

2024年 7月 2日

Appendix I of RNTPC  
Paper No. A/SK-HC/356A

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。

2 JUL 2024

This document is received on \_\_\_\_\_  
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](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](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

2401567

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By hand

Form No. S16-III 表格第 S16-III 號

|                                 |                         |             |
|---------------------------------|-------------------------|-------------|
| For Official Use Only<br>請勿填寫此欄 | Application No.<br>申請編號 | A/SK-HC/356 |
|                                 | Date Received<br>收到日期   | 2 JUL 2024  |

- 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。
- 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樓及新界沙田上禾輦路1號沙田政府合署14樓)索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.  
此表格可從委員會的網頁下載,亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全,委員會可拒絕處理有關申請。

### 1. Name of Applicant 申請人姓名/名稱

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

Menhill Limited and 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)<br>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<br>涉及的地盤面積及/或總樓面面積   | <input checked="" type="checkbox"/> Site area 地盤面積 4,411.07 sq.m 平方米 <input checked="" type="checkbox"/> About 約<br><input type="checkbox"/> Gross floor area 總樓面面積 N/A sq.m 平方米 <input type="checkbox"/> About 約 |
| (c) Area of Government land included (if any)<br>所包括的政府土地面積(倘有)   | N/A sq.m 平方米 <input type="checkbox"/> About 約   |

|  |  |
|--|--|
| (d) Name and number of the related statutory plan(s)<br>有關法定圖則的名稱及編號 | APPROVED HO CHUNG OUTLINE ZONING PLAN<br>NO. S/SK-HC/11  |
| (e) Land use zone(s) involved<br>涉及的土地用途地帶                           | 'Comprehensive Development Area', 'Village Type Development' and 'Road'  |
| (f) Current use(s)<br>現時用途   | Vacant<br><br>(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area)<br>(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)'<br>「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<br>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<br>(DD/MM/YYYY)<br>取得同意的日期<br>(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)"<sup>#</sup>  
已通知 ..... 名「現行土地擁有人」<sup>#</sup>。

Details of the "current land owner(s)"<sup>#</sup> notified 已獲通知「現行土地擁有人」<sup>#</sup>的詳細資料

| No. of 'Current Land Owner(s)'<br>「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<br>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<br>(DD/MM/YYYY)<br>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)<sup>#&</sup>  
於 ..... (日/月/年)向每一名「現行土地擁有人」<sup>#</sup>郵遞要求同意書<sup>&</sup>

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)<sup>&</sup>  
於 ..... (日/月/年)在指定報章就申請刊登一次通知<sup>&</sup>
- ☐ posted notice in a prominent position on or near application site/premises on ..... (DD/MM/YYYY)<sup>&</sup>  
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<sup>&</sup>
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on ..... (DD/MM/YYYY)<sup>&</sup>  
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<sup>&</sup>

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



|  |  |
|--|--|
| <b>6. Type(s) of Application 申請類別</b>  |  |
| <b>(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas</b><br>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<br>(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))<br>(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<br>擬議用途/發展   | Temporary Public Vehicle Park (Excluding Container Vehicle)<br>for a Period of 3 Years<br><br>(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<br>申請的許可有效期   | <input checked="" type="checkbox"/> year(s) 年 3 Years<br><input type="checkbox"/> month(s) 個月  |
| <b>(c) Development Schedule 發展細節表</b>  |  |
| Proposed uncovered land area 擬議露天土地面積  | 4,411.07 .....sq.m <input checked="" type="checkbox"/> About 約   |
| Proposed covered land area 擬議有上蓋土地面積   | .....sq.m <input type="checkbox"/> 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 <input type="checkbox"/> About 約   |
| Proposed non-domestic floor area 擬議非住用樓面面積   | .....sq.m <input type="checkbox"/> About 約   |
| Proposed gross floor area 擬議總樓面面積  | .....sq.m <input type="checkbox"/> About 約   |
| <del>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)</del>   |  |
| <del>Proposed number of car parking spaces by types 不同種類停車位的擬議數目</del>   |  |
| 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)   | .....  |
| <del>Proposed number of loading/unloading spaces 上落客貨車位的擬議數目</del>   |  |
| 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<br>24 Hours from Sunday to Saturday (including Public Holidays) .....  |  |   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| (d) Any vehicular access to the site/subject building?<br>是否有車路通往地盤／有關建築物？   | Yes 是  | <input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate)<br>有一條現有車路。(請註明車路名稱(如適用))<br><u>Hiram's Highway (at Lot 1021 S.B in DD244)</u> .....  |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
|  | No 否   | <input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width)<br>有一條擬議車路。(請在圖則顯示，並註明車路的闊度)<br><input type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| (e) Impacts of Development Proposal 擬議發展計劃的影響<br>(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?<br>擬議發展計劃是否包括現有建築物的改動？  | Yes 是  | <input type="checkbox"/> Please provide details 請提供詳情<br>.....<br>.....<br>.....  |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
|  | No 否   | <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| (ii) Does the development proposal involve the operation on the right?<br>擬議發展是否涉及右列的工程？   | Yes 是  | <input type="checkbox"/> (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)<br>(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)<br><input type="checkbox"/> Diversion of stream 河道改道<br><input type="checkbox"/> Filling of pond 填塘<br>Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約<br>Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約<br><input type="checkbox"/> Filling of land 填土<br>Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約<br>Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約<br><input type="checkbox"/> Excavation of land 挖土<br>Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約<br>Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約 |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
|  | No 否   | <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| (iii) Would the development proposal cause any adverse impacts?<br>擬議發展計劃會否造成不良影響？   | <table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> |   |  | On environment 對環境 | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> | On traffic 對交通 | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> | On water supply 對供水 | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> | On drainage 對排水 | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> | On slopes 對斜坡 | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> | Affected by slopes 受斜坡影響 | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> | Landscape Impact 構成景觀影響 | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> | Tree Felling 砍伐樹木 | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> | Visual Impact 構成視覺影響 | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> | Others (Please Specify) 其他 (請列明) | Yes 會 <input type="checkbox"/> | No 不會 <input checked="" type="checkbox"/> |
| On environment 對環境   | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| On traffic 對交通   | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| On water supply 對供水  | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| On drainage 對排水  | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| On slopes 對斜坡  | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| Affected by slopes 受斜坡影響   | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| Landscape Impact 構成景觀影響  | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| Tree Felling 砍伐樹木  | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| Visual Impact 構成視覺影響   | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |
| Others (Please Specify) 其他 (請列明)   | Yes 會 <input type="checkbox"/>   | No 不會 <input checked="" type="checkbox"/>   |  |                    |                                |   |                |                                |   |                     |                                |   |                 |                                |   |               |                                |   |                          |                                |   |                         |                                |   |                   |                                |   |                      |                                |   |                                  |                                |   |

|  |  |
|--|--|
|  | <p>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)</p> <p>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)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> |
|--|--|

| <b>(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas</b><br>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<br>與許可有關的申請編號  | A/ _____ / _____  |
| (b) Date of approval<br>獲批給許可的日期  | ..... (DD 日/MM 月/YYYY 年)  |
| (c) Date of expiry<br>許可屆滿日期  | ..... (DD 日/MM 月/YYYY 年)  |
| (d) Approved use/development<br>已批給許可的用途/發展   |   |
| (e) Approval conditions<br>附帶條件   | <div style="border: 1px solid black; padding: 5px;"> <input type="checkbox"/> The permission does not have any approval condition<br/>         許可並沒有任何附帶條件<br/><br/> <input type="checkbox"/> Applicant has complied with all the approval conditions<br/>         申請人已履行全部附帶條件<br/><br/> <input type="checkbox"/> Applicant has not yet complied with the following approval condition(s):<br/>         申請人仍未履行下列附帶條件：<br/>         _____<br/>         _____<br/>         _____<br/>         Reason(s) for non-compliance:<br/>         仍未履行的原因：<br/>         _____<br/>         _____<br/>         _____<br/>         (Please use separate sheets if the space above is insufficient)<br/>         (如以上空間不足，請另頁說明)       </div> |
| (f) Renewal period sought<br>要求的續期期間  | <input type="checkbox"/> year(s) 年 .....<br><input type="checkbox"/> 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

CALVIN KAN

Associate Director

Name in Block Letters  
姓名（請以正楷填寫）

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 Member No. 389

Others 其他

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

26 JUN 2024

(DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

**Warning 警告**

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

**Statement on Personal Data 個人資料的聲明**

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

(a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and  
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及

(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.  
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。



| Gist of Application 申請摘要  |   |
|---|---|
| (Please provide details in both English and Chinese <u>as far as possible</u> . 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.)<br>(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.<br>申請編號   | (For Official Use Only) (請勿填寫此欄)  |
| Location/address<br>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<br>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<br>地盤面積   | 4411.07 sq. m 平方米 <input checked="" type="checkbox"/> About 約<br>(includes Government land of 包括政府土地 sq. m 平方米 <input type="checkbox"/> About 約)  |
| Plan<br>圖則  | APPROVED HO CHUNG OUTLINE ZONING PLAN NO. S/SK-HC/11<br>蠔涌分區計劃大綱核准圖編號 S/SK-HC/11  |
| Zoning<br>地帶  | 'Comprehensive Development Area', Village Type Development, and 'Road'<br>「綜合發展區」，「鄉村式發展」及「道路」  |
| Type of Application<br>申請類別   | <input checked="" type="checkbox"/> 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<br><input checked="" type="checkbox"/> Year(s) 年 3 <input type="checkbox"/> Month(s) 月<br><input type="checkbox"/> 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<br><input type="checkbox"/> Year(s) 年 <input type="checkbox"/> Month(s) 月 |
| Applied use/<br>development<br>申請用途/發展  | Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years<br>臨時公眾停車場（貨櫃車除外）（為期 3 年）   |

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

| Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件                                 |                          |                                     |
|---|--------------------------|-------------------------------------|
|   | Chinese<br>中文            | English<br>英文                       |
| <b>Plans and Drawings 圖則及繪圖</b>   |                          |                                     |
| Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖                                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Block plan(s) 樓宇位置圖   | <input type="checkbox"/> | <input type="checkbox"/>            |
| Floor plan(s) 樓宇平面圖   | <input type="checkbox"/> | <input type="checkbox"/>            |
| Sectional plan(s) 截視圖   | <input type="checkbox"/> | <input type="checkbox"/>            |
| Elevation(s) 立視圖  | <input type="checkbox"/> | <input type="checkbox"/>            |
| Photomontage(s) showing the proposed development 顯示擬議發展的合成照片                        | <input type="checkbox"/> | <input type="checkbox"/>            |
| Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖                             | <input type="checkbox"/> | <input type="checkbox"/>            |
| Others (please specify) 其他（請註明）   | <input type="checkbox"/> | <input type="checkbox"/>            |
| <hr/>   |                          |                                     |
| <b>Reports 報告書</b>  |                          |                                     |
| Planning Statement/Justifications 規劃綱領/理據   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Environmental assessment (noise, air and/or water pollutions)<br>環境評估（噪音、空氣及／或水的污染） | <input type="checkbox"/> | <input type="checkbox"/>            |
| Traffic impact assessment (on vehicles) 就車輛的交通影響評估                                  | <input type="checkbox"/> | <input type="checkbox"/>            |
| Traffic impact assessment (on pedestrians) 就行人的交通影響評估                               | <input type="checkbox"/> | <input type="checkbox"/>            |
| Visual impact assessment 視覺影響評估   | <input type="checkbox"/> | <input type="checkbox"/>            |
| Landscape impact assessment 景觀影響評估  | <input type="checkbox"/> | <input type="checkbox"/>            |
| Tree Survey 樹木調查  | <input type="checkbox"/> | <input type="checkbox"/>            |
| Geotechnical impact assessment 土力影響評估   | <input type="checkbox"/> | <input type="checkbox"/>            |
| Drainage impact assessment 排水影響評估   | <input type="checkbox"/> | <input type="checkbox"/>            |
| Sewerage impact assessment 排污影響評估   | <input type="checkbox"/> | <input type="checkbox"/>            |
| Risk Assessment 風險評估  | <input type="checkbox"/> | <input type="checkbox"/>            |
| Others (please specify) 其他（請註明）   | <input type="checkbox"/> | <input type="checkbox"/>            |
| <hr/>   |                          |                                     |
| <hr/>   |                          |                                     |
| 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**

**JUNE 2024**

## 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 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<sup>2</sup>) 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 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 4,411.07m<sup>2</sup>). 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.

As such, this application for the Proposed Use is required.

## 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.

## 3 Surrounding Environment

The surrounding environment is mainly 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)<br>Approved with condition(s) until 09/06/2027 (on 09/06/2023) |

*\* Application was initially deferred by Rural and New Town Planning Committee on 29/07/2005 before it was rejected on 23/01/2009. Following which a Planning Permission Review was applied under S17 of the Town Planning Ordinance (Cap. 131) which was deferred by the Town Planning Board on 29/05/2009, 08/01/2010, 16/04/2010, and 06/08/2010 before it was rejected on 21/01/2011. Following which, an Appeal was lodged under S17B of the Town Planning Ordinance (Cap. 131) upon which approval was obtained on 16/07/2013.*

### 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<sup>2</sup> (including about 761.1m<sup>2</sup> 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<sup>2</sup>.

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 is being submitted to District Lands Office/Sai Kung, with the applied use being one and the same as that stipulated under the Planning Approval.

## **7 Land Status**

The lots in 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.

However, in order to eventually effect the residential development as approved under the Planning Approval, an application for land exchange will be 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.

To further ensure that there is no backing up of vehicles waiting to enter the car park, a queuing area is incorporated into the layout of the Proposed Use.

### 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 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.

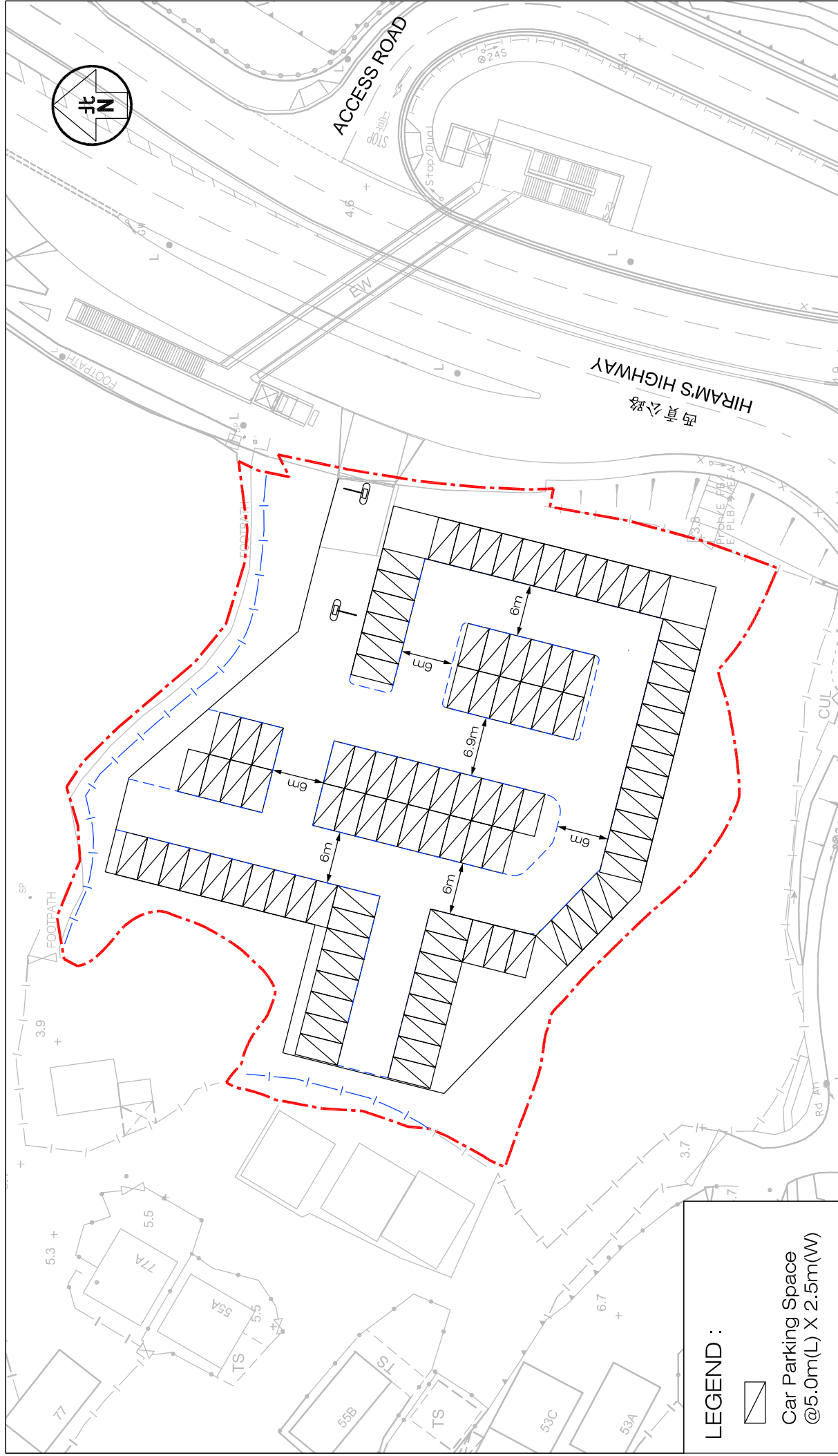
## **9 Conclusion**

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.

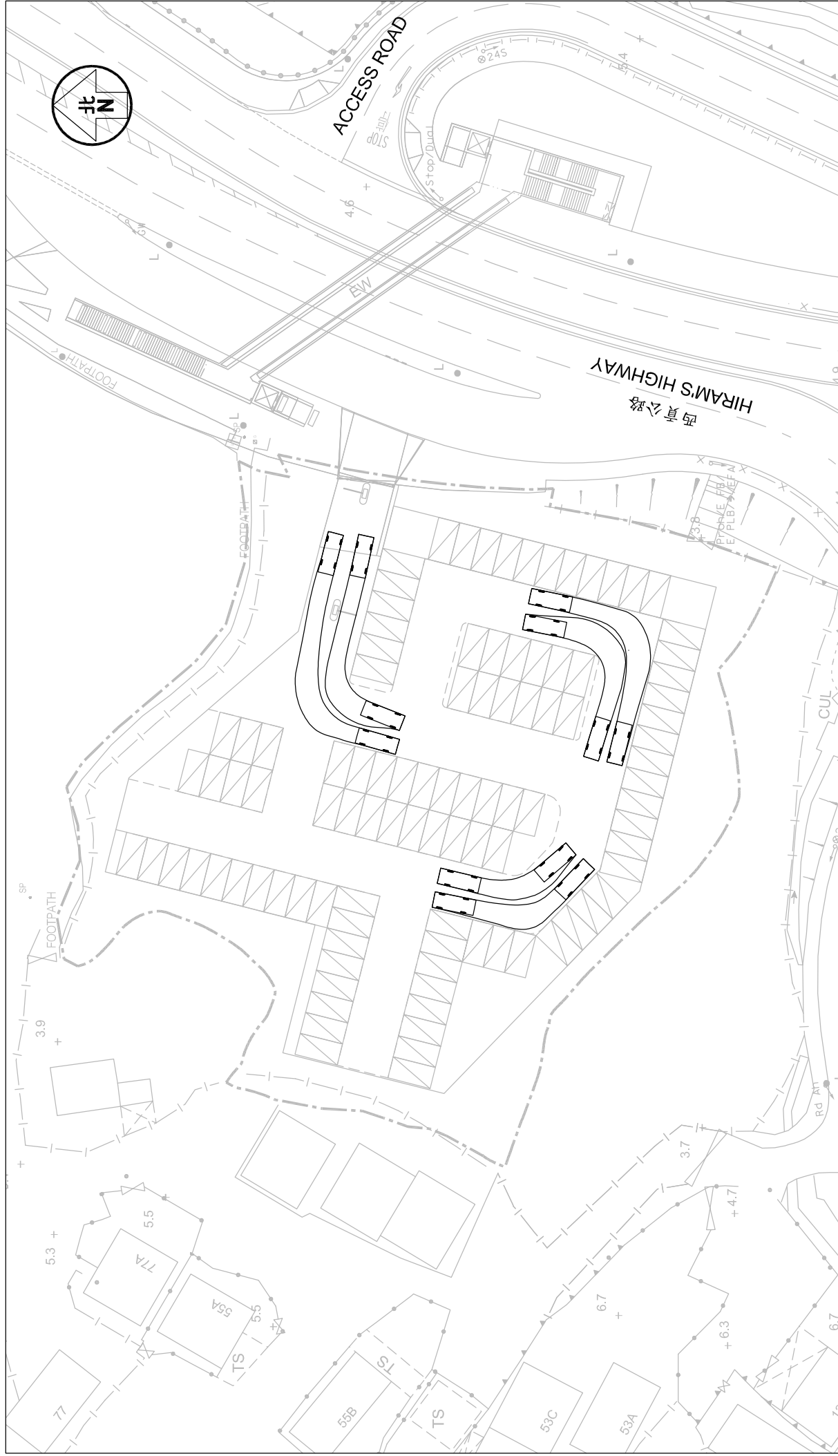
## **10 Attachments**

- |            |  |
|------------|--|
| 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 and the Swept Path |



