en/meetings/RNTPC/Agenda/720_rnt_agenda.html) and the relevant extract of minutes of the TPB meeting held on 9.6.2023 is enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 14.7.2023). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Ms. Jane Kwan of Sai Kung & Islands District Planning Office at 2158 6162. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officer is attached herewith for your reference.

Yours faithfully,

(Leticia LEUNG)
for Secretary, Town Planning Board

LL/CN/cl

List of Government Department Contacts

(Application No. A/SK-HC/340)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
環境保護署 Environmental Protection Department	環境評估科 Environmental Assessment Division	李俊良先生 Mr. LI Chun Leung, Alan	2835 1114	2591 0558

Extracted from Confirmed Minutes of 720th Meeting of RNTPC held on 9.6.2023

Agenda Item 5

Section 16 Application

[Open Meeting (Presentation and Question Sessions only)]

A/SK-HC/340 Proposed Comprehensive Residential Development with Minor Relaxation of Building Height Restriction at Phase 2 Site in "Comprehensive Development Area" zone and area shown as 'Road', Various Lots in D.D. 244 and Adjoining Government Land, Ho Chung, Sai Kung

(RNTPC Paper No. A/SK-HC/340A)

Presentation and Question Sessions

22. With the aid of a PowerPoint presentation, Ms Jane W.L. Kwan, STP/SKIs, briefed Members on the background of the application, the proposed development, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the application.

23. Two Members raised the following questions:

(a) noting the public comments expressing concerns that the application site (the Site) would be served with proper vehicular access whereas the nearby village would not, whether there were differential treatment in the provision of vehicular access and whether public funds had been involved in the provision of vehicular access to the Site; and

(b) whether the existing pedestrian access between Phases 1 and 2 of the "CDA" zone would be adversely affected by the proposed development as mentioned in the public comments.

24. In response, with the aid of some PowerPoint slides, Ms Jane W.L. Kwan, STP/SKIs, made the following main points:

(a) under the Hiram's Highway Improvement Stage 1, vehicular ingress/egress points had been reserved to areas or local roads along the relevant section of Hiram's Highway including the Site. There were two existing vehicular accesses serving the Site and the nearby villages, i.e. Nam Pin Wai Road and Ho Chung Road, which further branched off to informal local tracks within the villages. The applicant proposed to construct a vehicular access connecting the Site and Nam Pin Wai Road. For nearby villages, improvement works on local road networks, if required, could be considered to be undertaken via local minor works managed by the Home Affairs Department; and

(b) there were local concerns over the closure of an existing pedestrian access between Phase 1 and Phase 2 sites of the "CDA" zone. While private land dispute should be handled separately by the concerned parties, the applicants were advised to liaise with the local stakeholders to address their concerns regarding the pedestrian access.

[Dr C.H. Hau and Ms Clara K.W. U joined the meeting during the question and answer session.]

Deliberation Session

25. The Chairman recapitulated that the Site fell within an area zoned "CDA" which required the submission of a Master Layout Plan for approval by the Town Planning Board. Phase 1 development had commenced and the current application was for Phase 2 development. The proposed development parameters, including gross floor area and plot ratio, under the current application were generally in line with the restrictions stipulated for the "CDA" zone on the outline zoning plan, except that the building height (BH) with the adoption of 'split-level design', as proposed by the applicant, required a minor relaxation of the BH restriction from three storeys over one storey of carport to six storeys (in split levels) over one storey of carport. The Committee also noted that while there was a 100% increase in number of storeys due to the adoption of "split-level design", the absolute BH of the proposed houses remained as 12m as per the stipulated BH restriction for the Site.

26. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 9.6.2027, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following conditions :

"(a) the submission and implementation of a revised Master Layout Plan to take into account conditions (b) to (f) below, to the satisfaction of the Director of Planning or of the TPB;

(b) the submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the TPB;

(c) the design and construction of the proposed road junction to the satisfaction of the Commissioner for Transport or of the TPB;

(d) the submission of a revised noise impact assessment and the implementation of the noise mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the TPB;

(e) the provision of water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB; and

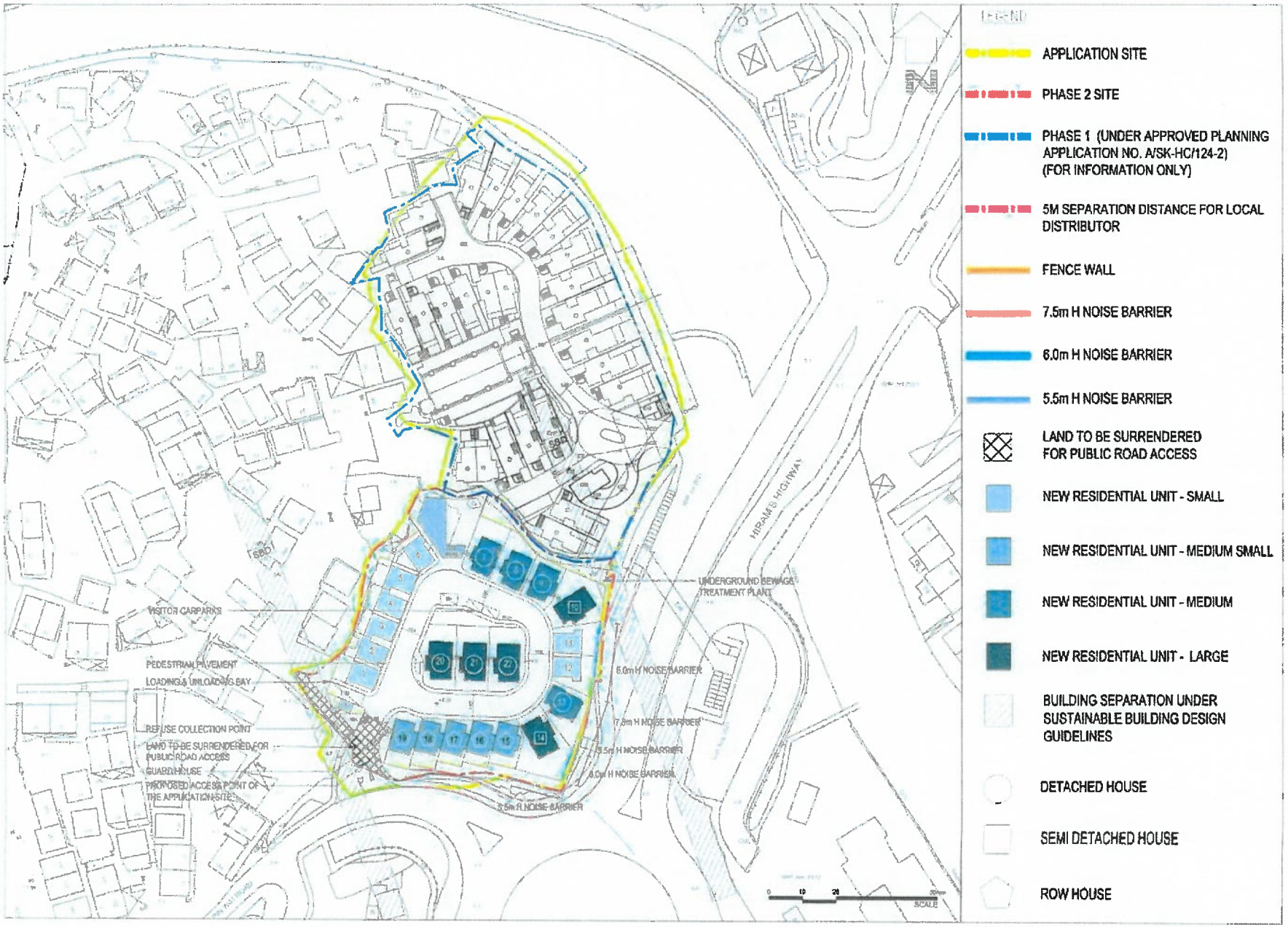
(f) the submission and implementation of a development programme indicating the timing and phasing of the comprehensive development to the satisfaction of the Director of Planning or of the TPB."

27. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix V of the Paper.

Knight Frank 萊坊

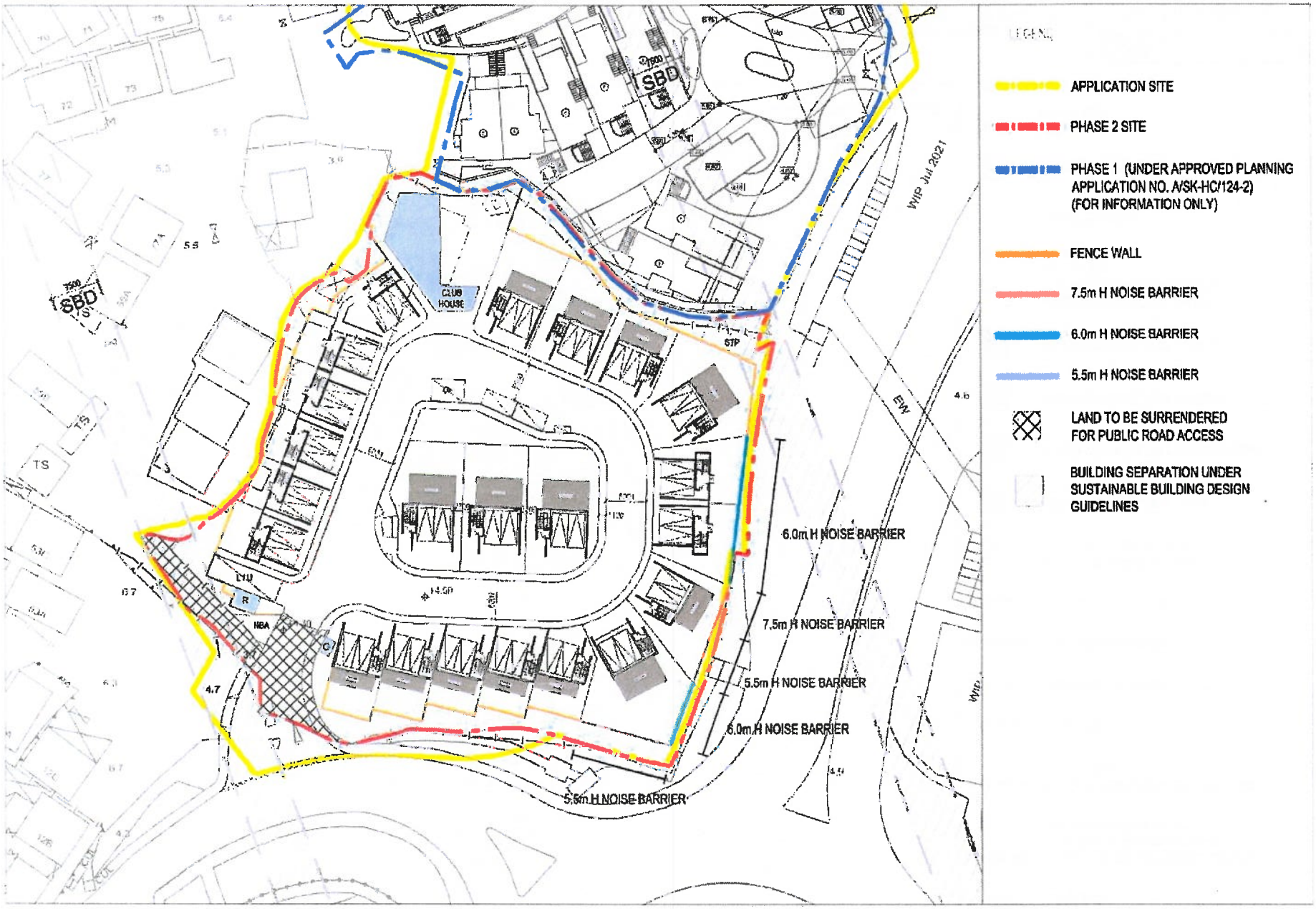
Appendix D

Extract from RNTPC Paper No. A/SK-HC/340A



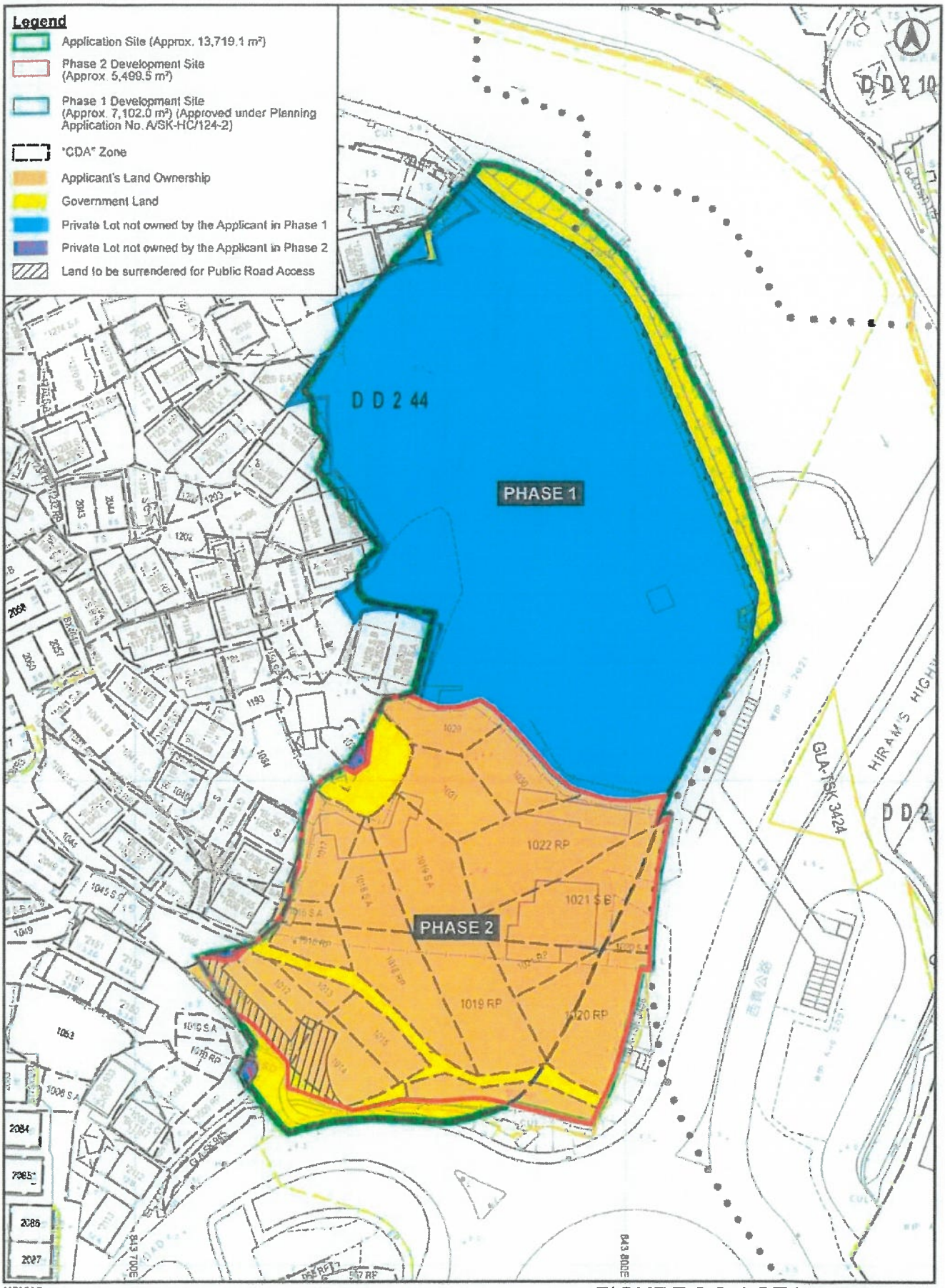
(資料來源：申請人於 19.04.2023 呈交的資料)
(Source : Applicant's Submission of 19.04.2023)

參考編號 REFERENCE No.	繪圖 DRAWING
A/SK-HC/340	A-1



(資料來源： 申請人於 19.04.2023 呈交的資料)
(Source : Applicant's Submission of 19.04.2023)

參考編號 REFERENCE No.	繪圖 DRAWING
A/SK-HC/340	A-2



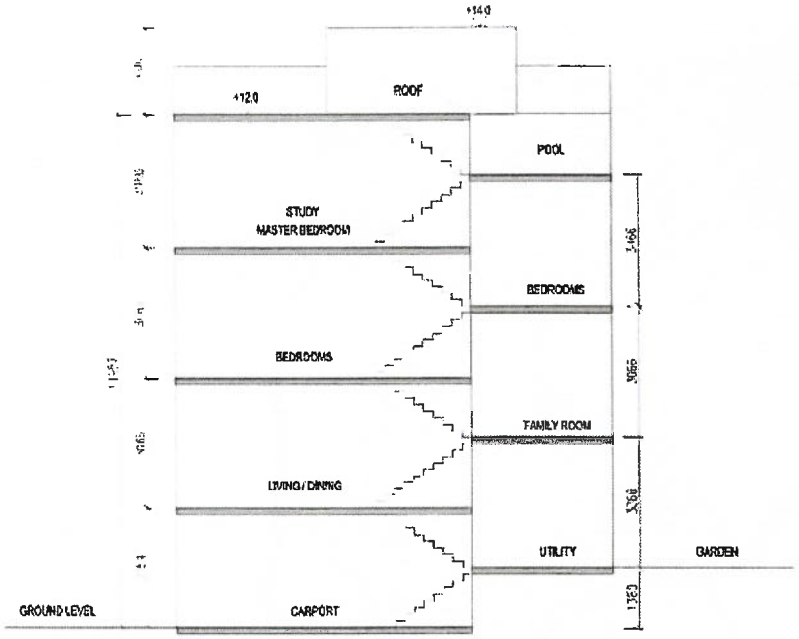
HCNV/5

FIGURE 2.3 LOT INDEX PLAN

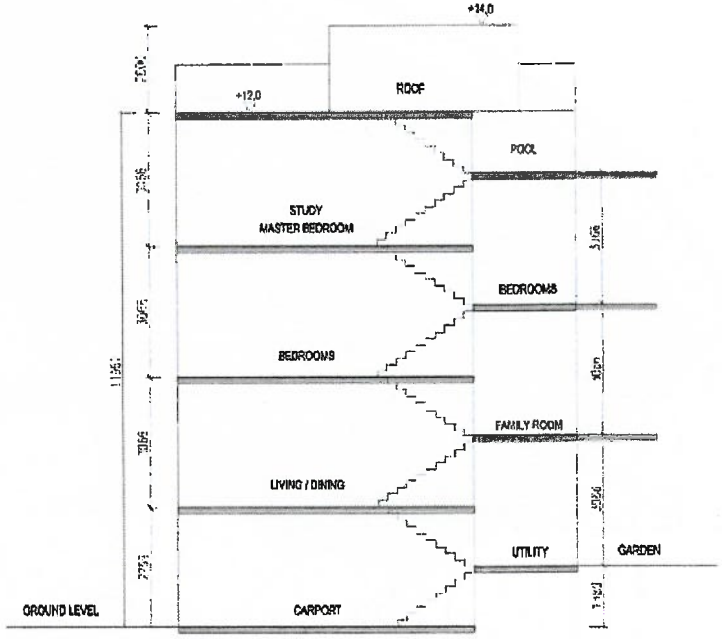
SCALE

(資料來源： 申請人於 01.06.2023呈交的資料)
(Source : Applicant's Submission of 01.06.2023)

參考編號 REFERENCE No.	繪圖 DRAWING
A/SK-HC/340	A-3



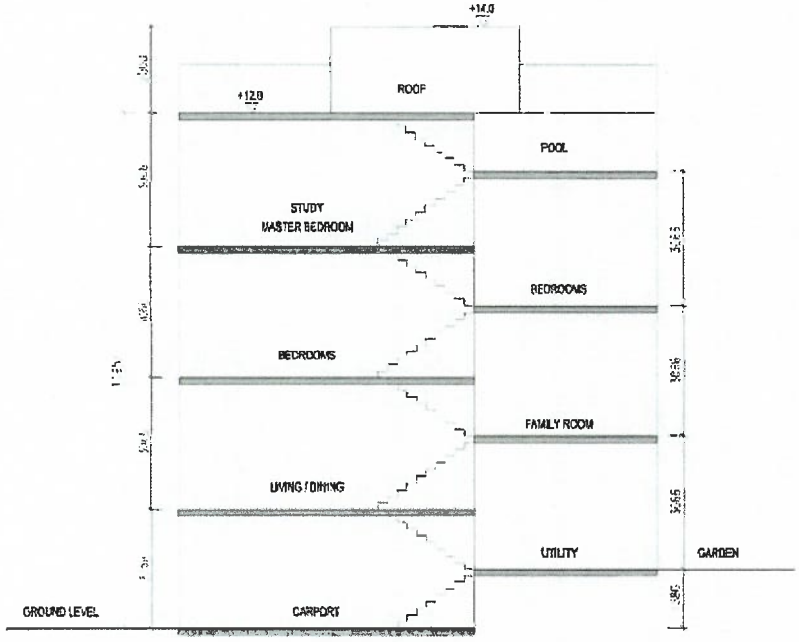
Medium-Large (Split Level)



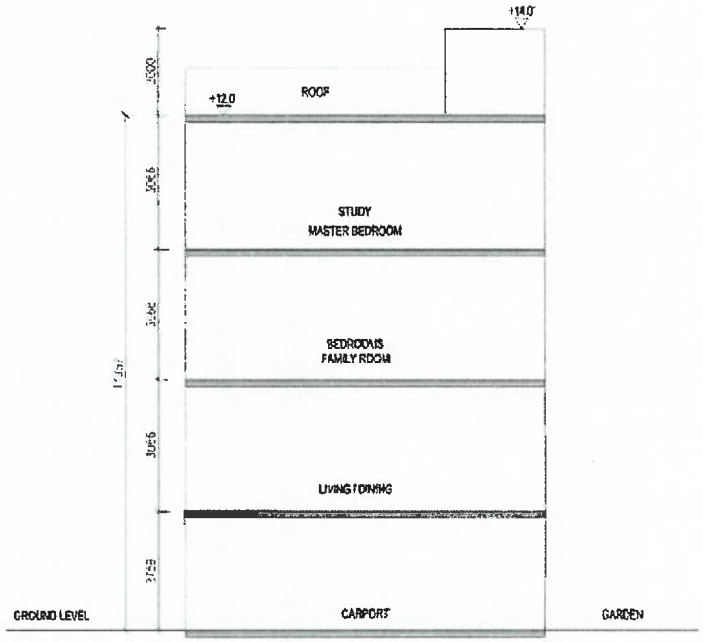
Medium-Small Unit (Split Level)

(資料來源：申請人於07.11.2022呈交的資料)
(Source : Applicant's Submission of 07.11.2022)

參考編號 REFERENCE No.	繪圖 DRAWING
A/SK-HC/340	A-4



Large Unit (Split Level)



Small Unit

(資料來源：申請人於07.11.2022呈交的資料)
(Source : Applicant's Submission of 07.11.2022)

參考編號 REFERENCE No.	繪圖 DRAWING
A/SK-HC/340	A-5

Advisory Clauses

(a) the approved Master Layout Plan, together with a set of approval conditions, would be certified by the Chairman of the Town Planning Board and deposited in the Land Registry in accordance with section 4A(2) of the Town Planning Ordinance;

(b) to incorporate the relevant approval conditions into the revised Master Layout Plan for deposition in the Land Registry as soon as possible;

(c) to liaise with the local stakeholders to address their concerns regarding the pedestrian access;

(d) to note the comments of the District Lands Officer/Sai Kung, Lands Department that the applicants should ensure all the site areas stated in the submission are correct. The applicants are also advised to explore including the whole Lot Nos. 1011, 1016 s.A and 1017 in D.D. 244 in Phase 2 Site. The applicants' proposal for surrender of their private lots for public road is subject to comments of the Transport Department and be reviewed by his department upon processing of land exchange for the development. Two areas of government land are proposed to be included in the Phase 2 development site boundary. The feasibility of such proposal would be considered by his department upon processing of the land exchange application for the proposed development. The lot owner should apply for a land exchange to effect the proposal. The lot owner is reminded that every application submitted to his department will be considered on its own merits by his department at its absolute discretion acting in its capacity as a landlord and there is no guarantee that the land exchange application will eventually be approved by his department. If the application for lands exchange is approved by his department, it will be subject to such terms and conditions as may be imposed by his department at its absolute discretion, including payment of premium and administrative fee;

(e) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that approval of the Section 16 application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to the Buildings Department for approval. For any proposed tree preservation/removal scheme, the applicant shall approach relevant authority/government department(s) direct to obtain the necessary approval;

(f) to note the comments of the Director of Environmental Protection that the comments on the environmental assessment at Appendix IV of the RNTPC paper should be addressed in the subsequent submission stage. Since the treated wastewater will be discharged into the nearby existing drainage system, the applicants are required to comply with relevant discharge standards of the "Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters";

(g) to note the comments of the Chief Engineer/Mainland South, Drainage Services Department that the detailed design of the proposed drainage works and a temporary drainage management plan shall be submitted to his department for agreement prior to the commencement of construction works;

(h) to note the comments of the Chief Engineer/Construction, Water Supplies Department that existing water mains are in close proximity to the Site and is likely to be affected. The applicants are required to either divert or protect the water mains found on site. If diversion is required, existing water mains inside the Site are needed to be diverted outside the Site boundary of the proposed development to lie in government land. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the applicants, and the applicants shall submit all the relevant proposal to his department for consideration and agreement before the works commence. If diversion is not required, the following conditions shall apply: (i) existing water mains are affected and no development which requires resiting of water mains will be allowed; (ii) details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works; (iii) no structures shall be built or materials stored within 1.5m from the centre line(s) of water main(s). Free access shall be made at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works; (iv) no trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of the water main(s). No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe; (v) no planting or obstruction of any kind except turfing shall be permitted within the space of 1.5m around the cover of any valve or within a distance of 1m from any hydrant outlet; (vi) tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains;

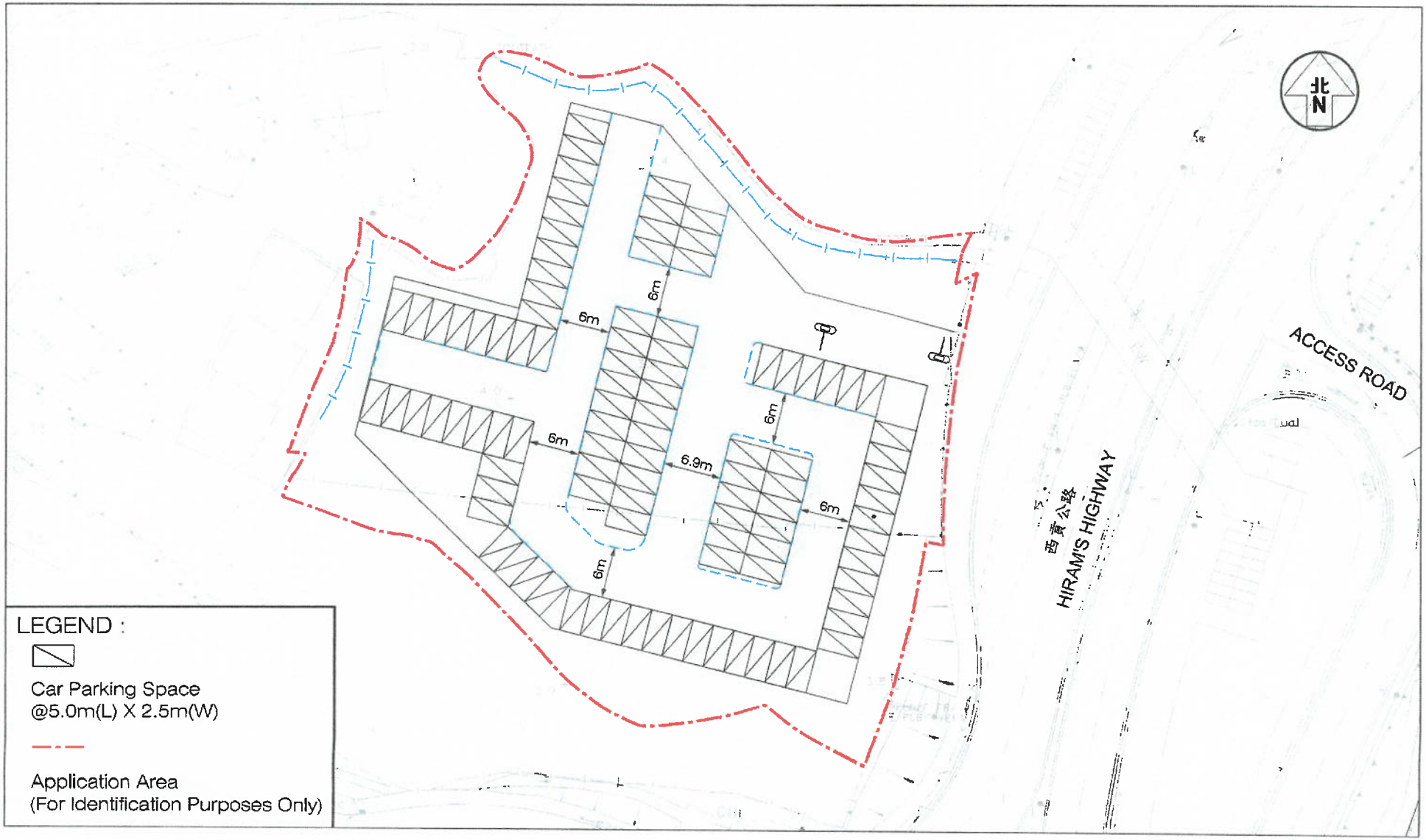
(i) to note the comments of the Director of Fire Services that the applicants should observe the requirements of emergency vehicular access as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department;

(j) to note the comments of the Chief Building Surveyor/New Territories East 2 and Rail, Buildings Department that with reference to PNAP APP-2 and with regard to the 'split-level' designs for houses where the difference in level between adjoining floors is less than 1m, the adjacent floors may be regarded as same storey for the purposes of Building (Planning) Regulation. For greater differences in level, the Authorized Person should clarify with his department before embarking on the project. Occupation permit cannot be issued until the access point to the Site from Nam Pin Wai Road is completed. Unless it could be justified that the Site will abut on a specified street under Building (Planning) Regulation (B(P)R) 18A, otherwise the development intensity of the Site should be determined by the Building Authority under B(P)R 19(3). The Site shall be provided with service lane (if the proposed houses cannot comply with detached/ semi-detached building requirements in B(P)R) and emergency vehicular access in accordance with B(P)R 28 and 41(D) respective. The proposed noise barrier should comply with the requirements as stipulated in the Joint Practice Note No. 2. The existing access road serving Ho Chung New Village should be excluded from site area calculation. All building works are subject to compliance with the Buildings Ordinance (BO) and allied regulations. Before any building works are carried out on the Site, prior approval and consent from the Building Authority should be obtained. An Authorized Person must be appointed to coordinate all new building works in accordance with the BO. Formal submission under the BO is required for any proposed new works. Detailed comments under the BO will be provided at the building plan submission stage;

(k) to note the comments of the Chief Heritage Executive (Antiquities and Monuments), Antiquities and Monuments Office that no disturbance should be made to Che Kung Temple, Sai Kung during the course of the proposed works. The applicants and their contractors are required to inform her office immediately when there are any antiquities or supposed antiquities under the Antiquities and Monuments Ordinance (Cap. 53) are unearthed during the course of the proposed works.