LAYOUT OF THE PROPOSED TEMPORARY CAR PARK  
100 CAR PARKING SPACES

SCALE 1:600(A4)  
DRAWN BY S C Y



SWEPT PATH OF PRIVATE CAR IN 2 WAYS AT THE  
PROPOSED TEMPORARY CAR PARK

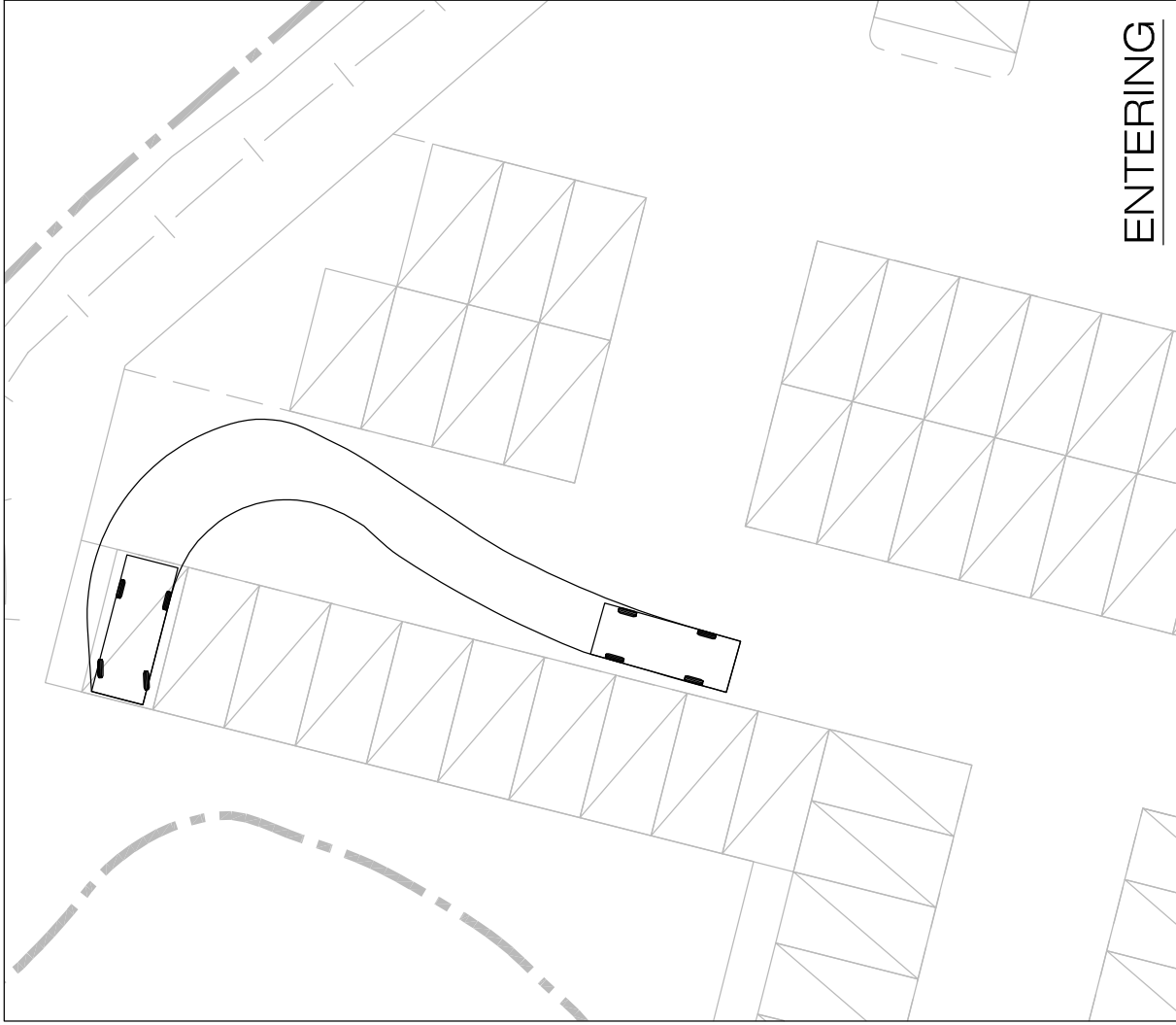
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SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING  
THE PROPOSED TEMPORARY CAR PARK

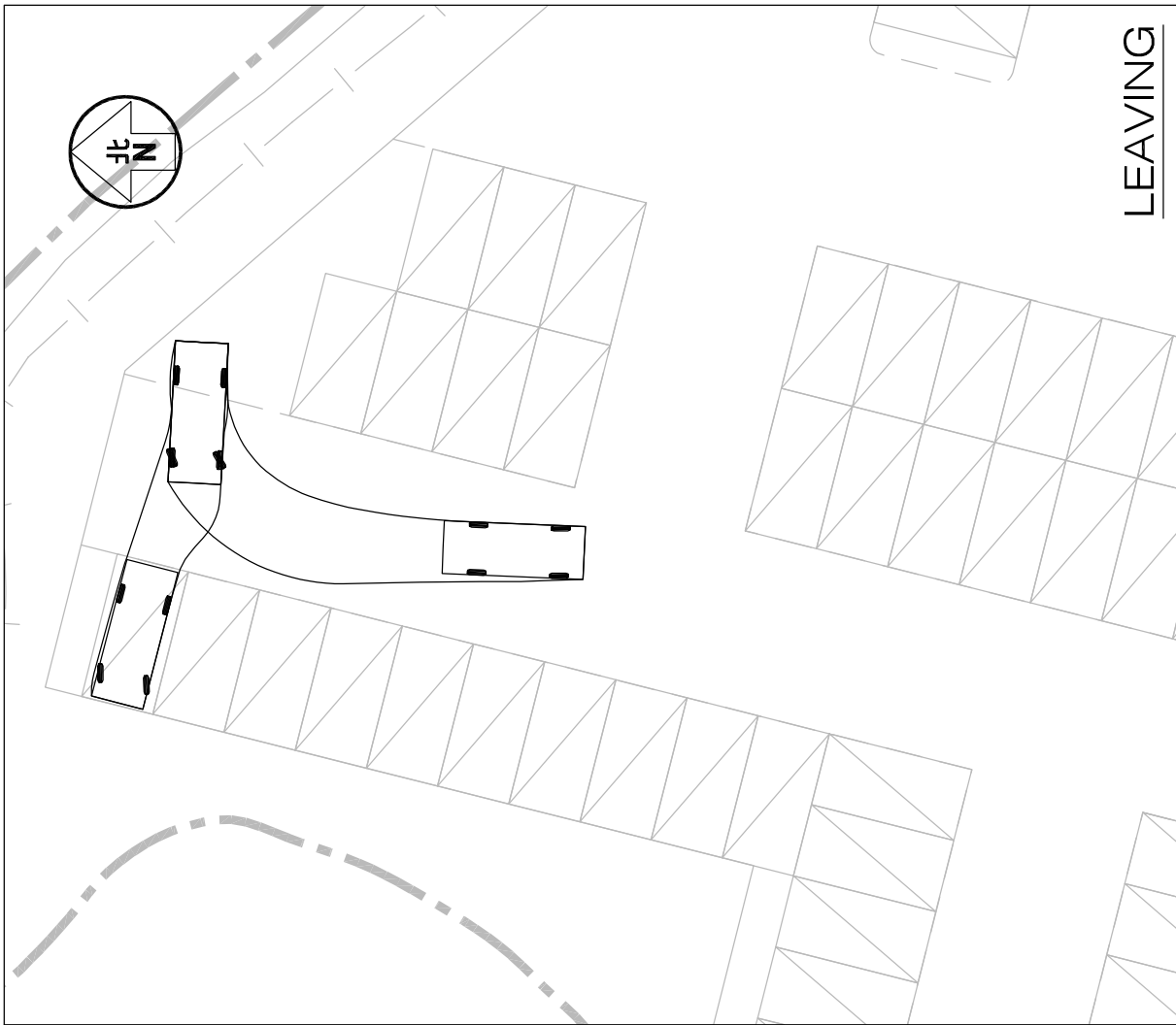
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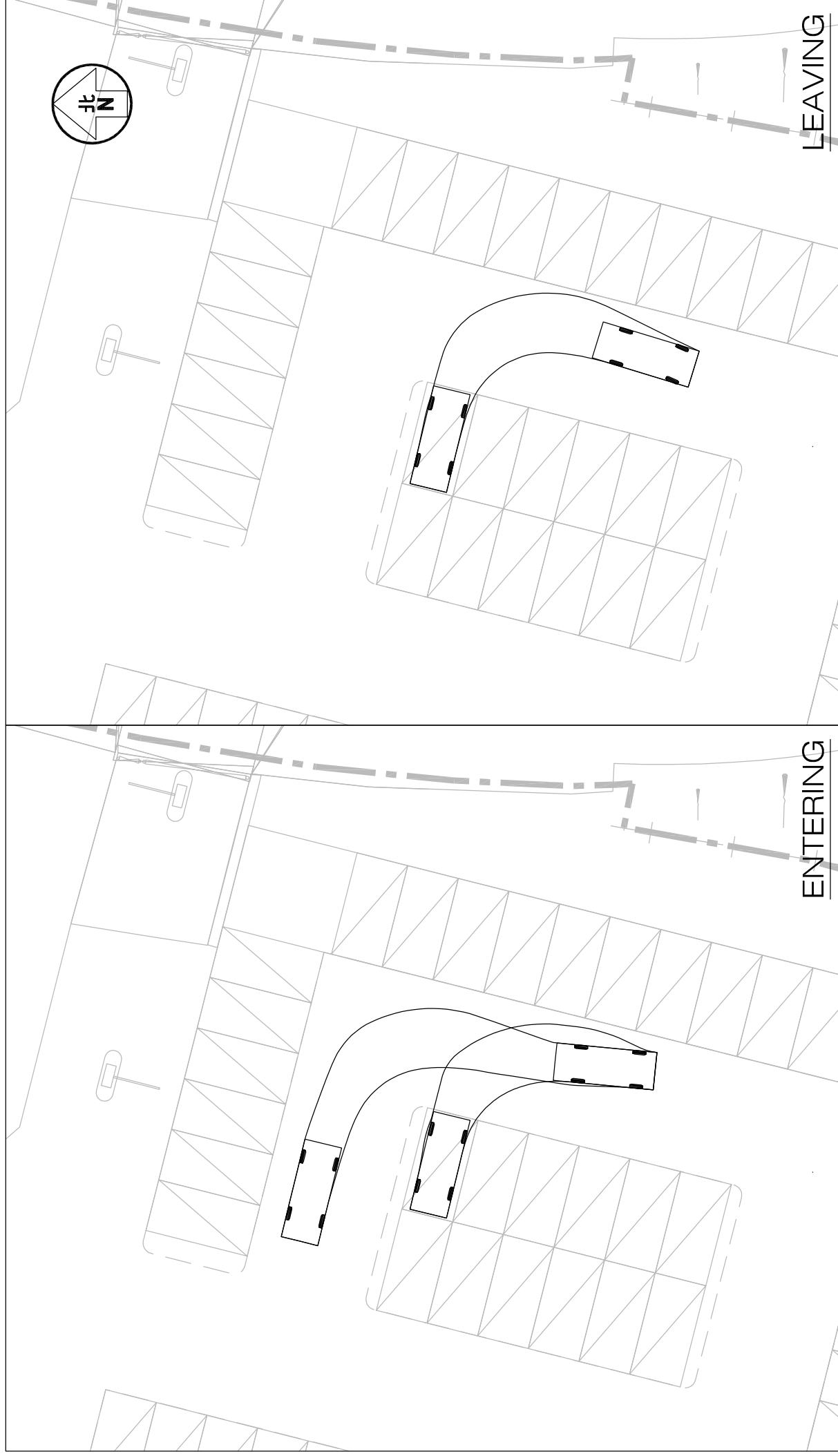
ENTERING

SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING  
THE PROPOSED TEMPORARY CAR PARK



LEAVING

SCALE 1:250(A4)  
DRAWN BY S C Y



SWEPT PATH OF PRIVATE CAR ENTERING AND  
LEAVING THE PROPOSED TEMPORARY CAR PARK

SCALE 1:250(A4)  
DRAWN BY S C Y

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**From:** Martin Wu <[REDACTED]>

**Sent:** Wednesday, July 31, 2024 11:17 PM

**To:** Jackin Ho Yeung YIP/PLAND <[REDACTED]>

**Cc:** [REDACTED]

**Subject:** RE: [EXTERNAL] Planning Application No. A/SK-HC/356 - Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years, Various Lots in D.D. 244, Ho Chung, Sai Kung, New Territories - Departmental Comments

Dear Jackin

Please find our response to TD's comments attached for your further liaison.

As discussed, the applicant will need sufficient time to resolve TD's second comment, the response to which we will provide in due course.

With thanks

[REDACTED]

**Martin Wu** 胡伯欣 MHKIS MRICS MRTPI RPS(PD) RICS Registered Valuer

Assistant Manager 助理經理

Planning & Land Advisory Services 城市規劃及土地發展諮詢部

4/F Shui On Centre

6-8 Harbour Road

Wanchai

Hong Kong

T +852 2840 1177

F +852 2840 0600

Knight Frank Petty Limited | EAA (Company) Lic No C-010431

Knight Frank Hong Kong Limited | EAA (Company) Lic No C-013197

Knight Frank (Services) Limited | EAA (Company) Lic No C-012848

C P Property Management Limited

Knight Frank Asset Appraisal Limited

Knight Frank Project Design & Delivery Limited

[knightfrank.com.hk](http://knightfrank.com.hk)

Our Ref: PLAS/CK/MW/23-25734

Sai Kung & Islands District Planning Office  
Planning Department  
15/F, Sha Tin Government Offices  
1 Sheung Wo Che Road, Sha Tin  
New Territories

Attention: Mr Jackin Yip, Assistant Town Planner/Sai Kung 3

30 July 2024

**By Email and Post**

Dear Mr Yip

**RESPONSE TO DEPARTMENTAL COMMENTS  
PLANNING APPLICATION NO. A/SK-HC/356  
PROPOSED TEMPORARY PUBLIC VEHICLE PARK  
(EXCLUDING CONTAINER VEHICLE) FOR A PERIOD OF 3 YEARS  
VARIOUS LOTS IN DD 244, HO CHUNG, SAI KUNG, NEW TERRITORIES**

We refer to your email dated 24 July 2024 enclosing comments from the Transport Department with regard to the subject application. Please find the table below outlining our response to the comments.

| Traffic Engineering (New Territories East) Division<br>Transport Department<br>Mr Kwong Siu-ming Kelvin<br>Tel: 2399 2402 | Departmental Comment<br>(dated 24 July 2024)  | Applicant's Response  |
|---|---|---|
|   | The applicant shall provide swept path analysis at the proposed vehicular access.   | The swept path analysis result is shown in attached Figure SP5. The result shows that private car could enter and leave the vehicular access with ease.             |
|   | The applicant shall assess the trip generation of the proposed temporary public vehicle park and its impact on the traffic condition in the vicinity. | The trip generation of the proposed temporary public vehicle park and its impact on the traffic condition in the vicinity will be addressed in the next submission. |

[knightfrank.com.hk](https://www.knightfrank.com.hk)

4/F Shui On Centre, 6-8 Harbour Road, Wanchai, Hong Kong  
香港灣仔港灣道6-8號瑞安中心4字樓  
T 電話 +852 2840 1177 F 傳真 +852 2840 0600

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C P Property Management Limited

Knight Frank Hong Kong Limited EAA Lic No C-013197  
Knight Frank Asset Appraisal Limited

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Knight Frank (Services) Limited EAA Lic No C-012848

Grateful if the above response is delivered to Transport Department as soon as possible, please. Should you have any questions on the above, please do not hesitate to contact the undersigned at [REDACTED].

Yours sincerely  
For and on behalf of  
Knight Frank Petty Limited



**Martin Wu** MHKIS MRICS MRTPI RPS(PD) RICS Registered Valuer  
Assistant Manager  
Planning & Land Advisory Services  
[REDACTED]  
D + [REDACTED]

Enc     Figure No. SP5 - Swept Path of Private Car Entering and Leaving the Temporary Car Park at the Vehicular Access

cc     Client  
       CKM Asia Limited



|               |  |             |             |            |   |  |
|---------------|--|-------------|-------------|------------|---|--|
| Project Title | PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK<br>AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG (A/SK-HC/340) | Figure No.  | SP5         | Revision   | A | CKM Asia Limited<br>Traffic and Transportation Planning Consultants<br>21st Floor, Methodist House, 36 Hennessy Road,<br>Wan Chai, Hong Kong<br>Tel : (852) 2520 5990 Fax : (852) 2528 6343<br>Email : mail@ckmasia.com.hk |
| Figure Title  | SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING<br>THE TEMPORARY CAR PARK AT THE VEHICULAR ACCESS   | Designed by | Drawn by    | Checked by |   |  |
|               |  | K K Y       | S C Y       | K C        |   |  |
|               |  | Scale in A4 | Date        |            |   |  |
|               |  | 1 : 250     | 29 JUL 2024 |            |   |  |

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**From:** Martin Wu <[REDACTED]>  
**Sent:** Wednesday, September 11, 2024 5:06 PM  
**To:** Jackin Ho Yeung YIP/PLAND <jhyyp@pland.gov.hk>

[REDACTED]  
**Subject:** RE: KF LTR TO PLANNING DEPT DATED 11 SEPT 24

Dear Jackin wt al.

Please find an advanced soft copy of the Traffic Impact Assessment attached for your further processing.

With thanks

[REDACTED]  
**Martin Wu** 胡伯欣 MHKIS MRICS MRTPI RPS(PD) RICS Registered Valuer  
Assistant Manager 助理經理  
Planning & Land Advisory Services 城市規劃及土地發展諮詢部  
4/F Shui On Centre  
6-8 Harbour Road  
Wanchai  
Hong Kong

[REDACTED]  
T +852 2840 1177  
F +852 2840 0600

---

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**From:** Jan Li <[REDACTED]>  
**Sent:** 11 September 2024 16:58  
**To:** jhyyp@pland.gov.hk

[REDACTED]  
**Subject:** KF LTR TO PLANNING DEPT DATED 11 SEPT 24

Dear Mr Yip

**SUBMISSION OF FURTHER INFORMATION**

Our Ref: PLAS/CK/MW/23-25734

Sai Kung & Islands District Planning Office  
Planning Department  
15/F, Sha Tin Government Offices  
1 Sheung Wo Che Road, Sha Tin  
New Territories

Attention: Mr Jackin Yip, Assistant Town Planner/Sai Kung 3

11 September 2024

**By Email (jhyyip@pland.gov.hk) and Post**

Dear Mr Yip

**SUBMISSION OF FURTHER INFORMATION  
PLANNING APPLICATION NO. A/SK-HC/356  
PROPOSED TEMPORARY PUBLIC VEHICLE PARK  
(EXCLUDING CONTAINER VEHICLE) FOR A PERIOD OF 3 YEARS  
VARIOUS LOTS IN DD 244, HO CHUNG, SAI KUNG, NEW TERRITORIES**

We refer to your email dated 24 July 2024 enclosing comments from the Transport Department with regard to the subject application, our letters dated 30 July 2024 and 8 August 2024, a letter from the Town Planning Board dated 9 September 2024, and subsequent telephone conversations between the undersigned and your goodself.

We are given to understand that the subject application was deferred by the Town Planning Board on 16 August 2024 as per our request to allow for sufficient time to properly address departmental comments.

The Applicant's Traffic Consultant has now prepared a Traffic Impact Assessment ("TIA") to address Mr Kwong Siu-ming Kelvin of Transport Department's comment requesting an assessment on the trip generation of the propose temporary public vehicle park and its impact on the traffic condition in the vicinity. We trust that the TIA will properly address Transport Department's comment.

2 copies of the TIA are enclosed for your further handling, please. Should you have any questions on the above, please contact the undersigned at 2846 4868.