Knight Frank 萊坊

Appendix E
Public Vehicle Park Layout Plan


北
N
6m
6m
6m
6m
6.9m
6m
6m
ACCESS ROAD
西貢公路
HIRAM'S HIGHWAY
LEGEND :
Car Parking Space
@5.0m(L) X 2.5m(W)
Application Area
(For Identification Purposes Only)

Appendix F
Traffic Impact Assessment

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) For a Period of 3 Years at Various Lots in DD 244, Ho Chung, Sai Kung

Traffic Impact Assessment
Final Report
August 2026

Prepared by: CKM Asia Limited

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) For a Period of 3 Years at Various Lots in DD 244, Ho Chung, Sai Kung

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CHAPTER		PAGE
1.0	INTRODUCTION Background Structure of the Report	1
2.0	THE EXISTING SITUATION The Subject Site The Road Network Manual Classified Traffic Counts Existing Junction Performance Public Transport Services	2
3.0	THE PROPOSED DEVELOPMENT The Proposed Development Swept Path Analysis	4
4.0	TRAFFIC ANALYSIS Design Year Traffic Forecasting Estimated Traffic Growth Rate from 2026 to 2029 Planned/ Committed Developments in the Vicinity Traffic Generation of the Proposed Development Year 2029 Peak Hour Traffic Flows 2029 Junction Capacity Analysis	5
5.0	SUMMARY	8

Appendix A – Junction Capacity Analysis
Appendix B – Swept Path Analysis

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) For a Period of 3 Years at Various Lots in DD 244, Ho Chung, Sai Kung

TABLES

NUMBER

2.1 Existing Junction Performance

2.2 Existing Public Transport Services operating in the vicinity of the Proposed Development

4.1 Historic Traffic Information from ATC

4.2 TPEDM Data for Sai Kung

4.3 The Planned / Committed Developments in the Vicinity of the Proposed Development

4.4 Calculated Traffic Generation for Proposed Development

4.5 2029 Junction Performance

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) For a Period of 3 Years at Various Lots in DD 244, Ho Chung, Sai Kung

FIGURES

NUMBER

1.1 Location of the Site

2.1 Locations of Surveyed Junctions

2.2 Layout of Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road

2.3 Layout of Hiram's Highway / Access Road to Haven of Hope Ho Chung Day Activity Centre cum Hostel

2.4 Layout of Hiram's Highway / Ho Chung Road

2.5 Layout of Hiram's Highway / Luk Mei Tsuen Road

2.6 Existing Peak Hour Flows

3.1 Layout Plan of Proposed Development

4.1 2029 traffic flows without Proposed Development

4.2 2029 traffic flows with Proposed Development

1.0 INTRODUCTION

Background

1.1 The Application Site comprises of various lots in Demarcation District ("D.D.") 244, Ho Chung in Sai Kung. Its location is shown in **Figure 1.1**.

1.2 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant to prepare a traffic assessment in connection with the S16 application for a temporary public vehicle park (excluding container vehicle) with 100 car parking spaces for a period of 3 years (the "Proposed Development"). Access to the Proposed Development is via its existing vehicular access, which is provided at the northbound service road of Hiram's Highway.

1.3 This report describes the traffic assessment undertaken for the Proposed Development.

Structure of the Report

1.4 The report is structured as follows:

Chapter One	-	Gives the background of the project;
Chapter Two	-	Describes the existing situation;
Chapter Three	-	Presents the Proposed Development;
Chapter Four	-	Describes the traffic impact analysis; and
Chapter Five	-	Gives the overall conclusion.

2.0 THE EXISTING SITUATION

The Subject Site

2.1 The subject site is at present unoccupied, and it fronts onto Hiram's Highway to the east and Nam Pin Wai Road to be south.

The Road Network

2.2 Hiram's Highway is classified as a rural road, which is of dual carriageway 2-lane standard. It connects with Clear Water Bay Road at its southern end and Po Tung Road to the north.

2.3 Nam Pin Wai Road, Ho Chung Road and Luk Mei Tsuen Road are classified as feeder roads. These are of single carriageway 2-lane standard, and they connect with Hiram's Highway.

Manual Classified Traffic Counts

2.4 To quantify the traffic flows in the vicinity of the subject site, manual classified counts were conducted on Monday, 27th April 2026 and Thursday, 25th June 2026 during the AM and PM peak periods at the following junctions:

- J1: Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road;
- J2: Hiram's Highway / Access Road to Haven of Hope Ho Chung Day Activity Centre cum Hostel;
- J3: Hiram's Highway / Ho Chung Road; and
- J4: Hiram's Highway / Luk Mei Tsuen Road.

2.5 The locations of these junctions are shown in **Figure 2.1** and the layouts are shown in **Figures 2.2 – 2.5** respectively.

2.6 From the traffic survey conducted, the AM and PM peak hours are found between 0745 – 0845 hours and 1700 – 1800 hours respectively.

Existing Junction Performance

2.7 The existing operating performance of the surveyed junctions is calculated based on the existing traffic flows, and the analysis was undertaken using the method found in the Transport Planning and Design Manual ("TPDM"). The results are summarised in **Table 2.1**, and detailed calculations are presented in the **Appendix A**.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref	Junction	Type of Junction (Parameter)	AM Peak	PM Peak
J1	Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road	RA (DFC)	0.61	0.59
J2	Hiram's Highway / Access Road to Haven of Hope Ho Chung Day Activity Centre cum Hostel	Priority (DFC)	0.02	0.02
J3	Hiram's Highway / Ho Chung Road	Signal (RC)	>100%	>100%
J4	Hiram's Highway / Luk Mei Tsuen Road	Priority (DFC)	0.07	0.05

Note: RA – roundabout DFC - design flow/capacity ratio RC – reserve capacity

2.8 **Table 2.1** shows that the junctions operate with capacities.

Public Transport Services

2.9 At present, 5 franchised bus and 6 green minibus ("GMB") routes operate in the vicinity of the Proposed Development. Details of public transport services are presented in **Table 2.2**.

TABLE 2.2 EXISTING PUBLIC TRANSPORT SERVICES OPERATING IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Route	Routing	Headway (minutes)
KMB 92	Sai Kung – Diamond Hill Station	15 – 30
KMB 92R[1]	Sai Kung – Star Ferry	30 - 60
KMB 96R[1]	Wong Shek Pier – Diamond Hill Station	20 – 35
KMB 292P[2]	Sai Kung → Kwun Tong	AM Peak
CTB 792M	Sai Kung – Tseung Kwan O Station	15 – 30
GMB 1	Sai Kung – Kowloon Bay	8 – 20
GMB 1A	Sai Kung – Choi Hung Road PTI	4
	Sai Kung North PTI → Choi Hung Road PTI	AM Peak
	Pak Shan Wan → Choi Hung Road PTI	
	Fui Yiu Lane → Choi Hung Road PTI[4]	
GMB 1S[4]	Sai Kung – Choi Hung Road PTI	10 – 15
GMB 2	Sai Kung – Ho Chung	15 – 30
	Sai Kung (Yi Chun Street) – Kai Ham (Circular)	30
GMB 12	Sai Kung – Po Lam Station	10 – 15
GMB 101M	Sai Kung – Hang Hau Station	3 – 30
	Pak Sha Wan – Hang Hau Station	AM Peak
	Lakeside Garden– Hang Hau Station	
	Po Lo Che – Hang Hau Station	
	Marina Cove – Hang Hau Station	

Note: KMB – Kowloon Motor Bus CTB – Citybus GMB – Green Minibus
[1] Saturday, Sunday and Public Holiday only
[2] Monday to Friday (except Public Holiday)
[3] Monday to Saturday (except Public Holiday)
[4] Overnight

3.0 THE PROPOSED DEVELOPMENT

The Proposed Development

3.1 The Proposed Development provides 100 car parking spaces, and the layout plan is shown in **Figure 3.1**.

3.2 The entry gate is provided some 20m from the run-in, and this is to ensure that no vehicles will tailback to the northbound service road of Hiram's Highway.

Swept Path Analysis

3.3 The CAD-based swept path analysis programme, ***AUTODESK VEHICLE TRACKING***, was used to check the ease of manoeuvring of vehicles within the Proposed Development, and vehicles are found to have no manoeuvring problems. The swept path analysis drawings are found in **Appendix B**.

4.0 TRAFFIC ANALYSIS

Design Year

4.1 The Proposed Development is expected to commence in 2026 and operate for 3 years, ie, until 2029. Hence, the design year adopted for traffic analysis is 2029.

Traffic Forecasting

4.2 Year 2029 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to existing traffic flows; (ii) estimated traffic growth rate from 2026 to 2029; (iii) expected traffic generation by the planned / committed developments in the vicinity; and, (iv) the expected traffic generation by the Proposed Development.

Estimated Traffic Growth Rate from 2026 to 2029

4.3 Reference is made to the: (i) the annual average daily traffic (AADT) of core stations located in the vicinity of the subject site obtained from the Annual Traffic Census (ATC) published by Transport Department; (ii) the projection of population and employment data in Sai Kung obtained from the latest Territorial Population and Employment Data Matrix (TPEDM) published by Planning Department.

4.4 The above information is presented in **Tables 4.1 and 4.2** respectively.

TABLE 4.1 HISTORIC TRAFFIC INFORMATION FROM ATC

Station	**6055**	**5017**	**5466**	**Overall**
Road	**Hiram's Highway**	**Clear Water Bay Rd**	**Clear Water Bay Rd**	**–**
From	Clear Water Bay Rd	On Sau Rd	Hang Hau Rd	–
To	Po Tung Road	Hiram's Highway	Hiram's Highway	–
2017	24,050	26,910	18,650*	69,610
2018	24,450	28,450	18,950*	71,850
2019	24,280*	28,980	20,240	73,500
2020	23,360*	28,900	19,110	71,370
2021	24,460*	29,100	20,020*	73,580
2022	23,480	27,720	19,140*	70,340
2023	22,860	29,080	19,160	71,100
2024	22,470	25,300	19,640	67,410
Average Annual Growth (2017-2024)	**-1.40%**	**-1.94%**	**0.60%**	**-1.06%**

Note: * AADT estimated by Growth Factor

4.5 **Table 4.1** shows that the annual growth rate obtained from ATC is negative, i.e. – 1.06%.

TABLE 4.2 TPEDM DATA FOR SAI KUNG

District	**Item**	**Year**		**Average Annual Growth**
		2026	**2031**	
Sai Kung	Population	489,050	527,150	+0.44%
	Employment	111,550	116,200	+1.22%
	Total	**600,600**	**643,350**	**+0.58%**

4.6 **Table 4.2** shows that the annual growth rate obtained from TPEDM between years 2026 – 2031 is 0.58%. To err on the high side, an annual average traffic growth of **1% per annum** is adopted for year 2026 – 2029.

Planned/ Committed Developments in the Vicinity

4.7 Planned/ committed developments found in the vicinity have been incorporated in the forecast. The planned / committed developments are listed in **Table 4.3**.

TABLE 4.3 THE PLANNED / COMMITTED DEVELOPMENTS IN THE VICINITY OF THE PROPOSED DEVELOPMENT

Ref.	Location	Development Parameters (Approx.)
A	Various Lots in D.D. 210 and Adjoining Government Land, Ho Chung[1]	15 private residential houses
B	Lot 1003 in D.D. 214, Ho Chung	90 private residential flats
C	Lot 2189 in D.D. 244, Nam Pin Wai	139 private residential flats
D	Various Lots in D.D. 210 and 244 and Adjoining Government Land, Ho Chung[2]	8 private residential houses
E	Various Lots in D.D. 214 and 244 and Adjoining Government Land, Ho Chung[3]	26 private residential houses
F	Various Lots and Adjoining Government Land in D.D. 247, Ho Chung[4]	1 temporary film studio

Note:
(1) Approved Planning Application A/SK-HC/316
(2) Approved Planning Application Y/SK-HC/6
(3) Approved Planning Application A/SK-HC/124-2
(4) Approved Planning Application A/SK-HC/278

Traffic Generation of the Proposed Development

4.8 The TPDM has no trip rates for temporary car park, hence, the traffic generation is calculated based on the trip rates derived from the traffic generation survey conducted at a temporary car park at Ma Wo Road, Tai Po. Similar to the Proposed Development, this car park is located in the New Territories and in a residential area.

4.9 Based on the survey results, the traffic generation of the Proposed Development, is estimated, and are presented in **Table 4.4**.

TABLE 4.4 CALCULATED TRAFFIC GENERATION FOR PROPOSED DEVELOPMENT

Items		AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Skye Parking, Ma Wo Road, Tai Po (246 spaces)	Traffic Generation[1]	16	15	10	30
	Derived Trip Rate[2]	0.0650	0.0610	0.0407	0.1220
Proposed Development (100 spaces)	Traffic Generation[1]	7	7	5	13
		14 (2-way)		**18 (2-way)**	

Note:
(1) traffic generation in pcu/hr
(2) trip rate in pcu/space/hr

4.10 **Table 4.4** shows that the Proposed Development is expected to generate 14 and 18 pcu (2-way) in AM and PM peak hours respectively.

Year 2029 Peak Hour Traffic Flows

4.11 Year 2029 peak hour traffic flows for the following cases are derived:

Year 2029 Without the Proposed Development [A] = *Existing Traffic Flow + estimated traffic growth between 2026 and 2029 + estimated traffic generation of the planned / committed developments*

Year 2029 With the Proposed Development [B] = *[A] + Traffic generated by the Proposed Development*

4.12 Year 2029 peak hour traffic flows for the above two cases are shown in **Figures 4.1 and 4.2** respectively.

Year 2029 Junction Capacity Analysis

4.13 Year 2029 junction capacity analysis for the case without and with the Proposed Development are summarised in **Table 4.5,** and detailed calculations are found in the **Appendix A**.

TABLE 4.5 2029 JUNCTION PERFORMANCE

Ref	Junction	Type of Junction (Parameter)	Without Proposed Development		With Proposed Development	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road	RA (DFC)	0.65	0.62	0.66	0.63
J2	Hiram's Highway / Access Road to Haven of Hope Ho Chung Day Activity Centre cum Hostel	Priority (DFC)	0.02	0.02	0.02	0.02
J3	Hiram's Highway / Ho Chung Road	Signal (RC)	89%	89%	87%	88%
J4	Hiram's Highway / Luk Mei Tsuen Road	Priority (DFC)	0.09	0.07	0.09	0.07

Note: RA – roundabout DFC - design flow/capacity ratio RC – reserve capacity

4.14 The results in **Table 4.5** indicate that the junctions analysed will operate with sufficient capacities in 2029, and the Proposed Development has no adverse traffic impact.

5.0 SUMMARY

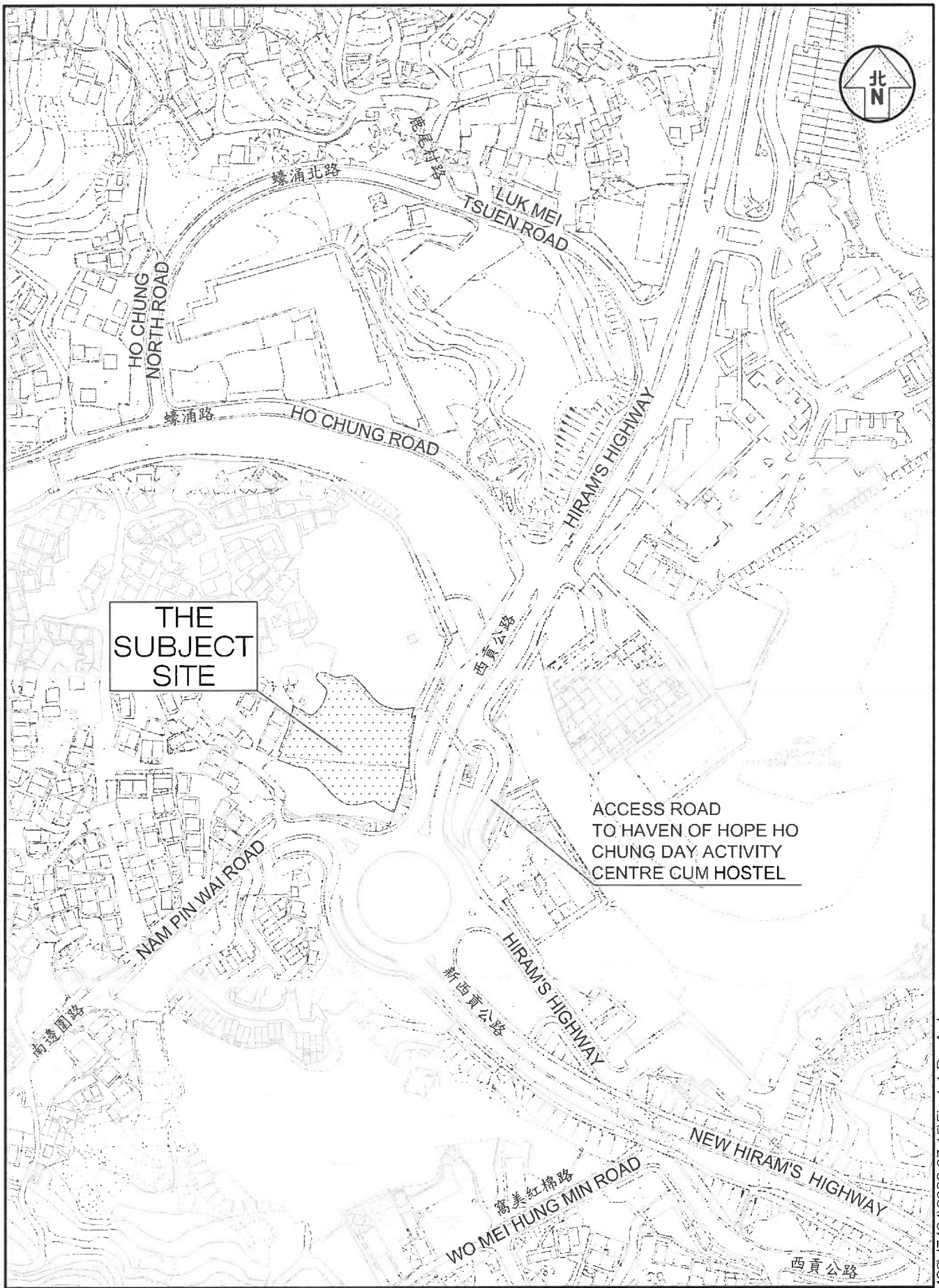
5.1 The Proposed Development comprises of various lots in D.D. 244, Ho Chung in Sai Kung. Access to the Proposed Development is via its existing vehicular access provided at the northbound service road of Hiram's Highway.

5.2 The Proposed Development provides 100 car parking spaces and this is a temporary use for a period of 3 years.

5.3 Year 2029 peak hour traffic flows produced for the traffic analysis are derived based on (i) existing traffic flows; (ii) adopted traffic growth; (iii) traffic generated by other developments in the vicinity; and (iv) expected traffic generation by the Proposed Development.

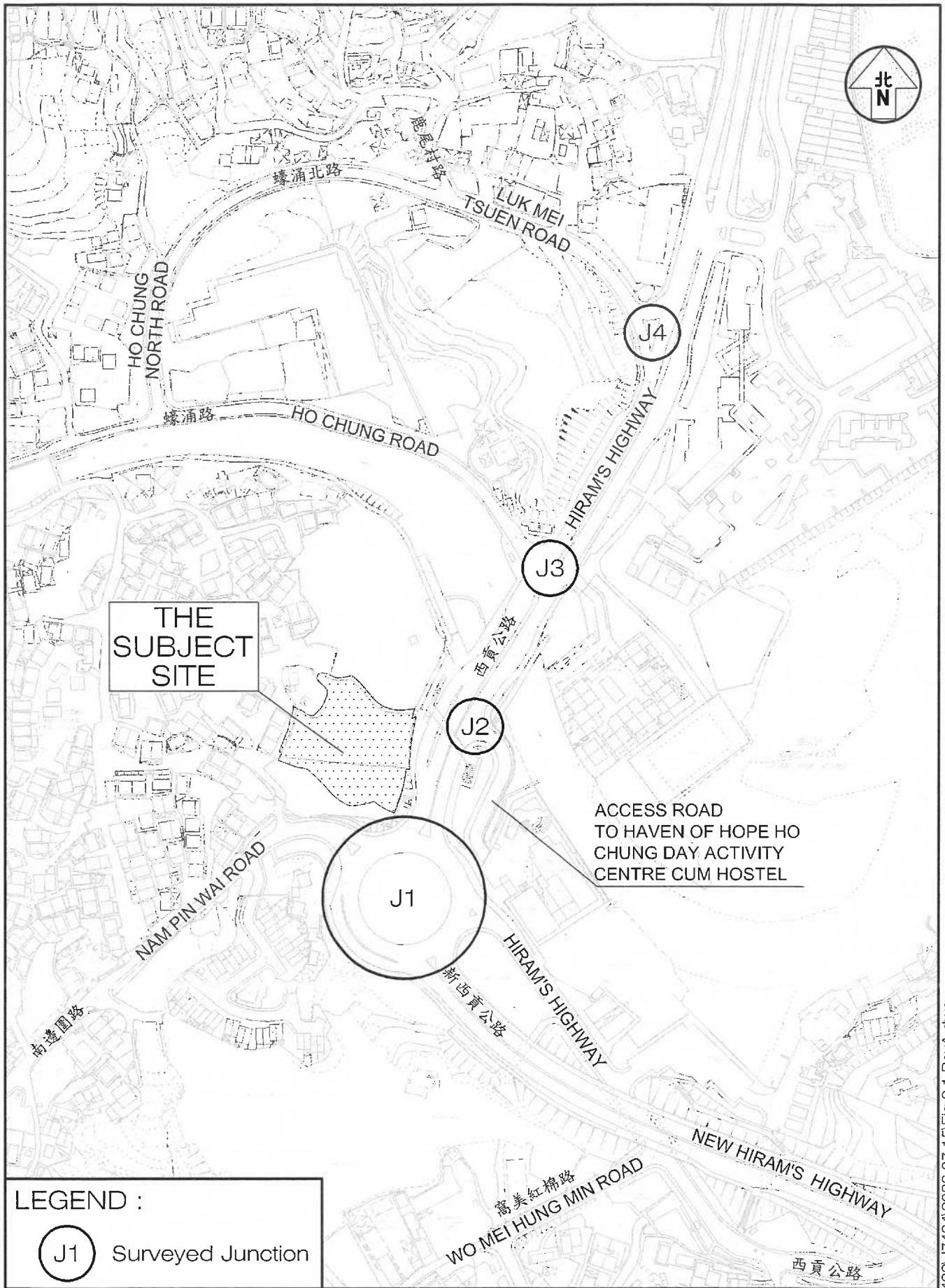
5.4 A comparison is made of the performance of the junctions assessed for the cases without and with the Proposed Development. The traffic analysis concluded that the junctions analysed will operate with sufficient capacities in 2029, and the Proposed Development has no adverse traffic impact.

Figures



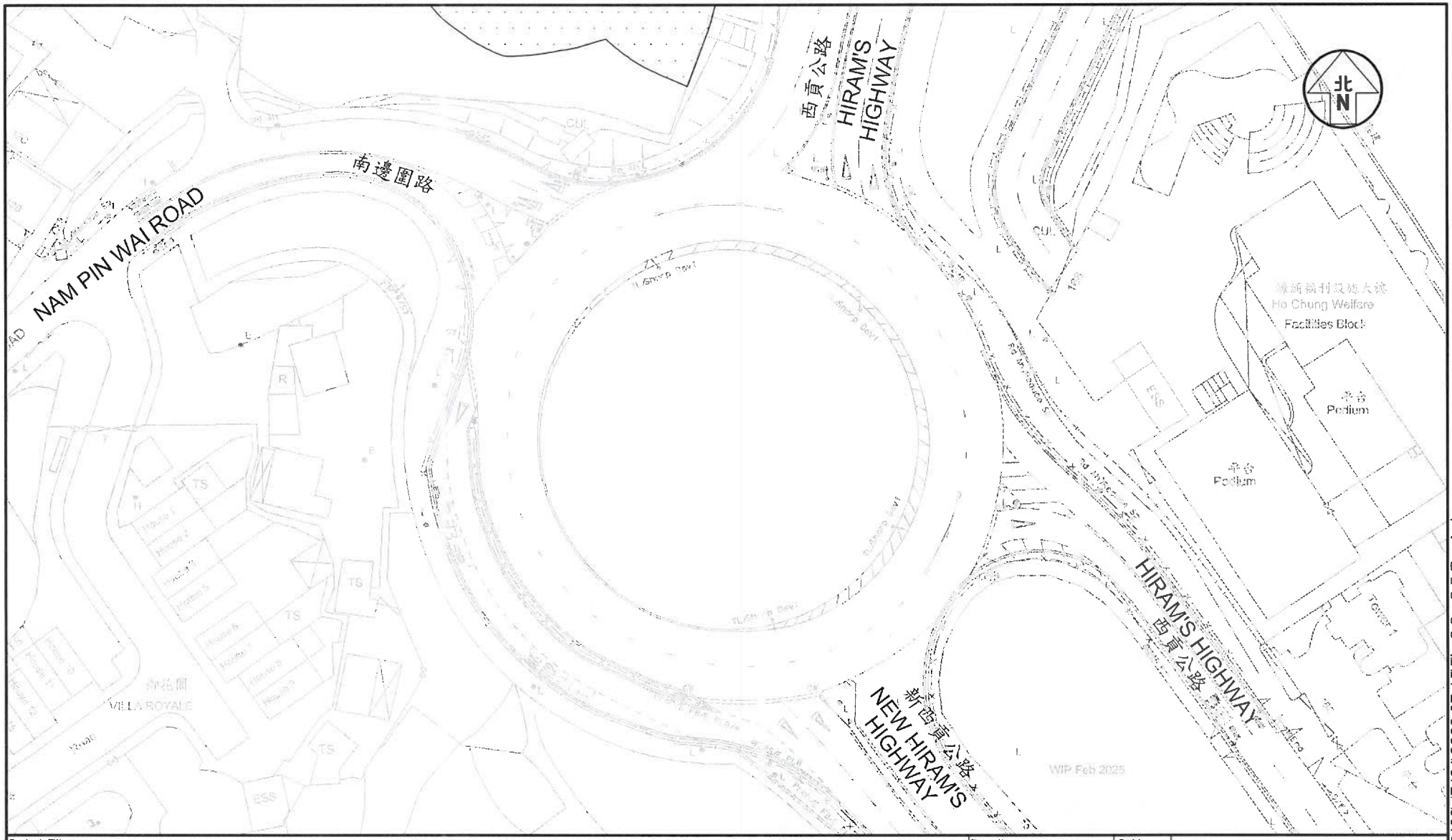
Project Title: PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	Job No. J7494	Figure No. 1.1			Scale in A4 1 : 3,000
	Designed by Y K C	Drawn by C C L	Checked by K C	Revision A	Date 04 AUG 2026
Figure Title: LOCATION OF THE SITE	CKM Asia Limited Traffic and Transportation Planning Consultants				

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Project Title: PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	Job No. J7494	Figure No. 2.1			Scale in A4 1 : 3,000
	Designed by Y K C	Drawn by C C L	Checked by K C	Revision A	Date 04 AUG 2026
Figure Title: LOCATIONS OF SURVEYED JUNCTIONS	CKM Asia Limited Traffic and Transportation Planning Consultants [redacted]				

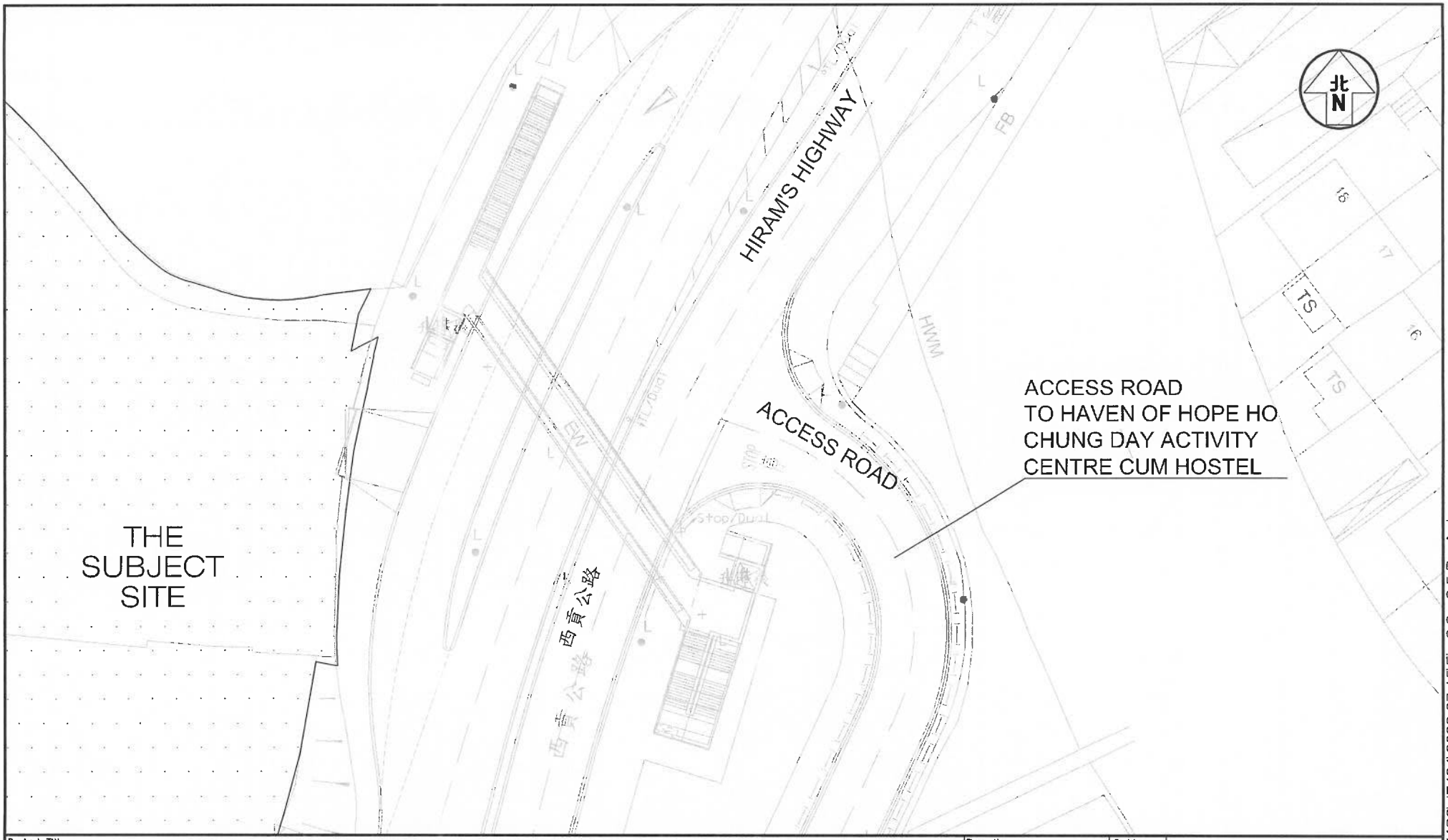
T:\JOB\J7450-J7499\J7494\2026 07 15\Fig 2.1 RevA.dwg



Project Title	PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	J7494	Figure No. 2.2 / Revision A
Figure Title	LAYOUT OF HIRAM'S HIGHWAY / NEW HIRAM'S HIGHWAY / NAM PIN WAI ROAD	Designed by Y K C / Drawn by C C L / Checked by K C	Scale in A4 1 : 750 / Date 04 AUG 2026