**knightfrank.com.hk**

4/F Shui On Centre, 6-8 Harbour Road, Wanchai, Hong Kong  
香港灣仔港灣道6-8號瑞安中心4字樓  
T 電話 +852 2840 1177 F 傳真 +852 2840 0600

Knight Frank Petty Limited EAA Lic No C-010431  
C P Property Management Limited

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Yours sincerely  
For and on behalf of  
Knight Frank Petty Limited



**Martin Wu** MHKIS MRICS MRTPI RPS(PD) RICS Registered Valuer  
Assistant Manager  
Planning & Land Advisory Services

[Redacted]

D + [Redacted]

Enc Traffic Impact Assessment Final Report September 2024 (2 copies)

cc Town Planning Board  
Attention: Secretary, Town Planning Board – by email (tpbpd@pland.gov.hk) only

Transport Department  
Attention: Mr Boedihardjo Jonathan, Ding Chian – by email (J\_boedihardjo@td.gov.hk) only

Menhill Limited & Regional Limited – by email only

CKM Asia Limited – by email only

**Proposed Temporary Public Vehicle Park  
(Excluding Container Vehicle) For a Period of 3 Years  
Various Lots in DD 244, Ho Chung, Sai Kung  
(Planning Application no. A/SK-HC/356)**

**Traffic Impact Assessment  
Final Report  
September 2024**

**Prepared by: CKM Asia Limited**

**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle)  
For a Period of 3 Years Various Lots in DD 244, Ho Chung, Sai Kung  
(Planning Application no. A/SK-HC/356)**

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**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle)  
For a Period of 3 Years Various Lots in DD 244, Ho Chung, Sai Kung  
(Planning Application no. A/SK-HC/356)**

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- 4.2 Population Projections of the 5 TPU
- 4.3 The Planned / Committed Developments in the vicinity of the Proposed Development
- 4.4 Derived Trip Rates and Traffic Generation for Proposed Development
- 4.5 2027 Junction Performance

**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle)  
For a Period of 3 Years Various Lots in DD 244, Ho Chung, Sai Kung  
(Planning Application no. A/SK-HC/356)**

**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
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- 4.1 Locations of Major Planned Developments
- 4.2 2027 traffic flows without Proposed Development
- 4.3 2027 traffic flows with Proposed Development

## 1.0 INTRODUCTION

### Background

- 1.1 The Application Site is located at various lots in D.D. 244 at Ho Chung, Sai Kung. The location of the site 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 service road of Hiram's Highway northbound.
- 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 the 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 road. 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 Thursday, 15<sup>th</sup> August 2024 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 0815 – 0915 hours and 1700 – 1800 hours respectively.
- Comparison of 2021 and 2024 Hiram's Highway Traffic Flows**
- 2.7 Due to the impact of the COVID-19 pandemic, a review of the 2024 Hiram's Highway traffic flows is compared with survey of Hiram's Highway conducted on Wednesday, 15<sup>th</sup> September 2021, and the comparison is found in **Table 2.1**.

TABLE 2.1 COMPARISON OF 2021 AND 2024 TRAFFIC FLOWS AT HIRAM'S HIGHWAY

| Hiram's Highway | 2021 Traffic Flows<br>(pcu / hour) [a] |              | 2024 Traffic Flows<br>(pcu / hour) [b] |              | Comparison<br>[c] = ([b] – [a]) / [a] |             |
|-----------------|--|--------------|--|--------------|---------------------------------------|-------------|
|                 | AM Peak                                | PM Peak      | AM Peak                                | PM Peak      | AM Peak                               | PM Peak     |
| Northbound      | 1,191                                  | 1,265        | 951                                    | 1,166        | -20%                                  | -8%         |
| Southbound      | 1,254                                  | 1,209        | 1,221                                  | 1,044        | -3%                                   | -14%        |
| <b>Two-way</b>  | <b>2,445</b>                           | <b>2,474</b> | <b>2,172</b>                           | <b>2,210</b> | <b>-11%</b>                           | <b>-11%</b> |

- 2.8 **Table 2.1** shows that the 2021 traffic flows are generally higher than those obtained in 2024.
- 2.9 To ascertain if the 2021 traffic flows are higher than the previous years, reference is made to the Annual Average Daily Traffic ("AADT") of the Hiram's Highway

core station no. 6055 which is found in the Annual Traffic Census (“ATC”), published by Transport Department, and is presented in **Table 2.2**.

TABLE 2.2 HISTORICAL AADT OF CORE STATION NO. 6055

| Station | 6055               |
|---------|--------------------|
| Road    | Hiram's Highway    |
| From    | Clear Water Bay Rd |
| To      | Po Tung Road       |
| 2017    | 24,050             |
| 2018    | 24,450             |
| 2019    | 24,280             |
| 2020    | 23,360             |
| 2021    | 24,460             |
| 2022    | 23,480             |

- 2.10 As shown **Table 2.2**, the traffic flow in year 2021 at Hiram’s Highway is higher than those from 2017 to 2020, and also higher than 2022. To be conservative, the traffic flows obtained from the survey in 2021 are adopted as the existing traffic flow and these are presented in **Figure 2.6**.

#### Existing Junction Performance

- 2.11 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 2.3**, and detailed calculations are presented in the **Appendix A**.

TABLE 2.3 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)                     | 0.59    | 0.57    |
| 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)                  | 108%    | 119%    |
| J4  | Hiram's Highway / Luk Mei Tsuen Road   | Priority (DFC)               | 0.06    | 0.04    |

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

- 2.12 **Table 2.3** shows that the junctions operate with capacities.

#### Public Transport Services

- 2.13 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 2.4**.



TABLE 2.4 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 <sup>(1)</sup>  | Sai Kung – Star Ferry                   | 30 – 60           |
| KMB 96R <sup>(1)</sup>  | Wong Shek Pier – Diamond Hill Station   | 20 – 35           |
| KMB 292P <sup>(2)</sup> | 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 (AM Only)       |
|                         | Sai Kung North PTI → Choi Hung Road PTI |                   |
| GMB 1S <sup>(3)</sup>   | Sai Kung – Choi Hung Road PTI           | 10 – 15           |
| GMB 2                   | Sai Kung – Ho Chung                     | 15 – 30           |
|                         | Sai Kung (Yi Chun Street) – Kai Ham     | 15 – 30           |
| GMB 12                  | Sai Kung – Po Lam Station               | 10 – 15           |
| GMB 101M                | Sai Kung – Hang Hau Station             | 3 – 30            |

Note: KMB – Kowloon Motor Bus      CTB – Citybus      GMB – Green Minibus

<sup>(1)</sup> Saturday, Sunday and Public Holiday only

<sup>(2)</sup> Monday to Friday (except Public Holiday)

<sup>(3)</sup> Overnight

### 3.0 THE PROPOSED DEVELOPMENT

#### The Proposed Development

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

#### Swept Path Analysis

- 3.2 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 the swept path analysis drawings are found in **Appendix B**. Vehicles are found to have no manoeuvring problems.

## 4.0 TRAFFIC ANALYSIS

### Design Year

- 4.1 The Proposed Development is scheduled to commence in 2024 and operate until 2027. Hence, the design year adopted for traffic analysis is 2027.

### Traffic Forecasting

- 4.2 Year 2027 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to existing traffic flows; (ii) estimated traffic growth rate from 2024 to 2027; (iii) expected traffic generation by the planned / committed developments in the vicinity; and (iv) expected traffic generation by the Proposed Development.

### Estimated Traffic Growth Rate from 2024 to 2027

- 4.3 Reference is made to the (i) the AADT of core stations located in the vicinity, from the ATC, (ii) the population projection for 5 Tertiary Planning Units ("TPU"), i.e. 820, 823, 831, 824 & 829, which covers the broader near around the Proposed Development and are obtained from the "Projections of Population Distribution 2023 – 2031" produced by the Planning Department.
- 4.4 The above information is presented in **Tables 4.1 and 4.2** respectively.

TABLE 4.1 AADT OF THE CORE STATIONS LOCATED IN THE VICINITY OF THE SUBJECT SITE

| 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    | –       |
| 2010                              | 23,090*            | 28,530             | 17,640             | 69,260  |
| 2011                              | 22,930*            | 29,880             | 17,520*            | 70,330  |
| 2012                              | 24,140             | 29,900             | 17,520*            | 71,560  |
| 2013                              | 25,220             | 30,070             | 17,770*            | 73,060  |
| 2014                              | 24,880*            | 30,520             | 17,750             | 73,150  |
| 2015                              | 25,330*            | 30,140             | 18,560             | 74,030  |
| 2016                              | 25,610*            | 29,370             | 18,770*            | 73,750  |
| 2017                              | 24,050             | 26,910             | 18,650*            | 69,610  |
| 2018                              | 24,450             | 28,450             | 18,950*            | 71,850  |
| 2019 <sup>#</sup>                 | 24,280*            | 28,980             | 20,240             | 73,500  |
| 2020 <sup>#</sup>                 | 23,360*            | 28,900             | 19,110             | 71,370  |
| 2021 <sup>#</sup>                 | 24,460*            | 29,100             | 20,020*            | 73,580  |
| 2022 <sup>#</sup>                 | 23,480             | 27,720             | 19,140*            | 70,340  |
| Average Annual Growth (2010-2018) | 0.72%              | -0.04%             | 0.90%              | 0.46%   |

Note: \* Estimated by Growth Factor

<sup>#</sup> Excluded due to the impact of the public events in 2019 and COVID-19 pandemic in 2020 – 2022.

TABLE 4.2 POPULATION PROJECTIONS OF THE 5 TPU

| Year                               | TPU   |           |        |       | Total  |
|------------------------------------|-------|-----------|--------|-------|--------|
|                                    | 820   | 824 & 829 | 831    | 823   |        |
| 2024                               | 7,100 | 3,700     | 25,100 | 4,100 | 40,000 |
| 2027                               | 6,900 | 3,400     | 23,700 | 4,300 | 38,300 |
| Average Annual Growth 2024 to 2027 | -0.9% | -2.8%     | -1.9%  | 1.6%  | -1.4%  |

4.5 **Table 4.1** shows that the annual average traffic growth of 0.46%, between 2010 and 2018.

4.6 **Table 4.2** shows that the annual population growth between 2024 – 2027 is -1.4%. To be conservative, an annual average traffic growth of 1% is adopted for year 2024 – 2027.

**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** and the locations are presented in **Figure 4.1**.

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

| Ref | Address                                 | Use         | GFA(m <sup>2</sup> ) |
|-----|---|-------------|----------------------|
| A   | Various lot in D.D. 210, Ho Chung       | Residential | 2,422                |
| B   | Lot 1003 in D.D. 214, Ho Chung          | Residential | 5,344                |
| C   | Phase 1 of CDA, Ho Chung <sup>(1)</sup> | Residential | 5,715                |
| D   | Lot 2189 in D.D. 244, Nam Pin Wai       | Residential | 8,320                |

<sup>(1)</sup> Approved Planning Application A/SK-HC/124-2

**Traffic Generation of the Proposed Development**

4.8 The TPDMD has no trip rates for temporary car park. Hence, the traffic generation of the Proposed Development is calculated based on the trip rates derived from the traffic generation survey conducted at a temporary car park operated by Skye Parking at Ma Wo Road, Tai Po, on Wednesday, 19<sup>th</sup> June 2024. The survey results and the derived trip rate is presented in **Table 4.4**.

4.9 The derived trip rate is used to calculate the traffic generation of the Proposed Development, which is also presented in **Table 4.4**.

TABLE 4.4 DERIVED TRIP RATES AND 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 <sup>(1)</sup> | 16         | 15         | 10         | 30         |
|   | Derived Trip Rate <sup>(2)</sup>  | 0.0650     | 0.0610     | 0.0407     | 0.1220     |
| Proposed Development (100 spaces)             | Traffic Generation <sup>(1)</sup> | 7          | 7          | 5          | 13         |
|   |                                   | 14 (2-way) |            | 18 (2-way) |            |

<sup>(1)</sup> traffic generation in pcu/hr, <sup>(2)</sup> 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 2027 Peak Hour Traffic Flows

4.11 Year 2027 peak hour traffic flows for the following cases are derived:

*Year 2027 Without the Proposed Development [A]* = Existing Traffic Flow + estimated traffic growth between 2024 and 2027 + estimated traffic generation of the planned / committed developments

*Year 2027 With the Proposed Development [B]* = [A] + Traffic generated by the Proposed Development

4.12 Year 2027 peak hour traffic flows for the above two cases are shown in **Figures 4.2 and 4.3** respectively.

### 2027 Junction Capacity Analysis

4.13 Year 2027 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 2027 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)                     | 0.62                         | 0.59    | 0.63                      | 0.60    |
| 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)                  | 98%                          | 109%    | 96%                       | 107%    |
| J4  | Hiram's Highway / Luk Mei Tsuen Road   | Priority (DFC)               | 0.06                         | 0.05    | 0.06                      | 0.05    |

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

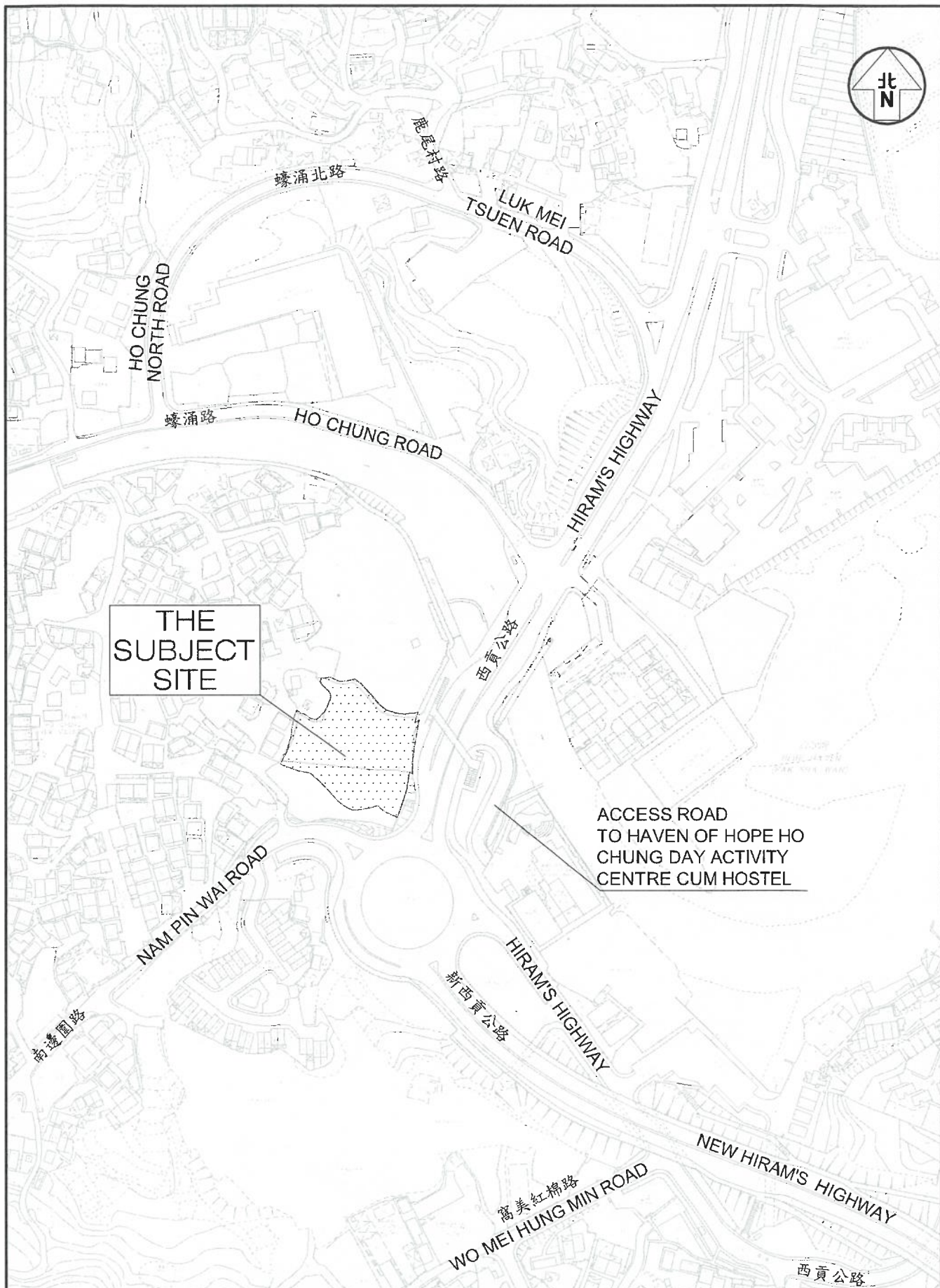
4.14 The results in **Table 4.5** indicate that the junctions analysed will operate with sufficient capacities in 2027, and the Proposed Development has no adverse traffic impact.

## 5.0 SUMMARY

- 5.1 The Subject Site is located at various lots in D.D. 244 at Ho Chung, Sai Kung. Access to the Proposed Development is provided via its existing access, which is from the service road of Hiram's Highway.
- 5.2 The Proposed Development provides 100 car parking spaces for a period of 3 years.
- 5.3 Year 2027 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 2027, and the Proposed Development has no adverse traffic impact.

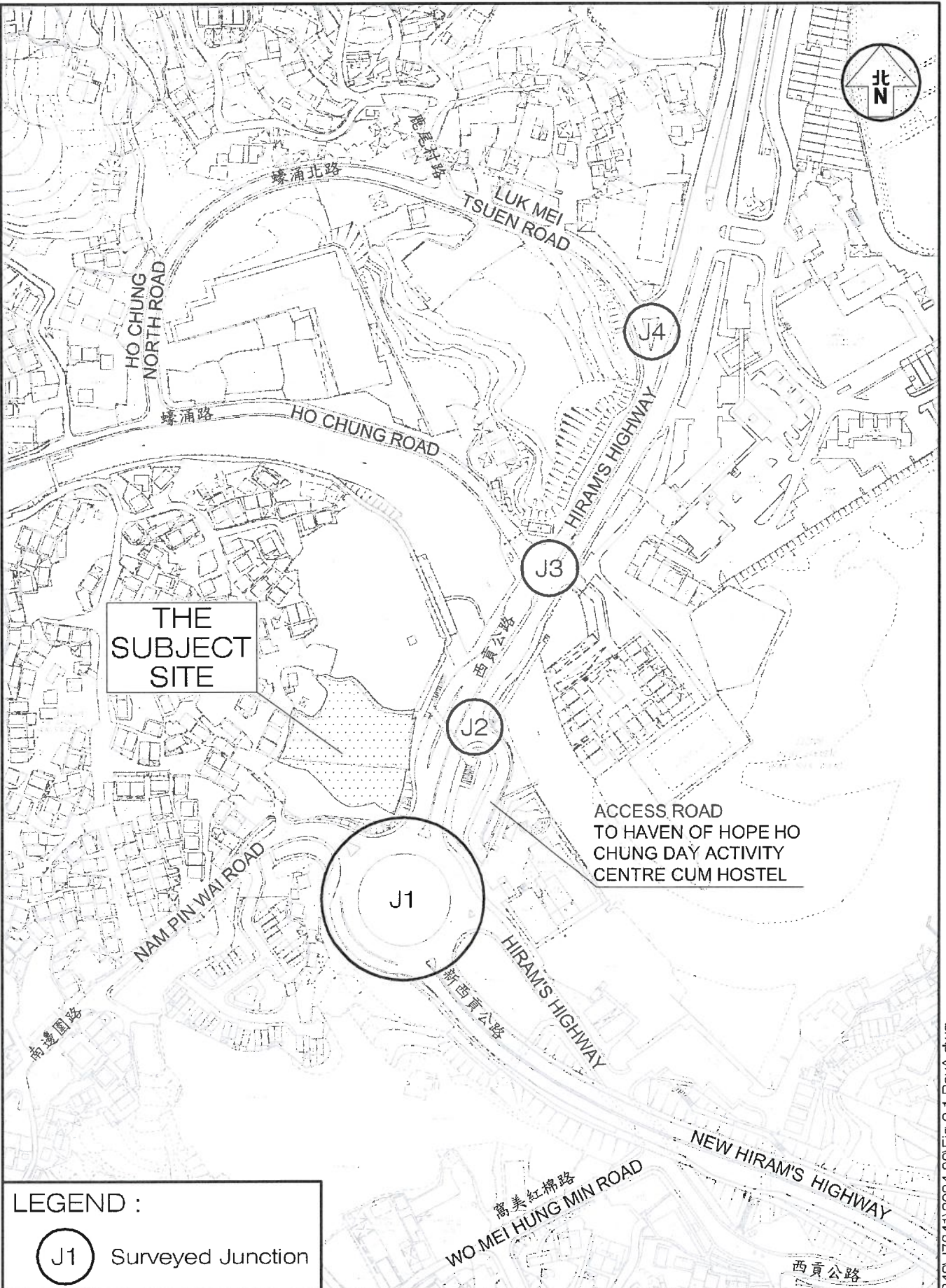






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| Figure Title  | LOCATION OF THE SITE  |  |  |  | Designed by<br>L K W  | Drawn by<br>S C Y | Checked by<br>K C        | Revision<br>A | Date<br>04 SEP 2024 |
|               |   |  |  |  | <b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants<br>21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong<br>Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk |                   |                          |               |                     |