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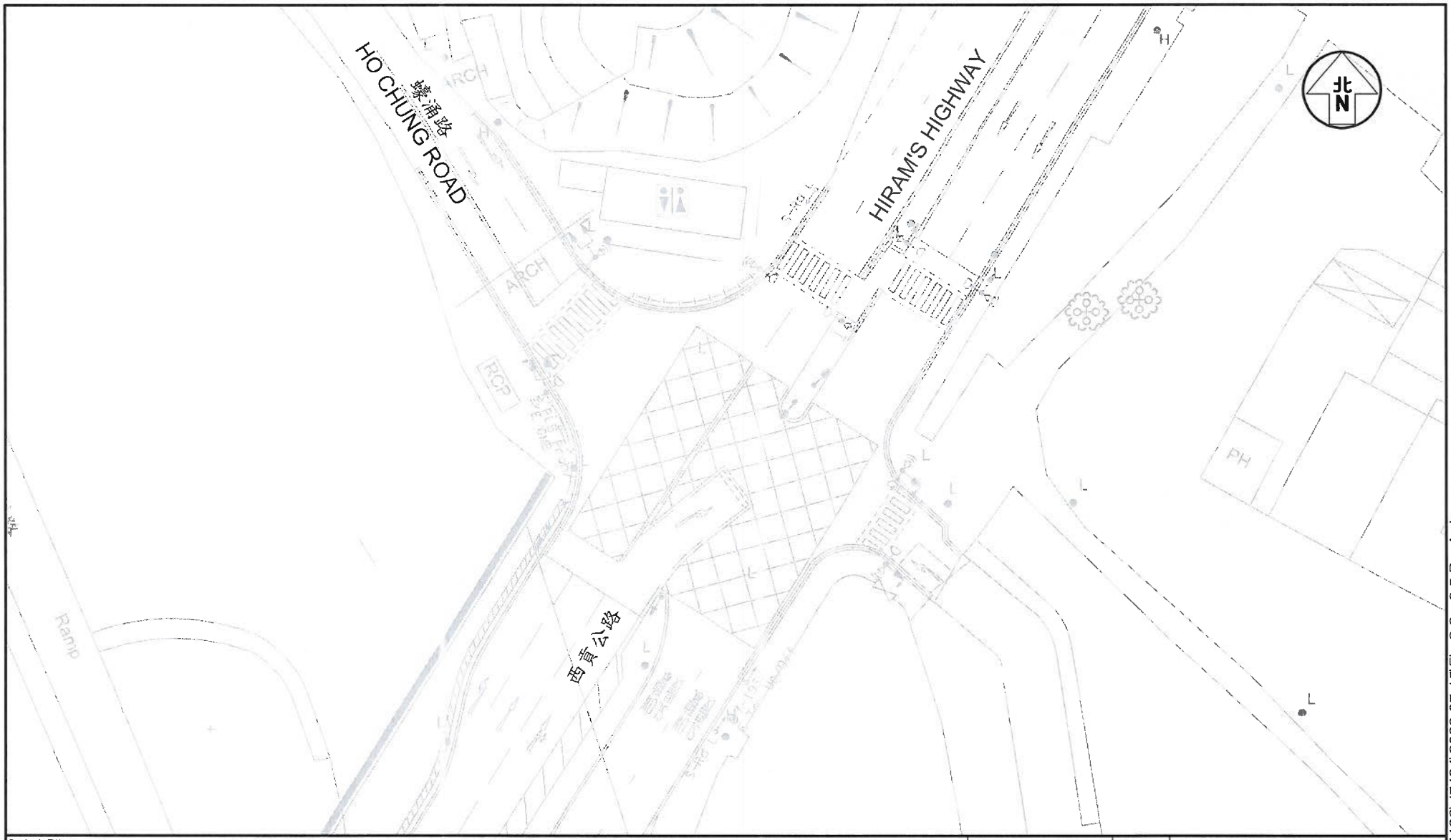
T:\JOBS\J7450-J7499\J7494\2026 07 15\Fig 2.2 - 2.5 RevA.dwg



Project Title	PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	J7494	Figure No. 2.3	Revision A
Figure Title	LAYOUT OF HIRAM'S HIGHWAY / ACCESS ROAD TO HAVEN OF HOPE HO CHUNG DAY ACTIVITY CENTRE CUM HOSTEL		Designed by Y K C / Drawn by C C L / Checked by K C	
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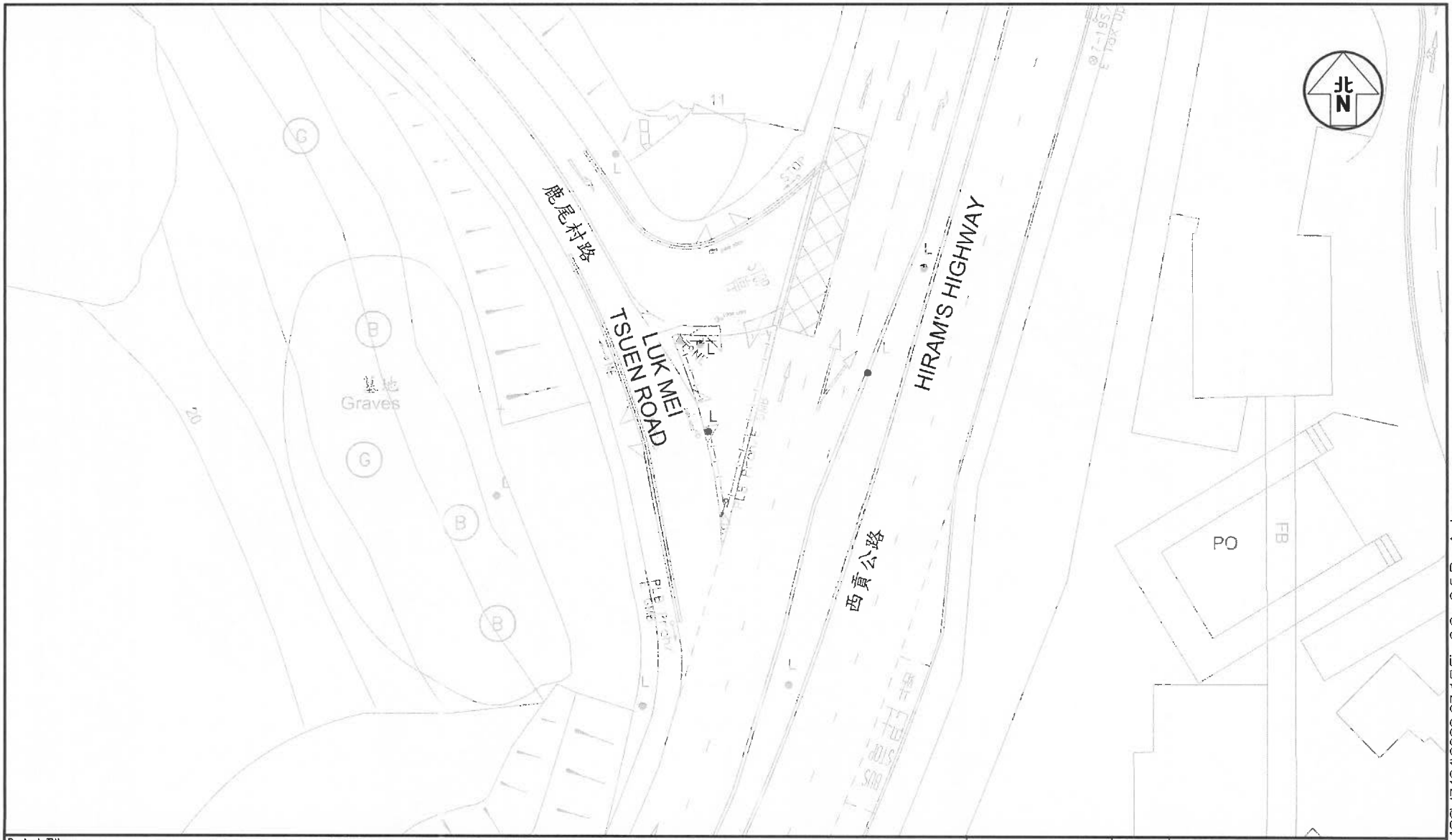
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Project Title	PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	J7494	Figure No. 2.4	Revision A
Figure Title	LAYOUT OF HIRAM'S HIGHWAY / HO CHUNG ROAD		Designed by Y K C / Drawn by C C L / Checked by K C	
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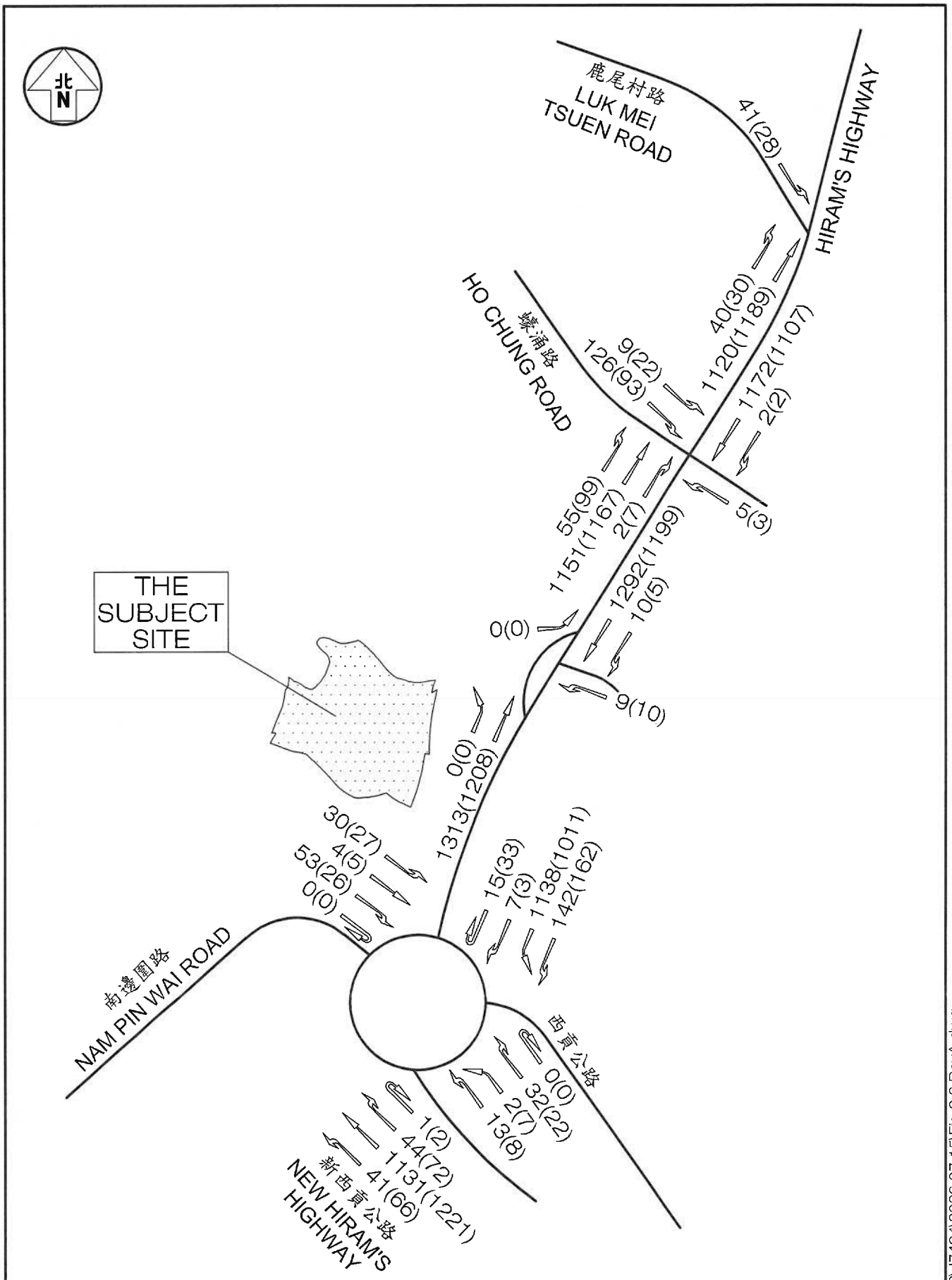
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Project Title	PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	J7494	Figure No. 2.5	Revision A
Figure Title	LAYOUT OF HIRAM'S HIGHWAY / LUK MEI TSUEN ROAD		Designed by Y K C / Drawn by C C L / Checked by K C	
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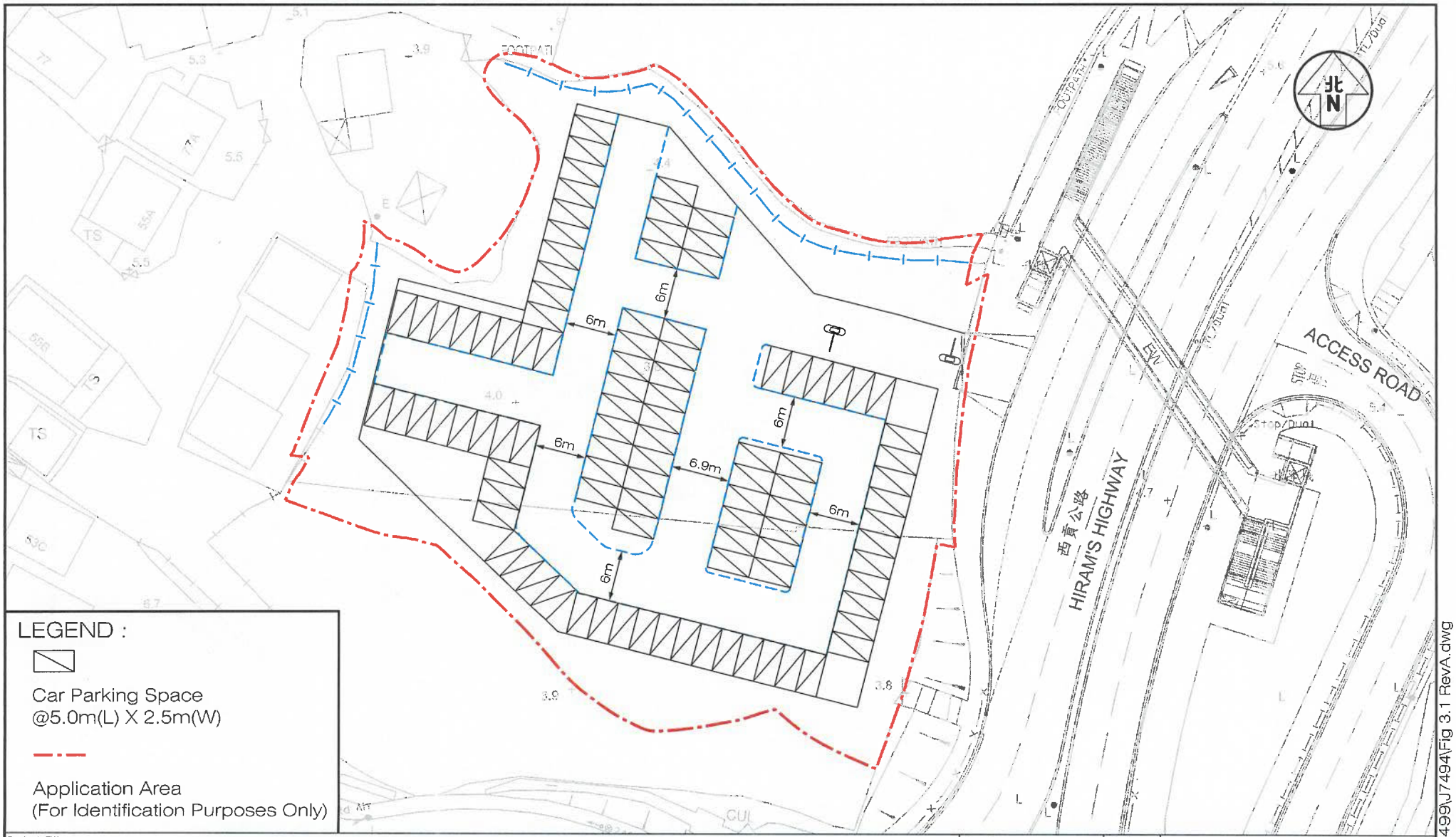
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Project Title: PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	Job No. J7494	Figure No. 2.6			Scale in A4 N.T.S.
	Designed by Y C K	Drawn by C C L	Checked by K C	Revision A	Date 04 AUG 2026
Figure Title: EXISTING PEAK HOUR FLOWS	CKM Asia Limited Traffic and Transportation Planning Consultants				