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 (A/SK-HC/340)

Figure Title

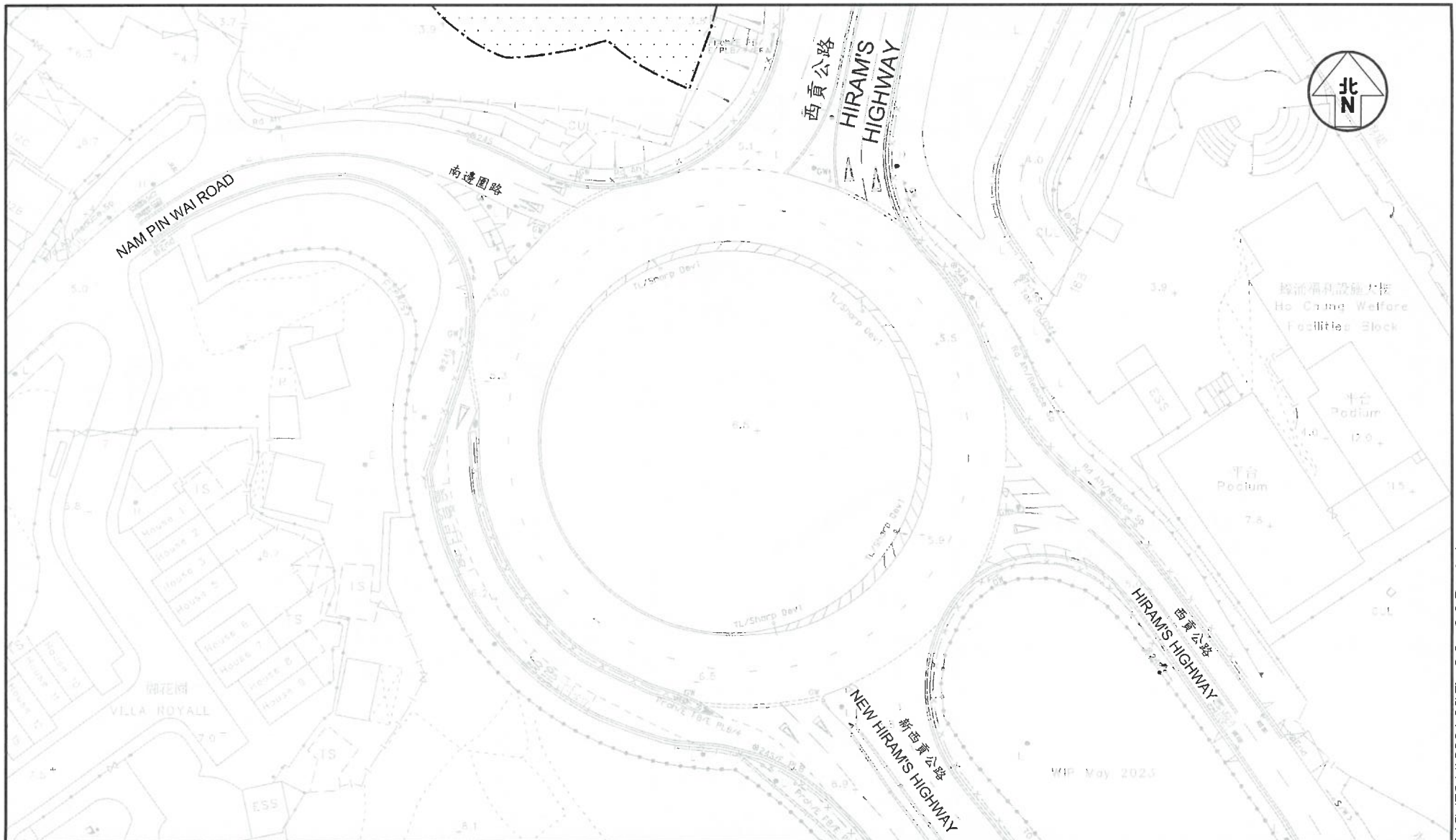
LOCATIONS OF SURVEYED JUNCTIONS

|                      |                   |                          |
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| Job No.<br>J7341     | Figure No.<br>2.1 | Scale in A4<br>1 : 3,000 |
| Designed by<br>L K W | Drawn by<br>S C Y | Checked by<br>K C        |
|                      | Revision<br>A     | Date<br>04 SEP 2024      |

**CKM Asia Limited**

Traffic and Transportation Planning Consultants  
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong  
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

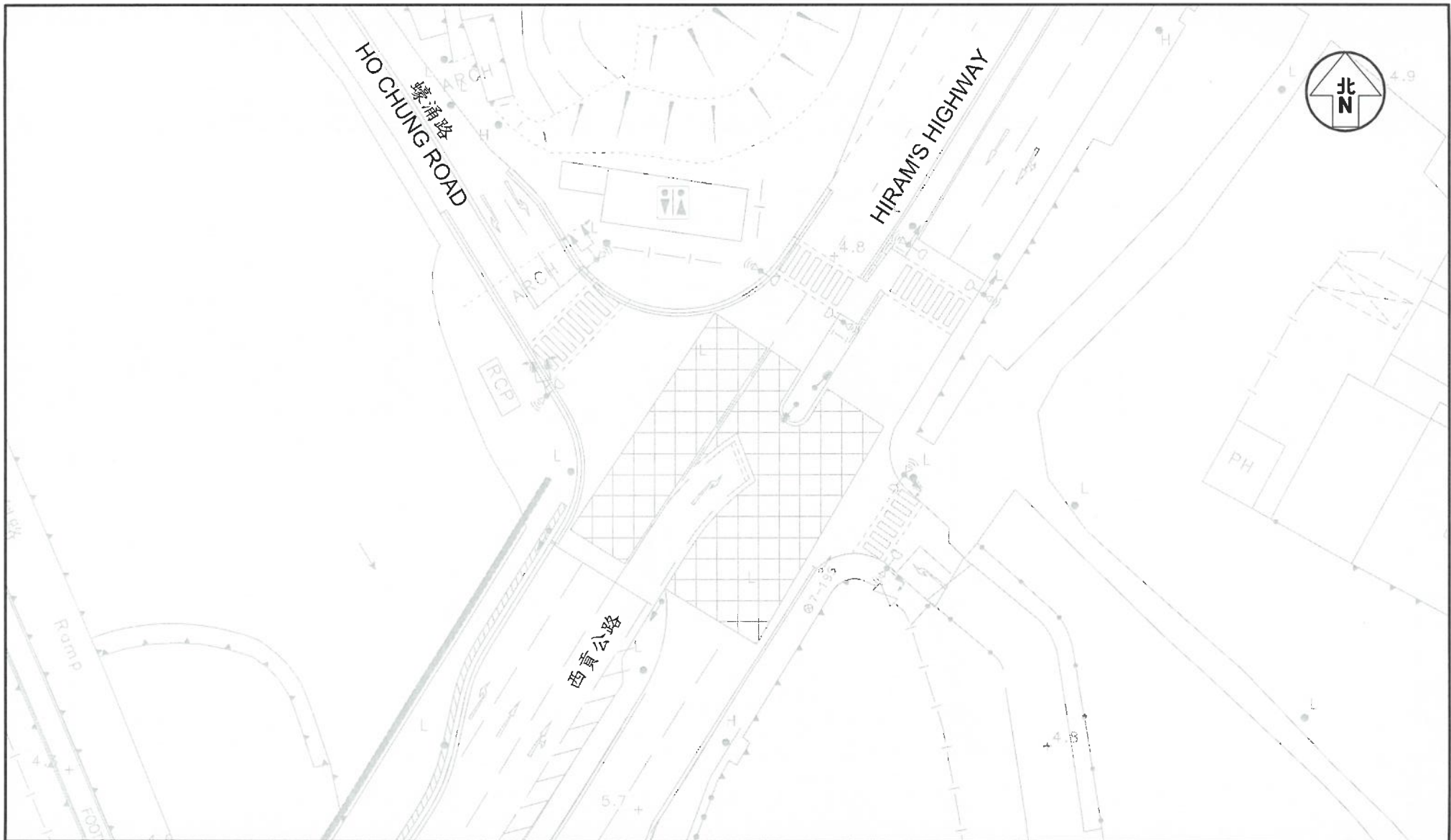
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| Project Title |  | PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK<br>AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG (A/SK-HC/340) |  | Figure No.  | 2.2     | Revision  | A           |
| Figure Title  |  | LAYOUT OF HIRAM'S HIGHWAY / NEW HIRAM'S HIGHWAY /<br>NAM PIN WAI ROAD  |  | Designed by | L K W   | Drawn by  | S C Y       |
|               |  |  |  | Checked by  | K C     | <b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants<br>21st Floor, Methodist House, 36 Hennessy Road,<br>Wan Chai, Hong Kong<br>Tel : (852) 2520 5990 Fax : (852) 2528 6343<br>Email : mail@ckmasia.com.hk |             |
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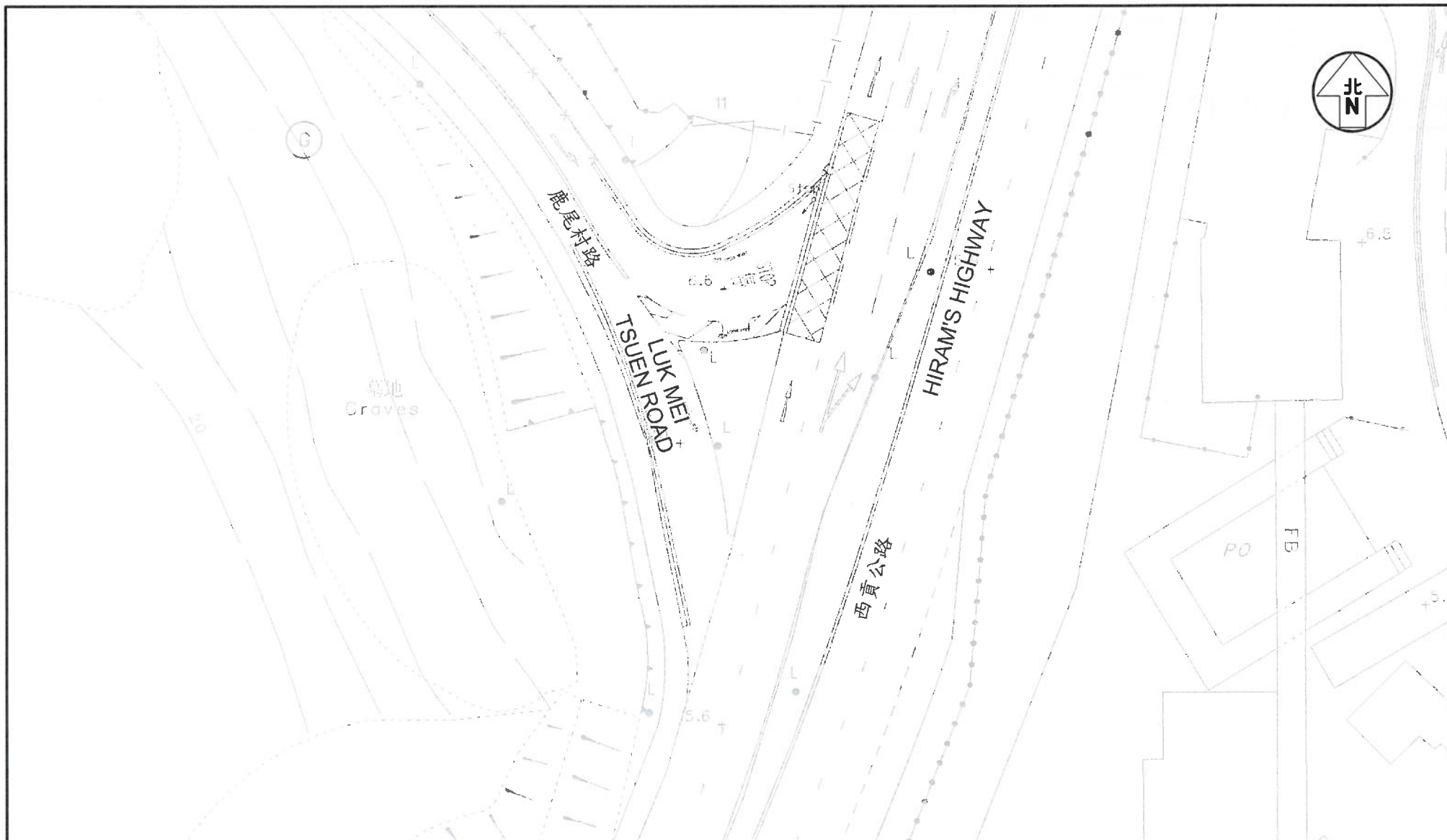






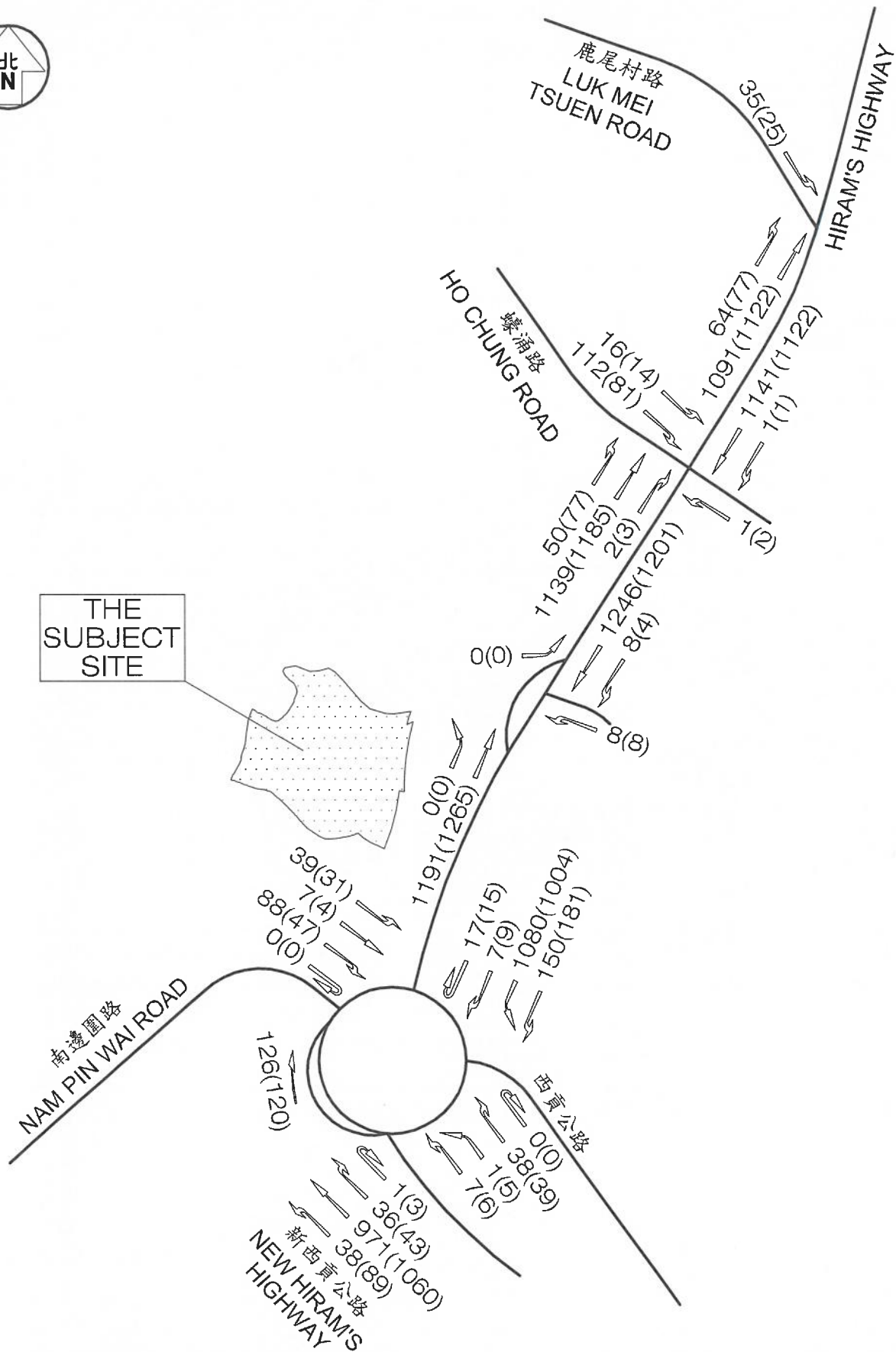
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| <b>Project Title</b><br>PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK<br>AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG (A/SK-HC/340) | <b>Figure No.</b><br>2.4 | <b>Revision</b><br>A  |
| <b>Figure Title</b><br>LAYOUT OF HIRAM'S HIGHWAY / HO CHUNG ROAD   | Designed by<br>L K W     | Drawn by<br>S C Y   |
|  | Checked by<br>K C        | <b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants<br>21st Floor, Methodist House, 36 Hennessy Road,<br>Wan Chai, Hong Kong<br>Tel : (852) 2520 5990 Fax : (852) 2528 6343<br>Email : mail@ckmasia.com.hk |
|  | Scale in A4<br>1 : 500   | Date<br>04 SEP 2024   |

T:\JOB\J7300-J7349\J7341\2024 09\Fig 2.2 - 2.6 RevA.dwg



|   |  |   |
|---|--|---|
| Project Title<br>PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK<br>AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG (A/SK-HC/340) | Figure No.<br><b>2.5</b><br>J7341                            | Revision<br><b>A</b><br><b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants<br>21st Floor, Methodist House, 36 Hennessy Road,<br>Wan Chai, Hong Kong<br>Tel : (852) 2520 5990 Fax : (852) 2528 6343<br>Email : mail@ckmasia.com.hk |
| Figure Title<br><b>LAYOUT OF HIRAM'S HIGHWAY / LUK MEI TSUEN ROAD</b>   | Designed by<br><b>L K W</b><br>Scale In A4<br><b>1 : 500</b> | Drawn by<br><b>S C Y</b><br>Date<br><b>04 SEP 2024</b><br>Checked by<br><b>K C</b>  |

T:\JOB\J7300-J7349\J7341\2024 09\Fig 2.2 - 2.6 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 (A/SK-HC/340)

Figure Title

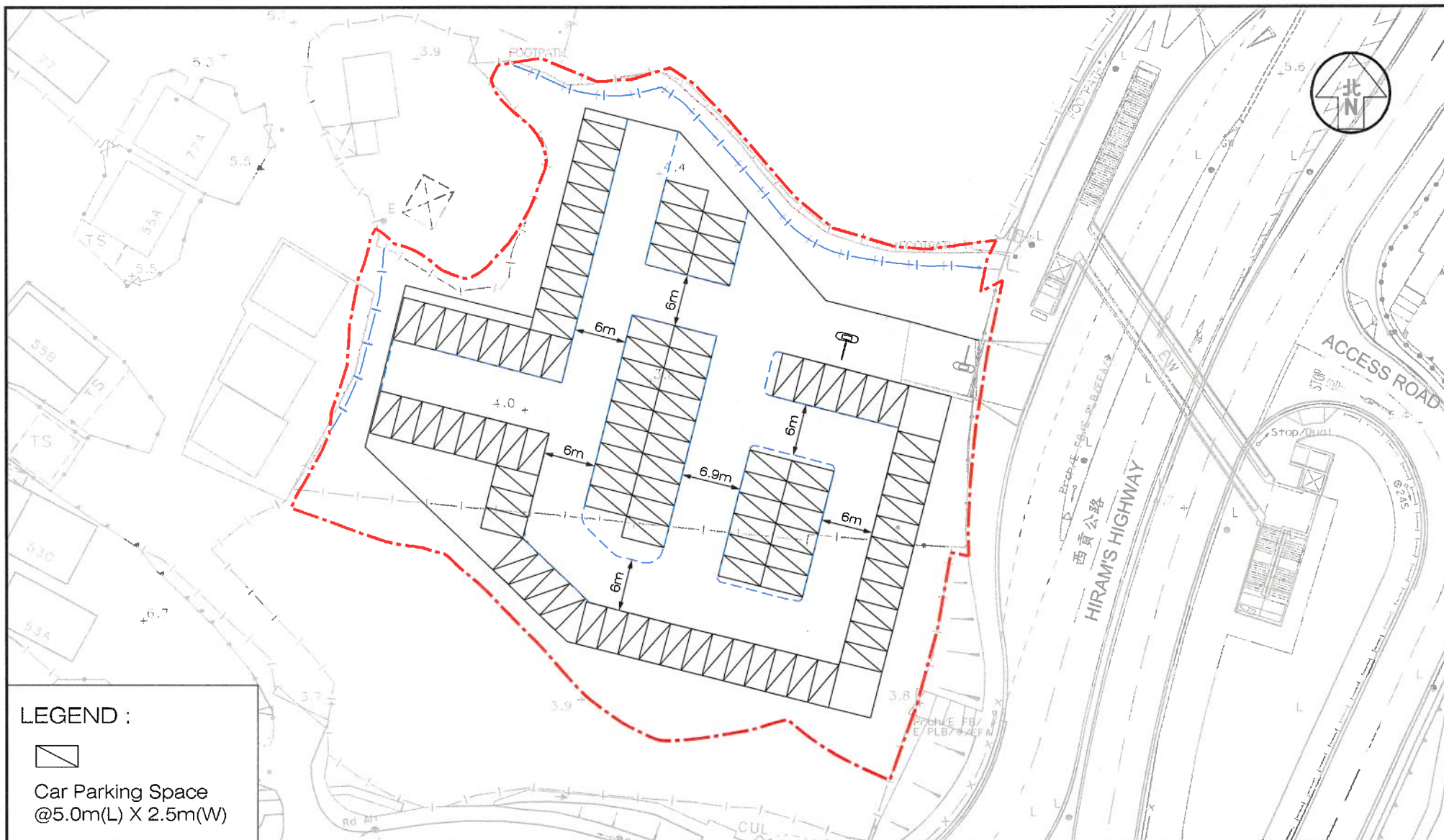
EXISTING PEAK HOUR FLOWS

| Job No.              | Figure No.          | Scale in A4       |
|----------------------|---------------------|-------------------|
| J7341                | 2.6                 | N.T.S.            |
| Designed by<br>K K Y | Drawn by<br>S C Y   | Checked by<br>K C |
| Revision<br>A        | Date<br>04 SEP 2024 |                   |

**CKM Asia Limited**  
Traffic and Transportation Planning Consultants  
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong  
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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# LEGEND :



Car Parking Space  
@5.0m(L) X 2.5m(W)

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 (A/SK-HC/340)

J7341

Figure No. 3.1

Revision A

Figure Title LAYOUT PLAN OF PROPOSED DEVELOPMENT

Designed by K K Y Drawn by S C Y Checked by K C

Scale in A4 1 : 600 Date 04 SEP 2024

CKM Asia Limited

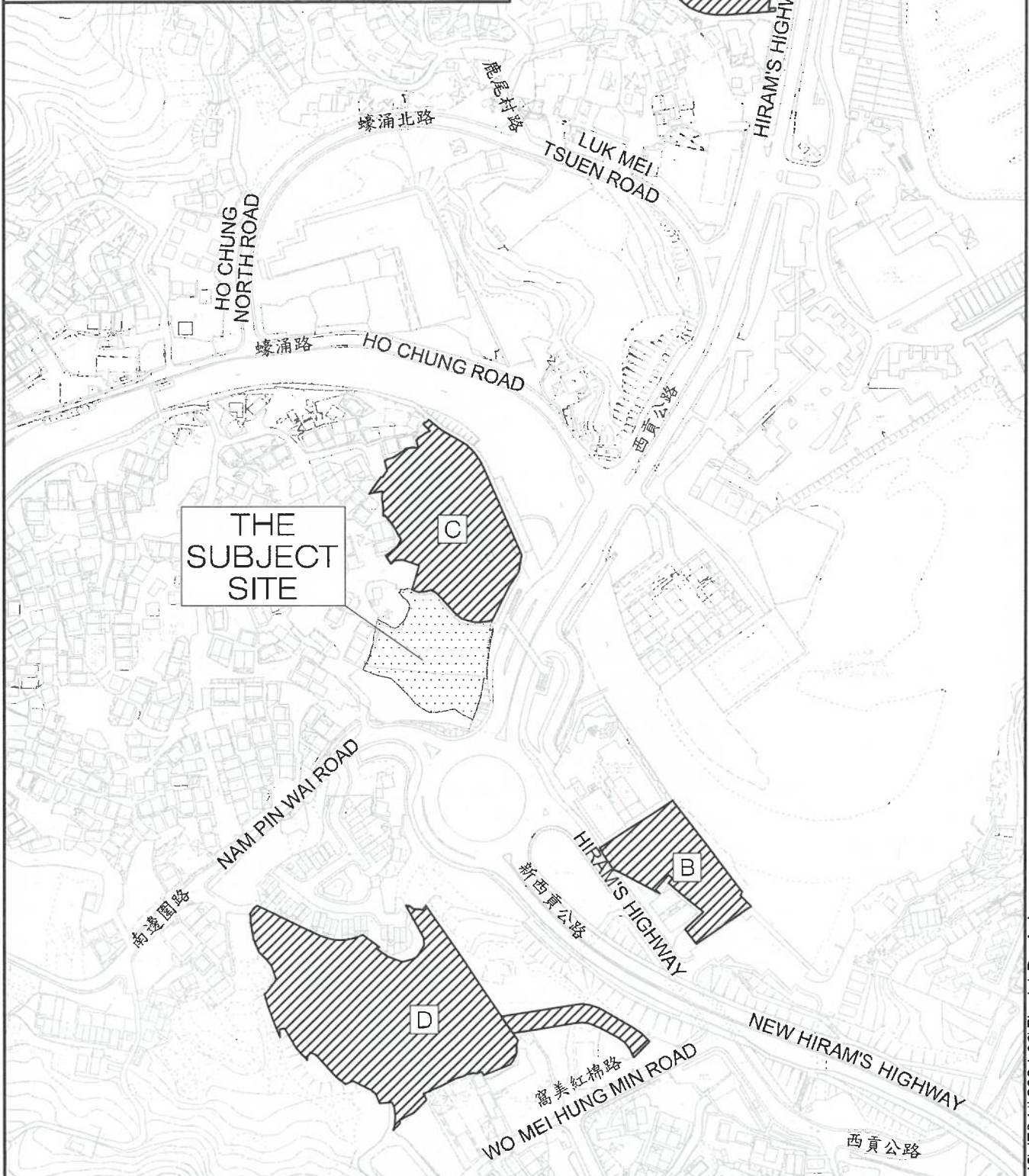
Traffic and Transportation Planning Consultants  
21st Floor, Methodist House, 36 Hennessy Road,  
Wan Chai, Hong Kong  
Tel : (852) 2520 5990 Fax : (852) 2528 6343  
Email : mail@ckmasia.com.hk

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# LEGEND :

- [A] Various lot in D.D. 210, Ho Chung
- [B] Lot 1003 in D.D. 214, Ho Chung
- [C] Phase 1 of CDA, Ho Chung
- [D] Lot 2189 in D.D. 244, Nam Pin Wai



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 (A/SK-HC/340)

Figure Title

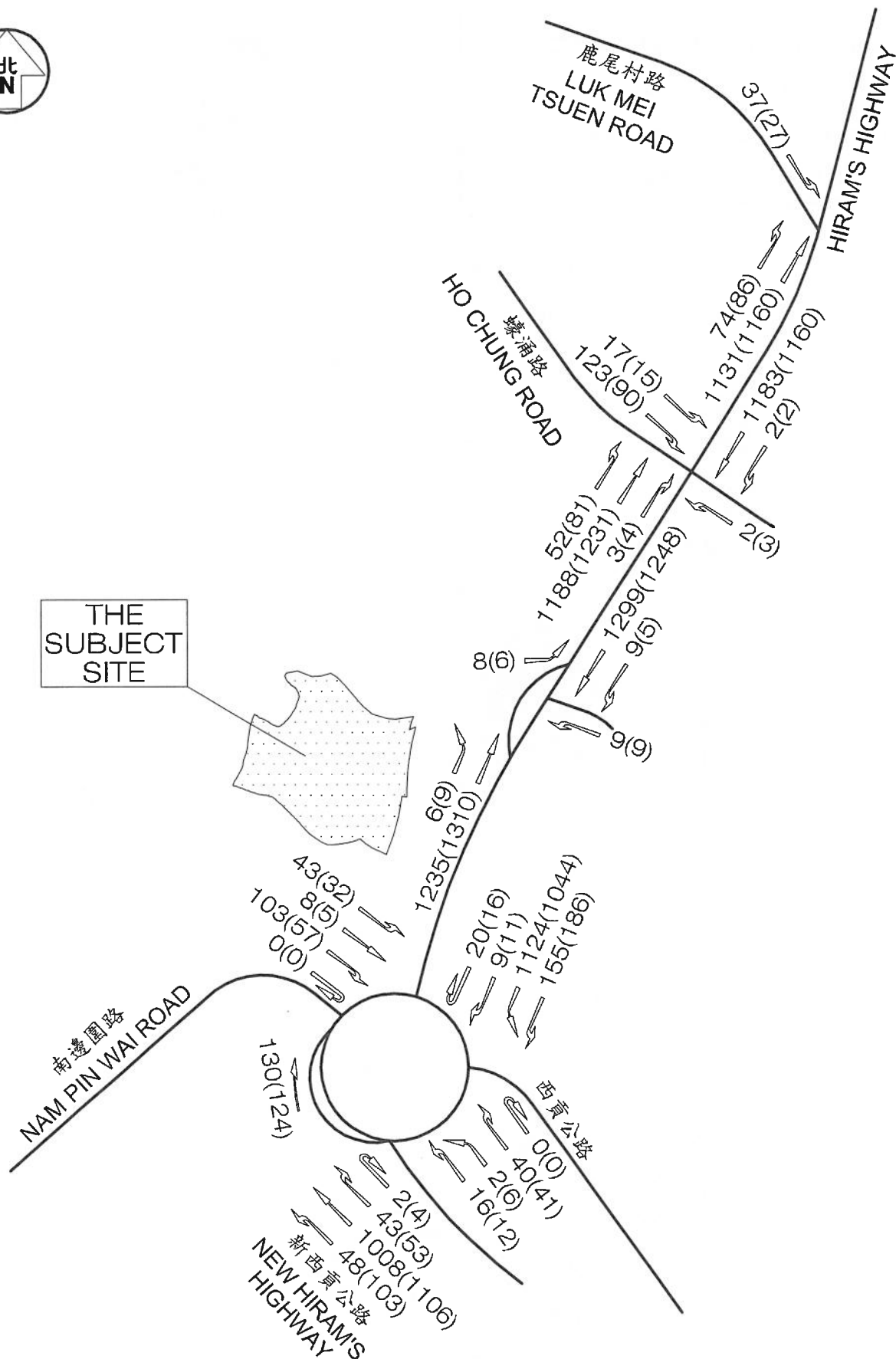
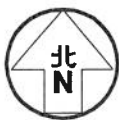
LOCATIONS OF MAJOR PLANNED DEVELOPMENTS

|                      |                     |                          |
|----------------------|---------------------|--------------------------|
| Job No.<br>J7341     | Figure No.<br>4.1   | Scale in A4<br>1 : 3,500 |
| Designed by<br>L K W | Drawn by<br>S C Y   | Checked by<br>K C        |
| Revision<br>A        | Date<br>04 SEP 2024 |                          |

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Traffic and Transportation Planning Consultants  
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong  
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

T:\JOB\7300-J7349\J7341\2024 09\Fig 4.1 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 (A/SK-HC/340)

Figure Title

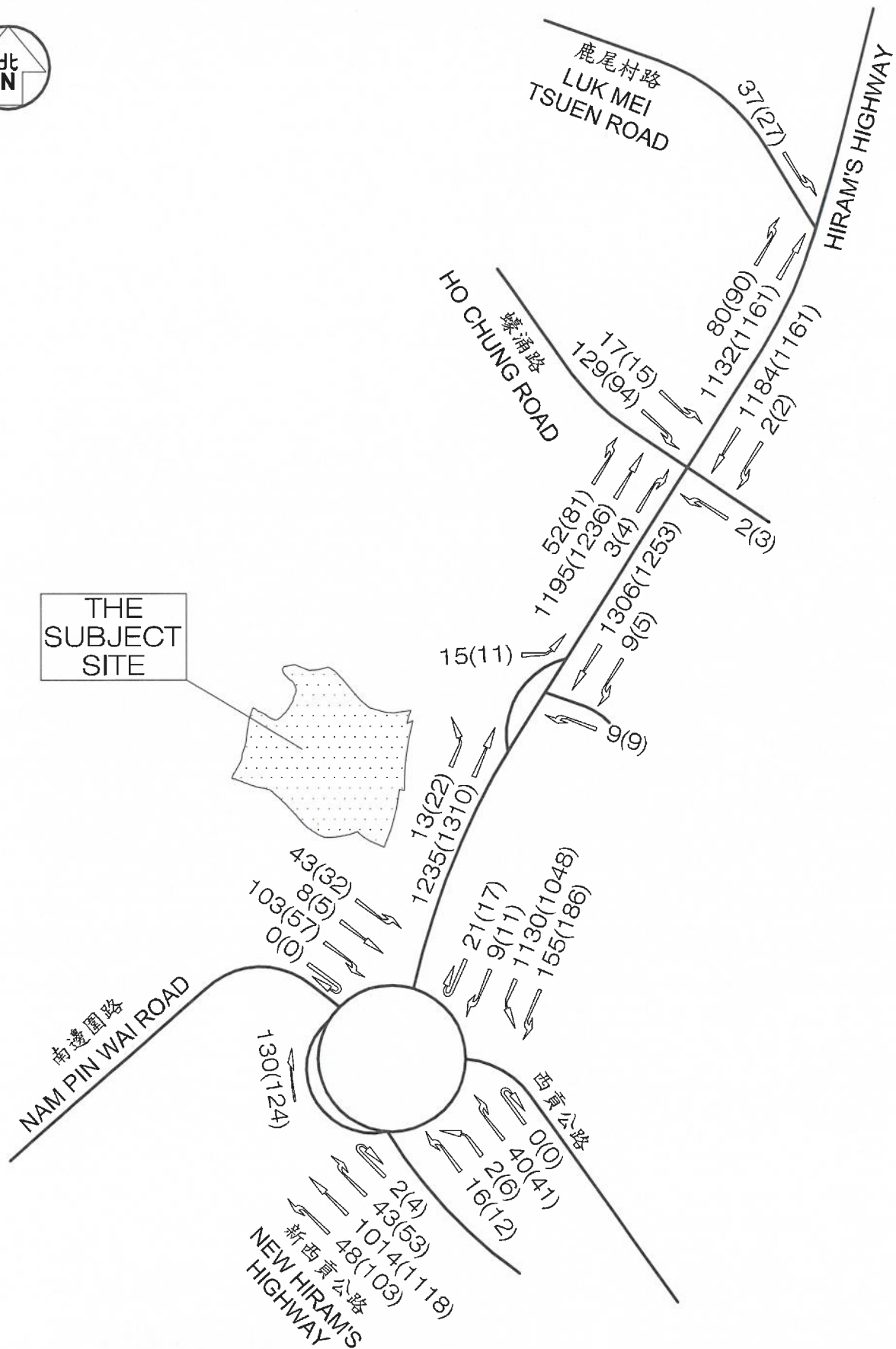
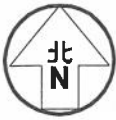
2027 TRAFFIC FLOWS WITHOUT PROPOSED DEVELOPMENT

|                   |                  |                    |
|-------------------|------------------|--------------------|
| Job No. J7341     | Figure No. 4.2   | Scale in A4 N.T.S. |
| Designed by K K Y | Drawn by S C Y   | Checked by K C     |
| Revision A        | Date 04 SEP 2024 |                    |

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Traffic and Transportation Planning Consultants  
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong  
Tel: (852) 2520 5990 Fax: (852) 2528 6343 Email: mail@ckmasia.com.hk

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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 (A/SK-HC/340)

Figure Title

2027 TRAFFIC FLOWS WITH  
PROPOSED DEVELOPMENT

Job No.  
J7341

Figure No.  
4.3

Scale in A4  
N.T.S.

Designed by  
K K Y

Drawn by  
S C Y

Checked by  
K C

Revision  
A

Date  
04 SEP 2024

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Traffic and Transportation Planning Consultants  
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong  
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## **Appendix A – Junction Capacity Analysis**

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## Roundabout Analysis

Junction: Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road Job Number: J7341  
 Scenario: Existing Condition P. 1  
 Design Year: 2024 Designed By: \_\_\_\_\_ Checked By: \_\_\_\_\_ Date: 9 Sep 2024

### AM Peak

| Arm    | To A | To B | To C | To D | Total | q <sub>c</sub> |
|--------|------|------|------|------|-------|----------------|
| From A | 17   | 150  | 1080 | 7    | 1254  | 132            |
| From B | 38   | 0    | 7    | 1    | 46    | 1193           |
| From C | 971  | 36   | 1    | 38   | 1046  | 63             |
| From D | 39   | 7    | 88   | 0    | 134   | 1189           |
| Total  | 1065 | 193  | 1176 | 46   | 2480  |                |

### PM Peak

| Arm    | To A | To B | To C | To D | Total | q <sub>c</sub> |
|--------|------|------|------|------|-------|----------------|
| From A | 15   | 181  | 1004 | 9    | 1209  | 97             |
| From B | 39   | 0    | 6    | 5    | 50    | 1078           |
| From C | 1060 | 43   | 3    | 89   | 1195  | 68             |
| From D | 31   | 4    | 47   | 0    | 82    | 1280           |
| Total  | 1145 | 228  | 1060 | 103  | 2536  |                |

### 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       |
| E   |                           |
| F   |                           |
| G   |                           |
| H   |                           |

### 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 |
| From E |       |       |       |       |       |       |     |
| From F |       |       |       |       |       |       |     |
| From G |       |       |       |       |       |       |     |
| From H |       |       |       |       |       |       |     |

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

|       |   |
|-------|---|
| $Q_E$ | Entry Capacity  |
| $q_c$ | Circulating Flow across the Entry                     |
| $K$   | $= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$ |
| $F$   | $= 303x_2$  |
| $f_c$ | $= 0.210t_D(1 + 0.2x_2)$                              |
| $t_D$ | $= 1 + 0.5/(1 + M)$                                   |
| $M$   | $= \exp\{[(D - 60)/10]\}$                             |
| $x_2$ | $= v/(e - v)/(1 + 2S)$                                |
| $S$   | $= 1.6(e - v)/L$                                      |

### Limitation

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

### Ratio-of-Flow to Capacity (RFC)

| Arm    |       |      |       |      |         |       | $Q_E$   |      | Entry Flow |      | RFC  |      |
|--------|-------|------|-------|------|---------|-------|---------|------|------------|------|------|------|
|        | $x_2$ | M    | $t_D$ | K    | F       | $f_c$ | AM      | PM   | AM         | PM   | AM   | PM   |
| From A | 7.50  | 7.39 | 1.06  | 0.96 | 2272.50 | 0.56  | 2108.27 | 2127 | 1254       | 1209 | 0.59 | 0.57 |
| From B | 5.02  | 7.39 | 1.06  | 0.92 | 1519.59 | 0.45  | 913.49  | 961  | 46         | 50   | 0.05 | 0.05 |
| From C | 8.22  | 7.39 | 1.06  | 0.93 | 2490.51 | 0.59  | 2292.55 | 2290 | 1046       | 1195 | 0.46 | 0.52 |
| From D | 6.74  | 7.39 | 1.06  | 0.95 | 2043.46 | 0.52  | 1347.32 | 1302 | 134        | 82   | 0.10 | 0.06 |
| From E |       |      |       |      |         |       |         |      |            |      |      |      |
| From F |       |      |       |      |         |       |         |      |            |      |      |      |
| From G |       |      |       |      |         |       |         |      |            |      |      |      |
| From H |       |      |       |      |         |       |         |      |            |      |      |      |

## Roundabout Analysis

Junction: Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road Job Number: J7341  
 Scenario: Future Condition (Without Proposed Development) P. 2  
 Design Year: 2027 Designed By: \_\_\_\_\_ Checked By: \_\_\_\_\_ Date: 9 Sep 2024