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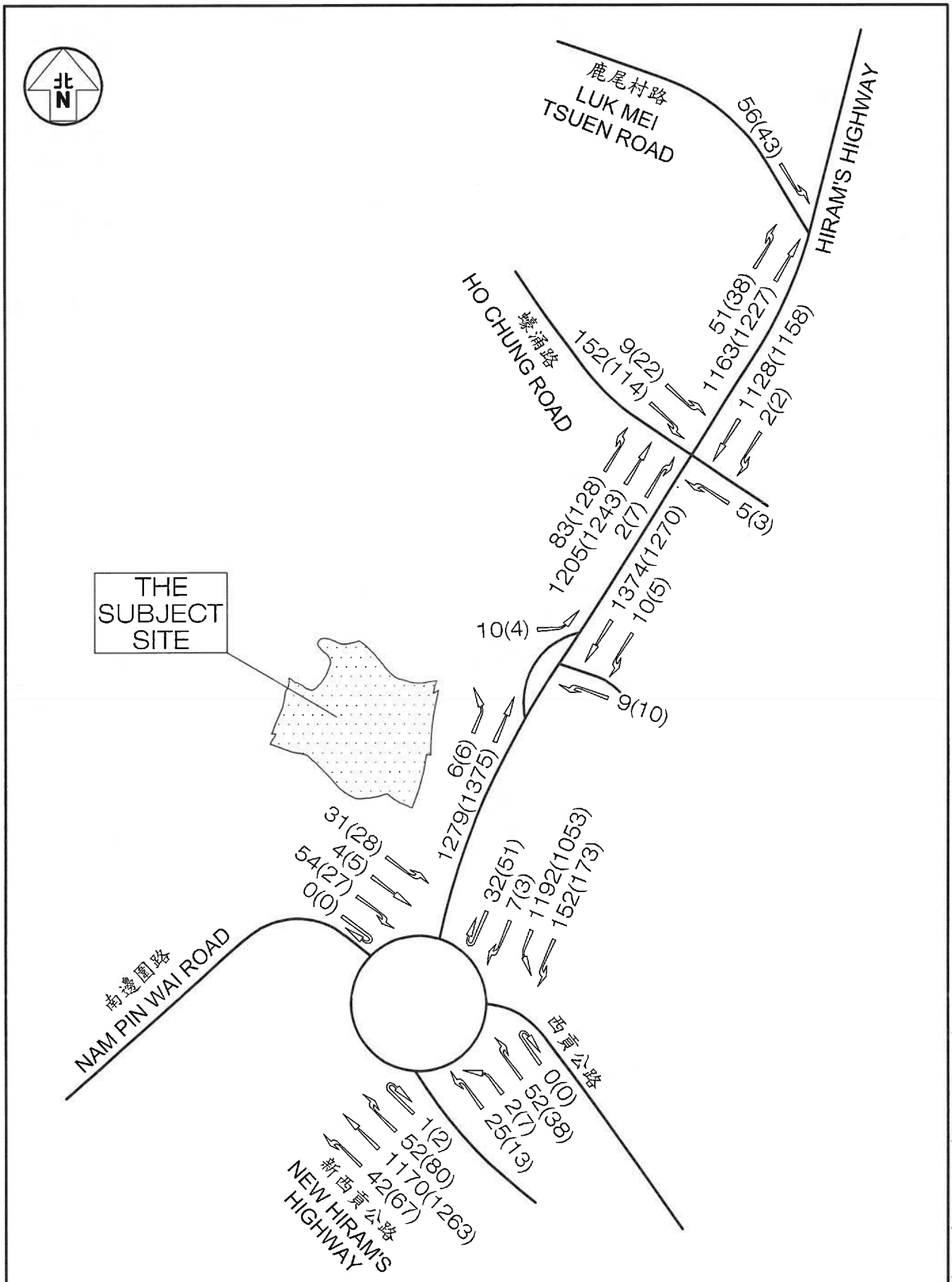


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Figure Title	LAYOUT PLAN OF PROPOSED DEVELOPMENT		Designed by Y K C / Drawn by C C L / Checked by K C / Scale in A4 1 : 600 / Date 04 AUG 2026

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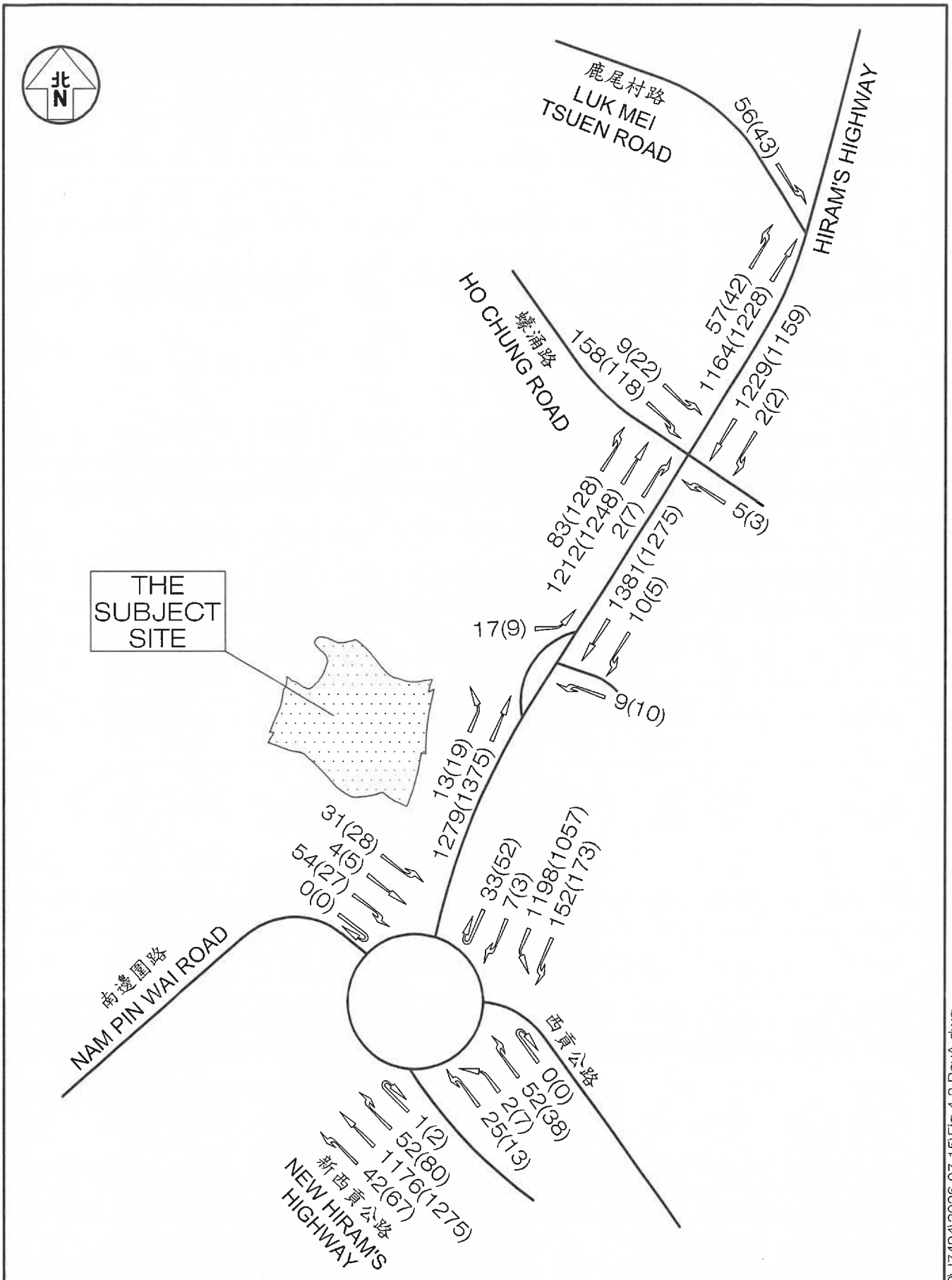
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Project Title: PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	Job No. J7494	Figure No. 4.1			Scale in A4 N.T.S.
	Designed by Y K C	Drawn by C C L	Checked by K C	Revision A	Date 04 AUG 2026
Figure Title: 2029 TRAFFIC FLOWS WITHOUT PROPOSED DEVELOPMENT	CKM Asia Limited Traffic and Transportation Planning Consultants				

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Project Title: PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	Job No. J7494	Figure No. 4.2			Scale in A4 N.T.S.
	Designed by Y K C	Drawn by C C L	Checked by K C	Revision A	Date 04 AUG 2026
Figure Title: 2029 TRAFFIC FLOWS WITH PROPOSED DEVELOPMENT	CKM Asia Limited Traffic and Transportation Planning Consultants				

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Appendix A – Junction Capacity Analysis

Roundabout Analysis

Location: Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road — R1A / P.1-1
Scenario: existing condition
Design Year: 2026 — Job Number: J7494 — Date: 4 August 2026

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	15	142	1138	7	1301	102
From B	32	0	13	2	46	1214
From C	1131	44	1	41	1217	56
From D	30	4	53	0	87	1223
Total	1208	190	1204	50	2652	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	33	162	1011	3	1209	105
From B	22	0	8	7	37	1075
From C	1221	72	2	66	1361	65
From D	27	5	26	0	58	1350
Total	1303	239	1047	75	2664	

Legend

Arm	Road (in clockwise order)
A	Hiram's Highway (SB)
B	Hiram's Highway (NB)
C	New Hiram's Highway (NB)
D	Nam Pin Wai Road (EB)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.5	7.5	18.8	1.0	80	41	0.0
From B	5.5	3.5	15.0	20.0	80	47	0.2
From C	9.0	7.0	18.8	10.0	80	48	0.3
From D	7.5	4.5	21.3	28.5	80	46	0.2

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)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.500	7.389	1.060	0.959	2272.500	0.556	2124	2123	1301	1209	0.613	0.569
From B	5.015	7.389	1.060	0.925	1519.591	0.446	905	962	46	37	0.051	0.038
From C	8.220	7.389	1.060	0.934	2490.512	0.588	2297	2292	1217	1361	0.530	0.594
From D	6.744	7.389	1.060	0.947	2043.461	0.523	1331	1267	87	58	0.066	0.046

Roundabout Analysis

Location: Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road — R1A / P.1-2
Scenario: without proposed development
Design Year: 2029 — Job Number: J7494 — Date: 4 August 2026

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	32	152	1192	7	1383	111
From B	52	0	25	2	78	1286
From C	1170	52	1	42	1265	93
From D	31	4	54	0	89	1307
Total	1285	208	1272	51	2816	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	51	173	1053	3	1280	114
From B	38	0	13	7	58	1136
From C	1263	80	2	67	1412	99
From D	28	5	27	0	60	1434
Total	1381	258	1095	76	2810	

Legend

Arm	Road (in clockwise order)
A	Hiram's Highway (SB)
B	Hiram's Highway (NB)
C	New Hiram's Highway (NB)
D	Nam Pin Wai Road (EB)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	Ø (°)	S
From A	7.5	7.5	18.8	1.0	80	41	0.0
From B	5.5	3.5	15.0	20.0	80	47	0.2
From C	9.0	7.0	18.8	10.0	80	48	0.3
From D	7.5	4.5	21.3	28.5	80	46	0.2

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

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	$= 1-0.00347(Ø-30)-0.978[(1/r)-0.05]$
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
Ø	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.500	7.389	1.060	0.959	2272.500	0.556	2119	2118	1383	1280	0.653	0.604
From B	5.015	7.389	1.060	0.925	1519.591	0.446	875	937	78	58	0.090	0.061
From C	8.220	7.389	1.060	0.934	2490.512	0.588	2276	2273	1265	1412	0.556	0.621
From D	6.744	7.389	1.060	0.947	2043.461	0.523	1289	1226	89	60	0.069	0.049

Roundabout Analysis

Location: Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road — R1A / P.1-3
Scenario: with proposed development
Design Year: 2029 — Job Number: J7494 — Date: 4 August 2026

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	33	152	1198	7	1390	111
From B	52	0	25	2	78	1293
From C	1176	52	1	42	1271	94
From D	31	4	54	0	89	1314
Total	1292	208	1278	51	2829	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	52	173	1057	3	1285	114
From B	38	0	13	7	58	1141
From C	1275	80	2	67	1424	100
From D	28	5	27	0	60	1447
Total	1394	258	1099	76	2827	

Legend

Arm	Road (in clockwise order)
A	Hiram's Highway (SB)
B	Hiram's Highway (NB)
C	New Hiram's Highway (NB)
D	Nam Pin Wai Road (EB)

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.5	7.5	18.8	1.0	80	41	0.0
From B	5.5	3.5	15.0	20.0	80	47	0.2
From C	9.0	7.0	18.8	10.0	80	48	0.3
From D	7.5	4.5	21.3	28.5	80	46	0.2

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

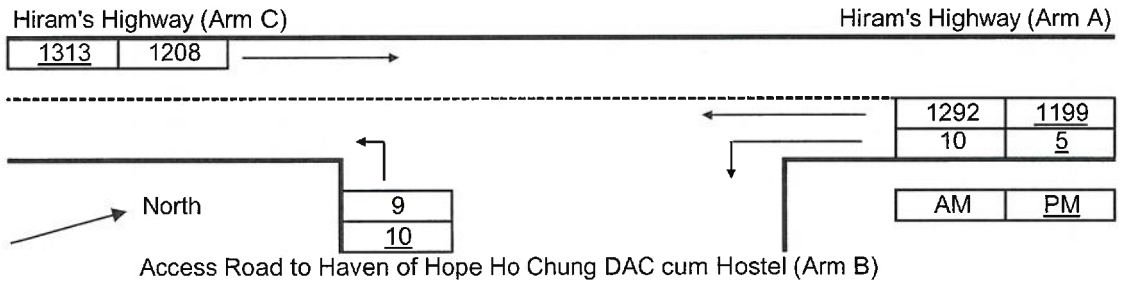
e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.500	7.389	1.060	0.959	2272.500	0.556	2119	2118	1390	1285	0.656	0.607
From B	5.015	7.389	1.060	0.925	1519.591	0.446	872	935	78	58	0.090	0.062
From C	8.220	7.389	1.060	0.934	2490.512	0.588	2276	2272	1271	1424	0.559	0.627
From D	6.744	7.389	1.060	0.947	2043.461	0.523	1285	1219	89	60	0.070	0.049

Priority Junction Analysis

Junction:	Hiram's Highway / Access Road to Haven of Hope Ho Chung DAC cum Hostel				R1A / P.2-1
Design Year:	2026	Job Number:	J7494	Date:	04 August 2026
Scenario:	existing condition				



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

Geometry :	Input		Input		Input		Calculated	
	W	16.00	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	1.50	V-lBA	0	w-BC	4.20	E	0.9712
			V-rBC	35	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4480

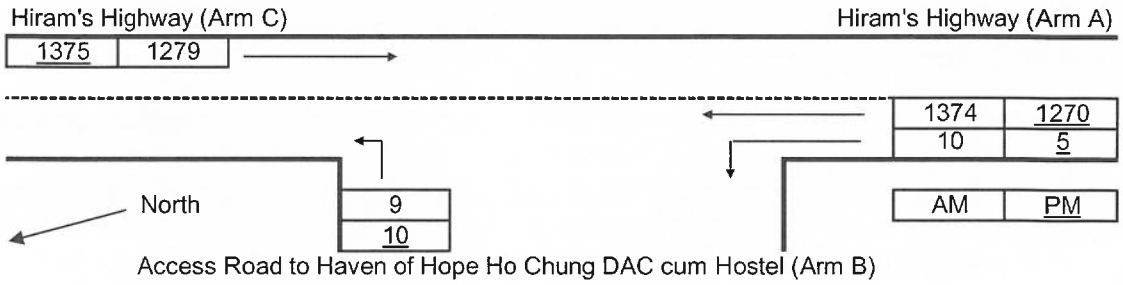
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1208	1313	Q-BA	167	169
q-CB	0	0	Q-BC	518	533
q-AB	10	5	Q-CB	312	322
q-AC	1292	1199	Q-BAC	518	533
q-BA	0	0			
q-BC	9	10			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.017	0.019
C-B	0.000	0.000
B-AC	0.017	0.019