### AM Peak

| Arm    | To A | To B | To C | To D | Total | q <sub>c</sub> |
|--------|------|------|------|------|-------|----------------|
| From A | 20   | 155  | 1124 | 9    | 1308  | 156            |
| From B | 40   | 0    | 16   | 2    | 58    | 1258           |
| From C | 1008 | 43   | 2    | 48   | 1101  | 71             |
| From D | 43   | 8    | 103  | 0    | 154   | 1243           |
| Total  | 1111 | 206  | 1245 | 59   | 2621  |                |

### PM Peak

| Arm    | To A | To B | To C | To D | Total | q <sub>c</sub> |
|--------|------|------|------|------|-------|----------------|
| From A | 16   | 186  | 1044 | 11   | 1257  | 119            |
| From B | 41   | 0    | 12   | 6    | 59    | 1132           |
| From C | 1106 | 53   | 4    | 103  | 1266  | 74             |
| From D | 32   | 5    | 57   | 0    | 94    | 1344           |
| Total  | 1195 | 244  | 1117 | 120  | 2676  |                |

### 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       |
| E   |                           |
| F   |                           |
| G   |                           |
| H   |                           |

### 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 |
| From E |       |       |       |       |       |       |     |
| From F |       |       |       |       |       |       |     |
| From G |       |       |       |       |       |       |     |
| From H |       |       |       |       |       |       |     |

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

|       |   |
|-------|---|
| $Q_E$ | Entry Capacity  |
| $q_c$ | Circulating Flow across the Entry                     |
| $K$   | $= 1 - 0.00347(\emptyset - 30) - 0.978[(1/r) - 0.05]$ |
| $F$   | $= 303x_2$  |
| $f_c$ | $= 0.210t_D(1 + 0.2x_2)$                              |
| $t_D$ | $= 1 + 0.5/(1 + M)$                                   |
| $M$   | $= \exp[(D - 60)/10]$                                 |
| $x_2$ | $= v + (e - v)/(1 + 2S)$                              |
| $S$   | $= 1.6(e - v)/L$                                      |

### Limitation

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

### Ratio-of-Flow to Capacity (RFC)

| Arm    |                |      |                |      |         |                | Q <sub>E</sub> |      | Entry Flow |      | RFC  |      |
|--------|----------------|------|----------------|------|---------|----------------|----------------|------|------------|------|------|------|
|        | x <sub>2</sub> | M    | t <sub>D</sub> | K    | F       | f <sub>c</sub> | AM             | PM   | AM         | PM   | AM   | PM   |
| From A | 7.50           | 7.39 | 1.06           | 0.96 | 2272.50 | 0.56           | 2095           | 2115 | 1308       | 1257 | 0.62 | 0.59 |
| From B | 5.02           | 7.39 | 1.06           | 0.92 | 1519.59 | 0.45           | 887            | 939  | 58         | 59   | 0.07 | 0.06 |
| From C | 8.22           | 7.39 | 1.06           | 0.93 | 2490.51 | 0.59           | 2288           | 2287 | 1101       | 1266 | 0.48 | 0.55 |
| From D | 6.74           | 7.39 | 1.06           | 0.95 | 2043.46 | 0.52           | 1321           | 1271 | 154        | 94   | 0.12 | 0.07 |
| From E |                |      |                |      |         |                |                |      |            |      |      |      |
| From F |                |      |                |      |         |                |                |      |            |      |      |      |
| From G |                |      |                |      |         |                |                |      |            |      |      |      |
| From H |                |      |                |      |         |                |                |      |            |      |      |      |

## Roundabout Analysis

Junction: Hiram's Highway / New Hiram's Highway / Nam Pin Wai Road Job Number: J7341  
 Scenario: Future Condition (With Proposed Development) P. 3  
 Design Year: 2027 Designed By: \_\_\_\_\_ Checked By: \_\_\_\_\_ Date: 9 Sep 2024

### AM Peak

| Arm    | To A | To B | To C | To D | Total | q <sub>c</sub> |
|--------|------|------|------|------|-------|----------------|
| From A | 21   | 155  | 1130 | 9    | 1315  | 156            |
| From B | 40   | 0    | 16   | 2    | 58    | 1265           |
| From C | 1014 | 43   | 2    | 48   | 1107  | 72             |
| From D | 43   | 8    | 103  | 0    | 154   | 1250           |
| Total  | 1118 | 206  | 1251 | 59   | 2634  |                |

### PM Peak

| Arm    | To A | To B | To C | To D | Total | q <sub>c</sub> |
|--------|------|------|------|------|-------|----------------|
| From A | 17   | 186  | 1048 | 11   | 1262  | 119            |
| From B | 41   | 0    | 12   | 6    | 59    | 1137           |
| From C | 1118 | 53   | 4    | 103  | 1278  | 75             |
| From D | 32   | 5    | 57   | 0    | 94    | 1357           |
| Total  | 1208 | 244  | 1121 | 120  | 2693  |                |

### 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       |
| E   |                           |
| F   |                           |
| G   |                           |
| H   |                           |

### 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 |
| From E |       |       |       |       |       |       |     |
| From F |       |       |       |       |       |       |     |
| From G |       |       |       |       |       |       |     |
| From H |       |       |       |       |       |       |     |

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

|       |  |
|-------|--|
| $Q_E$ | Entry Capacity                                   |
| $q_c$ | Circulating Flow across the Entry                |
| $K$   | $= 1 - 0.00347(\phi - 30) - 0.978[(1/r) - 0.05]$ |
| $F$   | $= 303x_2$                                       |
| $f_c$ | $= 0.210t_D(1 + 0.2x_2)$                         |
| $t_D$ | $= 1 + 0.5/(1 + M)$                              |
| $M$   | $= \exp[(D - 60)/10]$                            |
| $x_2$ | $= v + (e - v)/(1 + 2S)$                         |
| $S$   | $= 1.6(e - v)/L$                                 |

### Limitation

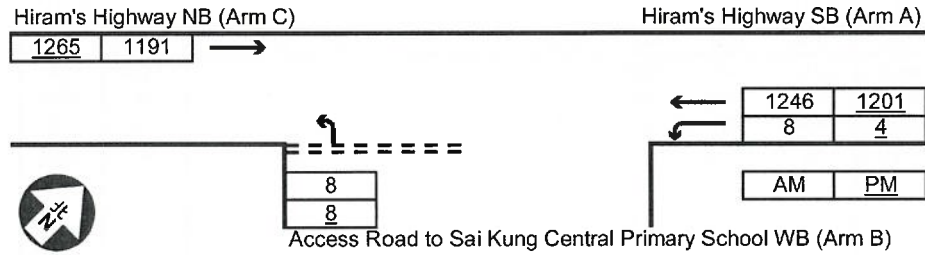
|   |                           |               |
|---|---------------------------|---------------|
| e | Entry Width               | 4.0 - 15.0 m  |
| v | Approach Half Width       | 2.0 - 7.3 m   |
| r | Entry Radius              | 6.0 - 100.0 m |
| L | Effective Length of Flare | 1.0 - 100.0 m |
|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

### Ratio-of-Flow to Capacity (RFC)

| Arm    |                |      |                |      |         |                | Q <sub>E</sub> |      | Entry Flow |      | RFC  |      |
|--------|----------------|------|----------------|------|---------|----------------|----------------|------|------------|------|------|------|
|        | x <sub>2</sub> | M    | t <sub>D</sub> | K    | F       | f <sub>c</sub> | AM             | PM   | AM         | PM   | AM   | PM   |
| From A | 7.50           | 7.39 | 1.06           | 0.96 | 2272.50 | 0.56           | 2095           | 2115 | 1315       | 1262 | 0.63 | 0.60 |
| From B | 5.02           | 7.39 | 1.06           | 0.92 | 1519.59 | 0.45           | 884            | 937  | 58         | 59   | 0.07 | 0.06 |
| From C | 8.22           | 7.39 | 1.06           | 0.93 | 2490.51 | 0.59           | 2288           | 2286 | 1107       | 1278 | 0.48 | 0.56 |
| From D | 6.74           | 7.39 | 1.06           | 0.95 | 2043.46 | 0.52           | 1317           | 1264 | 154        | 94   | 0.12 | 0.07 |
| From E |                |      |                |      |         |                |                |      |            |      |      |      |
| From F |                |      |                |      |         |                |                |      |            |      |      |      |
| From G |                |      |                |      |         |                |                |      |            |      |      |      |
| From H |                |      |                |      |         |                |                |      |            |      |      |      |

### Priority Junction Analysis

|              |  |             |       |       |            |
|--------------|--|-------------|-------|-------|------------|
| Junction:    | Hiram's Highway / Access Road to Haven of Hope Ho Chung Day Activity Centre cum Hostel |             |       |       |            |
| Design Year: | 2024   | Job Number: | J7341 | Date: | 9 Sep 2024 |
| Scenario:    | Existing Condition   |             |       | Page  | 4          |



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where  $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

|            |       |       |       |    |       |      |            |        |
|------------|-------|-------|-------|----|-------|------|------------|--------|
| Geometry : | Input |       | Input |    | Input |      | Calculated |        |
|            | W     | 16.00 | V-rBA | 0  | w-BA  | 0.00 | D          | 0.5332 |
|            | W-CR  | 1.50  | V-IBA | 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 :

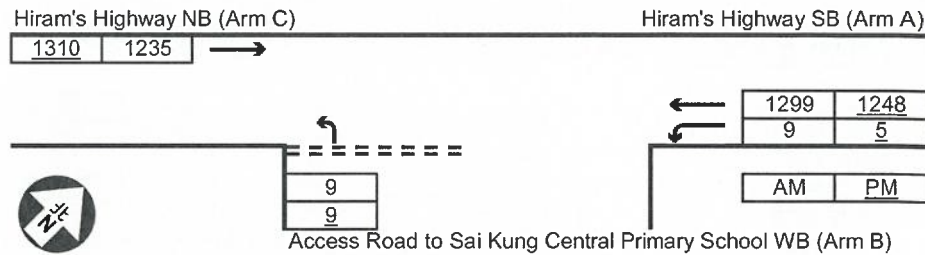
| Traffic Flows, pcu/hr | AM    | PM    | Capacity, pcu/hr | AM  | PM  |
|-----------------------|-------|-------|------------------|-----|-----|
| q-CA                  | 1191  | 1265  | Q-BA             | 172 | 172 |
| q-CB                  | 0     | 0     | Q-BC             | 526 | 533 |
| q-AB                  | 8     | 4     | Q-CB             | 317 | 321 |
| q-AC                  | 1246  | 1201  | Q-BAC            | 526 | 533 |
| q-BA                  | 0     | 0     |                  |     |     |
| q-BC                  | 8     | 8     |                  |     |     |
| f                     | 1.000 | 1.000 |                  |     |     |

| Ratio-of-flow to Capacity | AM    | PM    |
|---------------------------|-------|-------|
| B-A                       | 0.000 | 0.000 |
| B-C                       | 0.015 | 0.015 |
| C-B                       | 0.000 | 0.000 |
| B-AC                      | 0.015 | 0.015 |



### Priority Junction Analysis

|              |  |             |       |       |            |
|--------------|--|-------------|-------|-------|------------|
| Junction:    | Hiram's Highway / Access Road to Haven of Hope Ho Chung Day Activity Centre cum Hostel |             |       |       |            |
| Design Year: | 2027   | Job Number: | J7341 | Date: | 9 Sep 2024 |
| Scenario:    | Future Condition (Without Proposed Development)  |             |       | Page  | 5          |



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where  $Y = 1 - 0.0345W$

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

$W$  = major road width

$W-CR$  = central reserve width

$w-BA$ , etc = lane width to vehicle

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

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

| Geometry : | Input     | Input    | Input     | Calculated |
|------------|-----------|----------|-----------|------------|
|            | W 16.00   | V-rBA 0  | w-BA 0.00 | D 0.5332   |
|            | W-CR 1.50 | V-IBA 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 :

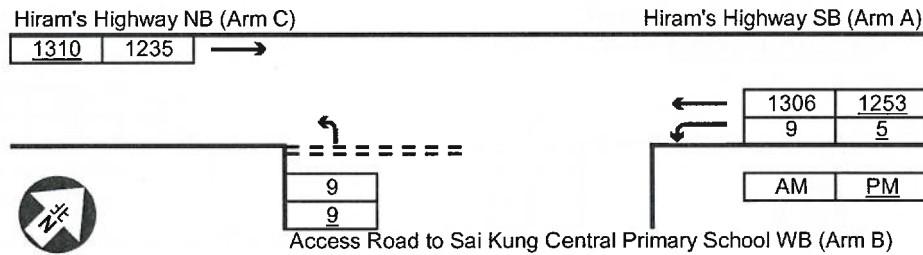
| Traffic Flows, pcu/hr | AM    | PM    | Capacity, pcu/hr | AM  | PM  |
|-----------------------|-------|-------|------------------|-----|-----|
| q-CA                  | 1235  | 1310  | Q-BA             | 165 | 165 |
| q-CB                  | 0     | 0     | Q-BC             | 517 | 526 |
| q-AB                  | 9     | 5     | Q-CB             | 312 | 317 |
| q-AC                  | 1299  | 1248  | Q-BAC            | 517 | 526 |
| q-BA                  | 0     | 0     |                  |     |     |
| q-BC                  | 9     | 9     |                  |     |     |
| f                     | 1.000 | 1.000 |                  |     |     |

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



### Priority Junction Analysis

|              |  |             |       |       |            |
|--------------|--|-------------|-------|-------|------------|
| Junction:    | Hiram's Highway / Access Road to Haven of Hope Ho Chung Day Activity Centre cum Hostel |             |       |       |            |
| Design Year: | 2027   | Job Number: | J7341 | Date: | 9 Sep 2024 |
| Scenario:    | Future Condition (With Proposed Development)   |             |       |       | Page 6     |



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where  $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

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

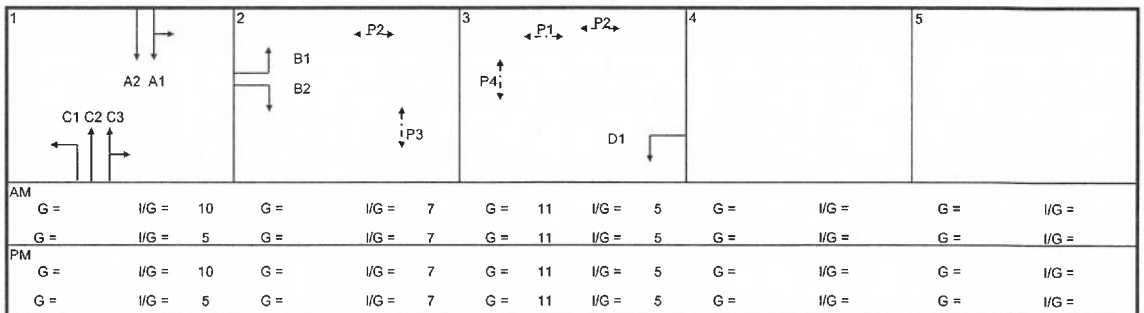
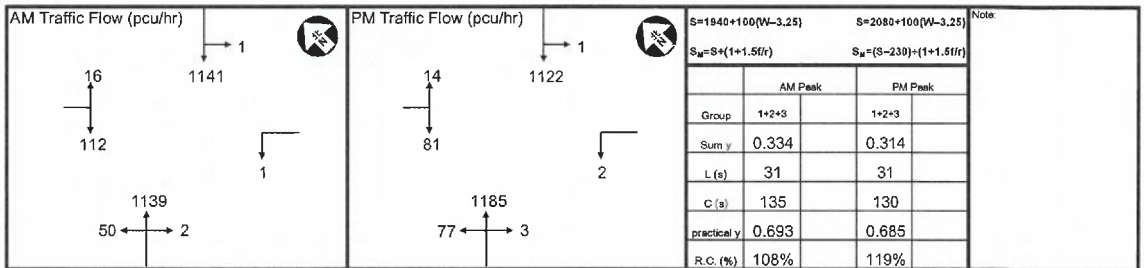
Analysis :

| Traffic Flows, pcu/hr | AM    | PM    | Capacity, pcu/hr | AM  | PM  |
|-----------------------|-------|-------|------------------|-----|-----|
| q-CA                  | 1235  | 1310  | Q-BA             | 164 | 165 |
| q-CB                  | 0     | 0     | Q-BC             | 516 | 525 |
| q-AB                  | 9     | 5     | Q-CB             | 311 | 316 |
| q-AC                  | 1306  | 1253  | Q-BAC            | 516 | 525 |
| q-BA                  | 0     | 0     |                  |     |     |
| q-BC                  | 9     | 9     |                  |     |     |
| f                     | 1.000 | 1.000 |                  |     |     |

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

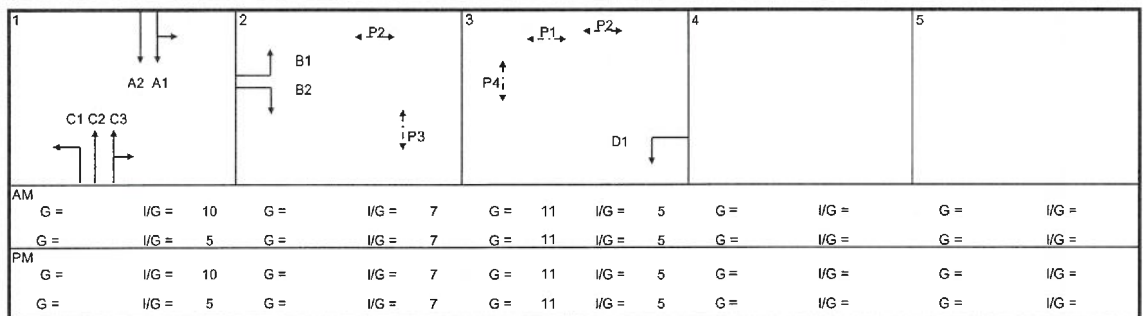
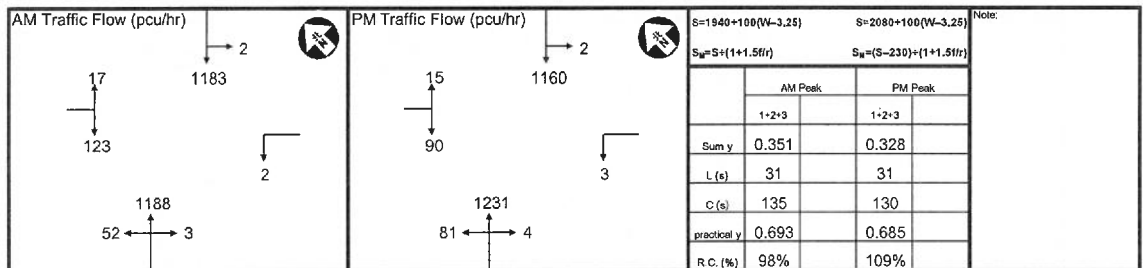
## Signal Junction Analysis

Junction: Hiram's Highway / Ho Chung Road Job Number: J7341  
 Scenario: Existing Condition P. 7  
 Design Year: 2024 Designed By: \_\_\_\_\_ Checked By: \_\_\_\_\_ Date: 9 Sep 2024

[illegible]

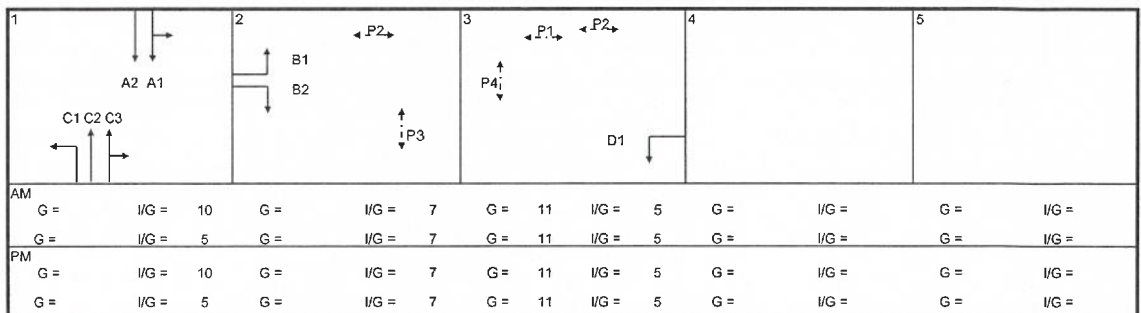
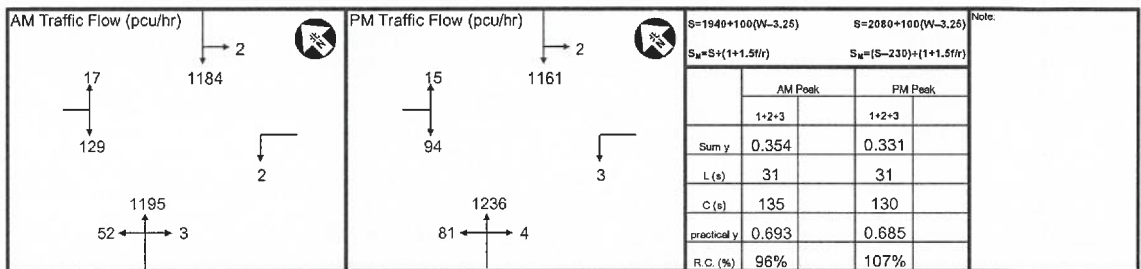
## Signal Junction Analysis