Priority Junction Analysis

Junction:	Hiram's Highway / Access Road to Haven of Hope Ho Chung DAC cum Hostel				R1A / P.2-2
Design Year:	2029	Job Number:	J7494	Date:	04 August 2026
Scenario:	without proposed development				



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

Geometry :	Input		Input		Input		Calculated	
	W	16.00	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR		V-lBA	0	w-BC	4.20	E	0.9712
			V-rBC	35	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4480

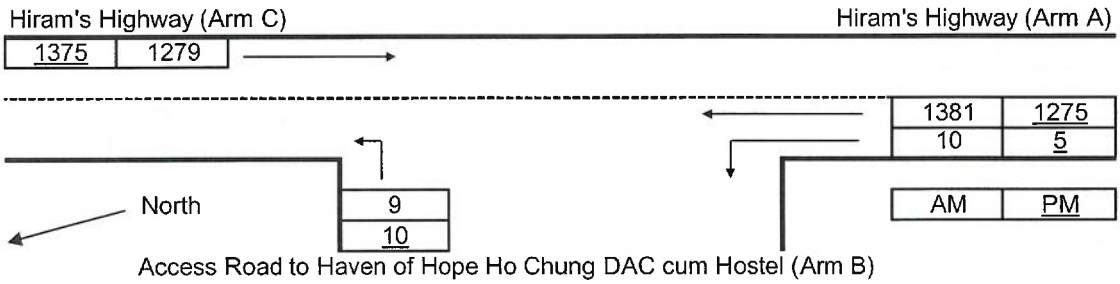
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1279	1375	Q-BA	145	149
q-CB	0	0	Q-BC	505	522
q-AB	10	5	Q-CB	304	315
q-AC	1374	1270	Q-BAC	505	522
q-BA	0	0			
q-BC	9	10			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.018	0.019
C-B	0.000	0.000
B-AC	0.018	0.019

Priority Junction Analysis

Junction:	Hiram's Highway / Access Road to Haven of Hope Ho Chung DAC cum Hostel				R1A / P.2-3
Design Year:	2029	Job Number:	J7494	Date:	04 August 2026
Scenario:	with proposed development				



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

Geometry :	Input		Input		Input		Calculated	
	W	16.00	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR		V-lBA	0	w-BC	4.20	E	0.9712
			V-rBC	35	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.4480

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1279	1375	Q-BA	144	148
q-CB	0	0	Q-BC	504	521
q-AB	10	5	Q-CB	304	314
q-AC	1381	1275	Q-BAC	504	521
q-BA	0	0			
q-BC	9	10			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.018	0.019
C-B	0.000	0.000
B-AC	0.018	0.019

Signal Junction Analysis

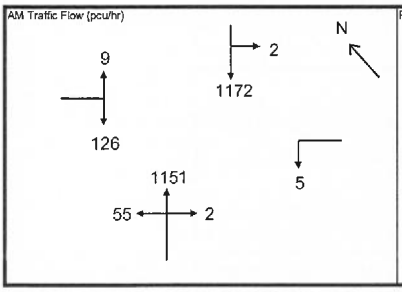
Junction: Hiram's Highway / Ho Chung Road / Access Road to Berkeley Bay Villa Job Number: J7494

Scenario: existing condition R1A / P.3-1

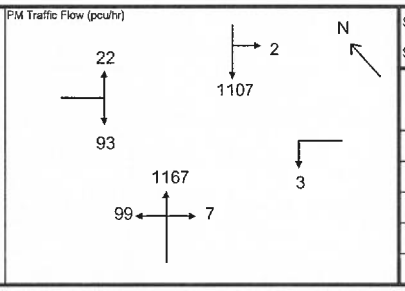
Design Year: 2026 Designed By: _____ Checked By: _____ Date: 04 August 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hiram's Highway SB	LT+SA	A1	1	4.00	10.0		0	2014	567	0.282		0	2015	536	0.266	
	SA	A2	1	4.00				2155	607	0.282			2155	573	0.266	
Ho Chung Road EB	LT	B1	2	3.00	14.0		100	1730	9	0.005		100	1730	22	0.013	
	RT	B2	2	3.00	17.0		100	1888	126	0.067	0.067	100	1888	93	0.049	0.049
Hiram's Highway NB	LT+SA	C1	1	3.50	10.0		9	2099	603	0.287	0.287	16	2126	640	0.301	0.301
	SA+RT	C2	1	3.50	17.5		0	2104	605	0.287		1	2105	633	0.301	
Access Road to Berkeley Bay Villa WB	RT	D1	3	4.50	10.0		100	1796	5	0.003	0.003	100	1796	3	0.002	0.002
pedestrian phase		P1	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P2	2, 3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P3	2		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P4	3		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

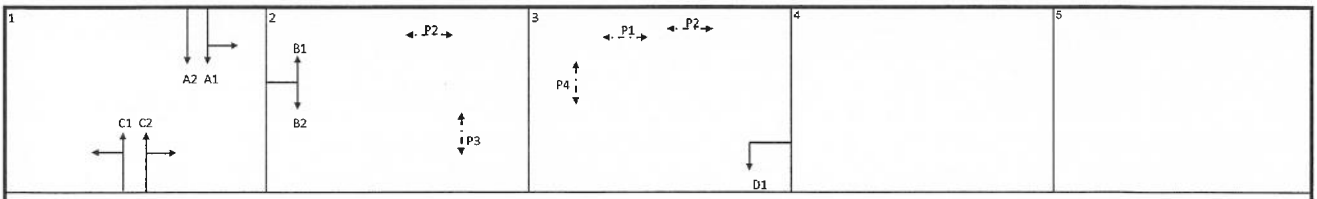


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S+(1+1.5f/r)$ $S_M=(S-230)+(1+1.5f/r)$

Note:

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.356	0.354	0.352	0.350
L (s)	14	25	14	25
C (s)	135	135	134	134
practical y	0.807	0.733	0.806	0.732
R.C. (%)	126%	107%	129%	109%



AM	G =		I/G =	5	G =		I/G =	7	G =		I/G =	5	G =		I/G =		G =		I/G =
	G =		I/G =	5	G =		I/G =	5	G =	15	I/G =	2	G =		I/G =		G =		I/G =
PM	G =		I/G =	5	G =		I/G =	7	G =		I/G =	5	G =		I/G =		G =		I/G =
	G =		I/G =	5	G =		I/G =	5	G =	15	I/G =	2	G =		I/G =		G =		I/G =

Signal Junction Analysis

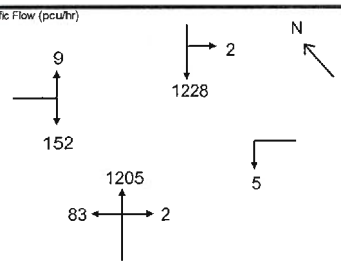
Junction: Hiram's Highway / Ho Chung Road / Access Road to Berkeley Bay Villa — Job Number: J7494

Scenario: without proposed development — R1A / P.3-2

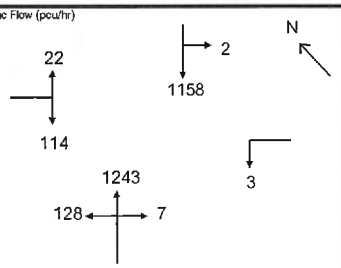
Design Year: 2029 — Designed By: _____ — Checked By: _____ — Date: 04 August 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hiram's Highway SB	LT+SA	A1	1	4.00	10.0		0	2014	594	0.295		0	2015	560	0.278	
	SA	A2	1	4.00				2155	635	0.295			2155	600	0.278	
Ho Chung Road EB	LT	B1	2	3.00	14.0		100	1730	9	0.005		100	1730	22	0.013	
	RT	B2	2	3.00	17.0		100	1888	152	0.080	0.080	100	1888	114	0.061	0.061
Hiram's Highway NB	LT+SA	C1	1	3.50	10.0		13	2088	642	0.307	0.307	19	2126	693	0.326	0.326
	SA+RT	C2	1	3.50	17.5		0	2104	647	0.308		1	2105	686	0.326	
Access Road to Berkeley Bay Villa WB	RT	D1	3	4.50	10.0		100	1796	5	0.003	0.003	100	1796	3	0.002	0.002
pedestrian phase		P1	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P2	2, 3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P3	2		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P4	3		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

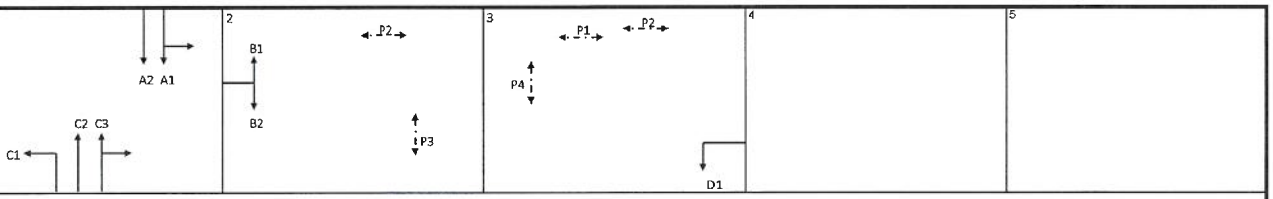


$S = 1940 + 100(W - 3.25)$ $S = 2080 + 100(W - 3.25)$

$S_M = S \div (1 + 1.5f/r)$ $S_M = (S - 230) \div (1 + 1.5f/r)$

Note:

	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.390	0.388	0.388	0.387
L (s)	14	25	14	25
C (s)	135	135	134	134
practical y	0.807	0.733	0.806	0.732
R.C. (%)	107%	89%	108%	89%



AM	G =	I/G = 5	G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G = 5	G =	I/G = 5	G = 15	I/G = 2	G =	I/G =	G =	I/G =
PM	G =	I/G = 5	G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G = 5	G =	I/G = 5	G = 15	I/G = 2	G =	I/G =	G =	I/G =

Signal Junction Analysis

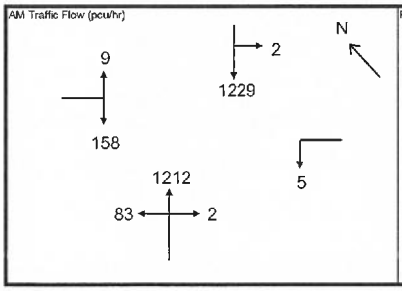
Junction: Hiram's Highway / Ho Chung Road / Access Road to Berkeley Bay Villa Job Number: J7494

Scenario: with proposed development R1A / P.3-3

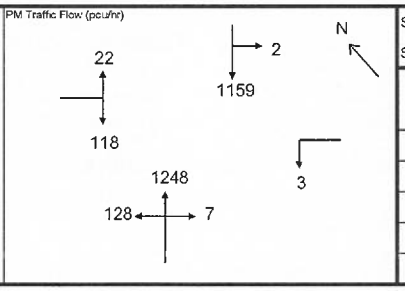
Design Year: 2029 Designed By: _____ Checked By: _____ Date: 04 August 2026

Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Hiram's Highway SB	LT+SA	A1	1	4.00	10.0		0	2014	594	0.295		0	2015	561	0.278	
	SA	A2	1	4.00				2155	636	0.295			2155	600	0.278	
Ho Chung Road EB	LT	B1	2	3.00	14.0		100	1730	9	0.005		100	1730	22	0.013	
	RT	B2	2	3.00	17.0		100	1888	158	0.083	0.083	100	1888	118	0.063	0.063
Hiram's Highway NB	LT+SA	C1	1	3.50	10.0		13	2088	646	0.309	0.309	18	2126	695	0.327	0.327
	SA+RT	C2	1	3.50	17.5		0	2104	650	0.309		1	2105	689	0.327	
Access Road to Berkeley Bay Villa WB	RT	D1	3	4.50	10.0		100	1796	5	0.003	0.003	100	1796	3	0.002	0.002
pedestrian phase		P1	3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P2	2, 3		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P3	2		min crossing time =		5	sec GM +		7	sec FGM =		12	sec		
		P4	3		min crossing time =		5	sec GM +		10	sec FGM =		15	sec		

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

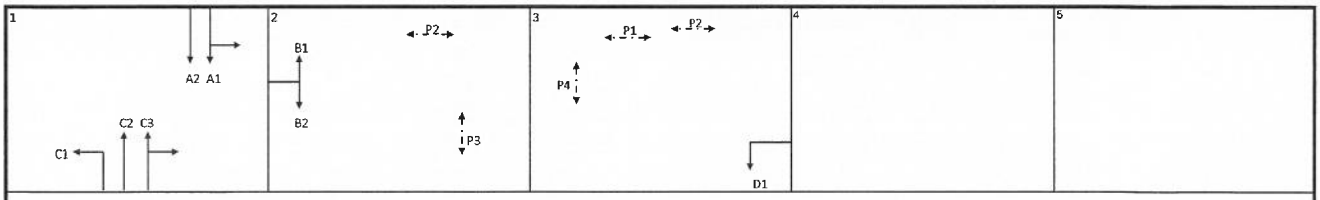


$S = 1940 + 100(W - 3.25)$ $S = 2080 + 100(W - 3.25)$

$S_M = S \div (1 + 1.5f/r)$ $S_M = (S - 230) \div (1 + 1.5f/r)$

Note:

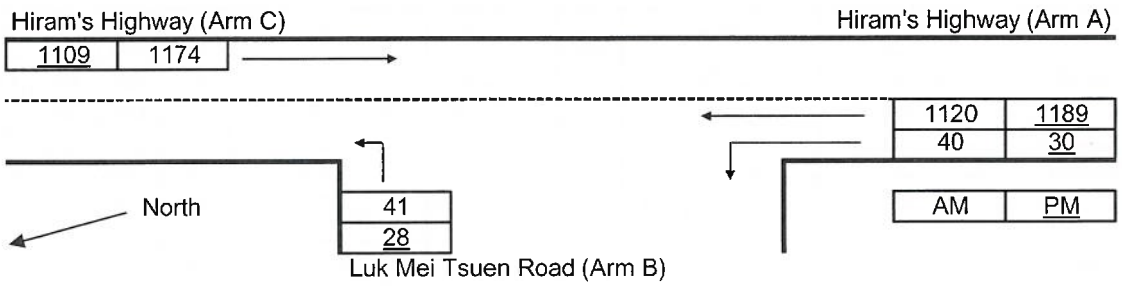
	AM Peak	Check Pedestrian Phase	PM Peak	Check Pedestrian Phase
Sum y	0.395	0.393	0.391	0.390
L (s)	14	25	14	25
C (s)	135	135	134	134
practical y	0.807	0.733	0.806	0.732
R.C. (%)	104%	87%	106%	88%



AM	G =	I/G = 5	G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =	G =	I/G =
	G =	I/G = 5	G =	I/G = 5	G = 15	I/G = 2	G =	I/G =	G =	I/G =
PM	G =	I/G = 5	G =	I/G = 7	G =	I/G = 5	G =	I/G =	G =	I/G =
	G =	I/G = 5	G =	I/G = 5	G = 15	I/G = 2	G =	I/G =	G =	I/G =

Priority Junction Analysis

Junction:	Hiram's Highway / Luk Mei Tsuen Road				R1A / P.4-1
Design Year:	2026	Job Number:	J7494	Date:	04 August 2026
Scenario:	existing condition				



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

Geometry :	Input		Input		Input		Calculated	
	W	18.00	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	2.50	V-lBA	0	w-BC	4.50	E	1.0216
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.3790