Junction: Hiram's Highway / Ho Chung Road Job Number: J7341  
 Scenario: Future Condition (Without Proposed Development) P. 8  
 Design Year: 2027 Designed By: \_\_\_\_\_ Checked By: \_\_\_\_\_ Date: 9 Sep 2024

[illegible]

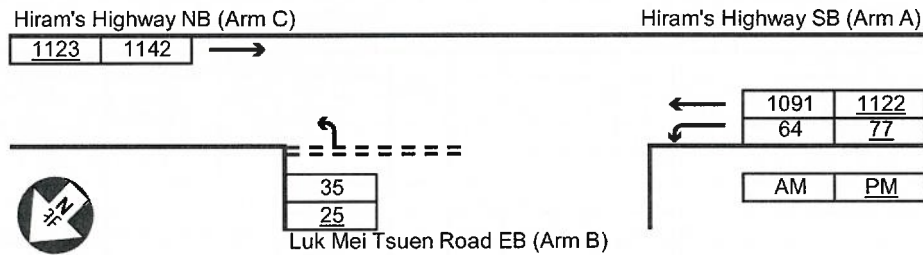
## Signal Junction Analysis

Junction: Hiram's Highway / Ho Chung Road Job Number: J7341  
 Scenario: Future Condition (With Proposed Development) P. 9  
 Design Year: 2027 Designed By: \_\_\_\_\_ Checked By: \_\_\_\_\_ Date: 9 Sep 2024

[illegible]

### Priority Junction Analysis

|              |                                      |             |            |
|--------------|--------------------------------------|-------------|------------|
| Junction:    | Hiram's Highway / Luk Mei Tsuen Road |             |            |
| Design Year: | 2024                                 | Job Number: | J7341      |
| Scenario:    | Existing Condition                   | Date:       | 9 Sep 2024 |
|              |                                      | Page        | 10         |



The predictive equations of capacity of movement are:

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

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

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

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

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

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

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

where  $Y = 1 - 0.0345W$

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

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

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

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

| Geometry : | Input |       | Input |    | Input |      | Calculated |        |
|------------|-------|-------|-------|----|-------|------|------------|--------|
|            | W     | 18.00 | V-rBA | 0  | w-BA  | 0.00 | D          | 0.5332 |
|            | W-CR  | 2.50  | V-IBA | 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 :

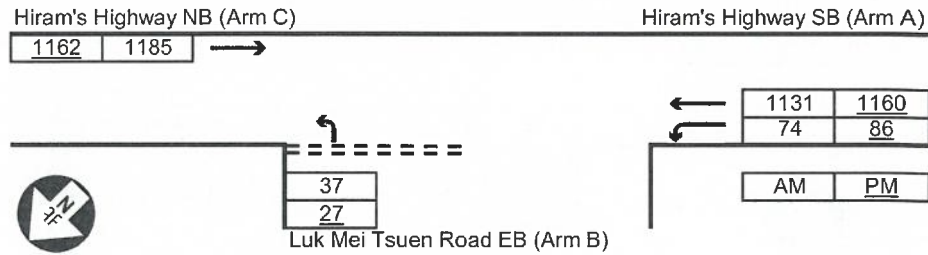
| Traffic Flows, pcu/hr | AM    | PM    | Capacity, pcu/hr | AM  | PM  |
|-----------------------|-------|-------|------------------|-----|-----|
| q-CA                  | 1142  | 1123  | Q-BA             | 218 | 216 |
| q-CB                  | 0     | 0     | Q-BC             | 604 | 599 |
| q-AB                  | 64    | 77    | Q-CB             | 343 | 340 |
| q-AC                  | 1091  | 1122  | Q-BAC            | 604 | 599 |
| q-BA                  | 0     | 0     |                  |     |     |
| q-BC                  | 35    | 25    |                  |     |     |
| f                     | 1.000 | 1.000 |                  |     |     |

| Ratio-of-flow to Capacity | AM    | PM    |
|---------------------------|-------|-------|
| B-A                       | 0.000 | 0.000 |
| B-C                       | 0.058 | 0.042 |
| C-B                       | 0.000 | 0.000 |
| B-AC                      | 0.058 | 0.042 |



### Priority Junction Analysis

|              |   |             |                  |
|--------------|---|-------------|------------------|
| Junction:    | Hiram's Highway / Luk Mei Tsuen Road            |             |                  |
| Design Year: | 2027  | Job Number: | J7341            |
| Scenario:    | Future Condition (Without Proposed Development) |             | Date: 9 Sep 2024 |
|              |   |             | Page 11          |



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     | D 0.5332   |
| W-CR | 2.50  | V-lBA | 0     | E 1.0216   |
|      |       | V-rBC | 60    | F 0.5860   |
|      |       | V-rCB | 0     | Y 0.3790   |
|      |       | w-BA  | 0.00  |            |
|      |       | w-BC  | 4.50  |            |
|      |       | w-CB  | 0.00  |            |

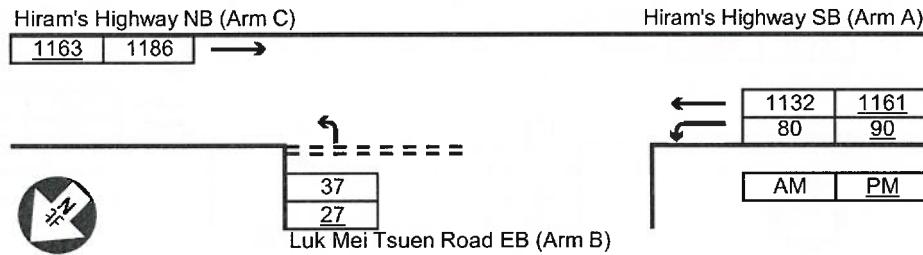
Analysis :

| Traffic Flows, pcu/hr | AM    | PM    | Capacity, pcu/hr | AM  | PM  |
|-----------------------|-------|-------|------------------|-----|-----|
| q-CA                  | 1185  | 1162  | Q-BA             | 213 | 211 |
| q-CB                  | 0     | 0     | Q-BC             | 598 | 593 |
| q-AB                  | 74    | 86    | Q-CB             | 339 | 336 |
| q-AC                  | 1131  | 1160  | Q-BAC            | 598 | 593 |
| q-BA                  | 0     | 0     |                  |     |     |
| q-BC                  | 37    | 27    |                  |     |     |
| f                     | 1.000 | 1.000 |                  |     |     |

| Ratio-of-flow to Capacity | AM    | PM    |
|---------------------------|-------|-------|
| B-A                       | 0.000 | 0.000 |
| B-C                       | 0.062 | 0.046 |
| C-B                       | 0.000 | 0.000 |
| B-AC                      | 0.062 | 0.046 |

### Priority Junction Analysis

|              |  |             |       |       |            |
|--------------|--|-------------|-------|-------|------------|
| Junction:    | Hiram's Highway / Luk Mei Tsuen Road         |             |       |       |            |
| Design Year: | 2027   | Job Number: | J7341 | Date: | 9 Sep 2024 |
| Scenario:    | Future Condition (With Proposed Development) |             |       |       | Page 12    |



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 :

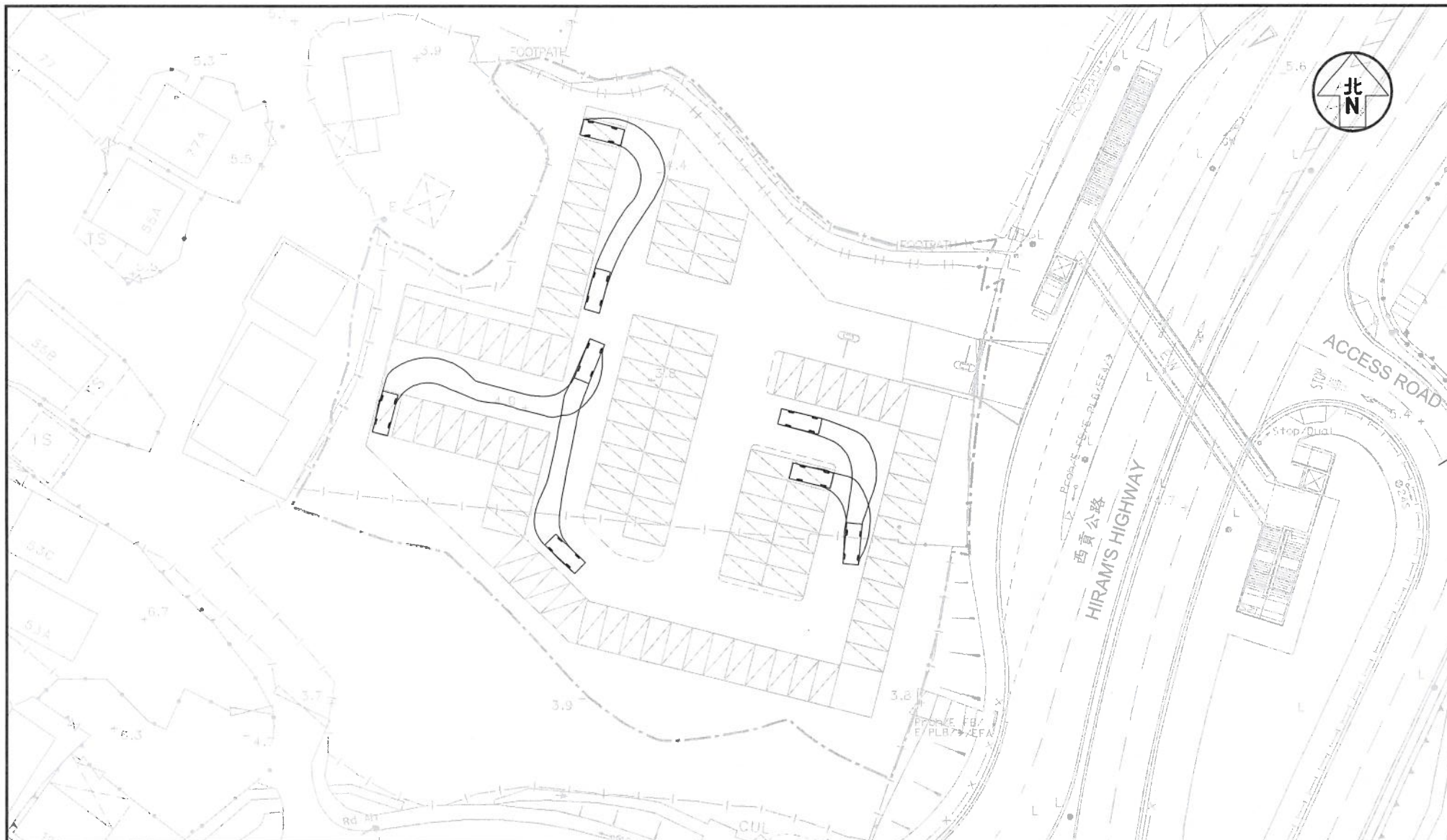
| Traffic Flows, pcu/hr | AM    | PM    | Capacity, pcu/hr | AM  | PM  |
|-----------------------|-------|-------|------------------|-----|-----|
| q-CA                  | 1186  | 1163  | Q-BA             | 213 | 211 |
| q-CB                  | 0     | 0     | Q-BC             | 597 | 592 |
| q-AB                  | 80    | 90    | Q-CB             | 339 | 335 |
| q-AC                  | 1132  | 1161  | Q-BAC            | 597 | 592 |
| q-BA                  | 0     | 0     |                  |     |     |
| q-BC                  | 37    | 27    |                  |     |     |
| f                     | 1.000 | 1.000 |                  |     |     |

| Ratio-of-flow to Capacity | AM    | PM    |
|---------------------------|-------|-------|
| B-A                       | 0.000 | 0.000 |
| B-C                       | 0.062 | 0.046 |
| C-B                       | 0.000 | 0.000 |
| B-AC                      | 0.062 | 0.046 |

## **Appendix B – Swept Path Analysis**

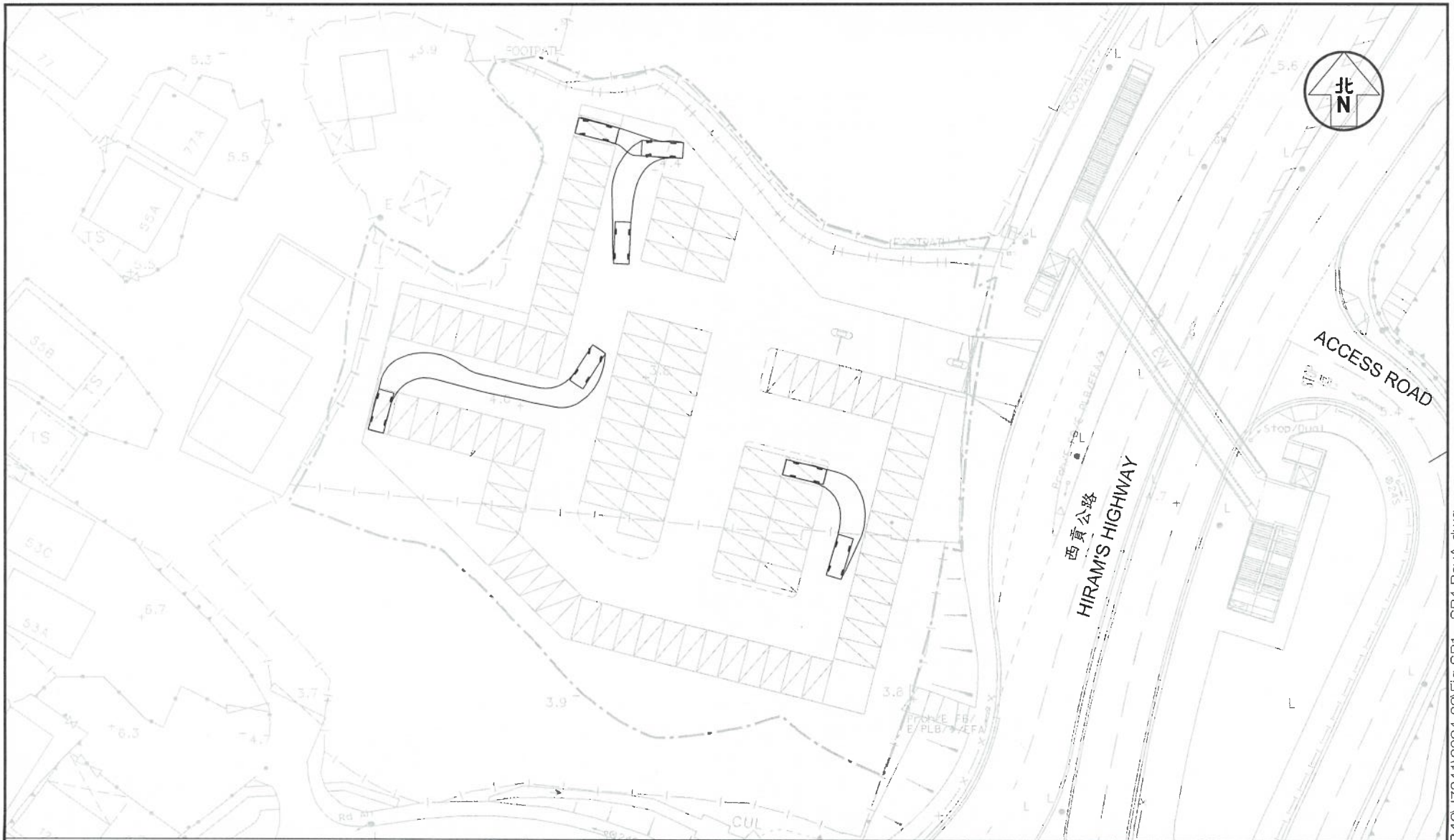
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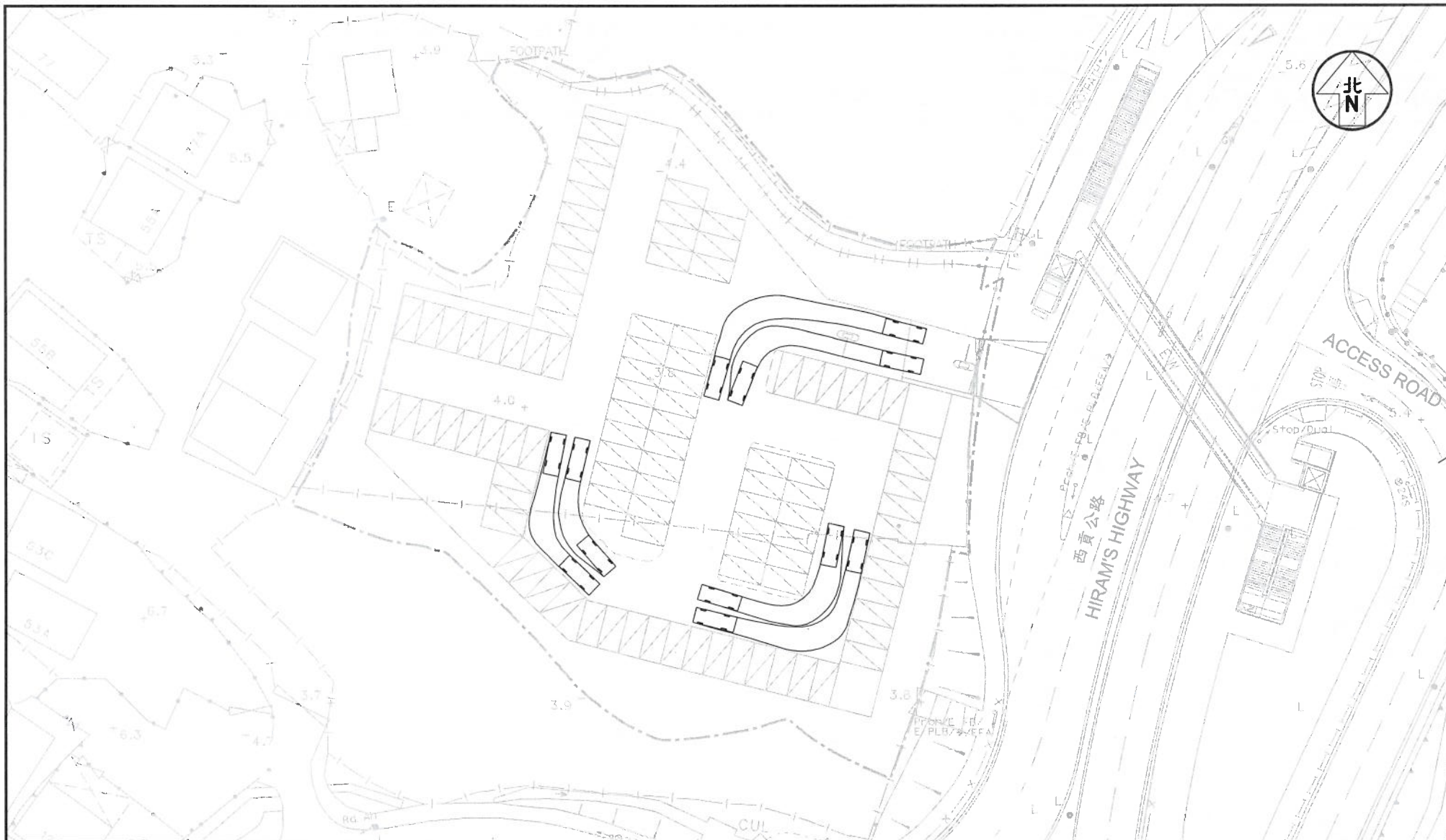
|   |                      |  |
|---|----------------------|--|
| Project Title<br>PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK<br>AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG (A/SK-HC/340) | Figure No.<br>SP1    | Revision<br>A  |
| Figure Title<br>SWEPT PATH OF PRIVATE CAR<br>ENTERING THE PROPOSED TEMPORARY CAR PARK   | Designed by<br>K K Y | CKM Asia Limited<br>Traffic and Transportation Planning Consultants<br>21st Floor, Methodist House, 36 Hennessy Road,<br>Wan Chai, Hong Kong<br>Tel : (852) 2520 5990 Fax : (852) 2528 6343<br>Email : mail@ckmasia.com.hk |