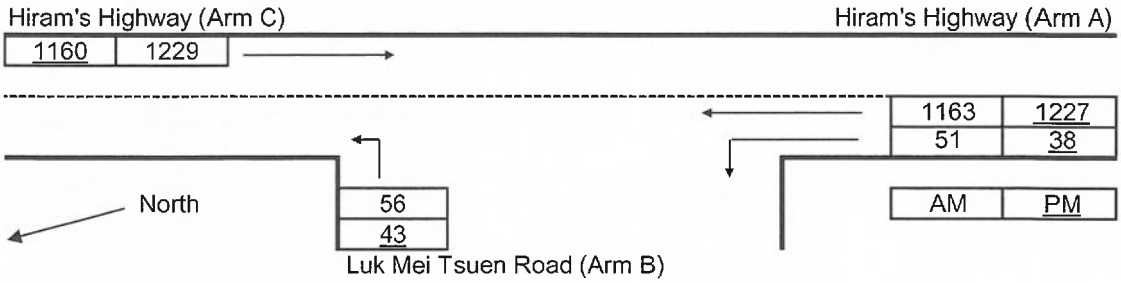
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1174	1109	Q-BA	215	213
q-CB	0	0	Q-BC	601	592
q-AB	40	30	Q-CB	343	338
q-AC	1120	1189	Q-BAC	601	592
q-BA	0	0			
q-BC	41	28			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.068	0.047
C-B	0.000	0.000
B-AC	0.068	0.047

Priority Junction Analysis

Junction:	Hiram's Highway / Luk Mei Tsuen Road				R1A / P.4-2
Design Year:	2029	Job Number:	J7494	Date:	04 August 2026
Scenario:	without proposed development				



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

Geometry :	Input		Input		Input		Calculated	
	W	18.00	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR		V-lBA	0	w-BC	4.50	E	1.0216
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.3790

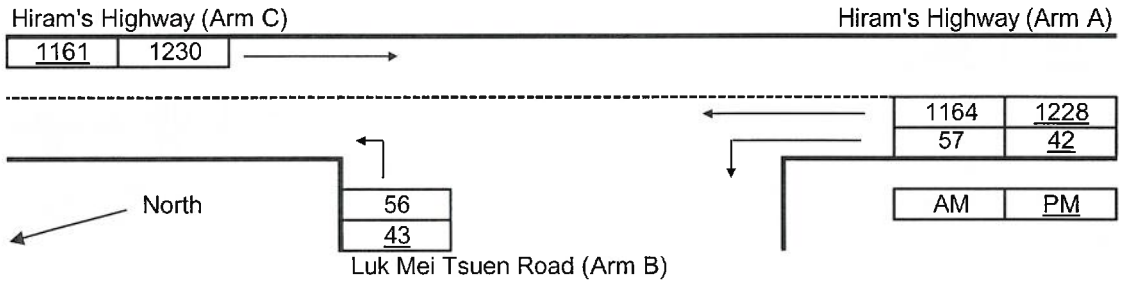
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1229	1160	Q-BA	190	189
q-CB	0	0	Q-BC	594	586
q-AB	51	38	Q-CB	338	334
q-AC	1163	1227	Q-BAC	594	586
q-BA	0	0			
q-BC	56	43			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.094	0.073
C-B	0.000	0.000
B-AC	0.094	0.073

Priority Junction Analysis

Junction:	Hiram's Highway / Luk Mei Tsuen Road				R1A / P.4-3
Design Year:	2029	Job Number:	J7494	Date:	04 August 2026
Scenario:	with proposed development				



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

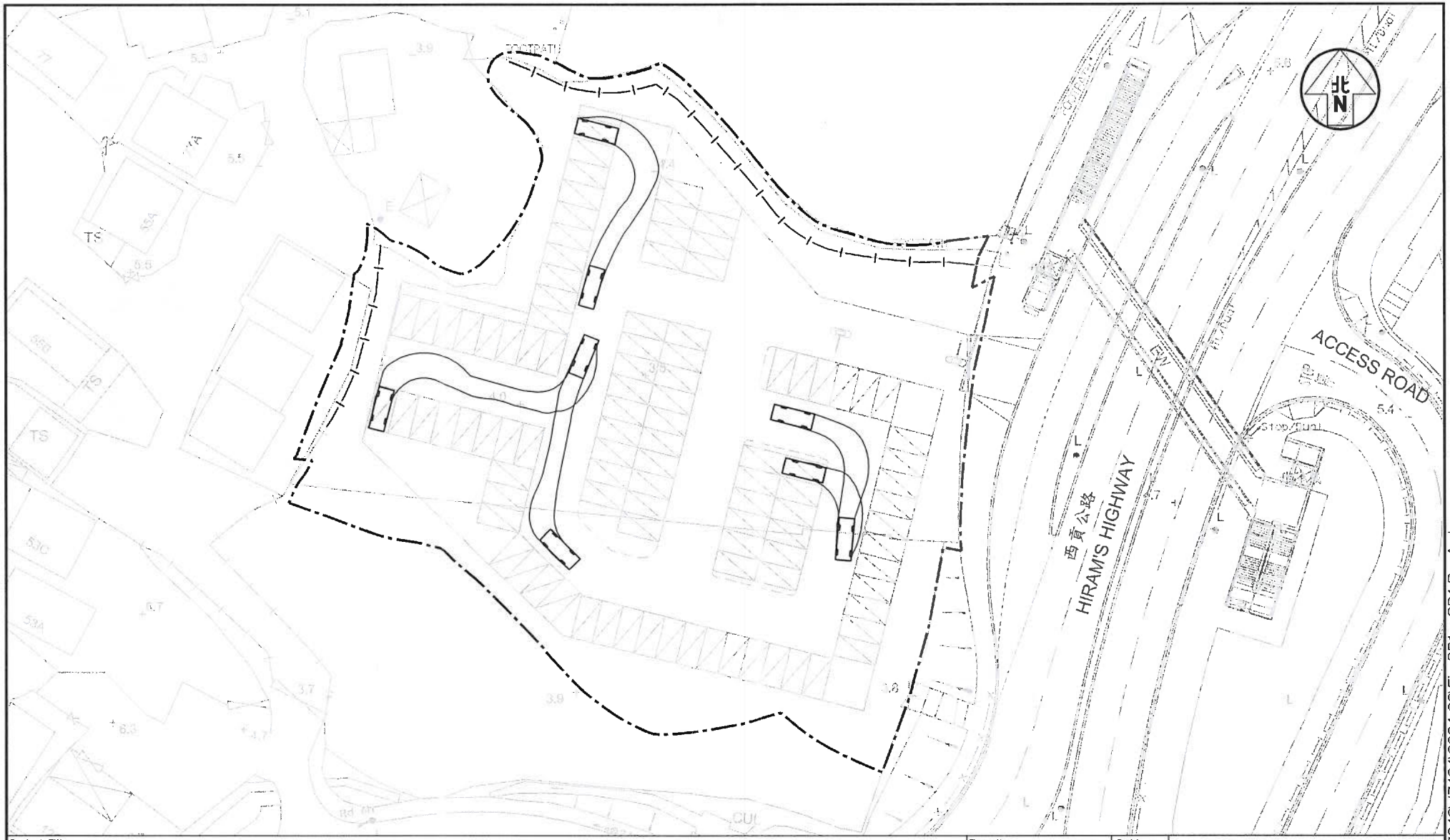
Geometry :	Input		Input		Input		Calculated	
	W	18.00	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR		V-lBA	0	w-BC	4.50	E	1.0216
			V-rBC	60	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.3790

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1230	1161	Q-BA	190	189
q-CB	0	0	Q-BC	594	586
q-AB	57	42	Q-CB	338	334
q-AC	1164	1228	Q-BAC	594	586
q-BA	0	0			
q-BC	56	43			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.094	0.074
C-B	0.000	0.000
B-AC	0.094	0.074

Appendix B – Swept Path Analysis



Project Title	PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	J7494	Figure No. SP1 / Revision A
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING THE PROPOSED TEMPORARY CAR PARK		Designed by Y K C / Drawn by C C L / Checked by K C
			Scale in A4 1 : 600 / Date 04 AUG 2026

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Traffic and Transportation Planning Consultants
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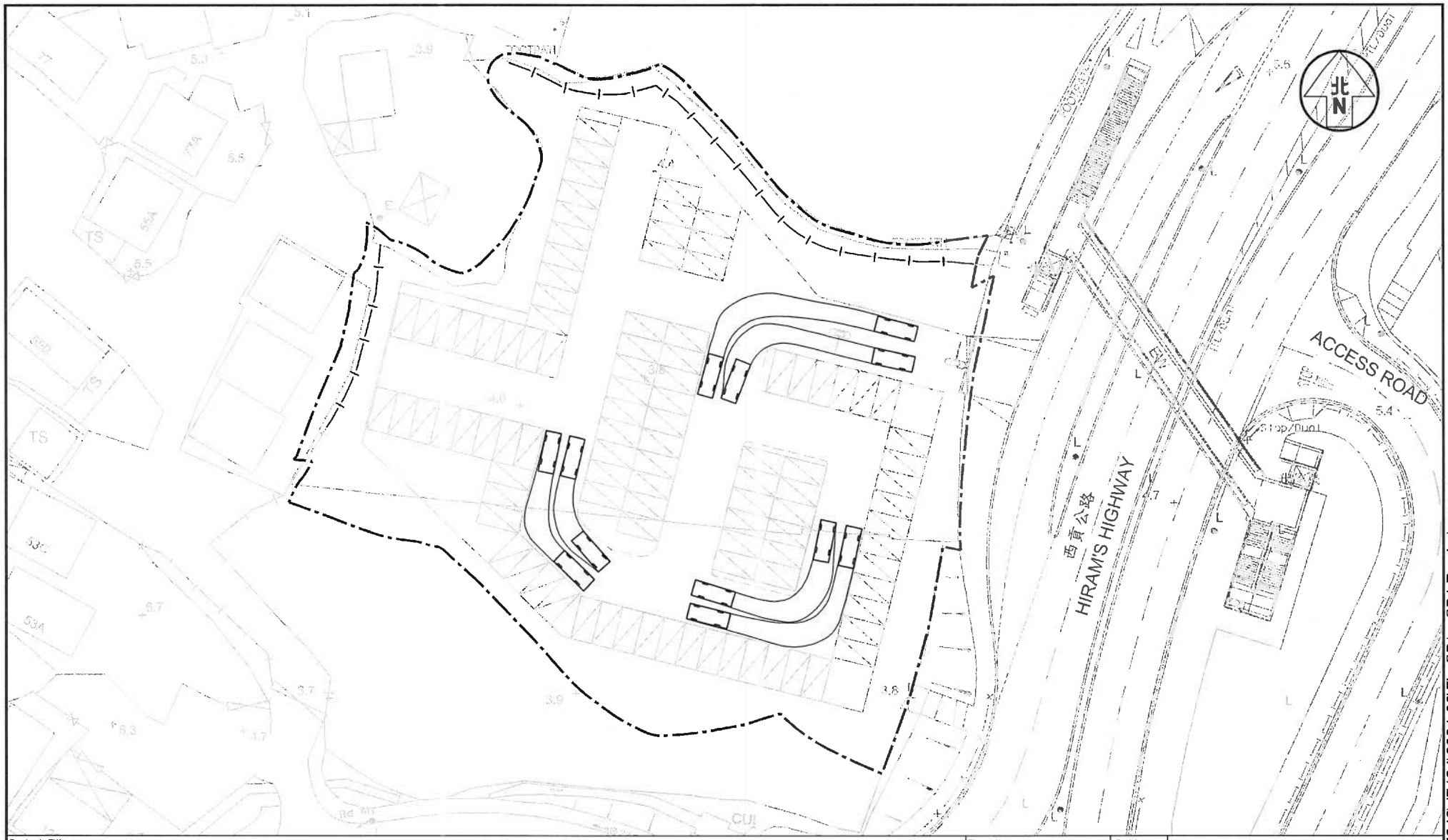
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Project Title	PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	J7494	
Figure Title	SWEPT PATH OF PRIVATE CAR LEAVING THE PROPOSED TEMPORARY CAR PARK	Figure No. SP2	Revision A
		Designed by Y K C / Drawn by C C L / Checked by K C	
		Scale in A4 1 : 600 / Date 04 AUG 2026	

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Traffic and Transportation Planning Consultants
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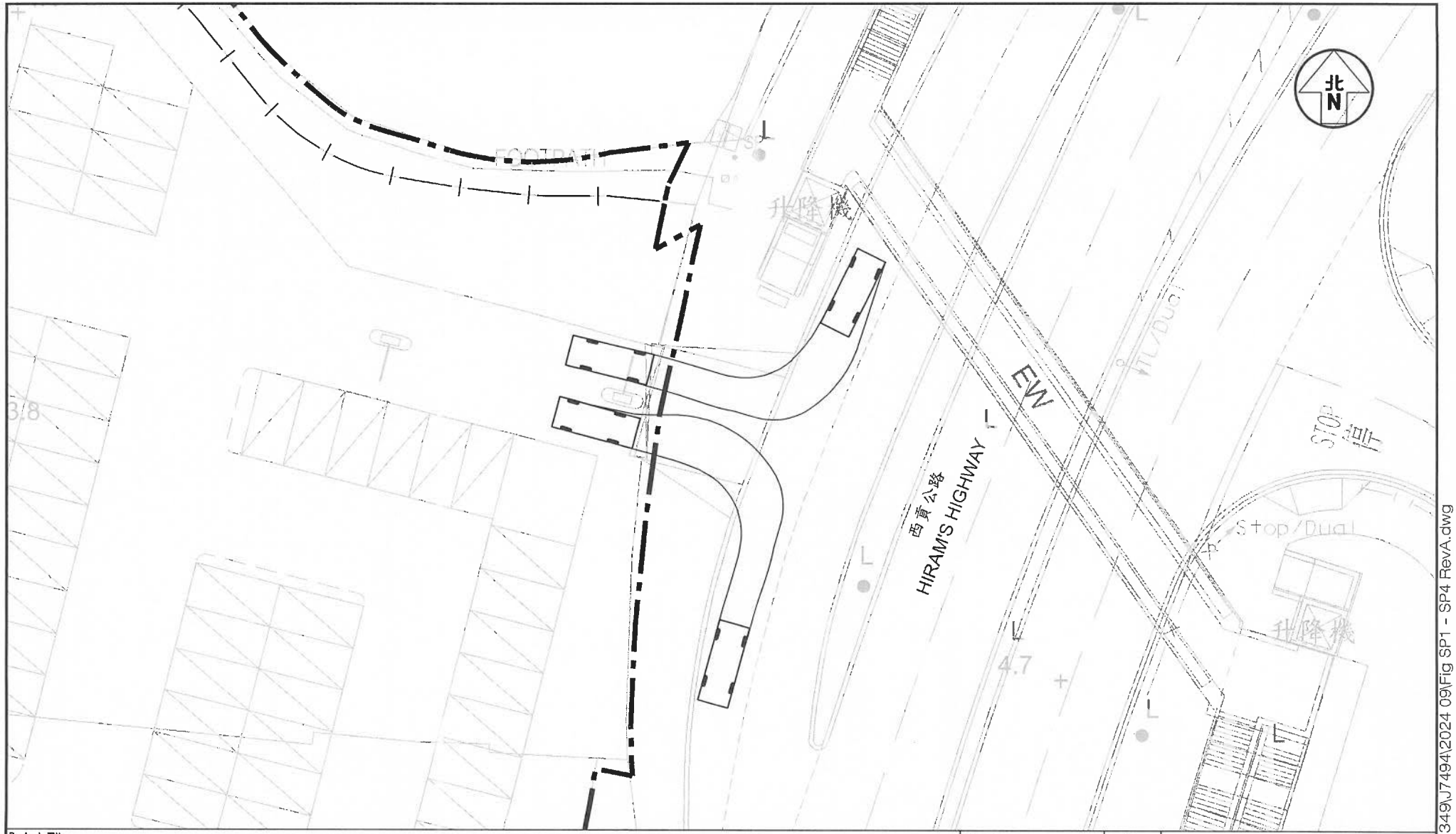


Project Title	PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	J7494	
Figure Title	SWEPT PATH OF PRIVATE CAR IN 2 WAYS AT THE PROPOSED TEMPORARY CAR PARK	Figure No. SP3	Revision A
		Designed by Y K C / Drawn by C C L / Checked by K C	
		Scale in A4 1 : 600 / Date 04 AUG 2026	

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Project Title	PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG	J7494	Figure No. SP4	Revision A
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING THE TEMPORARY CAR PARK AT THE VEHICULAR ACCESS		Designed by Y K C / Drawn by C C L / Checked by K C	
			Scale in A4 1 : 250 / Date 04 AUG 2026	

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