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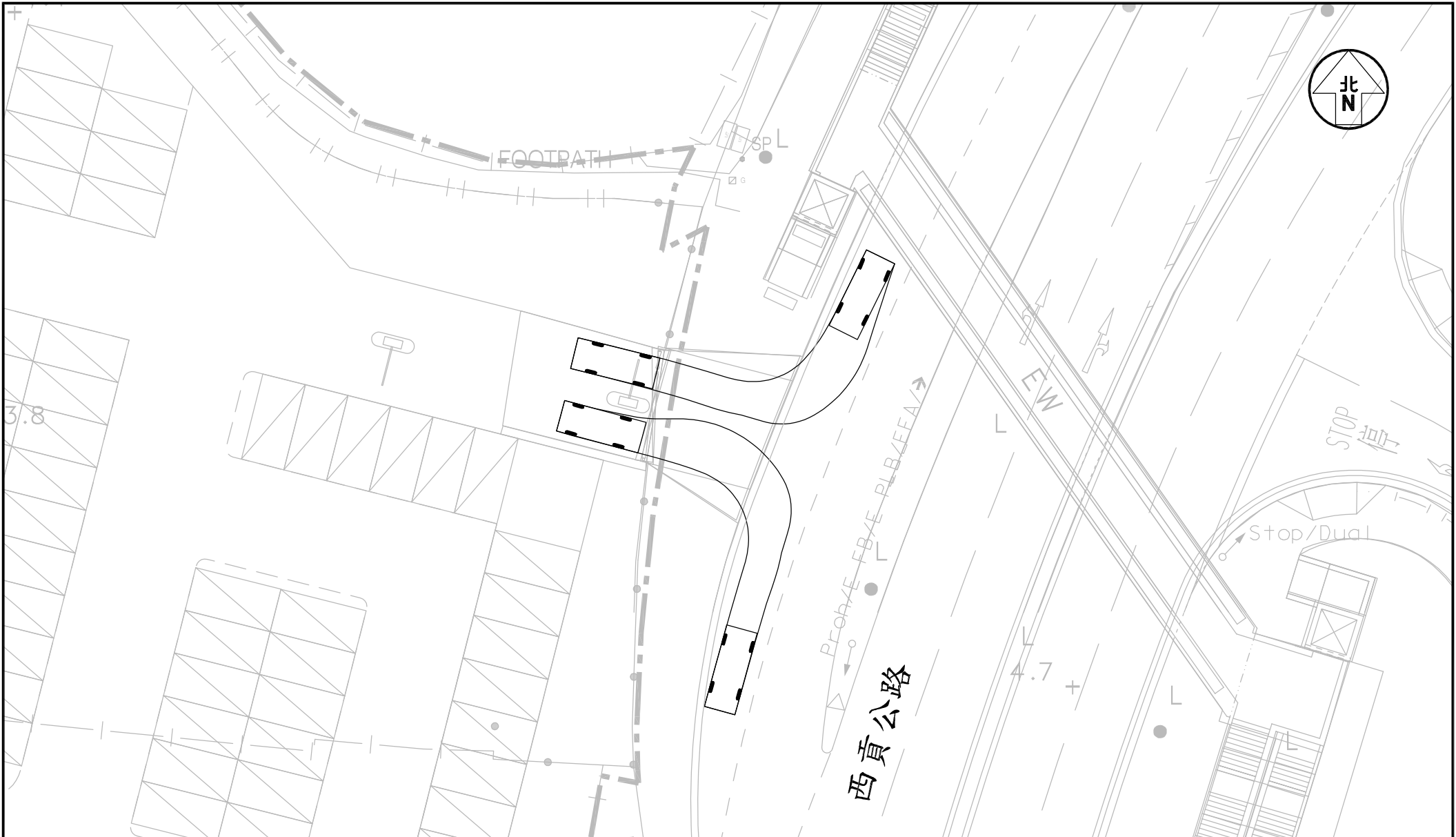
|               |  |  |  |             |       |             |         |   |             |
|---------------|--|--|--|-------------|-------|-------------|---------|---|-------------|
| Project Title |  | PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK<br>AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG (A/SK-HC/340) |  | Figure No.  | SP2   | Revision    | A       | <b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants<br>21st Floor, Methodist House, 36 Hennessy Road,<br>Wan Chai, Hong Kong<br>Tel : (852) 2520 5990 Fax : (852) 2528 6343<br>Email : mail@ckmasia.com.hk |             |
| Figure Title  |  | SWEPT PATH OF PRIVATE CAR<br>LEAVING THE PROPOSED TEMPORARY CAR PARK   |  | Designed by | K K Y | Drawn by    | S C Y   |   |             |
|               |  |  |  | Checked by  | K C   | Scale in A4 | 1 : 600 | Date  | 09 SEP 2024 |

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|  |                               |   |
|--|-------------------------------|---|
| <b>Project Title</b><br>PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK<br>AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG (A/SK-HC/340) | <b>Figure No.</b><br>SP3      | <b>Revision</b><br>A  |
| <b>Figure Title</b><br>SWEPT PATH OF PRIVATE CAR IN 2 WAYS<br>AT THE PROPOSED TEMPORARY CAR PARK   | <b>Designed by</b><br>K K Y   | <b>Drawn by</b><br>S C Y  |
|  | <b>Scale in A4</b><br>1 : 600 | <b>Checked by</b><br>K C  |
|  | <b>Date</b><br>09 SEP 2024    | <b>CKM Asia Limited</b><br>Traffic and Transportation Planning Consultants<br>21st Floor, Methodist House, 36 Hennessy Road,<br>Wan Chai, Hong Kong<br>Tel : (852) 2520 5990 Fax : (852) 2528 6343<br>Email : mail@ckmasia.com.hk |





|   |                      |  |
|---|----------------------|--|
| Project Title<br>PLANNING PERMISSION FOR PROPOSED 3-YEAR TEMPORARY PUBLIC VEHICLE PARK<br>AT VARIOUS LOTS AND ADJOINING GOVERNMENT LAND IN DD 244, HO CHUNG, SAI KUNG (A/SK-HC/340) | Figure No.<br>SP4    | Revision<br>A  |
| Figure Title<br>SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING<br>THE TEMPORARY CAR PARK AT THE VEHICULAR ACCESS  | Designed by<br>K K Y | Traffic and Transportation Planning Consultants<br>21st Floor, Methodist House, 36 Hennessy Road,<br>Wan Chai, Hong Kong<br>Tel : (852) 2520 5990 Fax : (852) 2528 6343<br>Email : mail@ckmasia.com.hk |

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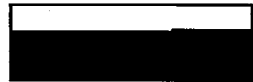
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**From:** Martin Wu <[REDACTED]>  
**Sent:** Tuesday, October 15, 2024 11:47 AM  
**To:** Jackin Ho Yeung YIP/PLAND <[REDACTED]>  
**Subject:** A/SK-HC/356 Clarification On Application Area

Dear Jackin

To clarify, the application area (about) as stated in our planning application was determined from the registered areas (in acres) as stated in the Block Government Lease for Demarcation District 244.

Best



**Martin Wu 胡伯欣** MHKIS MRICS MRTPI RPS(PD) RICS Registered Valuer

Assistant Manager 助理經理

Planning & Land Advisory Services 城市規劃及土地發展諮詢部

4/F Shui On Centre

6-8 Harbour Road

Wanchai

Hong Kong



T +852 2840 1177

F +852 2840 0600

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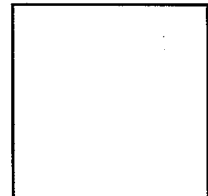
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**Previous Applications at the Application Site**

**Approved Application**

| <b>Application No.</b> | <b>Zoning(s)</b>               | <b>Proposed Use</b>   | <b>Date of Consideration</b> | <b>Approval Conditions</b> |
|------------------------|--------------------------------|---|------------------------------|----------------------------|
| A/SK-HC/340            | “CDA” and area shown as ‘Road’ | Proposed Comprehensive Residential Development with Minor Relaxation of Building Height Restriction at Phase 2 Site | 9.6.2023                     | (1) to (6)                 |

**Approval Conditions**

- (1) submission and implementation of a revised Master Layout Plan;
- (2) submission and implementation of a revised Landscape Master Plan;
- (3) design and construction of the proposed road junction;
- (4) submission of a revised noise impact assessment and the implementation of the noise mitigation measures identified therein;
- (5) provision of water supplies for firefighting and fire service installations; and
- (6) submission and implementation of a development programme indicating the timing and phasing of the comprehensive development.

**Rejected Applications**

| <b>Application No.</b> | <b>Zoning(s)</b>  | <b>Proposed Use</b>                   | <b>Date of Consideration</b> | <b>Rejection Reason(s)</b> |
|------------------------|-------------------|---------------------------------------|------------------------------|----------------------------|
| A/DPA/SK-HC/26         | “Unspecified Use” | Low-density Residential Development   | 14.8.1992                    | (1) to (5)                 |
| A/SK-HC/123            | “CDA”             | Comprehensive Residential Development | 22.9.2006<br>(on review)     | (5) to (7)                 |

**Rejection Reason(s)**

- (1) not in line with the planning intention;
- (2) setting an undesirable precedent;
- (3) existing transport infrastructure cannot cater for the proposed development;
- (4) proposed road/junction layout not acceptable;
- (5) no/insufficient information to demonstrate no environmental/drainage/sewerage impact(s) and/or industrial/residential interface problem;
- (6) proposed phased development would adversely affect the comprehensiveness of the “CDA” development; and
- (7) not in line with the Town Planning Board Guidelines for “CDA” zone due to failure to demonstrate the resultant development can be self-contained.

**Comments from Relevant Government Departments**

**1. Land Administration**

Comments of the District Lands Officer/Sai Kung, Lands Department (DLO/SK, LandsD):

- (a) no objection to the application;
- (b) the application site consists of 15 private lots, namely Lot 1016 S.A, 1016 RP, 1017, 1018 S.A, 1018 RP, 1019 S.A, 1020 S.B, 1020 RP, 1021 S.B, 1021 RP, 1022 RP, 1029, 1030 and 1031 all in D.D. 244 (the Lots), which are old schedule agricultural lots held under Block Government Lease and no building/structure is permitted. Given no restriction on the use of the land (other than “Noisome or Offensive Trades” clause), the proposed temporary public vehicle park (excluding container vehicle) is considered acceptable under lease. If there are any buildings or structures of any description are to be erected or constructed on the Lots, the lessee must obtain the prior approval of the Government;
- (c) the application site is also situated within the village environs of Ho Chung. Land within village environs of recognised village is primarily preserved for applicants with indigenous villager status to apply for Small Houses application. No Small House application is involved within the Lots;
- (d) as noted from the supporting planning statement, a total of 100 private car parking spaces will be provided on site and the vehicular access point is proposed at the east of the application site connected to Hiram’s Highway. We trust that the relevant departments would offer comments on the proposed number and dimension of car parking spaces and the proposed vehicular access as appropriate;
- (e) the Lots are involved in another approved planning application No. A/SK-HC/340 for proposed comprehensive residential development with minor relaxation of building height restriction. Land exchange application for lots of Phase 1 site of the approved planning application No. A/SK-HC/124-2 has been received and approved by this office in 2021. No land exchange application for the lots of Phase 2 site (i.e. the Site) has been received by this office so far;
- (f) regarding the proposed site area of the application site, please be informed that this office cannot verify it at this stage. The applicants are required to ensure all the data including but not limited to the site area stated in the application are correct; and
- (g) with reference to para. 7 of the supporting planning statement, the applicants are not intended to apply for any lease modification for the proposed temporary public vehicle park (excluding container vehicle) use as there are no structures to be erected on site.

**2. Environment**

Comments of the Director of Environmental Protection (DEP):

- (a) no objection to the subject application; and
- (b) no adverse environmental impact from the proposed temporary use is anticipated.



### 3. **Landscape**

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) no comment to the application from landscape planning perspective;
- (b) it is observed that the site is situated in an area of settled valleys landscape character predominated by village houses. The construction site located at the immediate north is subject to the Phase 1 development of the comprehensive residential development approved under application No. A/SK-HC/340. The proposed temporary use is considered not incompatible to the surrounding landscape setting and environment; and
- (c) it is observed the site is currently vacant, no significant vegetation/existing trees are found within the application site, significant landscape impact arising from the proposed temporary use is not anticipated.

### 4. **Drainage**

Comment of the Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD):

- (a) no in-principle objection to the subject application from drainage viewpoint provided that adequate stormwater drainage facilities are proposed to deal with the surface runoff of the site or the same flowing on to the site from the adjacent areas, with a view to avoid causing any adverse drainage impact to the areas or nuisance to the adjoining areas; and
- (b) should the application be approved by the Town Planning Board, a condition should be stipulated requiring the applicant to submit a drainage assessment proposal and the associated drainage measures to deal with the surface runoff within or in the vicinity of the subject site to his satisfaction.

### 5. **Nature Conservation**

Comment of the Director of Agriculture, Fisheries and Conservation (DAFC):

no comment on the application from nature conservation perspective as the subject site is mainly vacant and covered with limited vegetation.

### 6. **Fire Safety**

Comments of the Director of Fire Services (D of FS):

- (a) no objection in principle to the application subject to fire service installations (FSIs) and water supplies for firefighting being provided to the satisfaction of the Director of Fire Services; and
- (b) in consideration of the design/nature of the proposal, FSIs are anticipated to be required.

## **7. District Officer's Comments**

Comments of the District Officer (Sai Kung), Home Affairs Department (DO(SK), HAD):

- (a) no objection to the application;
- (b) the application could address part of the needs for parking spaces at Ho Chung; and
- (c) no works project or facilities of SKDO will be affect by this application. However, this office and the Drainage Services Department have received several complaints about flooding at nearby locations. To prevent any future flooding, the applicants are strongly suggested to take preventative measures against flooding during the construction and operation period of the proposed temporary public vehicle park.

## **8. Other Departments**

The following government departments have no objection to or no comment on the application:

- Chief Highway Engineer/New Territories East, Highways Department;
- Chief Engineer/Construction, Water Supplies Department;
- Chief Engineer (Works), Home Affairs Department;
- Head of Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD);
- Project Manager (East), East Development Office, CEDD; and
- Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office.

**Recommended Advisory Clauses**

- (a) To note the comments of the Chief Highway Engineer/New Territories East, Highways Department that the applicants are requested to provide adequate drainage measures to prevent surface water running from the application site to the nearby public roads and drains.
- (b) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that approval of the application does not imply approval of tree works such as pruning, transplanting and/or felling under lease. The applicants are reminded to approach relevant authority/government department(s) to obtain necessary approval on tree works, where appropriate.
- (c) to note the comments of the Director of Fire Services that the applicants are advised to submit relevant layout plans incorporated with the proposed FSIs to his office for approval. In addition, the applicants should also be advised on the following points:
  - (i) the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; and
  - (ii) the location of where the proposed FSI to be installed should be clearly marked on the layout plans.

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**From:** [REDACTED]  
**Sent:** 2024-07-30 星期二 02:35:47  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** A/SK-HC/356 DD 244 Ho Chung

A/SK-HC/356

Various Lots in D.D. 244, Ho Chung, Sai Kung

Site area: About 4,411.07sq.m

Zoning: "CDA", "VTD" and area shown as 'Road'

Applied use: 100 Public Vehicle Park

Dear TPB Members,

So reality bites, there has been an exodus of folk from Sai Kung. Catering establishments are closing down. Solution, lets convert the lower part of the approved 340 residential site to a parking lot. I have friends living there who are desperate to sell but no interest in their properties.

Members should question why the trees on the periphery of the site are not shown on the layout plan. There is no mention of tree felling in the application.

Mary Mulvihill

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**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

240726-094533-66285

**提交限期****Deadline for submission:**

30/07/2024

**提交日期及時間****Date and time of submission:**

26/07/2024 09:45:33

**有關的規劃申請編號****The application no. to which the comment relates:**

A/SK-HC/356

**「提意見人」姓名/名稱****Name of person making this comment:**

夫人 Mrs. Sophie B. J. LAMACQ

**意見詳情****Details of the Comment :**

I support application A/SK-HC/356 as :

- It will provide car parks to residents of Ho Chung village
- the entrance is located on Hiram Highways and will not disturb the traffic on Nam Pin Wai road (too narrow for additional traffic)
- the site layout is well designed so parking, entering and exiting is convenient.

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## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

## 參考編號

Reference Number:

240730-101124-61408

## 提交限期

Deadline for submission:

30/07/2024

## 提交日期及時間

Date and time of submission:

30/07/2024 10:11:24

## 有關的規劃申請編號

The application no. to which the comment relates:

A/SK-HC/356

## 「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 溫

## 意見詳情

Details of the Comment :

在申請土地交換的等候期間，申請人為防止土地閒置，所以在申請地點經營一個為期3年的臨時公共停車場。申請人表示，希望可以透過經營停車場，幫助緩解公共車輛停車位短缺的問題，並緩解西貢公路的交通狀況。對於上述的論點，實在難以令公眾接受。

首先，從「必要性」及「合理性」來探討是否需要一個只有3年期的臨時公共停車場。

## (一)「必要性」：

如停車場著實有其必要性，政府部門理應已從早年的西貢發展的整體規劃藍圖裡面制定相應的配套以應付實際需要，而非靠私人土地提供3年臨時期的停車場配套設施來解決硬件問題。如申請人所述屬實，豈非直指政府部門在西貢整體規劃時存有疏忽及失職？

## (二)「合理性」：

如車位需求確有其合理性，申請人何不將土地永久改作公共停車場，以長遠更有效解決公共車位短缺的問題，以緩解西貢公路的交通狀況？申請人亦指出，申請地段只屬低密度住宅區，附近已有私人及公共停車場設施，照理說，附近居住多年的居民車位需求多已獲得妥善安排，根本沒有迫切的車位需要。

根據上述兩點，公眾看到的，只是申請人在將其私人土地的價值最大化，從中賺取個人利益，而非美其名的「防止土地閒置」。

而從交通、噪音、環境衛生及安全角度作出評估，此申請亦不應該獲得通過。

## (三)「交通影響評估」：

申請人建議的停車場出入口坡道將會連接至西貢公路，雖然申請人表示已在進入停車場的設計中設有排隊區，以免出現阻塞。實際上，停車場出入口與西貢公路交匯處的迴旋處相距極近，是否需要進行道路改善等配套措施？萬一遇上停車場機件故障導致車龍，將對西貢公路一帶交通造成嚴重影響。如因100個私家車位的設立，額外引來100架車輛停泊，無疑增加了西貢公路的車輛流量，對附近交通造成一定壓力，又如何做到申請人所述的緩解交通？若如申請人認為未對鄰近交通狀況造成不良影響，是因為用戶數量不



多，主要用戶是該地區的週末遊客或該地區村民的長期停泊需要，這又直接說明了停車場根本沒有必要性。

(四) 噪音影響評估 及 環境衛生影響評估：

申請人聲稱此臨時停車場是無污染及無噪音的性質，試問100個私家車位的停車場，現階段根本難以確實評估車輛出入架次，車輛進出時的聲浪以及車輛排放的廢氣，試問如何做到聲稱的無污染及無噪音？申請人根本未有提供充足的評估數據，研究探討停車場的設立會否對鄰近住宅或其他敏感受體造成干擾的情況。

(五) 安全影響評估：

於網上提供的簡單資料中，只看到申請人表示因應停車場的性質，維護所需的人員將會很少。申請人卻未有提及停車場的照明安排或是否警衛等設施，是否能夠百分百維護使用者及鄰近居民的安全？資料中，亦未見申請人就停車場的車輛出入動線是否存在安全隱患等作出認真的數據評估，申請人所陳述的，明顯欠缺理據支持。

根據上述五項原因，我反對申請人是次提交的申請。

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## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

## 參考編號

Reference Number:

240730-165407-94631

## 提交限期

Deadline for submission:

30/07/2024

## 提交日期及時間

Date and time of submission:

30/07/2024 16:54:07

## 有關的規劃申請編號

The application no. to which the comment relates:

A/SK-HC/356

## 「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss HSU

## 意見詳情

Details of the Comment :

反對是項申請。

## 原因：

1. 停車場出入口的位置經行人路後接連西貢公路，很多學童及老人家均會途經該段行人路往返，難免引起潛在安全隱患。
2. 停車場沒有實際需要，政府理應已做好長遠規劃需要。
3. 100個車位引來大量外來車輛，不但沒有減輕交通壓力，反要大大增加交通壓力，嚴重影響居民出入。
4. 車輛增加，空氣質素難免受到影響。
5. 車輛停泊時發出聲響，24小時開放的停車場，對低密度環境的住宅區帶來噪音滋擾。